



London Transport

Ref: LT-1073-WN

Transition Team

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4 March 2003

Mr Rod Hoare
Metronet
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Dear Rod,

This is to confirm our agreement on two points which you raised with me last week.

- (a) As a result of the Chancery Lane Incident, LUL cancelled two Minor Closures during which Infracore SSL was intending to carry out the following packages of work (each a *Deferred Package of Work*):

– **Package 1**

A 52 hour minor closure on the Weekend of 14 to 17 February 2003 between Dagenham East and Elm Park East Bound (Chainage EB 18.31 to 17.65). Possession limits were between Upney and Upminster.

The work to be undertaken was an Enhanced Track Replacement for a total length of 660m. This possession has now been reprogrammed for 2 to 5 May 2003.

– **Package 2**

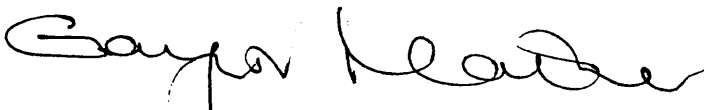
A 52 hour minor closure on the Weekend of 21 to 24 February 2003 at Elm Park Platform East Bound (Chainage EB 16.34 to 15.99). Possession limits were between Upney and Upminster.

The work to be undertaken was an Enhanced Track Replacement for a total length of 350m. This possession has now been reprogrammed for 23 to 27 May 2003.

To the extent that any Deferred Package of Work or any reasonably equivalent substitute package of work is not completed before the Transfer Date, LUL agrees that:

- (i) when it completes both Deferred Package of Work, Infraco SSL shall be entitled to include as an Exceptional Amount on the next following ISC Invoice the costs reasonably and properly incurred in carrying it out, subject to a maximum for both cancellations of £2.2 million the amount which Infraco SSL would have spent had the Deferred Package of Work been carried out on the dates originally planned.
 - (ii) if Infraco SSL reasonably requires a Minor Closure to enable it to carry out any Deferred Package of Work, the relevant Lost Customer Hours are to be in addition to its Base Allocation of Minor Closures, subject to a maximum of the Lost Customer Hours attributable to the Minor Closure originally booked.
- (b) LUL does not require Metronet to adopt the solution currently proposed by Infraco SSL for securing compliance with the Improvement Notice relating to depot overhead trolley leads. It is therefore for Metronet, after the Transfer Date, to secure such compliance at its own cost, and subject to any other relevant requirements of the SSL Contract.

Yours sincerely,



R.
Martin Callaghan
PPP Director