

Application to the Office of Rail Regulation for a passenger track access agreement, or amendment to a passenger track access agreement under sections 17-22A of the Railways Act 1993

1. Introduction

Please use this form to apply to the Office of Rail Regulation (ORR) for:

- directions under section 17 of the Railways Act 1993 for a new track access contract. Section 17 allows companies who want the right to use a railway facility (including Network Rail's network) to apply to ORR for access if they are not able (for whatever reason) to reach agreement with the facility owner.
- approval under section 18 of the Railways Act 1993 for a new track access contract. Section 18 allows companies to apply for approval if they have agreed terms with the facility owner.
- approval of a proposed amendment (agreed by both parties) under section 22 of the Railways Act 1993 to an existing track access contract.
- directions under section 22A of the Railways Act 1993 for an amendment to an existing track access contract. Section 22A allows anyone seeking an amendment to an existing track access contract which allows the operation of more extensive services to apply for a compulsory amendment if they are not able (for whatever reason) to reach agreement with the facility owner.

If it is the facility owner, Network Rail will carry out a pre-application consultation. In this case fill in this form up to section 7.3. You should fill in the rest of the form after the consultation and before applying to ORR. If you are unhappy with the facility owner carrying out the consultation, you should ask ORR to do so. If this is the case, you should complete this form in full before submitting it to us.

The form sets out ORR's standard information requirements for considering applications. It cross-refers throughout to our [criteria and procedures](#) (C&Ps). The C&Ps explain the process, timings and the issues we will expect to consider. You should use the published [model passenger track access contract](#) as your starting point when drafting the contract or amendments you want. Please read the C&Ps and the Code of Practice before applying.

We are happy to talk to you before you apply. Please contact us [here](#).

You can download a copy of this form, and of ORR's model track access contract, from the ORR website: www.rail-reg.gov.uk.

2. The application

2.1 Title of proposed contract or supplemental agreement (please also include the section of the Railways Act 1993 under which you are applying):

Under Section 17:

Track Access Contract (Passenger Services)
Between Network Rail Infrastructure Limited and East Coast Trains Ltd (trading as ECTL).

2.2 Contact details (Company and named individual for queries):

<u>Facility Owner</u>	<u>Beneficiary</u>
Company: Network Rail	Company: East Coast Trains Ltd
Contact individual: Rachel Gilliland	Contact individual: Russell Evans
Job title: Head of Commercial Freight	Job title: Policy & Planning Director, First Rail Holdings
Address: One Eversholt St Eversholt St London	Address: 4 th Floor, Capital House 25 Chapel Street London NW1 5DH
Telephone number: 07767 644397	Telephone number: 07788 178883
E-mail address: rachel.gilliland@networkrail.co.uk	E-mail address: russell.evans@firstgroup.com

2.3 Licence and railway safety certificate: please state whether you intend to operate the services yourself or have them operated on your behalf.

Does the proposed operator of the services (a) hold a valid train operating licence under section 8 of the Railways Act 1993 or an exemption under section 7, **and** (b) hold a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006. If the answer to (a) **or** (b) is no, please state the point reached in obtaining a licence, exemption and/or safety certificate.

C&Ps paras 3.9-3.15

East Coast Trains Ltd (ECTL) is a new train operator which will operate under a new travel brand. As such it does not currently hold a valid train operating licence or a safety certification. ECTL will be a wholly owned subsidiary of First Rail Holdings Ltd, which currently operates three GB rail franchises and an open access operator, Hull Trains, all of which have these licences and certificates.

With access rights in place that we are seeking, we will apply for the necessary licences and certificates. Given that a decision on access rights is expected in the next 12 months and with our operating experience we believe that we will have the documentation in place well in advance of the commencement of services in 2018.

3. The proposed contract or amendment

3.1 Executive summary: please provide an executive summary of the proposed contract or amendment. This should cover the services, the commercial terms, and the reasons for making the application in the terms proposed. This information should be laid out clearly and concisely, and fully highlight the changes from the previous version of the contract (in the case of an amendment). **C&Ps para 3.22-3.28**

Please also explain any important safety risks that have been identified arising from the proposal and how these will be controlled (by reference to the facility owner's safety authorisation and the train operator's safety certificate). **C&Ps paras 4.9-4.11**

Please also state the commencement and end dates for the proposal, and for new agreements or extensions to existing agreements, provide justification for the proposed length of the application, with reference to the [Railways Infrastructure \(Access and Management\) Regulations 2005](#). If you are a franchised operator, please state the expiry date of your franchise. **C&Ps paras 4.72-4.79**

Date of commencement: Principal Change Date in December 2018

End date: The Principal Change Date 2028

The request is made under Section 17 of the Railways Act 1993.

The services that are proposed are as follows:

- Five return trains a day, seven days a week between London King's Cross and Edinburgh, calling at Newcastle, Morpeth and with some trains also calling at Stevenage
- London King's Cross to Edinburgh with journey times between four and four and half hours
- Every service will call at Newcastle and Morpeth with some services also calling at Stevenage (on a pick up and set down only basis to cater for the northbound market)
- Five services per day spread throughout the day in each direction, seven days a week
- Journey times of between four and four and a half hours between Edinburgh and London consistent with other Long Distance High Speed (LDHS) services (note: no access rights for protection of journey time are sought).

The services will be resourced by modern new build electric 125mph rolling stock with performance capabilities comparable to the new Class 800/801 trains that the East Coast franchisee will operate from 2018.

Our proposed timetable will also address gaps in the franchised operator's current and proposed services, at times which are currently targeted by airlines operating on the route. Specifically:

- An earlier service from London to enable customers to arrive in Edinburgh before 10:00am
- Selected station calls at key times of the day at Stevenage
- Major expansion of long distance services at Morpeth which has 170,000 people located within a 20km catchment of the station

Our proposition is based on a lower cost model than franchised services, which would provide excellent value for money for customers. The services will therefore compete directly with air and road markets. As well as low fares we will offer free WiFi and on board catering on every service. Our proposition will grow the market for travel between London, the North East and Scotland as well as attracting more users to rail.

We are confident that there is sufficient capacity on the route to operate these services alongside those proposed to be operated by the new East Coast franchisee. The intention is not to operate these trains in the morning or evening high peak hours into and out of London.

ECTL is seeking rights that are reasonable and consistent with current LDHS passenger operators on the route, assisting in the process to allocate capacity effectively. As such we are requesting that rights are provided on a fair and equitable basis, recognising the additional benefits that incremental competition for the overall travel market between London, the North East and Scotland will bring.

Track access rights are therefore sought on a quantum basis for the five return services seven days a week. Station access rights will also be sought for the stations that the services will call. Depot access will be dependent on the choice of rolling stock, and where required we will apply for the requisite rights.

There are no additional infrastructure enhancements required to the East Coast Mainline to facilitate the service.

The proposed contract will be consistent with the current Model Clause form for an Open Access operation with only specific Schedule 5 rights sought for the services described above. The term of 10 years is requested based on the level of investment in rolling stock that will be made.

Our proposed timetables along with our business plan will be submitted to ORR in due course and in any case no later than four weeks from the date of this application.

3.2 Terms not agreed with the facility owner (for applications under sections 17 or 22A only): please set out here any areas of the application which have **not** been agreed, the reasons for the failure to agree and the reasons for seeking these provisions. **C&Ps para 3.102**

ECTL is seeking quantum rights for five return services between London King's Cross and Edinburgh seven days a week. Further rights are sought for a sixth path between Edinburgh and Newcastle on a Saturday. It should be noted that on a Sunday one of the five paths between Edinburgh and London King's Cross will only run between Newcastle and London King's Cross

Whilst journey times are key to our customer and commercial proposition, for the avoidance of doubt, we are not seeking protection. We have identified paths that will deliver a reasonable journey time consistent with other LDHS operators on the route.

Terms have not been agreed with Network Rail in respect of this application. This is due to the number of competing applications for rights for the December 2018 timetable year on the East Coast Mainline. As such Network Rail is not currently in a position to jointly apply through a Section 18 for any of the applicants.

Network Rail produced a report in December 2014 reviewing capacity on the East Coast Mainline from 2020. This is based on the successful implementation of the various Control Period 5 investments in the East Coast Mainline infrastructure (see section 4.2 of this form), the use of the new Intercity Express Programme (IEP) Class 800/801 rolling stock and changes to the timetable at the south end of the route associated with the Thameslink Southern Greater Northern (TSGN) franchise operated by Greater Thameslink Railway (GTR). This report concludes that eight LDHS paths can be accommodated on the route alongside the TSGN off-peak and peak suburban service. The report recommends that services operate on a 30 minute frequency to key locations.

We have taken the conclusions and recommendations of the report into account in the development of our proposals. We are confident that our proposals can be accommodated alongside the aspirations of the new East Coast franchise, Virgin Trains East Coast (VTEC). As such, we expect to be able to work with Network Rail through the process to determine rights for services on the route and with capacity and paths confirmed we will be able to reach agreement with Network Rail.

We will continue to work collaboratively with NR throughout the rights process on the detail of our plans, such that with a positive decision from ORR, NR would be able to support our plans.

3.3 Departures from ORR's model passenger track access contract: please set out and explain here any:

- areas where the drafting of the application changes ORR's published template passenger track access contract (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made. **C&Ps paras 2.34-2.37**
- instances where the proposal departs from the charging and/or performance regimes established by ORR's latest periodic review (or subsequent interim reviews) as reflected in ORR's model passenger track access contract, including the financial implications (e.g. establishment of an access charge supplement or rebate). **C&Ps paras 5.1-5.44**
- new processes (e.g. a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete. **C&Ps paras 6.2-6.3**

The proposed contract is in the ORR's latest template form and is attached. Schedule 5 access rights are sought in relation to the proposals described in 3.2 above. The contract will also be based on Control Period 5 arrangements, which is consistent with our business plan.

4. The expression of access rights and the use of capacity

4.1 Benefits: please set out what specific benefits the proposal will achieve, including a justification for requiring the rights and their characteristics. Please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please also describe any significant changes in the pattern of services, their benefits to passengers and any impact on other operators, including freight operators. Where appropriate, please provide a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application. **C&Ps paras 4.26-4.35**

Currently half of travellers making journeys between London, Newcastle and Edinburgh do not travel by rail. We have identified that there are segments within the market that the air and coach operators together hold a very high market share of, principally driven by a lower fares proposition and connectivity at certain times of the day when compared with the rail offer.

Our application seeks to introduce a new and innovative business model which will grow the overall travel market between these destinations and compete directly with air and coach, growing rail's share of this enlarged market.

The train service proposed is as follows:

- London King's Cross to Edinburgh with journey times between four and four and half hours
- Every service will call at Newcastle and Morpeth with some services also calling at Stevenage (on a pick up and set down basis to cater for the northbound market).
- Five services per day spread throughout the day in each direction, seven days a week
- Journey times of between four and four and a half hours between Edinburgh and London.

We are seeking quantum rights to enable efficient utilisation of capacity along the route. Sufficient capacity will exist in December 2018 based on already committed investment in the route to accommodate our plans alongside the quantum of services operated by existing users of the route together with the expanded service quantum planned by the new Thameslink and East Coast franchisees. Our plans are consistent with the findings of the Network Rail capacity study (December 2014).

Our customer proposition will be different from that offered on the East Coast Mainline. It will provide significant additional rail capacity on this route and additional competition in the market, which will deliver further benefits for travellers between London, the North East and Scotland.

We have developed a new business model based on a single travel class. Our unique operating model will enable us to reduce costs very significantly and we will pass those savings on to customers in the form of much lower fares than those currently on offer on rail services on this route.

The key features of our customer proposition include:

- Low fares;
- Simplified ticketing and convenient ticket purchase options;
- Comfortable on-train environment with state of the art new build 125mph intercity electric trains;
- Free WiFi for all customers; and
- On board catering services.
- Great service provided by customer facing on train staff

Our proposed timetable will also address gaps in the franchised operator's current and proposed services which are currently targeted by airlines operating on the route, Specifically:

- An earlier service from London to enable customers to arrive in Edinburgh before 10:00am
- Selected station calls at key times of the day at Stevenage. The station is situated in the middle of the catchment area for Luton and Stanstead Airports, from where budget airlines currently operate a high frequency of service to Edinburgh.
- Major expansion of long distance services at Morpeth which has 170,000 people located within a 20km catchment of the station. The station has only very limited direct services to London and is located to the north side of Newcastle where the airport is also situated.

As this proposal specifically targets segments of the market where the rail industry's share of the market is currently less than 50%, our proposals are not primarily abstractive and will grow the overall rail market size on these corridors.

The new trains will be 125mph electric rolling stock, based on a 5-car train formation that can operate in multiple formation. The trains will have performance characteristics that will as a minimum match the new IEP Class 800/801 rolling stock.

No additional investment in the ECML infrastructure is required, and as our proposals will fit on the available ECML capacity alongside the DfT specified service levels from the Thameslink and East Coast franchises there will not be any dilution of the investment made by the Secretary of State and Network Rail in the route.

In addition to the direct benefits set out above there are a number of wider benefits delivered through this application. This includes:

- Environmental - a very significant reduction in carbon emissions per passenger journey;
- Job creation - within the new business, the supply chain and the wider economy;
- Growth in the tourism economies within the destinations served;
- Safety benefits; and
- Road journey time benefits from decongestion.

4.2 Adequacy: please set out how you have satisfied yourself that there is enough network capacity for the services in the proposal. Please also set out whether there are any implications for overall network performance and the facility owner's maintenance and renewal activities. **C&Ps paras 4.12-4.45**

We are confident that there is sufficient capacity on the ECML for our proposed services from 2018 alongside the current LDHS operators as well as the proposed Virgin Trains East Coast (VTEC) and Thameslink services from 2018. Our analysis has concluded that eight LDHS paths per hour in each direction can be accommodated following the planned investment in the route during CP5 and coupled with the performance characteristics and capability of our rolling stock. This analysis has been corroborated by the recent Network Rail report into the ECML capacity from 2020.

Our detailed timetable planning work has been tested against the findings of the December 2014

Network Rail Capability Analysis into the ECML for 2020. This report confirms that there are up to eight LDHS paths per hour in each direction on the route, therefore providing capacity for the current operators, the new proposals from VTEC and our services.

We have also compared our proposed service pattern with the VTEC proposals for 2020 (which have been shared with us on a confidential and agreed basis). The VTEC level of service can be accommodated from December 2018 with the various funded and planned enhancements delivered. The full VTEC timetable is delivered in 2020 once the full IEP fleet has been delivered. We have identified paths for our proposals (which would commence in December 2018) alongside the VTEC proposals which are consistent with our business model to provide the five return trips per day throughout the week. We are therefore confident that our proposals as well as those proposed by VTEC can be accommodated together alongside the existing LDHS services on the route.

Our proposals are consistent with the CP5 infrastructure investment that is being delivered through the East Coast Connectivity Fund, as well as the changes associated with the Thameslink Programme.

The key programmes that are planned are summarised below:

- IEP capability – will deliver the necessary clearance works and power supply upgrades to facilitate the operation of the franchised LDHS services through a specified list of route clearances;
- East Coast Connectivity Fund – a £247m fund sponsored by the DfT designed to deliver improved journey times, capacity and connections between stations on the route;
- NR's CP5 renewals programme, which totals around £3.8bn for the control period; and
- The Thameslink Programme

The Thameslink Programme includes installing the junction between the core Thameslink route and the ECML at Canal Tunnels. This will enable TSGN mainline services to be routed away from King's Cross to the Thameslink core. The East Coast Connectivity Fund is a committed CP5 Enhancement Fund for allocation by the industry. The aim is to increase capacity and reduce journey times on the route. A number of schemes have already been determined and approved through the existing East Coast Programme Board, and are as follows:

- Additional freight loops between Northallerton and Newcastle
- Remodelled north throat of York station
- New platform and signalling in the Doncaster station area
- Grade separation for freight at Peterborough station
- Remodelled layout of Peterborough station

With these committed schemes completed during CP5 and no later than December 2018 they will help to facilitate the additional capacity on the route. These schemes will also provide a fully gauge cleared freight route between Doncaster and Peterborough via Lincoln, meaning freight will no longer have to operate via the mainline.

In order to allow the deployment of the IEP Class 800/801 trains, NR is funded to deliver the infrastructure elements of the overall IEP which includes:

- power supply between King's Cross and Doncaster (which also supports TSGN) at a cost of £237m. This work commenced in November 2013 and is due to be complete August 2017;
- gauge clearance at a cost of £52m, which includes 163 sites with work to be undertaken between May 2014 and August 2017; and
- platform extension works required for 10-car Super Express Train formations.

ECTL's proposed electric 125mph rolling stock will be new build and highly reliable and will have traction characteristics comparable with the IEP Class 800/801 fleet that VTEC will operate. The fleet will also be fitted with ETCS. As such it will not materially affect performance on the route. As our service pattern is consistent with the Network Rail capacity study and works alongside the proposed VTEC and current LDHS services there are unlikely to be any adverse performance impacts.

When taken together these investments provide sufficient capacity for the VTEC proposals and will also provide capacity for our proposed five return trains a day.

4.3 Flexing rights: please provide a general description of the extent of any limitations on the facility owner's flexing rights in the proposal. Please provide the rationale for the extent of any limitation on the flex provided, including any changes to pre-existing services, and the extent to which the provisions have been agreed with the facility owner. **C&Ps paras 2.27-2.33**

There is no limitation, other than in relation to the journey time protection being sought.

4.4 Journey time protection: please describe whether the proposed contract gives journey time protection to any services (by establishing maximum journey times, fastest key journey times or maximum key journey times), and explain the reasons for this, with reference to ORR's criteria. **C&Ps paras 8.90-8.103**

No journey time protection is sought.

4.5 Specified equipment: please give full details of any changes to specified equipment (rolling stock), including timescales, and how much of the vehicle and route acceptance procedure in the Network Code (Part F) has been completed. Please explain whether you have, or will have, the rolling stock necessary to exercise the rights being sought. **C&Ps paras 8.87-8.90**

The Specified Equipment is subject to procurement, however, the performance characteristics will as a minimum match the new IEP Class 800/801 trains. The new trains will be electric only, will have 5 coaches (each up to 26m in length) and will be able to run in multiple formation.

4.6 Franchise obligations: please explain whether the proposed services are necessary to fulfil obligations under a franchise or concession agreement. **C&Ps paras 4.3-4.4**

No, this is an Open Access application.

4.7 Public funding: please state whether (and if so to what extent) the proposed services are subject to financial support from central or local government (other than the Department for Transport or Transport Scotland), including Passenger Transport Executives. Please also provide a point of contact at that body. **C&Ps paras 3.52, 4.25, 4.35-4.39**

No public funding is required or involved with these proposals

4.8 Passenger Focus and, where applicable, London TravelWatch: please state whether (and if so to what extent) the proposed services have been discussed with these bodies. Please also provide copies of any relevant correspondence. **C&Ps para 4.39**

We have had an initial discussion with Passenger Focus and have arranged to have further dialogue during the consultation phase.

4.9 Route utilisation strategies (RUSs): if applicable, please state which RUSs (including the Freight RUS) are considered relevant to this application and whether the proposed rights are consistent with that RUS. If the proposed rights are not consistent, please explain the reasons for this. **C&Ps paras 4.5-4.8**

The rights are aligned to the current Route Studies and Long Term Planning Process for the route.

5. Incentives

5.1 Train operator performance: please describe any planned projects associated with the operation of the proposed services aimed at improving your performance. **C&Ps paras 4.26-4.36**

These are described in sections 3 and 4 above in terms of the infrastructure and the rolling stock.

5.2 Facility owner performance: please describe any planned projects associated with the operation of the proposed services aimed at improving the facility owner's own performance. **C&Ps paras 4.26-4.36, 5.1**

As described in Section 4 of this application. The new rolling stock will have on board pantograph based monitoring equipment and forward facing CCTV which will be made available to Network Rail.

5.3 Monitoring of services: would all proposed services be monitored for performance throughout their journeys, consistent with our policy in paragraph 5.50 of the criteria and procedures? If not, please state the reasons for this in line with the permissible circumstances described in paragraph 5.51 of the criteria and procedures. **C&Ps paras 5.50-5.56**

Monitoring of services will be undertaken fully in line with industry practices and ORR requirements

5.4 Performance regime changes (for applications under sections 17 or 22A only): where applicable, please provide justification for any changes to Schedule 8 of the track access contract in the proposal. If necessary, please provide any relevant information in support of the changes proposed. **C&Ps para 5.38-5.40**

There is no intention to alter the model clause performance regimes

6. Enhancement

6.1 Enhancement details: where the proposal provides for the delivery of any network enhancements, or the services in the proposal are subject to any planned network enhancements, please give full details of the relevant enhancement schemes, including a summary of outputs from the scheme, timescales and the extent to which the network change procedure in the Network Code (Part G) has been completed (where appropriate, by reference to submissions made under ORR's enhancement reporting framework). **C&Ps paras 4.80**

The rights sought do not require additional enhancements above those described in section 4.2, which are already funded and planned for delivery during CP5.

6.2 Enhancement charges: please confirm that the arrangements for the funding of any network enhancements are consistent with ORR's [Policy Framework for Investments](#), and summarise the level

and duration of payments, and the assumed rate of return (see chapter 3 of the Conclusions document). **C&Ps paras 5.6, 5.12-5.14**

None.

7. Other

7.1 Associated applications to ORR: please state whether this application is being made in parallel with, or relates to, any other current or forthcoming application to ORR (e.g. in respect of track, station or light maintenance depot access contracts). **C&Ps paras 3.18-3.19**

Applications relating to station access and depot access will also be made.

7.2 Supporting information, side letters and collateral agreements: please:

- state here any relevant information in support of the proposal, including a list and explanation of any other material being submitted (and supply copies with the application). **C&Ps para 4.33**
- confirm here that the whole of the proposal between the parties has been submitted with this application and that there are no side letters or other documents which affect it. **C&Ps paras 6.12-6.16, 6.21**

Details of ECTL business plan, related financial information, side letters and other supporting information will be supplied to ORR on a commercially confidential basis in due course and not later than four weeks after the date of this application.

7.3 Confidentiality exclusions: please list any parts of your application which you have excluded on the grounds of confidentiality, from the version of the proposed contract sent to consultees for any pre-application consultation process, and provide reasons. If there has been no pre-application consultation, you should state any parts of the application and proposed contract you want us to exclude from publication. **C&Ps paras 3.29-3.34**

Any financial information or third party information that is marked confidential will therefore be treated as such and will not be included in any industry consultation process.

Note: Where a pre-application consultation is to be undertaken in line with the Code of Practice, the remainder of this application should not be completed until after that consultation has been completed

8. Pre-application consultation

8.1 The consultation: has a pre-application consultation been carried out in line with the Code of Practice? If yes, please:

- state who conducted the consultation;
- list all train operators, franchising authorities and any other parties that were consulted, stating which parties responded and attach their responses and any associated documentation to this form; and
- state the period allowed for the consultation. If this was less than 28 days, please explain the reasons for this.

OFFICE OF RAIL REGULATION
ONE KEMBLE STREET, LONDON, WC2B 4AN

Switchboard 020 7282 2000 • Fax 020 7282 2041 • Website www.rail-reg.gov.uk

Form **P**

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If a pre-application consultation has not been carried out, please explain the reasons and whether any informal discussions have been held with any third parties who might be affected by this application and the nature of any concerns which they raised. **C&Ps paras 3.62**

No pre-application consultation has taken place.

Whilst ECTL's proposals are at a relatively advanced stage, our original plan had been to apply for these rights by the Summer of 2015. However, the letter from ORR on 6th February 2015 setting out the timescales for reviewing and determining on access rights for the ECML has led us to accelerate our application. We also wanted to ensure that sufficient capacity and paths were available for our service proposals taking account of the VTEC service pattern. Given these factors we have therefore not been able to undertake extensive pre-application consultation. However, initial discussions have taken place with a range of industry stakeholders including:

- Network Rail
- Department for Transport (Rail Executive)
- Passenger Focus

We intend to engage proactively with industry colleagues following the publication of this application and the commencement of the consultation.

8.2 Resolved issues: please set out any issues raised by consultees which have been satisfactorily resolved. You may wish to refer to responses attached to this form. Please explain any changes as a result of the consultation.

Not applicable

8.3 Unresolved issues: please set out any issues raised by consultees which have ***not*** been satisfactorily resolved, including any correspondence with that consultee. You may wish to refer to responses attached to this form. Please explain why you think these issues should not stop ORR approving the application.

Not applicable

9. Certification

*Warning: Under section 146 of the Railways Act 1993, any person who, in giving any information or making any application under or for the purposes of any provision of the Railways Act 1993, makes any statement which he knows to be false in a material particular, or recklessly makes any statement which is false in a material particular, is guilty of an offence and so liable to criminal prosecution **C&Ps para 3.40***

In the case of agreed applications under section 18 or 22, Network Rail should fill in the required information in the box below. For disputed applications under section 17 or 22A, the applicant should fill in the required information.

I certify that the information provided in this form is true and complete to the best of my knowledge

Signed



Date9 March 2015.....

Name (in caps) RUSSELL EVANS

Job title: Policy & Planning Director, First Rail Holdings

For (company): East Coast Trains Ltd

10. Submission

10.1 What to send: please supply, in hard copy, the signed application form, one copy of the proposed contract or amendment, with copies of any documents incorporated by reference (other than established standard industry codes or other documents) and any other attachments, supporting documents or information. **C&Ps para 3.39**

Please also supply the application form, the proposed contract or amendment and, where possible, any other supporting information, in electronic form, by e-mail or on disc, **in plain Microsoft Word format** (i.e. excluding any macros, auto-para or page numbering, or other auto-formatting). **C&Ps para 3.37-3.38**

10.2 Where to send it:

Manager, Track Access Team
Directorate of Railway Markets and Economics
Office of Rail Regulation
One Kemble Street
London
WC2B 4AN