



Jon Plowright
Head of Engineering
First Hull Trains

East Coast Main Line Company Limited
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virgintrainseastcoast.com

17 April 2015

Dear Jon,

RE: Section 22A Applications

Thank you for your email dated 6th March. The purpose of this letter is to respond to your comments.

Virgin Trains East Coast (VTEC) is confident that its proposals for additional and extended services can be accommodated on the East Coast Main Line (ECML). Network Rail will be undertaking performance analysis to satisfy itself that these proposals have no material detrimental impact on performance. VTEC does not anticipate that these proposals will have any material impact on any other ECML operator.

We do not believe that there will be any changes to Network Rail's Long Distance Regulation Policy as a result of these changes.

In terms of engineering access, given that the majority of disruptive engineering work takes place at weekends, only the additional Leeds services on a Saturday and (50th Supplemental Agreement) and additional Anglo-Scottish services on a Sunday (52nd Supplemental Agreement) would potentially be affected by this. However, VTEC does not accept that these additional services will put additional pressure on Network Rail planners in times of reduced capacity. I expect Network Rail to continue to allocate reduced capacity in accordance with the Decision Criteria.

Revenue abstraction from Hull Trains from the new Doncaster - London services would be minimal particularly given the levels of dedicated (operator-only) tickets.

Yours sincerely

A handwritten signature in black ink, appearing to read "Phil Dawson".

Phil Dawson
Regulation & Track Access Manager

cc Mark Garner, Network Rail
David Reed, ORR