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Lumo 17th Supplemental Agreement

I attach a revised draft supplemental which addresses some of the drafting and content concerns of NR.

Lumo recognises that the number of paths Network Rail (NR) is willing to accept is the number of paths that we now propose to operate as from PCD 2026 (December 2025) and the revised draft supplemental now reflects that position. These paths have been compiled in conjunction with NR so as not to conflict with the paths proposed in the draft Scotrail 50th supplemental.

We also recognise that any additional paths should now be the subject of a further supplemental application.

As far as the general NR comments are concerned, there were several queries, but it has never been our intention to run 10 cars between Glasgow and Edinburgh. The objective is to run 10 car trains, as permitted by the Train Planning Rules (including any electrical restrictions) to/from Edinburgh to/from England only. It isn't usual and would be discriminatory for only one ECML operator to have formation restrictions included in their TAA and we would not agree to this.

We always wish to see robust contingency plans made for our services and will work with NR to ensure they are in place for times of disruption. For example, we would be very interested in having a regular ECS working via Cumbernauld to maintain route knowledge.

Additional stations are contingent only, not firm so we are still at a loss to see why any restriction should ever be put on the amount of stops at these stations. The ability to stop individual trains at additional stations is always subject to the exigencies of the timetable.

Andy Wylie