

FORTY-NINTH Supplemental Agreement

between

NETWORK RAIL INFRASTRUCTURE LIMITED
as Network Rail

and

LONDON NORTH EASTERN RAILWAY LIMITED
as Train Operator

**relating to amendments to a Track Access
Contract (Passenger Services) dated 03 March 2017**

THIS SUPPLEMENTAL AGREEMENT is dated 03 December 2025 and made between:

- (1) **NETWORK RAIL INFRASTRUCTURE LIMITED**, a company registered in England under company number 02904587, having its registered office at Waterloo General Office, London, SE1 8SW ("**Network Rail**"); and
- (2) **LONDON NORTH EASTERN RAILWAY LIMITED**, a company registered in England under number 04659712 having its registered office at West Offices, Station Rise, York YO1 6GA (the "**Train Operator**").

Background:

- (A) Network Rail and East Coast Main Line Company Limited entered into a Track Access Contract (Passenger Services) dated 03 March 2017 as amended by various supplemental agreements (which track access contract as subsequently amended is hereafter referred to as the "**Contract**").
- (B) On 24 June 2018 the rights and obligations of East Coast Main Line Company Limited under the Contract were transferred to the Train Operator pursuant to a transfer scheme made by the Secretary of State for Transport on 21 June 2018 under Schedule 2 of the Railways Act 2005.
- (C) Network Rail and the Train Operator (the Parties) now propose to enter into this Supplemental Agreement in order to amend the Contract as described herein.

IT IS HEREBY AGREED as follows:

1. INTERPRETATION

- 1.1 In this Supplemental Agreement words and expressions defined in and rules of interpretation set out in the Contract shall have the same meaning and effect when used in this Supplemental Agreement except where the context requires otherwise.
- 1.2 "Effective Date" means the date on which the ORR issues its approval pursuant to Section 22 of the Act, of the terms of this Supplemental Agreement.

2. EFFECTIVE DATE AND TERM

- 2.1 The amendments made to the Contract as set out in this Supplemental Agreement shall have effect from the Effective Date and shall cease to have effect on the Expiry Date or earlier termination of the Contract.

3. AMENDMENTS TO THE CONTRACT

The Contract shall be amended as follows:

- 3.1 Table 2.1 of Schedule 5 Part C shall be deleted in its entirety and replaced with the entry set out in Annex 1 of this Supplemental Agreement.

4. EFFECT OF THIS SUPPLEMENTAL AGREEMENT ON THE CONTRACT

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

5. LAW

This Supplemental Agreement shall be governed by, construed and given effect to in all respects in accordance with the laws of England and Wales.

6. 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.

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 one and the same instrument.

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


SIGNED BY

for and on behalf of
**NETWORK RAIL
INFRASTRUCTURE LIMITED**

) 
) Paul Rutter
) Route Director, East Coast

SIGNED BY

for and on behalf of
**LONDON NORTH EASTERN
RAILWAY LIMITED**

) 
) Warrick Dent
) Safety and Operations Director

ANNEX 1

Table 2.1: Passenger Train Slots

1						2					
Service Group HB01 (North core)											
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	ECML	1.1	TBC	800		4	10	14	13	11
London King's Cross	Edinburgh	ECML	1.2	TBC	800		2	8	10	10	9
London King's Cross	Newcastle	ECML	1.3	TBC	800 or 225		3	14	17	18	16
London King's Cross	Middlesbrough	ECML, Northallerton, Yarm	1.4	TBC	800		1 ¹	5 ¹	6 ¹	6 ¹	5 ¹
London King's Cross	York	ECML	1.5	TBC	225		0	1	1	1	1
Newcastle	Edinburgh	ECML	1.6	TBC	800		0	1	1	1	1
Newcastle	London King's Cross	ECML	1.7	TBC	800 or 225	4		12	16	16	17
Doncaster	Edinburgh	ECML	1.8	TBC	800		0	2	2	2	2
Edinburgh	London King's Cross	ECML	1.9	TBC	800	1		14	15	13	11
Edinburgh	London King's Cross	ECML	1.10	TBC	800	0		11	11	9	7

Edinburgh	Newcastle	ECML	1.11	TBC	800			1	1	1	1
Edinburgh	Doncaster	ECML	1.12	TBC	800					2	1
Berwick upon Tweed	London King's Cross	ECML	1.13	TBC	800		0	1	1	1	0
Middlesbrough	London King's Cross	Yarm, Northallerton, ECML	1.14	TBC	800	0		6 ¹	6 ¹	6 ¹	6 ¹
York	London King's Cross	ECML	1.15	TBC	800 or 225	2		0	2	2	1

¹ The passenger train slots (between London King's Cross and Middlesbrough in both 1.4 and 1.14) are restricted as set out in this footnote from running between York and Middlesbrough; and as such 1.4 and 1.14 apply only between London King's Cross and York. Save for, one passenger train slot a day in both 1.4 and 1.14, on weekdays, is permitted to run between London Kings Cross and Middlesbrough.

The restriction set out in this footnote applies until the date which is the earliest of:

1. completion (design, construction, commissioning, and entry into service) of all the following infrastructure works at Middlesbrough:
 - (i) Construction of platform 3
 - (ii) Separation of Up Saltburn Slow from platform 3
 - (iii) Construction of Down Saltburn Fast – Up Saltburn Fast crossovers West of Middlesbrough station
 - (iv) Construction of Turnback and Down Saltburn Fast – Up Saltburn Fast crossover East of Middlesbrough station, or;

2. Network Rail reasonably determining that infrastructure improvements commissioned at Middlesbrough, which provide the same capacity enhancements as those specified in (1) above and can enable the operator to submit a valid Access Proposal exercising these rights.

1						2					
Service Group HB02 (Central core)											
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	Leeds	ECML, Wakefield Westgate	2.1	TBC	800 or 225		2	13	15	15	11
London King's Cross	Leeds	ECML, Wakefield Westgate	2.2	TBC	800 or 225		2	10	12	10	9
London King's Cross	Leeds	ECML, Wakefield Westgate or Micklefield	2.3	TBC	800			5 ¹	5 ¹	5 ¹	5 ¹
London King's Cross	Harrogate	ECML, Wakefield Westgate, Horsforth	2.4	TBC	800		1	5	6	6	5
London King's Cross	Lincoln	ECML, Newark North Gate, Swinderby	2.5	TBC	800		1	6	7	7	6
London King's Cross	Bradford Forster Square	ECML, Wakefield Westgate	2.6	TBC	225		1	0	1	1	1
London King's Cross	Doncaster	ECML	2.7	TBC	800			1	1	0	0

1						2					
Service Group HB02 (Central core)											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
Leeds	London King's Cross	Wakefield Westgate, ECML	2.8	TBC	800 or 225	2		12	14	14	12
Leeds	London King's Cross	Wakefield Westgate, ECML	2.9	TBC	800 or 225	2		8	10	9	8
Leeds	London King's Cross	ECML, Wakefield Westgate or Micklefield	2.10	TBC	800			5 ¹	5 ¹	5 ¹	5 ¹
Leeds	Bradford Forster Square	Shipley	2.11	TBC	800 or 225			6	6	6	5
Harrogate	London King's Cross	Horsforth, Wakefield Westgate, ECML	2.12	TBC	800	1		6	7	7	5
Lincoln	London King's Cross	Swinderby, Newark North Gate, ECML	2.13	TBC	800	1		5	6	6	5

1						2					
Service Group HB02 (Central core)											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
Bradford Forster Square	London King's Cross	Wakefield Westgate, ECML	2.14	TBC	225	1		0	1	1	1
Bradford Forster Square	Leeds	Shiopley	2.15	TBC	800 or 225			6	6	6	5
Doncaster	London King's Cross	ECML	2.16	TBC	800	2			2	2	2

¹These Firm rights are not effective until the date which is the earliest of:

1. completion (design, construction and commissioning) of the following infrastructure works:
 - (i) Huntingdon – Woodwalton: to provide 7 miles of 4 line, reinstating the Up Slow;
 - (ii) Woolmer Green Jn – Holme Jn: Raising Slow Lines from 80mph to 100mph;
 - (iii) Hitchin – Holme Jn: Removal of Heavy Axle Weight Restrictions to allow an increased speed of Class 6 Bulk freight trains from 40mph to 60mph; and
 - (iv) Peterborough – Fletton Jn (incl.): Up Slow Speed Increase, (LSI) over the 1-mile section from 25mph to 70mph; and

2. completion (design, construction and commissioning) of infrastructure works between London King's Cross and Leeds which are similar to those specified in 1) above and can be shown to be necessary and sufficient to enable the rights to be used in a timetable.”

1						2					
Service Group HB04 (Central core extensions)											
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	Hull	ECML Selby	4.1	TBC	800		1		1	1	1
London King's Cross	Skipton	ECML, Wakefield Westgate, Shiplay	4.2	TBC	800		1		1	1	1
Hull	London King's Cross	Selby, ECML	4.3	TBC	800	1			1	1	
Skipton	London King's Cross	Shiplay, Wakefield Westgate, ECML	4.4	TBC	800	1			1	1	

1						2					
Service Group HB05 (North core extensions)											
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	Inverness	ECML, Falkirk Grahamston	5.1	TBC	800			1	1	1	1
London King's Cross	Aberdeen	ECML, Leuchars	5.2	TBC	800		1	3	4	3	2
Inverness	London King's Cross	Falkirk Grahamston, ECML	5.3	TBC	800			1	1	1	1
Aberdeen	London King's Cross	Leuchars, ECML	5.4	TBC	800			3	3	3	3
Aberdeen	Doncaster	Leuchars, ECML	5.5	TBC	800			1	1		
Edinburgh	Aberdeen	Leuchars	5.6	TBC	800						1