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17 April 2015

Dear Jason,

RE: 51st Supplemental Agreement

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

I note your concerns in relation to finding it increasingly difficult to obtain additional freight paths during the daytime between Newcastle and Edinburgh. Clearly our proposal will require additional capacity but we do not believe that this would materially worsen the ability for Freight Operators to secure freight paths over this route.

I also note your concerns regarding obtaining paths through Edinburgh Waverley station for electric hauled paths. Virgin Trains East Coast is supportive of proposals for the electrification of the Edinburgh suburban lines.

In terms of your specific points, our early analysis confirms that our proposals will require some limited flexing of freight services in the working timetable. There are solutions for most issues but in four cases, no obvious solution has been identified at this stage (highlighted in red text). Whilst noting the number of allocated freight paths between Newcastle and Edinburgh, to the extent that they are fully utilised is unclear.

Down Direction

06:15 KGX-EDB	no freight conflicts identified
10:30 KGX-EDB	6S91 09:22 Dewsbury - Oxwellmains requires retiming from Morpeth N Jn to Grantshouse (following 1S13)
13:30 KGX-EDB	no freight conflicts identified
17:30 KGX-EDB	6S70 18:15 Tyne - Millerhill SS has 13 minutes of pathing time between Grantshouse and Drem Jn that is not required. If all this is removed it can run earlier to Millerhill and avoid conflicts

Up Direction

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09:00 EDB-KGX	6D52 09:41 Potland Burn - York Yard Sth to run 15 minutes earlier to Heaton North OR depart Potland Burn 8 minutes earlier, Morpeth North 10:02-10:25, arrive Heaton North 10:50 then as booked
13:00 EDB-KGX	6E60 12:35 Millerhill SS - Tyne SS needs reworking *no obvious solution*
	6E02 12:23 Leith - Hartlepool to run 1 minute earlier from Portobello Jn then recess in Berwick Up Loop until passage of 1V64. As booked from Crag Mill Loop.
	6E00/6E85 11:01 Leith - Drax/West Burton needs reworking between Berwick and Newcastle. *no obvious solution* - too close at Alnmouth
16:00 EDB-KGX	6E81 15:17 Leith - Woodhouse Jn needs reworking between Portobello Jn and Newcastle *no obvious solution*
	6Y16 16:46 Butterwell - Ferrybridge to run 6 mins earlier from Butterwell & move [6] app Heaton North to app Heaton South
19:35 EDB-KGX	6E75 17:39 Mossend - Drax needs reworking between Berwick and Newcastle *no obvious solution*
	6E79 19:23 Leith - York to run two minutes later from Monktonhall Jn to Drem UPL then as booked
	6E41 18:49 Leith - Tees to run five minutes earlier and be looped at Crag Mill (20.22 - 20.34) then FAB from Wooden Gate Loop

In terms of both actual and anticipated load factors, this information is commercially sensitive to VTEC. However, VTEC has a higher number of passengers per train km than any other UK operator.

I understand that Network Rail will respond separately in terms of their Capacity Study.

Yours sincerely



Phil Dawson
 Regulation & Track Access Manager

cc Mark Garner, Network Rail
 David Reed, ORR