

The Thameslink logo consists of a dark blue trapezoidal shape pointing downwards, containing the word "Thameslink" in white. Below it is a smaller, pink trapezoidal shape pointing upwards.The Great Northern logo consists of a dark blue trapezoidal shape pointing downwards, containing the words "Great Northern" in white. Below it is a smaller, light blue trapezoidal shape pointing upwards.

Rachel Gilliland  
Head of Commercial Freight  
Network Rail  
6<sup>th</sup> Floor  
One Eversholt Street  
London  
NW1 2DN

13<sup>TH</sup> April 2015

Dear Rachel,

**SECTION 17 APPLICATION FROM EAST COAST TRAINS LIMITED – GOVIA THAMESLINK RAILWAY (GTR) REPRESENTATIONS**

Thank you for giving GTR the opportunity to make representations concerning East Coast Trains Ltd's (ECTL) planned Section 17 application.

GTR's concerns centre, as you would expect, around the compatibility of the proposals with our Train Service Requirement obligations to the DfT. We note the undertaking in 3.1 of the Form P that "Our proposed timetables would be submitted to the ORR in due course and in any case no later than four weeks from the date of this application."

We also note what is said about the Network Rail report from December 2014 reviewing capacity on the East Coast main line (ECML) in 3.2 of the Form P – but would point out that it is not clear to GTR the degree to which this accommodates our Passenger Service Requirements. It also only set out to propose options and only contained a cursory, qualitative Performance Impact Assessment. It is the Thameslink, Southern & Great Northern franchise Train Service Requirements to which GTR is committed to deliver under the terms of our franchise as the key taxpayer benefit from the Thameslink Programme investment. It is this that we need ECTL to confirm and demonstrate – they can be found via this link: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/381933/tsgn-service-level-commitments.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381933/tsgn-service-level-commitments.pdf)

We have read in 4.2 (Adequacy) the ascertainment that ECTL are confident that there is sufficient capacity on the ECML and that detailed timetable planning work has been undertaken. We understand the commerciality of open access plans for the ECML, but now that ECTL's aspirations are in the public arena would ask that they discuss their plans with us so we can understand if there are any risks to the delivery of our franchise commitments and if so find the best way to mitigate them before a final proposal is submitted to the ORR. For us to be reassured we would ask to have access to the capacity and performance modelling for the southern portion of the ECML along with the notional timetabling.

**Thameslink**

**Great Northern**

Yours sincerely



**John Beer**  
**Head of Access Contracts**  
Govia Thameslink Railway (GTR)

**Thameslink**

**Great Northern**

Internal:

External:

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[www.greatnorthernrail.com](http://www.greatnorthernrail.com)

[www.thameslinkrailway.com](http://www.thameslinkrailway.com)

CC Russell Evans, East Coast Train Limited