southeastern.

Go-Ahead

Start of franchise:	**April 2006**
Franchise renewal:	**March 2014***
Eligible for revenue support:	**1 April 2010**

NB: Franchise is in 80% revenue support

Annual passenger journeys: **c.163 million**

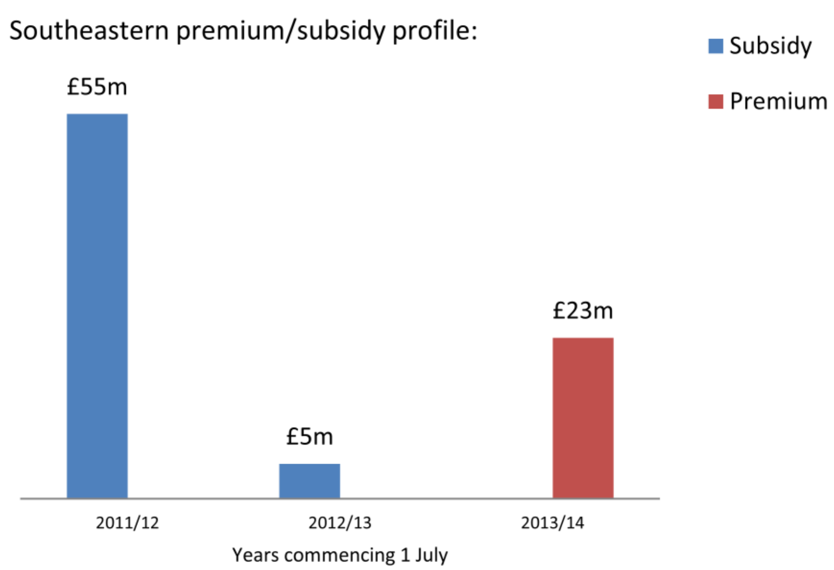
Approx. 65% of passengers are commuters

Regulated (peak-time) fare increases: RPI*+1%**

** A two year extension based on performance targets has been granted*
** Annual regulated fare increases are made in January based on the Retail Price Index (RPI) as at July of the previous year. RPI+3% was applied to fares on this franchise prior to January 2012.

Southeastern latest results:

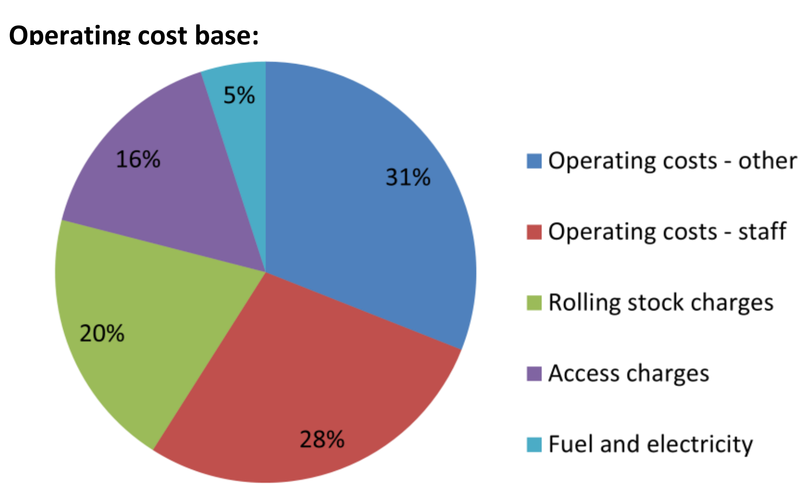
	FY 2011	FY 2010
Total revenue	**£713.8m**	**£627.7m**
Passenger revenue	*£541.7m*	*£509.3m*
Other income	*£22.3m*	*£20.0m*
Net subsidy receipts	*£151.8m*	*£98.4m*
Passenger revenue growth	**8.4%**	**7.5%**
Passenger journey growth	**5.0%**	**1.4%**
Punctuality (PPM)	**89.0%**	**89.2%**



Since 1 April 2010 Southeastern has been in 80% revenue. We expect Southeastern to remain in 80% support to the end of the franchise.

The adjacent chart shows the subsidy (premium) profile agreed in the franchise contract with the Department for Transport at the time of the bid in 2005.

Actual net subsidy receipts, noted above under total revenue, may vary to the amounts in the chart due to adjustments, such as changes to the access charge regime with Network Rail. The profile also excludes any amounts received for revenue support.



The adjacent pie chart shows the cost base for Go-Ahead's rail division. Typically around 70% of a train operating company's cost base is fixed.

The split of costs varies between each franchise but around 40% of the costs are for track access and leasing rolling stock and around 30% are staff costs.