



HS1 Limited
73 Collier Street
London
N1 9BE

Telephone 020 7014 2700
Facsimile 020 7014 2701

Our Ref: L-BU-ES-00006-04-HSO
Your Ref:

Eurostar International Limited
Times House
Bravingtons Walk
London
N1 9AW

URGENT: ATTENTION THE COMPANY SECRETARY

10 June 2011

Dear Sirs,

Network Change & Station Change – London Olympics 2012

Network Change: Signalling Configuration

- (A) St. Pancras International Station
- (B) Ebbsfleet International Station
- (C) Stratford International Station

Station Change – Material Change Proposal: Installation of a Temporary Lift

- (A) St. Pancras International Station

Part 1 – General

HS1 Limited (“**HS1 Ltd**”) refers to the proposals referenced above. The proposed schemes are to be implemented as a result of the operational requirements of the Olympic Delivery Authority (“**ODA**”) during the period of the London Olympics Games 2012.

Background

During the London 2012 Olympic Games, a special shuttle service will operate on High Speed 1 (“**HS1**”), linking St. Pancras International Station, Stratford International Station and Ebbsfleet International Station/Ashford International Station, using class 395 EMUs. The special service will be known as the Javelin service and will replace the normal domestic high speed service. All trains will operate in 12-car formations. The Javelin service will be sponsored by the ODA.

The Javelin service will operate at intervals of 5, 6 and 10 minutes at various times of day, i.e., at frequencies of 12, 10 and 6 trains per hour. Two Javelin shuttles per hour will run through to Ashford International Station from St. Pancras International; all other Javelins will reverse at Ebbsfleet International Station.

The Javelin shuttles will make movements for which the HS1 signalling system was not designed. For example:

1. At Stratford International Station, the Javelin trains will call at both the Domestic and International platforms. This will require the International platforms to be raised temporarily.



2. At Ebbsfleet International, the majority of Javelin trains from St. Pancras will reverse, utilising both the High Level and Low Level Domestic Platforms.

As a result of this operation, the modifications to the HS1 signalling and control system set out in Part 2 are required.

Part 2 - Network Change - Signalling Configuration

1. Proposal for Change Summary/Scheme Benefit

St. Pancras International Station

- A signaling reconfiguration is required to allow automatically controlled “Double Docking” manoeuvres (similar to “Platform Sharing” except for train reversal). This will allow Timetabled and manual Double Docking moves to be undertaken and will require updates to the Automatic Code Insertion (ACI) and Conformity of the TD stepping to achieve this. Algorithms will need to be developed for Automatic Conflict Resolution (ACR) and 6.2.1 Automatic Route Setting (ARS) to minimise conflicts created by Double Docking in the event of Platform unavailability or occupancy. This will only be required on Domestic Platforms 11, 12 and 13.

Stratford International Station

- The ARS system will need to be reconfigured to allow “normal direction” Javelin movements Up & Down CTRL Line to Up & Down Stratford - International (Platform 1 & Platform 4) and Stratford - Domestic (Platform 2 & Platform 3) between specific routes. In some routes an ARS Mis-routing change is required.
- In addition, to cater for perturbation, the ARS system will be reconfigured to allow “opposite direction” Javelin movements Up & Down CTRL Line (both Up and Down Direction) to Up & Down Stratford – International (Platform 1 & Platform 4) and Stratford - Domestic (Platform 2 & Platform 3) in between specific routes. In some routes an ARS Mis-routing change is required.
- The ACI system will need to be reconfigured to allow a change of head code such that a train can arrive as empty coaching stock (ECS) and depart in passenger service (in the same direction) or arrive in passenger service and depart ECS (in the same direction) from all Stratford platforms, or arrive in passenger service and ACI to an associated passenger mission. This will require the Route Control Centre System (RCCS) system to have ACI functionality installed for Stratford International Station on all platforms along with the usual MMI controls associated with ACI.

Ebbsfleet International Station

- The signal interlocking will need to be reconfigured to allow signalled routes to authorise a Down direction train to reverse and depart in the Up direction with proceed cab-signalling indication from either of the Low Level Ebbsfleet International Domestic Platforms (2 and 3). This will require changes to the ITCS interlockings (for the track circuit reorientation).



- The ACI system will need to be reconfigured to allow insertion of a new headcode for a train reversing in the Low Level Ebbsfleet Domestic Platforms (2 and 3).
- The ACI system reconfiguration is required to allow a change of headcode such that a train can arrive in passenger service and depart ECS (in either direction) or arrive as empty coaching stock (ECS) and depart in passenger service (in either direction) from the Low Level Ebbsfleet Domestic Platforms, or arrive in passenger service and ACI to an associated passenger mission on platforms (2 and 3).

For detailed information on the above proposal please refer to Appendix 1 ('Specification Javelin Services on High Speed 1').

2. Responsibilities

Sponsor - HS1 Ltd
Delivery Agent – Network Rail (CTRL) Limited
Funder - Olympic Delivery Authority

3. Funding Arrangements/Costs

There will be no cost to Eurostar as a result of the proposed scheme. There will be no resultant increase to access charges (including any additional investment recovery charges and operations, maintenance, renewals and replacements charges (if applicable)) as a direct consequence of the Works.

4. Timescales

The proposed scheme's planned completion date is 29 September 2011. The completion of this scheme will be subject to the approval of the Systems Review Panel (SRP).

5. Repairs and Maintenance

HS1 Ltd will assume ownership and responsibilities for the maintenance of the new assets.

6. Contractual Context

- In this section, defined terms shall have the same meaning as in the HS1 Network Code (Edition Date: December 2010) (the "**HS1 Network Code**").
- HS1 Ltd wishes to implement the Network Change in accordance with Condition G1 of the HS1 Network Code, which requires HS1 Ltd to give notice of its proposal for Network Change to each Train Operator which may be affected by the implementation of the proposed Network Change together with particulars of the proposal for change.
- The Train Operators are reminded of their obligations under Conditions G1 and G2 of the HS1 Network Code.
- In accordance with Condition G1.2 (b) of the HS1 Network Code, HS1 Ltd confirms the proposal is not considered to be a Short Term Network Change.

- HS1 Ltd invites the Train Operator to submit comments by the Relevant Response Date detailed in Part 4 of this letter.
- As such the information contained in this letter is consistent with the information required in a Network Change as set out in Condition G1.2.
- HS1 Ltd intends to consult with all the Train Operators likely to be materially affected by the proposed Network Change.
- There are no changes required to any Access Agreement as a consequence of the implementation of the Network Change.

Part 3 – Material Change Proposal – Installation of a Temporary Lift Station

It is important to note that HS1 Ltd is notifying Eurostar of the scheme detailed below. In accordance with Condition 9.2 of the HS1 Station Access Conditions, HS1 Ltd considers the change to be a zone specific change to the Domestic Southbound Zone.

1. Proposal for Change Summary/Scheme Benefit

In order to facilitate the effective movement of mobility impaired customers at St. Pancras International station to and from the Domestic Southbound Zone, Network Rail (CTRL) on behalf of HS1 Ltd. will provide a temporary hydraulic portable lift (with associated cladding to match the general station style and to provide passenger safety and comfort) between the outside of the station (adjacent to the eastern side exit) and the Domestic Southbound Zone.

This proposed installation will commence shortly before the commencement of the Olympic Games and will require the removal of one of the platform level external glazing panels. This will be replaced by a bespoke panel which will provide the interface to the externally mounted lift.

The installation will be removed following the end of the Paralympic Games and the previously removed glazing panels will be replaced.

Please find below an illustration of the proposal for context.





A project specification is currently being developed to allow the work to be put to competitive tender.

2. Responsibilities

Sponsor - HS1 Ltd
Delivery Agent – Network Rail (CTRL) Limited
Funder - Olympic Delivery Authority

3. Funding Arrangements/Costs

As a consequence of the proposed scheme, there will be no increases to the Long Term Charge. However, additional QX charges are likely to arise during the period of operation due to the additional staffing requirement, but any additional maintenance and repair costs will be met directly by HS1 Ltd. This additional QX will be charged to LSER in accordance with the Olympics operational arrangements to be agreed at a later date.

4. Repairs and Maintenance

HS1 Ltd will assume responsibility for maintaining the temporary asset.

5. Timescales

At this stage the works are planned to be completed by June 2012.

6. Contractual Context

- This Proposal for Change is a Material Change Proposal in accordance with Part 3 of the HS1 Station Access Conditions and HS1 Ltd considers that the information provided in this document to LSER reflects the requirements set out in this section.
- This Proposal is deemed to be a "Zone Specific Change" to the Domestic Southbound Zone in accordance with Condition 9.2 of the HS1 Station Access Conditions. As the sole User of the Domestic Southbound Zone, HS1 Ltd intends to consult only with LSER.
- HS1 Ltd will also offer the indemnities set out in Condition 9.2 (C) (2) (a) and Condition 11.4 (B) of the HS1 Station Access Conditions and the undertaking set out in 11.4 (A) of the HS1 Station Access Conditions.

Part 4 – Acceptance Process

Under Condition G1.5 of the HS1 Network Code the Train Operators have within a period of 28 days to provide a written response. At the meeting on 16 May 2011 all parties agreed to shorten the timescales for responses laid down in the HS1 Network Code. As such, we invite you to consider the proposed schemes above and forward your comments;

- In respect of Network Change proposals the Relevant Response Date is 24 June 2011.

If a formal response is not received by this date, it will be deemed that you have accepted the proposal.



Please forward all correspondences to the following address:

HS1 Ltd,
For Attention of: Regulatory Contracts Manager – Chinua Labor
73 Collier Street,
London
N1, 9BE
Email: chinua.labor@highspeed1.co.uk

I look forward to receiving your response to enable the progression of this proposal.

Yours Faithfully,

A handwritten signature in blue ink, appearing to be "Chinua Labor", written over a horizontal line.

Chinua Labor
for and on behalf of **HS1 LIMITED**

Cc:
Steve Carter
Sophie Chapman
Brian Blackwell
Tim Smart
Martin Llewellyn
Secretary of State (SoS)
Office of Rail Regulation (ORR)



Appendices

Appendix 1 - 'Specification Javelin Services on High Speed 1'



HS1 Ltd
For Attention of: Regulatory Contracts Manager – Chinua Labor
73 Collier Street
London
N1 9BE

HS1 reference: L-BU-ES-00006-04-HSO
Our reference: HS1_NCN_Olympics2012_SRCresponse050711

05 July 2011

Dear Chinua

Eurostar International Ltd acceptance of proposed G1 Network Change:

- (A) St Pancras International Station**
- (B) Ebbsfleet International Station**
- (C) Stratford International Station**

Signalling Configuration

With reference to the Network Change notice issued by HS1 on 10 June 2011 in relation to the proposed scheme to reconfigure the signalling at St Pancras International, Ebbsfleet International and Stratford International Stations for the London Olympics 2012, this letter constitutes Eurostar International Ltd's (EIL) formal response under Condition G2 of the Network Code.

To the extent that the information provided in the G1 Network Change: Signalling Configuration; and with the changes/confirmations as detailed in the responses from HS1 to our subsequent questions given in an email from Chinua Labor dated 01/07/2011 (as per document 'EIL_HS1 emails concerning Olympics 2012 - Network Change Signalling Configuration Scheme' included as part of this formal response), has enabled us to assess the likely effect of the proposed change, EIL considers that the proposed Network Change will have no material effect on the operation of our trains on the network and the change may be implemented by HS1 without the need for compensation to EIL.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S. Carter', written over a light blue horizontal line.

Steve Carter
Head of Performance & Planning
Eurostar International Ltd.

Attachments/Inclusions:

EIL_HS1 emails concerning Olympics 2012 - Network Change Signalling Configuration Scheme

Eurostar International Ltd
Times House
Bravingtons Walk
London N1 9AW

eurostar.com

