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Dear Sam,

**PROPOSED NEW LONDON RAIL CONCESSION TRACK ACCESS  
CONTRACT BETWEEN NETWORK RAIL INFRASTRUCTURE LIMITED AND  
TRANSPORT FOR LONDON**

I refer to Rachael Durrett's e-mail dated 20 June 2007 on the above matter.

On the basis of the following statements contained in the consultation documents:

*"There are no significant alterations in the level and operation of passenger train service provision compared with the current Silverlink Track Access Contract";*

*"...there will be no changes to the actual services themselves, and therefore, no changes to the quantum and characteristics of the rights."; and*

*"it is therefore essentially an exercise in moving rights from the existing operator to the new one, and expressing them in an appropriate manner."*

English Welsh & Scottish Railway Limited ("EWS") has no comments or objections to raise in principle in respect of the proposed contract. However, EWS wishes to be assured that given its long term nature, the proposed contract will be compatible with future developments which may result in changes to freight services. These include train slot changes at Camden Road due to the December 2008 West Coast Timetable Change, the Olympics, the Greater Anglia RUS and Crossrail. EWS notes that whilst it is stated that the proposed contract is consistent with the Cross London RUS, it does not appear to take into account the Freight RUS. EWS also notes that it is expected changes may be made subsequently through the supplemental agreement process. EWS will, therefore, consider any such changes on a case by case basis as and when they are consulted upon.

Yours sincerely

***Nigel Oatway***  
***Access Manager***

<http://www.ews-railway.co.uk>