

# SEVENTEETH SUPPLEMENTAL AGREEMENT

between

**NETWORK RAIL INFRASTRUCTURE LIMITED**

as Network Rail

and

**EAST COAST TRAINS LIMITED**

as Train Operator

relating to the Track Access Contract dated 3 October  
2016

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**THIS SEVENTEENTH SUPPLEMENTAL AGREEMENT** is dated 12 August 2025 and made

**BETWEEN:**

- (1) **NETWORK RAIL INFRASTRUCTURE LIMITED**, ("Network Rail"), a company registered in England under number 2904587, having its registered office at Waterloo General Office, London, SE1 8SW; and
- (2) **EAST COAST TRAINS LIMITED**, (the "Train Operator"), a private company limited by shares registered in England under company number 08765536, having its registered office at 8<sup>th</sup> Floor, The Point, 37 North Wharf Road, London W2 1AF.

**WHEREAS:**

- (A) The parties entered into a Track Access Contract (Passenger Services) dated 3 October 2016 following directions issued by the Office of Rail and Road pursuant to Section 17 of the Act (the "Agreement").
- (B) The parties wish to amend the Agreement in the terms described below.

**IT IS HEREBY AGREED** as follows:

**1. INTERPRETATION**

In this Supplemental Agreement, words and expressions defined in and rules of interpretation set out in the Agreement shall have the same meaning and effect when used in this Supplemental Agreement except where the context requires otherwise.

**2. EFFECTIVE DATE AND TERM**

- 2.1 The amendments made to the Agreement as set out in this Supplemental Agreement shall have effect from the Effective Date.
- 2.2 "Effective Date" means the later of:
  - a) the date on which the Office of Rail and Road issues its approval pursuant to Section 22A of the Act, of the terms of this Supplemental Agreement; and
  - b) 02:01 on 14 December 2025.

**3. AMENDMENTS TO THE AGREEMENT**

- 3.1 Table 2.1: Passenger Train Slots which follows paragraph 1 in Schedule 5 shall be deleted and replaced by the table as set out in Appendix 1 to this Supplemental Agreement.
- 3.2 Schedule 5: Paragraph 2.3 "Not Used" shall be deleted and replaced by "In order to provide through Services the Train Operator has Firm Rights to combine Passenger Train Slots at Edinburgh Waverley".
- 3.3 Table 4.1: Calling Patterns which follows paragraph 3 in Schedule 5 shall be deleted

and replaced by the table as set out in Appendix 2 to this Supplemental Agreement.

4. **EFFECT OF THIS SUPPLEMENTAL AGREEMENT ON THE AGREEMENT**

The parties agree that the Agreement, as amended by this Supplemental Agreement, shall remain in full force and effect in accordance with its terms, and during the period in which the amendments made by this Supplemental Agreement are to have effect, all references in the Agreement to "the Agreement", "herein", "hereof", "hereunder" and other similar expressions shall, unless the context requires otherwise, be read and construed as a reference to the Agreement as amended by this Supplemental Agreement.

5. **THIRD PARTY RIGHTS**

No person who is not a party to this Supplemental Agreement shall have any right under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Supplemental Agreement.

6. **LAW**

This Supplemental Agreement shall be governed by, construed and given effect to in all respects in accordance with English law.

7. **COUNTERPARTS**

This Supplemental Agreement may be executed in any number of counterparts, each of which when executed and delivered shall constitute an original, but all the counterparts shall together constitute but one and the same instrument.


IN WITNESS WHEREOF Network Rail and the Train Operator have, by their duly authorised representatives, entered into this Supplemental Agreement on the date first above written.

SIGNED by )  
)



duly authorised for and on behalf of ) PAUL RUTTER, EAST COAST ROUTE DIRECTOR  
NETWORK RAIL )  
INFRASTRUCTURE LIMITED )

SIGNED by )  
)  
duly authorised for and on behalf of )  
EAST COAST TRAINS LIMITED )



ANDREW WYLIE  
HEAD OF REGULATION & OPEN ACCESS  
CONTRACTS, FG RAIL

## APPENDIX 1

## 2 Passenger Train Slots

Table 2.1: Passenger Train Slots

1						2					
Service Group 1 Anglo – Scottish											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
London King's Cross	Edinburgh	East Coast Mainline	1.1	TBC	Class 801	0	0	5	5	5	5
Edinburgh	London King's Cross	East Coast Mainline	1.2	TBC	Class 801	0	0	5	5	5	5
Edinburgh	Newcastle	East Coast Mainline	1.3	TBC	Class 801	0	0	1	0	1	0
Newcastle	London King's Cross	East Coast Mainline	1.4	TBC	Class 801	1	0	1	1	1	1
London King's Cross	Newcastle	East Coast Mainline	1.5	TBC	Class 801	0	1	1	1	0	1
Edinburgh	Glasgow Queen Street High Level	Falkirk High	1.6	TBC	Class 801	0	0	2	2	0	1
Glasgow Queen Street High Level	Edinburgh	Falkirk High	1.7	TBC	Class 801	0	0	1	1	0	1

## APPENDIX 2

### 4 Calling Patterns

Table 4.1: Calling Patterns

1					2	3
<b>Service Group 1 Anglo – Scottish</b>						
<b>Service description</b>						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional stations
London King's Cross	Edinburgh	East Coast Mainline	1.1 and 1.2	TBC	Newcastle, Morpeth	Stevenage <sup>1</sup>
Edinburgh	Newcastle	East Coast Mainline	1.3	TBC	Morpeth	N/A
Newcastle	London King's Cross	East Coast Mainline	1.4 and 1.5	TBC	Non-stop	Stevenage <sup>1</sup>
Edinburgh	Glasgow Queen Street High Level	Falkirk High	1.6	TBC	Non-stop	Haymarket, Falkirk High
Glasgow Queen Street High Level	Edinburgh	Falkirk High	1.7	TBC	Non-stop	Falkirk High, Haymarket

Notes to Table:

<sup>1</sup> Limited to pick up only in the North-bound direction and set down only in the South-bound direction.