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22 June 2015

Dear Jason,

RE: Virgin Trains East Coast (VTEC) Section 17 Application

Thank you for your response and the detailed comments and observations (dated 07 and 23 April). Please accept my apologies for the delay in responding.

In relation to those comments, I offer the following in response:

1. The detailed Working Timetables (WTT's) that were provided were, as I believe you are aware, those which formed part of the winning bid by Inter City Railways for the Inter City East Coast (ICEC) franchise competition.
2. In respect of the Invitation To Tender (ITT) for the ICEC franchise, in terms of timetable development the only requirement in relation to Freight services was as follows:
 - ***Freight - full franchise term***
One class 4 freight path per hour (in both directions) must also be assumed to be necessary between Stevenage and Peterborough, except in peak hours in the peak direction. However there is no requirement to protect capacity for freight over the two track section between Digswell and Woolmer Green Junctions after January 2018.

The detailed timetable development work done by Inter City Railways and submitted as part of the bid was judged to be fully compliant with the above requirement. For the avoidance of doubt, there was no other requirement regarding Freight services.



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3. Whilst the track access rights now being sought by VTEC for 2019 onwards are a direct translation of the timetable(s) from the successful franchise bid, VTEC fully recognises that significant further detailed development work of the industry timetable will be required, in order to satisfy existing access rights and any additional access rights approved by the ORR. VTEC will look forward to working with industry colleagues to ensure this can be successfully accomplished.

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