

30 July 2025

David Reed
Senior Executive, Access and Licensing
Office of Road and Rail

By email

Network Rail Infrastructure Limited Representations for the 9th Supplemental Agreement (SA) submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited (Network Rail) and Caledonian Sleeper Limited dated 2 March 2018.

Further to your email of 15 July, I am writing to provide CSL's response to Network Rail's representations.

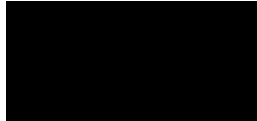
CSL is pleased to note that NR are supportive of its application as far as the rights to operate via Birmingham International is concerned and the associated re-routing of the Southbound Highlander via the E&G to achieve an earlier arrival time at Edinburgh Waverley which has been agreed as part of the associated timetable development process. We would further like to clarify, for the avoidance of any doubt, that the historic comments reproduced in NR's representation letter at paragraph 24 regarding CSL's proposed service timings being "aspirational" date back to the initial point of application prior to the detailed timetable development process and have therefore now been addressed via that process.

Calling at Birmingham International remains an important aspiration for CSL and Transport Scotland/SRH that will allow us to bring our service to new markets and provide important connectivity between the Midlands and our destinations across Scotland. We trust the ORR will approve this application in light of NR's support, taken together with the successful wider industry consultation.

Whilst it remains ours and our funders' aspiration to secure the reinstatement of the Southbound platform occupation rights at Euston, in order to better align our firm track access rights with the requirements of our Grant Agreement, we recognise based on NR's updates via the representations regarding the current status of Euston and HS2 works their position why they feel unable to support this element of the application at this time. We would therefore support the ORR proceeding to direct NR and CSL as proposed in NR's letter, whereupon we shall work with NR to agree the necessary Supplemental Agreement for the Birmingham rights and address any further clarifications or amendments.

We would thereafter seek to revisit the position regarding the reinstatement of these platform occupation rights via a separate application at an appropriate point in the future in consultation with Network Rail, as future plans for Euston become clear.

Yours Faithfully



Samuel Price
General Counsel
Caledonian Sleeper Limited