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Nigel Oatway
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6 March 2015

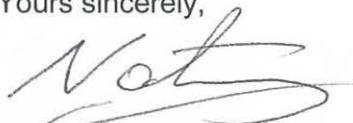
Dear Phil,

PROPOSED 48th to 52nd SUPPLEMENTAL AGREEMENTS TO THE TRACK ACCESS CONTRACT BETWEEN NETWORK RAIL INFRASTRUCTURE LIMITED AND EAST COAST MAIN LINE COMPANY LIMITED

I am writing with reference to the e-mail dated 10 February 2015 from Mark Garner of Network Rail inviting comments on the above proposed agreements. DB Schenker Rail (UK) Limited ("DB Schenker") wishes to raise the following representations:

DB Schenker has no comments to raise in respect of the proposed 48th, 49th, 50th & 52nd Supplemental Agreements. However, in respect of the 51st Supplemental Agreement, DB Schenker notes that it is proposed that a number of services currently terminating at Newcastle will be extended to and start back from Edinburgh. DB Schenker already has difficulty in identifying capacity for new and amended freight services on the East Coast Main Line between Newcastle and Scotland, particularly during the daytime, and is concerned to ensure that these proposed additional services do not materially worsen the ability for Freight Operators to secure freight paths over this route for the future. In this respect, DB Schenker notes that Network Rail is assessing the impact, capacity, performance and safety risks associated with the proposals and it would, therefore, wish to consider the results of these assessments to enable it to comment further.

Yours sincerely,



Nigel Oatway
Access Manager

cc. David Young Network Rail
Mike Pybus Network Rail
Mark Garner Network Rail
David Reed ORR

