



International Growth Incentive Scheme

**Consultation on amendment to London St. Pancras
Highspeed's Network Statement**

4 April 2025

Consultation on an International Growth Incentive Scheme

London St. Pancras Highspeed is committed to driving the growth of international high-speed passenger services and passenger numbers on HS1 and there is plenty of capacity on the route to do so. New services, whether operating on HS1 to new European destinations, or delivering increased frequency to existing destinations (including domestic ones) offer greater choice for passengers, deliver higher sustainable travel outcomes, increase connectivity, and ensure more efficient use of the HS1 infrastructure, all of which drive higher passenger numbers, higher commercial returns for the Infrastructure Manager and TOCs (including potential OMRC reductions), and wider economic growth.

High-speed rail can have a transformative societal effect. In particular, high-speed rail can connect relatively local economies for leisure, work and business, thereby creating entirely new economic activity, employment, local renewal, and new housing. Significantly, rail travel has a much lower carbon footprint per kilometre than other modes of transport, and so offers a more environmentally-friendly travel choice.

The scheme comprises a coordinated package of discounts of access charges, giving all international high-speed passenger service TOCs using and proposing to use HS1, the incentive to optimise their passenger offerings, thereby allowing for business growth in a way that is beneficial both to them and to the Infrastructure Manager.

Accordingly, London St. Pancras Highspeed is launching this consultation to replace its existing discount policy, contained in Annex 3 of its Network Statement, and introducing a new International Growth Incentive Scheme.

1. Summary of notable changes

The amendments are focused on the following:

- 1.1 Adding a new definition of 'International Growth Incentive Scheme' to the Glossary.
- 1.2 Amending Section 6.3 of the Network Statement to introduce the new 'International Growth Incentive Scheme' and London St. Pancras Highspeed's approach to discounting more broadly.

- 1.3 Replacing the existing Annex 3 ‘Discount Policy’ and introducing a new Annex 3 ‘International Growth Incentive Scheme’, which offers two separate discount incentives:
- the first, a discount to incentivise the sustainable growth of new international high-speed passenger services on HS1, the calling at new destinations and new intermediate stations by new services, and the deployment of new rolling stock to deliver international high-speed passenger services, thereby enhancing the passenger experience and providing efficient and reliable operations. These incentives are collectively referred to as the **New Services Incentive**, and
 - the second, a discount to incentivise the growth in passenger numbers travelling on HS1 by promoting international high-speed passenger services that travel on it. This incentive is known as the **Passenger Incentive**.

To support the consultation, we are making available the following documents:

- (1) The International Growth Incentive Scheme Document (this document)
- (2) The Network Statement 2026 showing the changes marked up.
- (3) A clean copy version of the Network Statement with new amendments.
- (4) A standalone copy of the International Growth Incentive Scheme for ease of reference.

They are available on our website here: <https://stpancras-highspeed.com/consultation/>

2. Freedom of Information

We will not publish consultation responses in their entirety, unless we are compelled to do so by law. If there are statements or information that should be kept confidential then please mark that section in your responses and we will contact you should we receive any such directions to disclose. We will publish a summary of consultation responses. The summary may include unattributed quotations where appropriate. Respondents will only be identified by group, e.g. operator.

We may share any information disclosed with trusted third parties, agents, professional advisers or contractors for the purpose of collating and compiling our response. Additionally, we may share consultation responses in part or in their entirety with the Office of Rail and Road for the purposes of regulatory oversight.

3. Next steps – Responding to the consultation

We welcome stakeholders' feedback on this consultation. To ensure we do not limit consultation responses, it is suggested that respondents copy and paste questions below, so answers can be written with as much space as needed. Please be as specific as possible, for example citing any paragraph where appropriate. We welcome additional relevant information in annex.

1. Please identify yourself, your interest in London St. Pancras Highspeed route and any company or organisation you represent. Please include full address and contact details and confirm whether it is a personal or collective response, where appropriate.
2. To what extent do you believe the new incentive scheme will support a change in benefits for passengers and/or operators? Please provide as much evidence as you can to support your position.
3. To what extent do you believe these proposed changes will influence behaviour, either positively or negatively? Please explain how and why?
4. Are there any amendments you would like to suggest to the proposed changes? If so why?
5. Are there any ways we could make the proposed amendments clearer or easier to comply with?
6. Are there any other comments you would like London St. Pancras Highspeed to take into account from this amendment to the Network Statement?

We ask that stakeholders provide feedback by COP on 7 May 2025 to:

railbusinessdevelopment@stpancras-highspeed.com

If stakeholders have any questions regarding this consultation please send them to the same address.