The Office of Rail and Road
Mr. Martin Jones
25 Cabot Square
London E14 4QZ

London, 27th October 2025

Re: EUROSTAR 22ND October announcement

Dear Mr. Jones

We are referring to the latest news related with the public announcement made by Eurostar the 22nd October 2025 with respect to the *"landmark €2 billion investment in up to 50 new double-decker trains built by Alstom Group"*. In this regard, Eurostar has stated that it has made *"an order for 30 trains, with an option for a further 20, marking a significant step in Eurostar's growth journey to 30 million annual passengers"*.

In this regard, we would like to point out the following:

- Back in June 2023, Evolyn formally requested the maintenance of 12 Alstom trains (double decker), which turn out to be the same train model as the one referred to in Eurostar communication.
- Eurostar decided to refrain from accepting Evolyn's request, mainly citing two technical reasons: (i) the lack of capacity of Temple Mills to maintain 12 additional trains; and (ii) Evolyn' impossibility to evidence the technical compatibility of Alstom's rolling stock to be maintained in Temple Mills and operated in HS1 railway network.
- To date, Eurostar has announced the acquisition of 50 Alstom additional trains which are intended to be maintained in Temple Mills and operated in the HS1 network. Therefore, the technical arguments used by Eurostar 2 years ago to deny Evolyn's application were never valid or justified.
- Accordingly, we urge ORR to consider the above, as we firmly believe that Evolyn has been forced to make use of the Section 17 proceedings based on invalid arguments and Evolyn should have signed the corresponding access agreement with Eurostar.
- Finally, we would also like to remark that Eurostar above-mentioned announcement constitutes undeniable evidence that the exclusivity commitment included in Alstom's letters provided by Virgin to the ORR implies misleading information to ORR and the rest of the applicants.

Yours sincerely

[redacted]