

<b>Proposal for Change type</b>	Material Change Proposal (Major Change Proposal) and Conditions Change Proposal (together, the Proposal)
<b>Title</b>	European Entry/Exit System (EES)
<b>Sponsor</b>	[REDACTED]
<b>Date of Proposal</b>	9 September 2024
<b>Station</b>	St Pancras International (the Station or SPI)
<b>Affected Zone(s)</b>	N/A – Not in any Zone.
<b>Description of change(s)</b>	<p>HS1 will operate EES-compliant kiosks (Kiosks) from the Station.</p> <p>Physical works to accommodate the Kiosks in the Station include installation of up to:</p> <ul style="list-style-type: none"> <li>• 14 Kiosks into Unit 56 on the Grand Terrace</li> <li>• 28 Kiosks into Unit 28B on the ground floor</li> <li>• 7 Kiosks in the Business Premier Ticket Office.</li> </ul> <p>Reflecting the physical changes to the Station described above, the Station Access Conditions (SACs) will be amended to include the Kiosks and associated services as detailed in section 2.</p> <p>These changes will be made to allow HS1 to charge International Passenger Operators for the use of the Kiosks.</p> <p>See further details below.</p>
<b>Affected User(s)</b>	<p>Eurostar International Ltd, SE Trains Limited (SETL), East Midlands Railway (EMR) and Network Rail (High Speed).</p> <p>cc: For Info Only: Department for Transport (DfT) and Office of Rail and Road</p>
[REDACTED]	
<b>Responses</b>	<p>[REDACTED]</p> <p>Representations by 11 October 2024</p> <p>Notices of objection by 25 October 2024</p>

## Overview

All capitalised terms used in this Proposal have the meanings given to them in the SACs unless otherwise defined.

This Proposal is submitted in accordance with Part 3 of the HS1 Station Access Conditions. As such this document sets out information in relation to the proposal as necessary to enable Affected Users of the changes to evaluate the effect of the changes and invites the submission of representations in respect of the proposed changes by 11 October 2024. Early consideration and comments about the Proposal would be appreciated and any non-replies by the Proposal deadline will be taken as an accepted non-objection.

## ***Proposal for Change and Conditions Change - EES***

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Formal objections/non-objection responses should be sent via email to and received no later than 25 October 2024.

Please use the attached **Annex A** Notice of Non-Objection where appropriate.

The changes in this Proposal are intended to take effect on completion of this consultation process.

For the avoidance of doubt and to provide a historic record/clarity this Proposal and all subsequent formal communications will be posted on the HS1 website under the Register of Changes upon completion of the project: <https://highspeed1.co.uk/regulatory/register-of-changes>

## European Entry/Exit System – St Pancras International

*In accordance with Clause 8.6 of Part 3 of the SACs, the information provided in this document should be sufficient for Affected Users “to evaluate the effect which the change in question or the process of its implementation...will have or is likely to have on its customers, its business and on the building fabric of the Station.”*

### 1. Background

#### Background

EES is a new compulsory borders process which will require non-EU International passengers to register personal details and biometric information (face and fingerprints) at the point of entry into the EU. Following the UK's exit from the European Union all UK citizens will have to engage with this new process when it comes into operation in November 2024. Due to the juxtaposed border at St Pancras International (SPI), this process will need to be undertaken at the station, either at the border (within the International Zone area) or at a remote EES Kiosk before crossing the border. Whilst it removes the need for passport stamping, the border control will remain to validate the passport against the digital record.

If the EES process were carried out entirely at the border then border capacity would be severely reduced, international services would need to be capped and long queues would be a permanent feature in the station. The EU has therefore proposed a solution whereby passenger information and biometrics are collected at a remote Kiosk. Upon arrival at the station non-EU International passengers will need to visit an EES Kiosk and register their passport, answer some simple questions about their stay in the EU, and have facial and fingerprint scans. They will then be able to proceed to the border where on first entry to the EU the information will be validated at a manual booth by a French PAF officer. The process is likely to be slightly more efficient upon subsequent crossings of the border.

It is understood that the EU may be launching an app in the future whereby most of the factual information will be able to be uploaded prior to travel, however biometric data in the form of fingerprints and a photo will still need to be recorded within the station so the need for Kiosks remains. There is also some uncertainty over whether the French government will be in a position to launch its version of the app in time for implementation of the EES.

#### Physical changes at SPI

The Ministry of the Interior of the French Republic (MOI) has licensed to HS1 49 Kiosks for use within SPI.

This Proposal relates to the following physical changes to be implemented at SPI:

- Unit 56 on the Grand Terrace (COVID Testing Site) (the unit was previously used as a Covid testing suite during the coronavirus pandemic) – Installation of 14 Kiosks (see Plan A).

- Unit 28B on the ground floor (**Benugo Site**), underneath the main station departures board (the unit was previously occupied as one half of Benugo) – Installation of 28 Kiosks (see Plan B).
- Business Premier Ticket Office (**BPTO Site**) – Installation of 7 Kiosks. This area is already in exclusive EIL usage/occupation (see Plan C).

Installation of new conduits, cabling and ceiling works has occurred at these sites to facilitate installation and operation of the Kiosks. HS1's construction and installation costs have been recovered separately and no changes made to the SACs are intended to recover those costs.

The changes described above will not require any changes in floor plan allocations and will not affect calculation of the Long Term Charge (**LTC**). None of the COVID Testing Site, Benugo Site or BPTO Site falls within any Zones within the meaning of the SACs and HS1 does not intend to re-zone any of the sites; the proposed SACs changes (described and set out below) are drafted to enable HS1 to recover only the Kiosk operating costs from International Passenger Operators as Qualifying Expenditure (**QX**) even if the Kiosks are not located within a Zone.

## **2. Particulars of change proposed**

HS1 is proposing drafting amendments to the SAC to reflect the Kiosks as:

- Common Station Amenities and Common Station Services;
- International Common Station Amenities and International Common Station Services; and
- Equipment.

The drafting changes to be made include:

- inclusion of a new definition for "Kiosks" in Part 1;
- addition of:
  - a new paragraph 4A in Annex 1 to refer specifically to the Kiosks, noting that they shall be deemed located in the International Zone for the purpose of QX calculation
  - a new paragraph 4B in Annex 1 to describe those ancillary services to be performed in respect of the Kiosks (staffing, Maintenance, Repair, cleaning and security). Maintenance and Repair in respect of the Kiosks are intended to constitute QX, (together, the **Annex 1 Changes**);
- amendments to the definitions of "Common Station Amenities", "International Common Station Amenities", "Common Station Services" and "International Common Station Services" in Part 1 corresponding to the Annex 1 Changes;

- amendment to the definition of “Equipment” in Part 1 to expressly include the Kiosks; and
- amendments to the definitions of “International Zone QX” and “Common Zone QX” in Part 17 to make clear that QX relating to the Kiosks will be attributable to the International Zone (regardless of the actual location of the Kiosks).

These changes would allow HS1:

- a) the flexibility to move the Kiosks around quickly (for instance, as directed by the MOI); and  
and
- b) to recover Kiosk operating costs as QX solely from International Passenger Operators.

Note that the drafting:

- classifies the Kiosks as both Common Station Amenities and International Common Station Amenities. This is necessary because International Common Station Amenities are defined in the SACs as a sub-set of Common Station Amenities, meaning that the Kiosks are necessarily both. The same applies in respect of the related services, which have been drafted as both Common Station Services and International Common Station Services;
- classifies the Kiosks as Equipment. This is to ensure that the concepts of Repair and Maintenance, and their corresponding conditions in Part 4 of the SACs, apply to the Kiosks. Maintenance and Repair in respect of the Kiosks are intended to constitute QX;
- stipulates that the Kiosks are deemed to be located in the International Zone for the purpose of calculating QX, regardless of where in the Station the Kiosks are in fact located. This will ensure that Kiosk operating costs will only be recoverable from International Passenger Operators; and
- includes no proposed changes to the existing zoning of the Station. The Kiosks are currently located outside of SACs zones and will be deemed to be located in the International Zone (see the point immediately above). HS1 believes that the drafting achieves the objectives described above and does not require any re-zoning of the Station.

### **3. Proposed changes to the text of the SAC**

Attached to this consultation at Annex B HS1 has provided a rider which shows the proposed drafting amendments to the SAC if the Proposal is approved.

### **4. Costs**

There are no QX or LTC cost implications for EMR or SETL as a result of this Proposal.

### **5. What stakeholders need to do**

## ***Proposal for Change and Conditions Change - EES***

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Affected Users are invited to submit representations to HS1 [REDACTED] on their view on this Proposal, including their position on whether this should be approved.

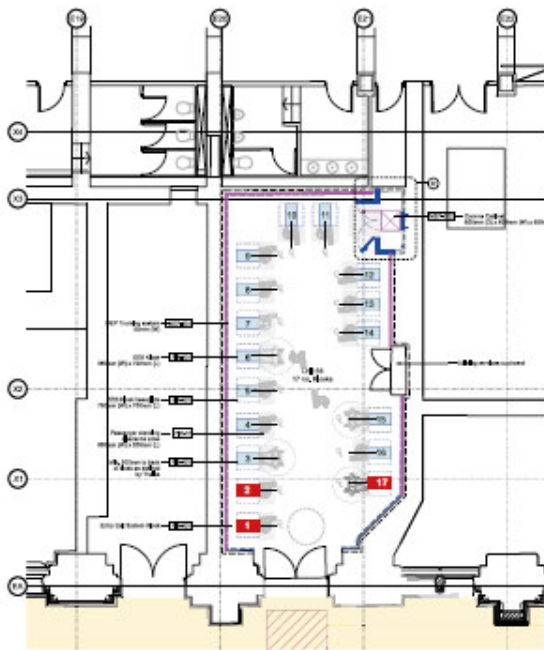
In accordance with Condition 8.7 of the SAC, all Affected Users must provide:

- representations on this Proposal by 5pm on 11 October 2024; and
- Notices of Objection on this Proposal by 5pm on 25 October 2024.

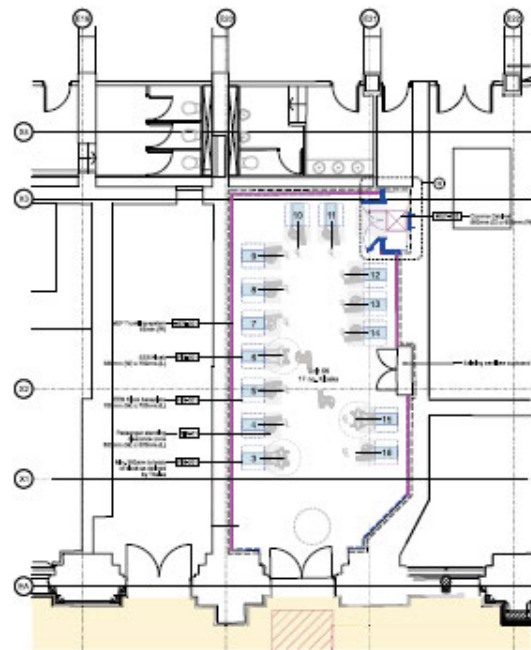
We invite Affected Users to submit responses earlier than this deadline if they are in a position to do so.

Plan A – Unit 56 – Grand terrace (Provisional Layout)

Unit 56 - (Grand Terrace)



Unit 56 - Base Option  
17 kiosks

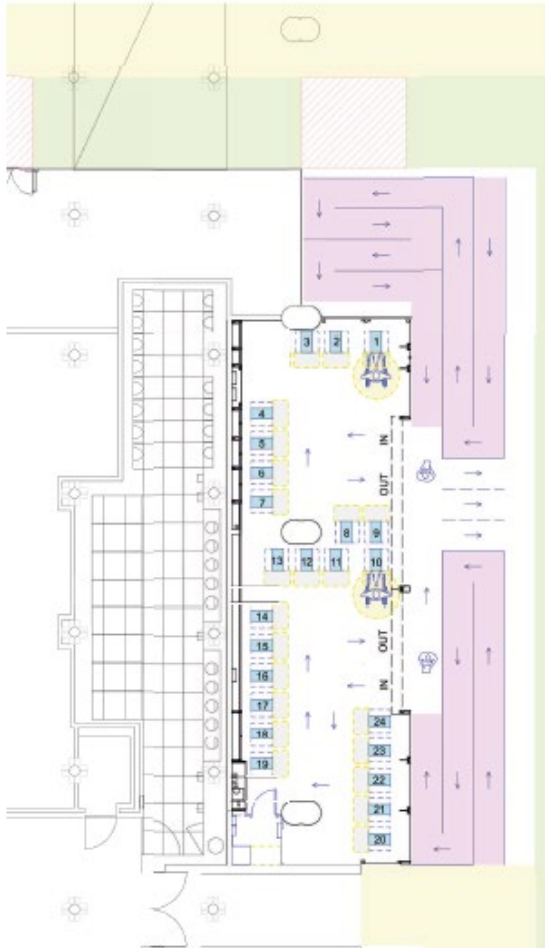


Unit 56 - Relocated Kiosks  
14 kiosks - (-3 relocated)

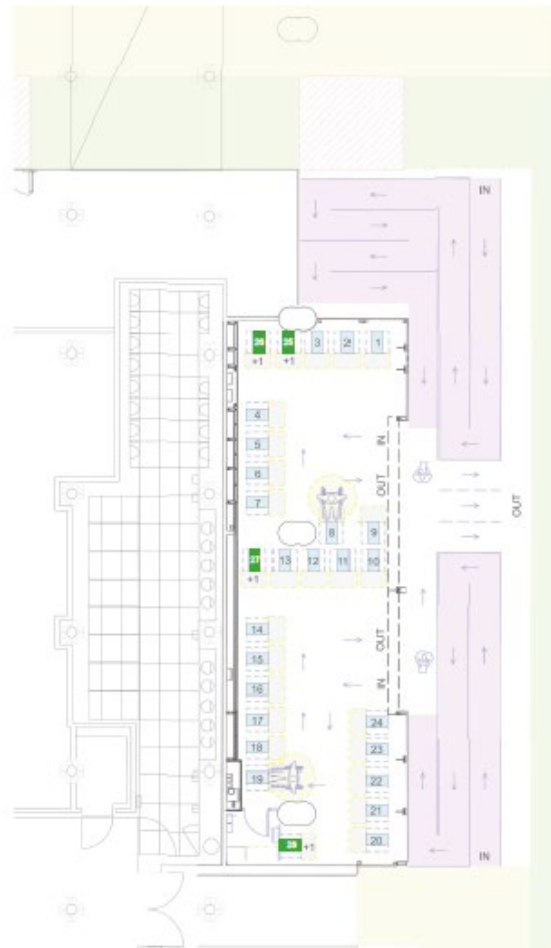
■ Relocated Kiosks

Plan B – Unit 28B – Ground Floor (Provisional Layout)

Unit 28b - (Benugo)



Unit 28b - Base Option  
24 kiosks

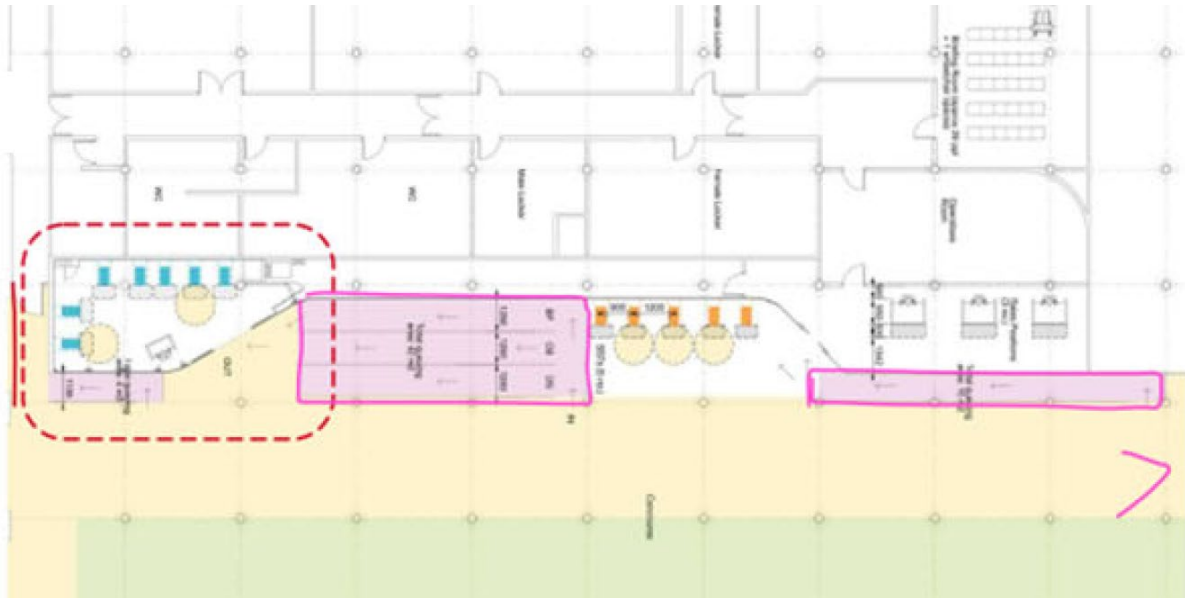


Unit 28b - Additional Kiosks  
28 kiosks - (Potential +4 additional)

■ Additional kiosks



**Plan C – Business Premier Ticket Office (Provisional Layout) (For information only)**





**Annex A – User Notice of Non-Objection to the Proposal for Change and Conditions Change Proposal titled: European Entry/Exit System (EES)**

I, *(print name of person signing)* ..... hereby confirm that *(print full company name)* ..... has no objection to the Proposal for Change and Conditions Change Proposal, dated 9 September 2024, and titled European Entry/Exit System (EES), in respect of the proposed changes to the St Pancras and the Station Access Conditions to facilitate the European entry/exit border control system. I acknowledge that a copy of this approval and the Proposal for Change and Conditions Change Proposal documentation will be placed on the HS1 website as a matter of public record.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Duly authorised signatory on behalf of

\_\_\_\_\_

**Initial Change Proposal Sent:**

**To:**  
Eurostar International  
Southeastern Trains Limited  
East Midlands Railway Limited  
Network Rail (High Speed) Limited

**cc for Info Only:**  
Department for Transport  
Office of Rail and Road

**Annex B – SACs amendment rider**

## **Annex B – Proposed SAC Amendments**

### **Definitions**

1. Insert the following definitions at Condition 1.2 of Part 1:

*“EES Devices” means those kiosks, tablets or other equipment (including cabling, conduits, brackets and other power, data transfer and securing equipment) that, in each case, are deployed within the Station to enable compliance with:*

- (i) the entry and exit system requirements set out in European Union Regulations 2017/2225 and 2017/2226 (as amended or replaced from time to time) or any other legal requirement (including any Legal Requirement) whether in force in the United Kingdom or any other country relating to border control, customs, immigration or national security which affects the operation of International Services; or*
- (ii) any requirement of a Control Authority.”*

*“Ministry of the Interior” means the Ministry of the Interior of the Republic of France, including its successors in title, permitted assigns or permitted transferees.”*

### **Common Station Amenities and Services**

2. In the Annexes to the HS1 Station Access Conditions in respect of St Pancras International Station only insert new paragraphs at Annex 1 after paragraph 4:

#### **“4A. Common Station Amenity – EES Devices**

- (a) The EES Devices.*
- (b) Subject to paragraph 4A(c) below and where (from time to time) the EES Devices are located in an area of the Station which is not within a Zone, any amenities which in the reasonable opinion of the Station Facility Owner are reasonably required for the operation of the EES Devices in such area, including the provision of any amenities that are similar to those amenities specified in paragraphs 1 and 2 of Annex 1 or in paragraph 3 of Annex 10.*
- (c) Wherever in the Station an EES Device is located from time to time, such EES Device shall be deemed to be located in the International Zone for the purposes of Part 2, Part 3, Section C of Part 11 of the Station Access Conditions and of allocating Qualifying Expenditure that relates to the EES Devices.”*

#### **“4B. Common Station Services – EES Devices**

- (a) The provision of sufficient numbers of competent and appropriately trained (as required and notified to the Station Facility Owner from time to time by the Ministry of the Interior or any other Competent Authority) staff to provide queue management and a high level of customer service and assistance to each International Passenger Operator’s passengers in relation to the EES Devices.*
- (b) Maintenance (including the installation of software upgrades) and Repair of the EES Devices and areas in which the EES Devices are located.*

- (c) *Cleaning of the EES Devices in accordance with the instructions of the Ministry of the Interior or any other Competent Authority and cleaning of the areas in which the EES Devices are located.*
- (d) *Such security or safety measures as the Station Facility Owner reasonably considers necessary in relation to the EES Devices provided that any safety or security measures that the Station Facility Owner proposes on the advice of the Station Facility Operator shall be treated as being reasonably considered necessary.*
- (e) *Where (from time to time) the EES Devices are located in an area of the Station which is not within a Zone, the provision of any services which in the reasonable opinion of the Station Facility Owner are reasonably required for the operation of the EES Devices in such area, including the provision of any services that are similar to those services specified in paragraphs 3 and 4 of Annex 1 or in paragraph 3 of Annex 10"*

3. Amend definitions of Common Station Amenities and Common Station Services at Condition 1.2 of Part 1 as follows:

**"Common Station Amenities" means:**

- (a) *In respect of a User that is a Passenger Operator, the amenities at the Station specified in paragraphs 1, ~~and 2~~ and, in respect of St Pancras International Station only, 4A of Annex 1; and*
- (b) *in respect of any User that is a Non-Passenger Operator, the amenities at the Station specified in paragraph 1 of Annex 1,*

*in each case where possible identified as such on the Plan, as modified by such changes as shall be implemented from time to time in accordance with Part 4;*

**"Common Station Services" means:**

- (a) *in respect of a User that is a Passenger Operator the services supplied at the Station specified in paragraphs 3, ~~and 4~~ and, in respect of St Pancras International Station only, 4B of Annex 1; and*
- (b) *in respect of a User that is a Non-Passenger Operator, the services supplied at the Station specified in paragraph 3 of Annex 1,*

*in each case in accordance with the Applicable Standards and specifications set out in Appendix 1 to Annex 1 or determined pursuant to Annex 9, as modified by such changes as shall be implemented from time to time in accordance with Part 4;"*

### **International Common Station Amenities and Services**

4. Amend definitions of International Common Station Amenities and International Common Station Services at Condition 1.2 of Part 1 as follows:

**"International Common Station Amenities" means:**

- (a) *in respect of an International Passenger Operator, those Common Station Amenities:*
- i. specified in paragraphs 1 and 2 of Annex 1 that are identified in Annex 1 as being provided within the International Zone; ~~and~~*
  - ii. in respect of St Pancras International Station only, listed in paragraph 4A of Annex 1 (wherever in the Station such Common Station Amenities are located from time to time); and*
  - iii. ~~those Common Station Amenities~~ specified in Annex 10; and*
- (b) *in respect of an International Non-Passenger Operator, those Common Station Amenities specified in paragraph 1 of Annex 1 that are identified in Annex 1 as being provided within the International Zone and those Common Station Amenities specified in Annex 10,*

*in each case where possible identified as such on the Plan, as modified by such changes as shall be implemented from time to time in accordance with Part 3;*

**"International Common Station Services" means:**

- (a) *in respect of an International Passenger Operator, those Common Station Services:*
- i. specified in paragraphs 3 and 4 of Annex 1 that are identified in Annex 1 as being provided within the International Zone; ~~and~~*
  - ii. in respect of St Pancras International Station only, listed in paragraph 4B of Annex 1 (wherever in the Station such Common Station Services are provided from time to time); and*
  - iii. ~~those Common Station Services~~ specified in Annex 10; and*
- (b) *in respect of an International Non-Passenger Operator, those Common Station Services specified in paragraph 3 of Annex 1 that are identified in Annex 1 as being provided within the International Zone and those Common Station Services specified in Annex 10,*

*in each case in accordance with the Applicable Standards and specifications, if any, (which may apply to one or more Zones or to the entire Station) set out in Appendix 1 to Annex 1 or determined pursuant to Annex 9, as modified by such changes as shall be implemented from time to time in accordance with Part 3;"*

## **Equipment**

5. Amend definition of Equipment at Condition 1.2 of Part 1 as follows:

**"Equipment" means:**

- (a) the items of equipment, plant, machinery and apparatus at the Station owned by the Station Facility Owner (whether or not listed in the Equipment Inventory) from time to time; and*
- (b) in respect of St Pancras International Station only, the EES Devices"*

## Qualifying Expenditure

6. Amend definition of International Zone QX at Condition 88.1 of Section A of Part 17 as follows:

*“**International Zone QX**” means that part of Qualifying Expenditure attributable to the provision of the International Common Station Amenities and International Common Station Services or otherwise attributable to the International Zone (and for the avoidance of doubt, any Qualifying Expenditure relating to the EES Devices, including that incurred: (i) pursuant to paragraphs 4A and 4B of Annex 1; or (ii) in respect of Maintenance and Repair of the EES Devices, shall be attributable to the International Zone, wherever in the Station the EES Devices are located from time to time).”*

7. Amend definition of Common Zone QX at Condition 88.1 of Section A of Part 17 as follows:

*“**Common Zone QX**” means that part of Qualifying Expenditure attributable to the provision of the Common Station Amenities and Common Station Services within the Common Zone or otherwise attributable to the Common Zone (and for the avoidance of doubt, any Qualifying Expenditure relating to the EES Devices (including that incurred pursuant to paragraphs 4A and 4B of Annex 1) shall be deemed to be attributable to the International Zone, notwithstanding that EES Devices may be located in the Common Zone).”*