

BY EMAIL ONLY

12 June 2025

Gareth Williams
General Secretary
Eurostar International Limited
6th Floor, Kings Place
90 York Way
London
N1 9AG

Dear Mr Williams,

APPLICATIONS FOR DIRECTIONS UNDER SECTION 17 OF THE RAILWAYS ACT 1993 FOR ACCESS TO TEMPLE MILLS INTERNATIONAL DEPOT

1. As set out in our letter of 5 June 2025 and in accordance with paragraph 3(3) of Schedule 4 to the Railways Act 1993 (the Act), we are now writing to invite further information, clarification and representations from Eurostar International Limited (Eurostar) regarding its requirements for future use of capacity at Temple Mills International depot (TMI).
2. As you are aware, the Office of Rail and Road (ORR) has received four applications for directions under section 17 of the Railways Act 1993 for access to TMI. As part of this process ORR needs to assess any plans that Eurostar may have for expansion and the associated impact of available capacity at TMI.
3. In this regard, please provide details of Eurostar's requirements for any proposed additional use of the available capacity at TMI that would assist ORR in the assessment process provided in our letter of 5 June 2025. To ensure consistency, the criteria that ORR will use to assess Eurostar's requirements will be the same as those we will use to assess the applications for access. These are attached at Appendix A for ease of reference.

Availability of capacity

4. Please indicate how the available capacity identified at TMI is sufficient to support Eurostar's intended service delivery plans, including its plans for future use of TMI.

Performance

5. What, if any, will be the impact on operational performance of Eurostar's proposed future use of capacity at TMI?
6. How has Eurostar assessed the impact on operational performance?
7. Please provide any evidence to support Eurostar's assessment of impact on operational performance.

Operational Readiness and Viability

8. Please provide evidence of Eurostar's Delivery Plans, clearly detailing the timescales in which Eurostar proposes to utilise the available capacity at TMI and how that capacity will be used to deliver services.
9. Please provide details of Eurostar's rolling stock plans, to include:
 - Rolling stock class
 - Rolling stock compatibility
 - Rolling stock delivery plan
 - Rolling stock depot strategy
 - Rolling stock maintenance plan
 - Rolling stock stabling
 - Rolling stock delivery timescales
 - Modifications to TMI that Eurostar envisages are required to accommodate its rolling stock plans.

Financial Viability

10. Please provide a copy of Eurostar's Business Plan(s) that clearly detail its plans for future use of the capacity at TMI. Please include evidence of the finance secured to enable services to be run in the short, medium and long term. Details should also include rolling stock financing arrangements.

Economic and societal benefits

11. Please provide evidence of Eurostar's assessment of the benefits to passengers, or any wider benefits of its future plans, including the introduction of new services.
12. Please provide evidence of how your proposed future plans and services will contribute to growth of the market for international rail services to/from the UK.

13. What, if any, assessment has Eurostar made of the financial impact on existing operators of introducing new services? If available, please provide evidence to support Eurostar's assessment.

Views of Stakeholders

14. Does Eurostar wish to make any representations on issues raised by other stakeholders that it has not had the opportunity to make to date?

Any other information, clarification and/or representations

15. Please take the opportunity to provide any additional information and evidence that you wish ORR to take into account.

Deadline for Eurostar's response

16. In our letter of 5 June 2025, we indicated that the deadline for a response to this request for further information, clarifications and representations would be 3 July 2025. ORR has agreed to your request for a short extension to this deadline of one week. We have decided to adjust the deadline for all stakeholders to 10 July 2025. Therefore, please provide your response to this letter no later than 10 July 2025.

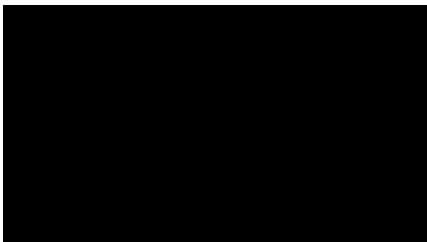
Publication and disclosure

17. We intend to publish your response on our website in line with our usual processes. To that end I should be grateful if you would indicate in your response whether there are any matters that Eurostar considers should not be published. The criteria for making exclusions are specified in section 71(2) of the Railways Act 1993 (the Act). They cover any matter which relates to the affairs of an individual or a particular body of persons, whether corporate or unincorporated, where publication of that matter would or might, in the opinion of ORR, seriously and prejudicially affect the interests of that person or body. You should therefore set out for each proposed exclusion your reasons, demonstrating why publication may seriously and prejudicially affect the interests of Eurostar (or any other body or person, if you think that is an issue).
18. ORR also proposes to share any further information, clarification and/or representations that Eurostar provides with Evolyn, with VTE Holdings Limited, with Gemini TOC Limited and with Trenitalia France. We will, however, give consideration to requests for non-disclosure and in doing so we will generally apply the same test as set out in section 71(2) of the Act. Therefore, if there is any information contained within your response that you consider is commercially sensitive or confidential then you should make this clear in your response and we will consider whether it would be appropriate in the circumstances to exclude such information. Please note that we intend to take the same approach to information, clarification and/or representations received from all other applicants, from Eurostar and from interested persons/parties with a wider interest.

Next Steps

19. We may be in touch to request further details as we review the information that you have provided so far. If you have any questions in the meantime, please do not hesitate to contact me.
20. ORR intends to write separately to Eurostar in the near future regarding matters raised in your representations of 13 March 2025, 10 April 2025 and 9 May 2025.

Yours sincerely,



Ian Biggar

Annex A: Assessment criteria

To inform our consideration of our section 4 duties, there are several key criteria we use to assess applications for access, including where there are competing applications and/or applications to use constrained capacity. We set out below the key criteria and evidence that ORR intends to use as part of our assessment of the section 17 applications. These are informed by the information currently available to us and are shown in no particular order, in the table below.

Criteria	Relevant Duties	Evidence
Availability of capacity	Promote the use and development of the network to the greatest extent economically practicable.	Evidence that use of the available capacity is justified by operators' service plans and is sufficient to support delivery of those plans.
Performance	Promote improvements in railway service performance.	Demonstration that operators' plans for more extensive use of TMI will not negatively impact operational performance.
Operational readiness and viability	Promote efficiency and economy on the part of persons providing railway services.	Delivery plans demonstrating clear intent and ability to use the capacity promptly. Explanation of progress towards securing other necessary access agreements and regulatory approvals.
Financial viability	Promote efficiency and economy on the part of persons providing railway services. Otherwise protect the interests of users of railway services.	Appropriate business plans, suitable expertise and a reasonable expectation of securing the required investment and rolling stock.
Economic and societal benefits associated with the applications	Promote competition in the provision of railway services for the benefit of rail users. Otherwise protect the interests of users of rail services.	Evidence so that we can assess the benefits (e.g. to passengers) of introducing new services and the anticipated financial impact on existing operators.
Views of stakeholders	Enable persons providing railway services to plan the future of their businesses with a reasonable degree of assurance.	Operators' responses to issues raised by other stakeholders during the process.