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3 October 2017

Catherine Horton
Customer Manager
Network Rail Infrastructure Ltd
Cotton Centre
Tooley Street
London Bridge
SE1 2QG

Tom Causebrook
Access Contract Manager
Govia Thameslink Railway Ltd
1st and 2nd Floor Monument Place
24 Monument Place
London
EC3R 8AJ

Dear Catherine and Tom

Approval of the 10th supplemental agreement to the track access contract between Network Rail Infrastructure Limited (Network Rail) and Govia Thameslink Railway Limited (GTR) (jointly, “the parties”)

1. We have today approved the above supplemental agreement submitted to us formally on 18 September 2017 under section 22 of the Railways Act 1993 (the Act). This follows an earlier informal submission of a draft agreement for our consideration. The purpose of this letter is to set out the reasons for our decision.
2. The purpose of this agreement is to amend the parties' track access agreement to incorporate three new train service codes under the existing Southern Mainline service group (ET08). This is due to the fact that from 18 September 2017, GTR wish to introduce Class 700 units on existing Southern routes from London Bridge to Brighton, Littlehampton and Horsham. Whilst the new services will be branded under the Thameslink part of the Franchise, the new service codes will mirror the existing Southern service codes meaning that there will be no impact on Capacity Charge or Schedule 8. There are no impact to Access Rights or capacity on the network.
3. A supplement to the list of the capacity charge rates to reflect the transfer of service codes between Southern and Thameslink for the Class 700 units has also been made in parallel to this application.
4. No industry consultation was undertaken as this is making an administrative change with no impact to access rights.

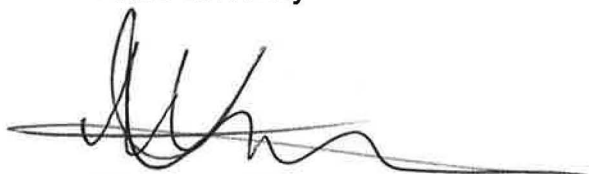
5. Our review of the application identified no issues and we are satisfied that approval is in accordance with our section 4 duties under the Railways Act 1993. We identified a number of drafting issues to the parties and included our suggestions to improve the drafting quality. The parties have accepted our comments and amended the agreement for the formal submission.

6. In considering the agreement and in reaching our decision, we have had to weigh and strike the appropriate balance in discharging our statutory duties under section 4 of the Act. We have concluded that approval of this supplemental agreement is consistent with our section 4 duties, in particular those relating to protecting the interests of users of railway services (section 4(1)(a)), promoting the use of the railway network for the carriage of passengers (section 4(1)(b)) and enabling persons providing railway services to plan their businesses with a reasonable degree of assurance (section 4(1)(g)).

7. Under clause 18.2.4 of the track access contract, Network Rail is required to produce a conformed copy, within 28 days of any amendment being made, and send copies to ORR and the Train Operator. Please send the conformed copy to me at ORR.

8. Electronic copies of this letter, the approval notice and the agreement will be sent to Keith Merritt at Department for Transport and to Peter Craig at Network Rail. Copies of the approval notice and the agreement will be placed on ORR's public register (website) and copies of this letter and the agreement will be placed on the ORR website.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Michael Albon', with a long horizontal flourish extending to the right.

Michael Albon