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Paul McMahon
Deputy Director, Railway Markets and Economics
Office of Rail Regulation
1 Kemble Street
London WC2B 4AN

8 June 2010

Dear Paul,

APPEAL UNDER REGULATION 29 OF THE RAILWAYS INFRASTRUCTURE (ACCESS & MANAGEMENT) REGULATIONS 2005 – ACCESS TO THE PORT OF FELIXSTOWE WHERE FELIXSTOWE DOCK AND RAILWAY COMPANY IS THE SERVICE PROVIDER

In addition to its previous submissions on the above matter, DB Schenker Rail (UK) Limited ('DB Schenker') requests ORR to consider the attached further supporting information in its deliberations over DB Schenker's appeal. This information, which has only recently been made available, reinforces DB Schenker's assertions that, despite the representations of the Felixstowe Dock and Railway Company ('FDRC') to the contrary, FDRC has separately acknowledged that the existing infrastructure at the Port has capacity to support 30 to 32 services.

Yours sincerely,

Nigel Oatway
Access Manager

cc. Kara Johnson ORR

DB Schenker Rail (UK) Limited
Registered Office:
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Carolina Way
Doncaster DN4 5PN
Registered in England and Wales
Registered No: 2938988

Hutchison Ports (UK)

FTA Rail Council

Birmingham

27th April 2010

Presentation Agenda

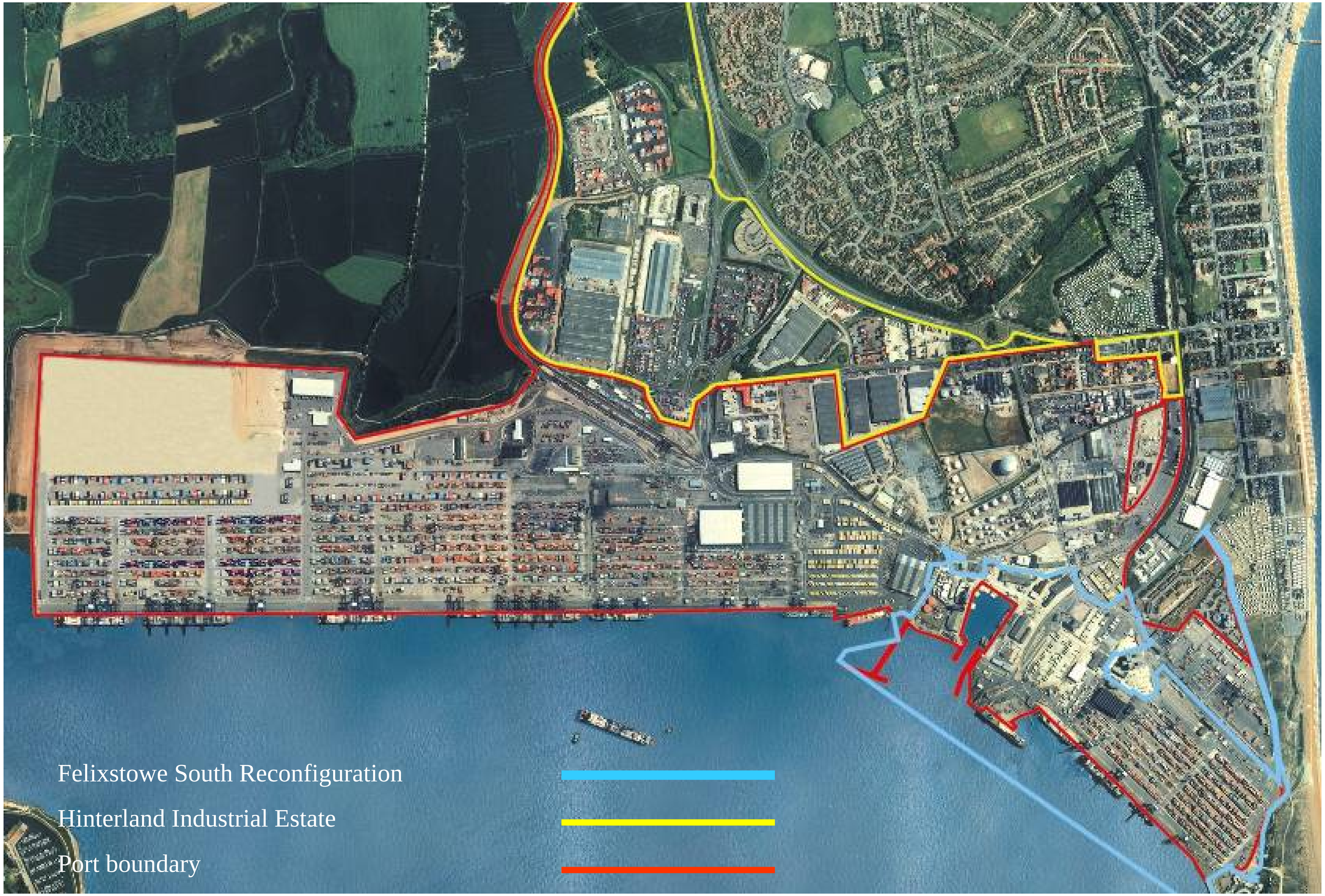
- HPUK Port Developments
- Overview of current Rail Operations
- FSR Phasing
- Rail Developments
  - External Developments
  - HPUK Developments

HPUK Developments

- Felixstowe South Redevelopment (FSR)
  - Phase I operational 2010
  - Incremental Capacity 1.5m TEU
- Bathside Bay – Harwich (BSB)
  - 10 year Consent – expires 2016
  - 2.1m TEU Capacity
- Including Rail investments of:-
  - Network Infrastructure – £80-85m
  - On-port Rail Facilities – £40-50m

Emma Maersk – 14,000TEU?

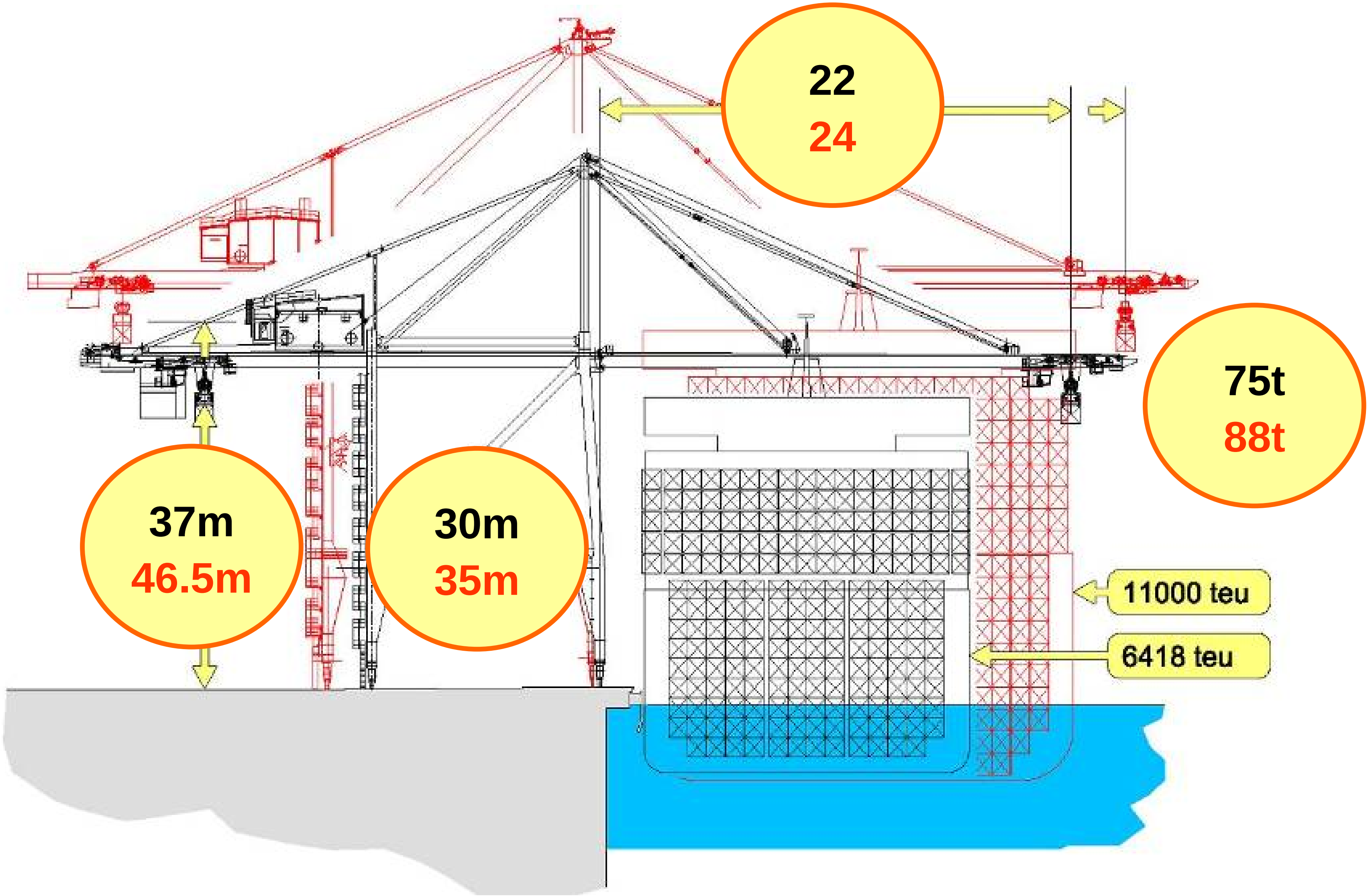
Port of Felixstowe



Felixstowe South Reconfiguration (FSR)

The ONLY deep-water container terminal fully committed in the UK

FSR – Quay Crane Dimensions



FSR – 26 February 2009

FSR – 1 March 2010

FSR – 26 March 2010

FSR – Cranes

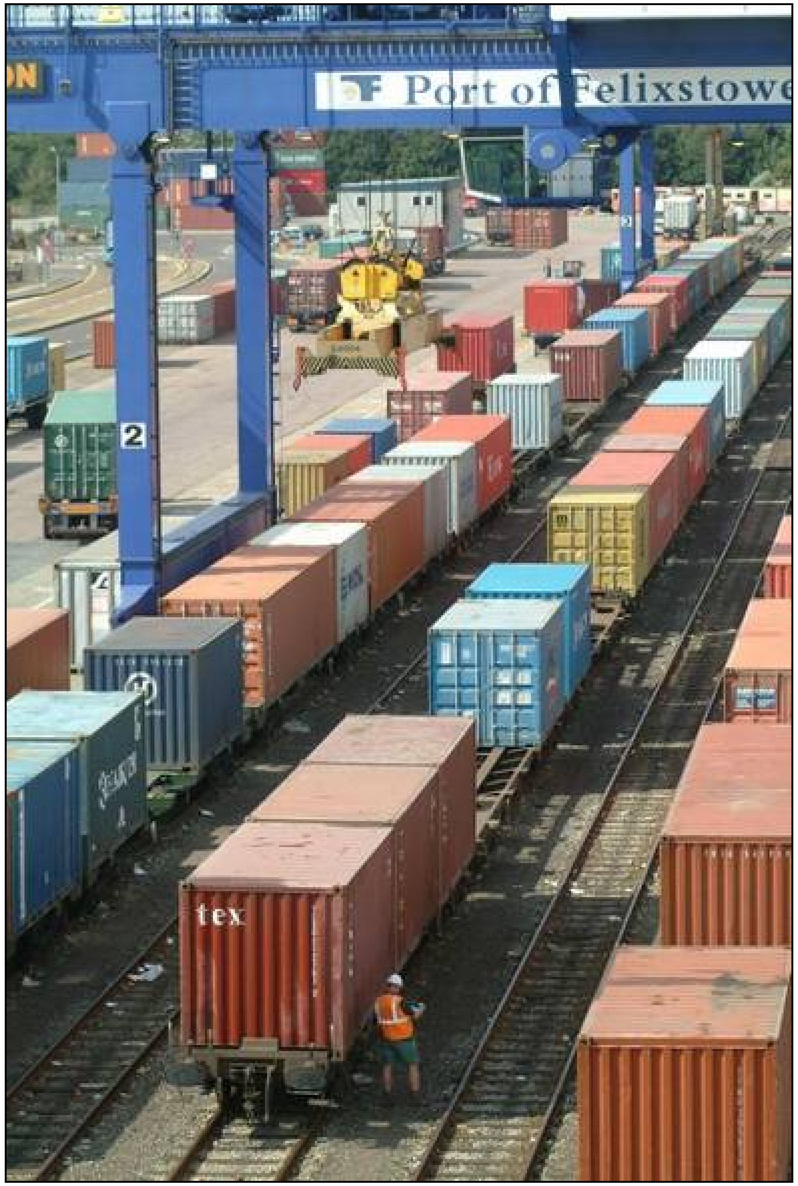
Yard Crane Arrivals – 15 April 2010

Rail Today

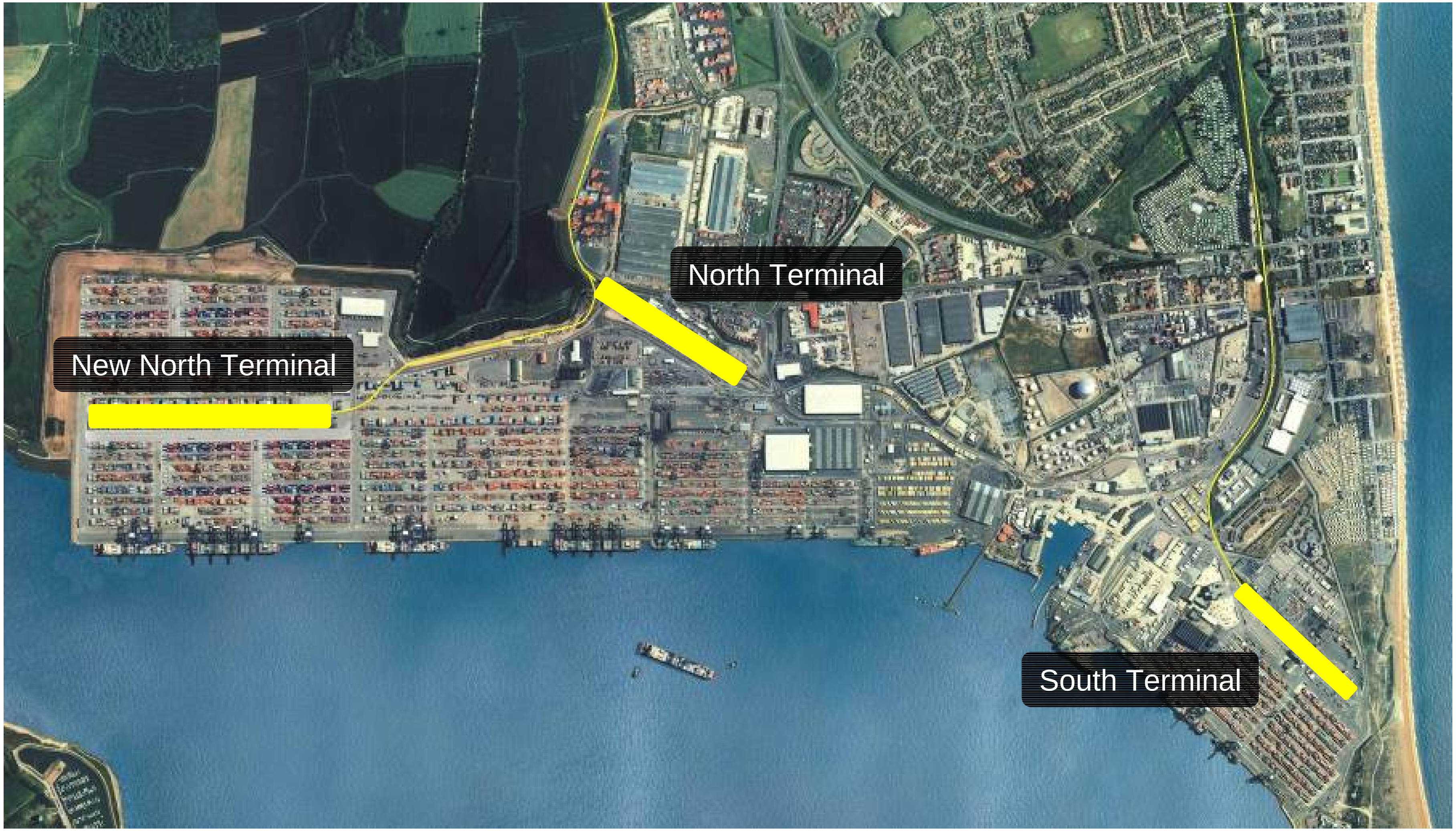
Rail Facilities

The Port owns and operates the UK's busiest intermodal rail terminals, servicing 3 Rail customers at present;

- North Terminal
  - 7 working roads - handling 22-24 wagon length trains
  - 4 RMG cranes & 2 Reach trucks
- South Terminal
  - 3 working roads - handling 22 wagons length trains
  - 2 RMG cranes & 1 Reach truck
- Both terminals
  - Serviced by fleet of dedicated trucks for movements to/from the marine terminals
  - Combined capacity – 420,000 units p.a.
  - Servicing 16 inland terminals with 28 trains per day

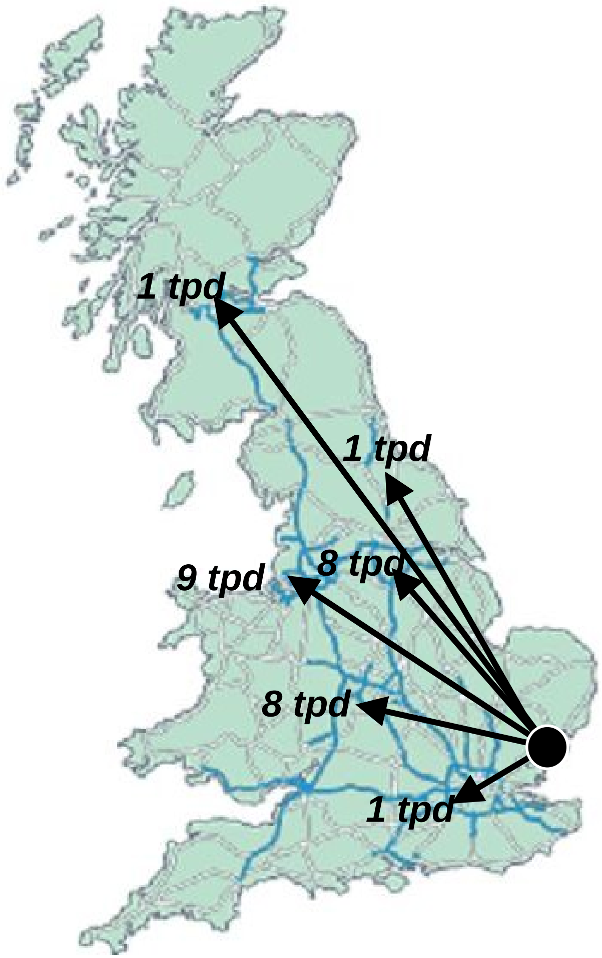


Port of Felixstowe Rail Terminals

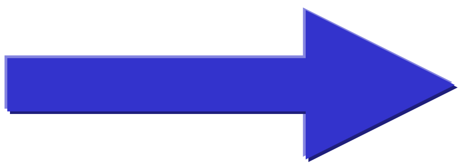


Inland Terminals – Key Locations

2010 Rail Distribution From Felixstowe

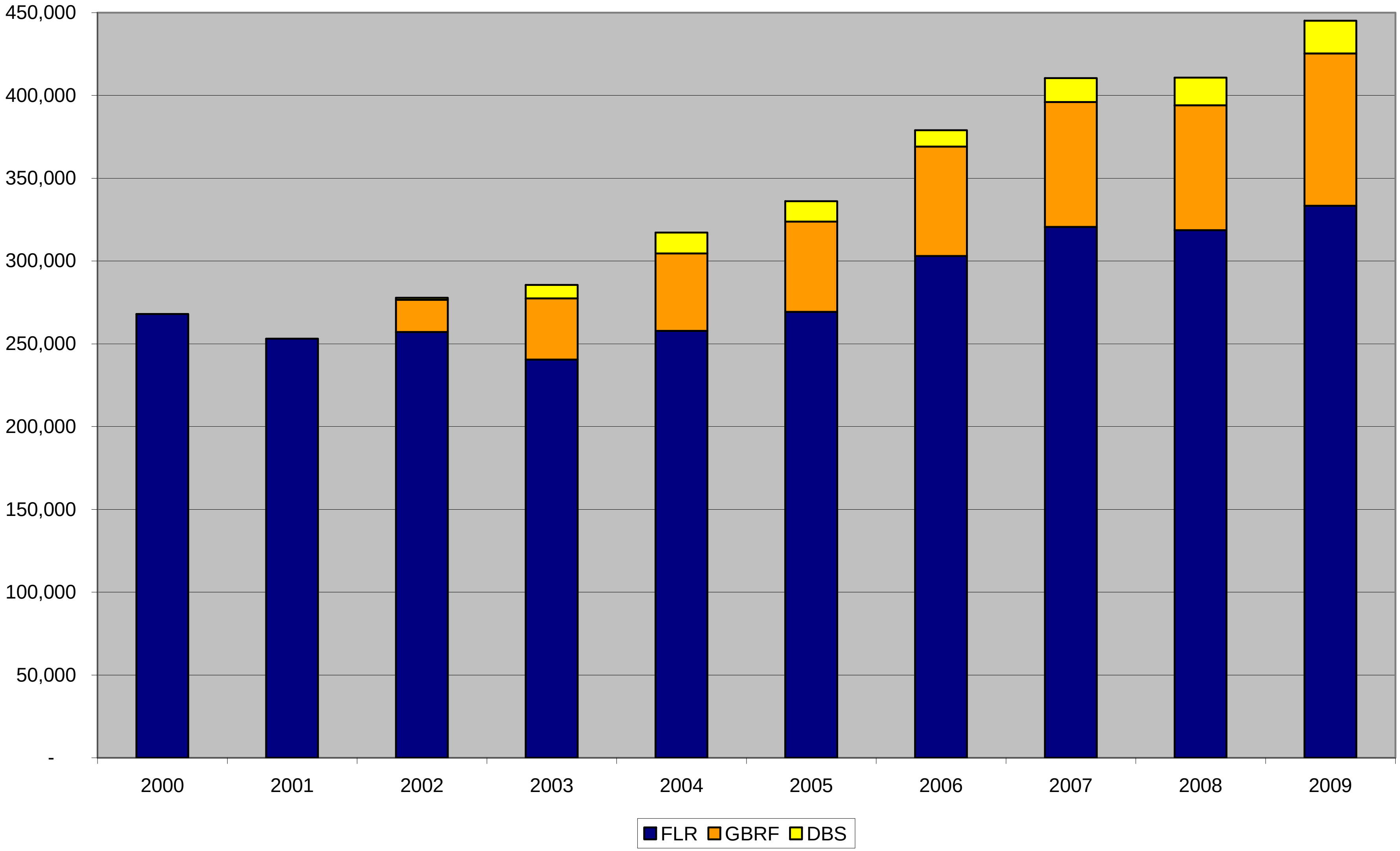


Regional Distribution	Trains per Day	% Split
North West	9	32%
Midlands	8	29%
Yorks	8	28%
London	1	4%
North East	1	3%
Scotland	1	3%
Total	28	



Felixstowe Rail Growth 2000 – 2009

Volume by Operator – Units



Annual Growth

Growth over the past 3 years –
Increased No. of Trains & Train Capacity

	2007	***2008***	***2009***
No. of Trains	12,788	13,031	13,930
TEU Capacity per Train	61.4	62.8	64.0
Utilisation	78%	75%	77%

FSR Phasing

Current Status

Chronology	Event
2nd Half 2008	Global Recession takes hold
January 2009	Drastic actions are being taken by ship owners to manage capacity
March 2009	Clear that Phase 2 FSR will not be required inline with original plans of 2014
27 April 2009	Meeting with Network Rail to explain our situation
5 June 2009	Meeting with DfT Rail to explain our situation
6 Oct 2009	Joint meeting with DfT Rail and Network Rail
12 Nov 2009	2nd meeting with DfT Rail and Network Rail
17 Dec 2009	3rd meeting with DfT Rail and Network Rail at which it was agreed the backstop date could be moved to 31 December 2018
26 Feb 2010	Extension of time application to SCDC / IBC

Rail Capacity

- The FSR Inspectors Report recognised there is sufficient capacity for FSR Phase I and that the rail works are needed for Phase II
- There is sufficient rail capacity available until 2018
- We need to enter into a binding legal agreement for the delivery of the works by June 2013 so the DfT have certainty of our funding when they commit the budget for CP5 in Oct/Nov 2013.

Summary

- The table below summarises the year in which rail demand would outstrip supply in each scenario

		3% Growth*	5% Growth*
Using existing Infrastructure	**28 Trains**	2022	2017
	30 Trains	2024	2018
	32 Trains	2026	2020
Using new port rail terminal Infrastructure	**28 Trains** **(18 @ 30 wagons)**	2027	2020
	30 Trains **(20 @ 30 wagons)**	2029	2022

*** Growth in rail demand through the Port of Felixstowe**

Rail
Developments

Network Developments

Scheme	***Cost***	***Timeframe***
I2P – Cross country route – Gauge	£5m	Complete 2009
P2N – Gauge	£43.4m	Mar 2011
P2N – Nuneaton North Chord	£26.5m	Dec 2012
P2N – Capacity – Kennett signal works	£5m	Dec 2011
F2N – Bacon factory curve	£34.7m	Q1 2014
F2N – Ely loops	£18.[illegible]m	Q1 2014
Joint Line (Peterborough to Doncaster) – Gauge & Capacity	£233m	Q4 2013
Ipswich Branch Line – Dualling of the line (4.25miles)	£51m	2018
Ipswich Station Yard – Addition of 3 X 525m sidings	£17m	2018
ECML – Gauge – Peterborough to South Yorks Terminals	£4m	2018
Diversionary Route (Doncaster via Gainsborough) – Gauge	£11m	2018
P2N – Capacity – Line improvements	£241m	> 2014

£690m

Developments – HPUK

- SRT & NRT Capacity Study
  - Looking at both terminal and RMG Capacity
  - SMART Project

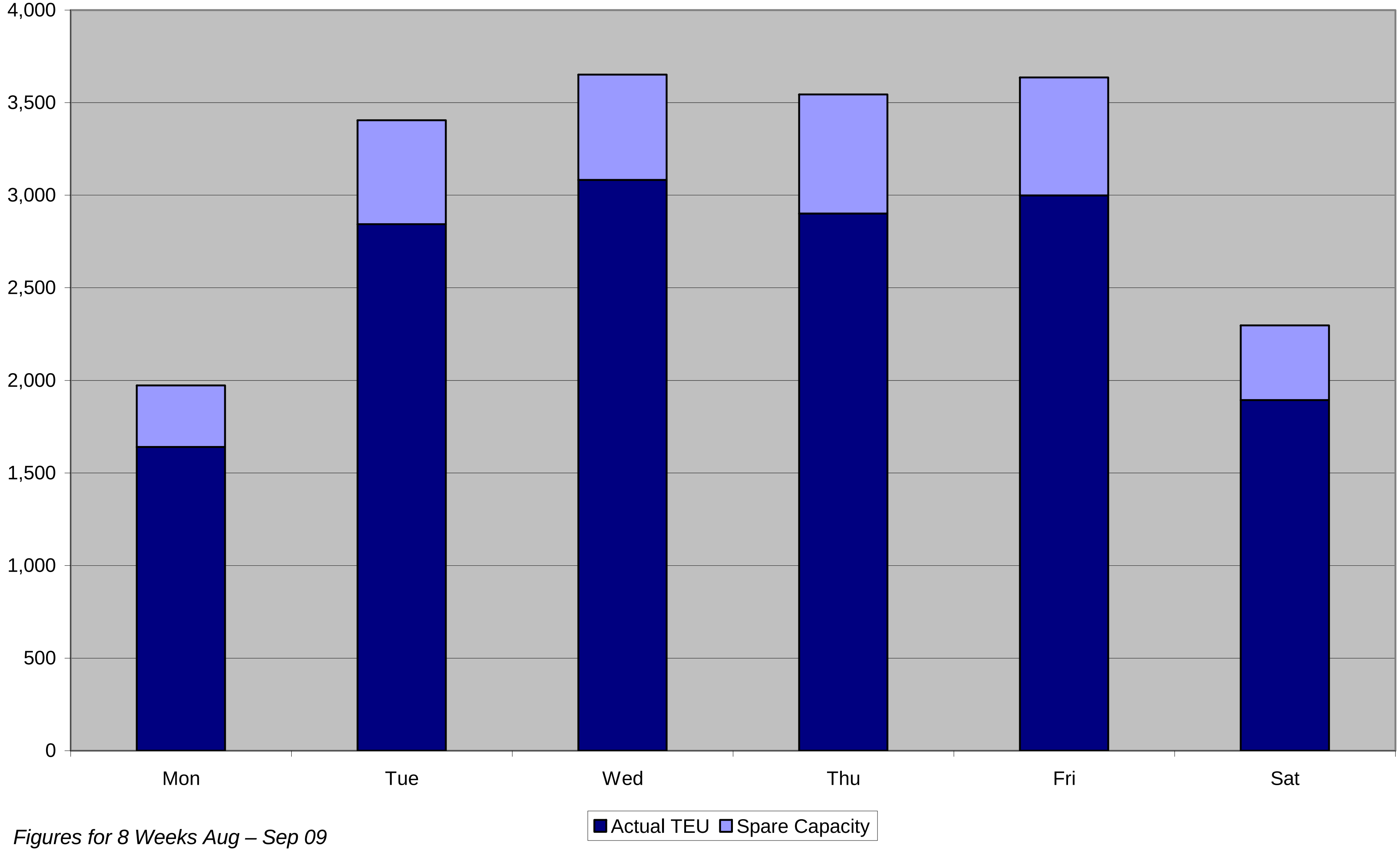
- South Rail Terminal
  - Extended to 22 wagons – Complete 2008
  - 1st New RMG – Delivered 2008
  - 2nd New RMG – May 2010
  - Creek Sidings – Q1 2011

- North Rail Terminal
  - Longer Trains
    - More trains running at 24 and 26 wagons
    - Trailed 30 wagon Trains

Developments – HPUK

- New North Rail Terminal
  - Detailed Design – 2010
  - Consider Business Case for Early Development – 2010
  - Potential Early Delivery – Depends on Branch Capacity and Capability of the network to accept longer trains
- Expanding the frequency of current services
  - I.e. 6 days per week
  - Roughly 7 of the 56 services today run 6 days per week
- Lengthening the trains
  - 22 Wagons on all South Terminal services
  - What is physically possible beyond the port?
  - What is technically possible?
  - What is the market demand?

Daily Profile **(Averaged over 8 weeks in TEU)**



Figures for 8 Weeks Aug – Sep 09

Working With Network Rail

- Branchline
  - Agreeing on available capacity
  - Improvements to existing services
  - Re-timing of the Branchline

- Other Areas
  - Longer Trains – Rob Fairhead
  - Delivery of the Bacon Factory Curve – Tim Cook
  - Strategic Freight Capacity – Ian Cleland
  - Operational Delivery – Guy Bates

HPH

Our Mission

To be the global market leader in
port development, operations and logistics services