



HS1 Network Statement

2027 update

Consultation with stakeholders – July 2025

Consultation on HS1 2027 Network Statement

1. Network Statement 2027 update

The HS1 Network Statement provides general information about HS1; conditions of access to HS1 by transport operators; rules, procedures and criteria for allocation of capacity and payments for the same. Pursuant to the requirements of the Rail Regulations 2016, we are updating the Network Statement to the 2027 version of the document.

2. Summary of notable changes

The below table provides a summary of the notable changes we have made to the Network Statement.

Section/item	Page	Change
Whole document	N/A	HS1 Ltd now has a trading name of London St. Pancras Highspeed and the document was updated to reflect this change. Website links leading to the old HS1 website have been replaced with the new www.stpancras-highspeed.com website.
Whole document	N/A	Where appropriate, references and dates related to Control Period 3 have been updated to Control Period 4 to reflect the start of the new control period.
Whole document	N/A	Charges have been updated according to ORR's PR24 Final Determination. Where applicable, charges have been adjusted following the release of the February 2025 RPI.
Glossary of terms	N/A	Added definitions for "Channel Tunnel" and "Services of Trains". Removed the definition for Franchised TOC as there are currently no Franchised TOCs on the HS1 network. Updated definitions for Access Proposal to improve clarity. Updated definitions relevant to the new branding of London St. Pancras Highspeed: HS1; London St. Pancras Highspeed; LSPH; Station Facility Owner.
2.2.4 Safety Certificate	p17	Added a note that the Technical Framework Agreement will replace the Channel Tunnel Safety Order
2.4.6 Engineering Access Statement	p20	Added reference to the new category of possession allowance, extended possessions, introduced as part of PR24.
2.6 Dangerous Goods	p22	Regulations Concerning the International Carriage of Dangerous Goods by Rail have been updated to the latest version.
2.7 Rolling Stock Acceptance Process	p22	Reference to RIS-8270-RST standard replaced with C-06-OS-09-1200 to be consistent with the HS1 records system.

3.4.1 Specified Infrastructure and 4.4.1. Co-ordination Process	p29 and p36	High Speed Freight added to align the decision criteria to the HS1 Network Code.
6.2 Charging System	p43	The charging system for Passenger and Freight TOCs now includes specific reference to Additional IRC for completeness.
6.3 Tariffs	p44 - 52	<ul style="list-style-type: none"> • Section on AIRC clarifies that it can be applied to both passenger and freight operators. • ERTMS early works added to the Current Investments section. • Text on the Volume Re-opener clarified in line with PR24 Final Determination and Control Period 4. • Section "Traction Electricity Charge" clarifies that approved metres fitted to rolling stock can be used to calculate the traction electricity charge. • Section on Carbon Costs removed as the scheme has now closed and has been removed from the HS1 PAT. • Section on Station Access Charges now clarifies that Common Zone QX is apportioned between TOCs via an appropriate allocation method depending on the nature of the cost incurred for costs in other zones • Section with explanation of Additional IRC added to the section "Charges for Freight Train Services"
6.7 Billing Arrangements	p54	Text on Escrow holiday removed as the outstanding amounts has now been recovered.
Annex 1 OMRC	p55	Text on pass through costs amended to align with PR24 determination. Costs updated to include: disputes resolutions costs, market testing of the OA and costs in connection of the N-1 energy scheme.
Annex 3 Discount Policy	p60	In April 2025 LSPH consulted on the Growth Incentive Scheme and we will notify stakeholders of the outcome and final scheme shortly. We plan to replace the current Discount Policy in Annex 3 Discount Policy with the Growth incentive Scheme when we publish the 2027 Network Statement in August 2025.

3. Next steps

We welcome stakeholders' feedback on this consultation.

We ask that stakeholders provide feedback by **Thursday 24 July 2025** to Arthur.Velavs@stpancras-highspeed.com and Regulation@stpancrashighspeed.com.

We will consider these responses before publishing the final version of the HS1 2027 Network Statement.