

Kara Johnson
Executive, Track Access
Office of Rail Regulation
1 Kemble Street
London
WC2B 4AN

Kings Place
90 York Way
London
N1 9AG

T 0203-356-9550
M 07739-249021

1st July 2010

Dear Kara

Appeal under Regulation 29 of the Railways Infrastructure (Access and Management) Regulations 2005 – Access to the Port of Felixstowe where Felixstowe Dock and Railway Company is the Service Provider

Thank you for your letter of the 17th June requesting further information from Network Rail on (i) the capacity available on the Network for the paths DB Schenker have identified to and from the port and (ii) a general commentary on the available capacity for services to and from the port.

DB Schenker detailed paths

We have reviewed the paths that DB Schenker have identified on the graph on the basis of the times supplied in the DB Schenker presentation (slide entitled 'Detailed Times on the Felixstowe Branch') included in the Appeal documentation for both the May 2010 Working Timetable and also the December 2010 Working Timetable which has recently been offered to Train Operators. The DBS proposed paths are;

- | | | |
|-----------------|------------------------|------------------------|
| • Inbound path | Ipswich 12.59 | Felixstowe South 14.14 |
| • Outbound path | Felixstowe South 18.56 | Ipswich 19.47 |

In respect of the **May 2010 Working Timetable** the situation can be summarised as;

Inbound path - The identified path into Felixstowe is foul with 4L55 (Freightliner path) which is in very similar timings. That train has an East Suffolk line passenger service in front and is followed by 4L89 (Freightliner Path). There is not capacity on the network for the path as suggested.



Outbound Path - The DBS proposed path from Felixstowe is foul with 4E60 18:59 Felixstowe North terminal to Wilton (Freightliner). The proposed pathway could be made to work if timed slightly later from Felixstowe Creek and held in the loop at Derby Road to allow 2R28 and 4L78 (GBRf) to pass in the opposite direction. Arrival in Ipswich would be about 20:05. This path would have to clear Westerfield by 19:56 (the outline timings suggest this could be comfortably achieved) to allow 4L87 (Freightliner) to re-occupy the single line to Derby Road.

In respect of the **December 2010 Working Timetable** the situation can be summarised as;

Inbound Path – In the December 2010 Working Timetable the NXEA hourly passenger services are retimed to be xx:58 from Ipswich. This causes a clash with the proposed 12:59 from Ipswich sidings. The retiming of the NXEA services onto the opposite half hour has allowed 4L55 (Freightliner) to run a little earlier. By flexing 4L55 to run a few more minutes earlier it should be possible to generate a path between it and the following 12:58 passenger service (2R16). The change to the times of Felixstowe branch services is being made to accommodate changes at Ipswich station arising from the NXEA HLOS timetable.

Outbound Path - No path is available at the DBS proposed time because of the following:-

- 4E60 18:14 from Felixstowe North to Wilton (Freightliner)
- 2R27 18:28 from Felixstowe to Ipswich
- 4M02 18:32 from Felixstowe North to Hams Hall (GBRf)
- 4M92 18:32 from Felixstowe South to Lawley Street (Freightliner)
- 0R37 18:50 Felixstowe Creek to Felixstowe North light engine (Freightliner)

These trains are on minimum headway at Trimley. 4M92 stands at Derby Road to cross 2R28 18:58 Ipswich to Felixstowe. This train returns as 2R29 19:28 Felixstowe to Ipswich which crosses 4L78 at Derby Road. 4L78 is followed by 4B08 (Freightliner) and 4L87. In the evening numerous trains stop at Derby Road waiting to cross a train in the opposite direction. There are no pathways available between 18.56 and Midnight.

In respect of the paths identified by DB Schenker we are of the view that in neither the May 2010 Working Timetable nor the December 2010 Working Timetable can both paths be accommodated on the Network in the same timings as suggested by DBS.

Capacity on the Felixstowe Branch

Over and above an analysis of the train schedule information published in the Working Timetable, Network Rail has not undertaken any specific analysis of current capacity utilisation of the branch line to the Port of Felixstowe. However, during the analysis provided above we have considered the capacity of the branch and make the following comments;

- The branch is an intensively used piece of infrastructure which accommodates an hourly passenger service to Felixstowe Town and up to 58 Freight services to and from the Docks complex on an SX basis
- Whilst there are times of the day when additional paths can be identified for services to/from the Port of Felixstowe Network Rail is increasingly finding that the suggested inbound and outbound legs of proposed services cannot both be made to work when taking into account terminal operating time and activities undertaken off the network.[e.g. loading/unloading]
- Paths to/from the North Terminal are generally easier to accommodate on the branch than Paths to/from the South Terminal. This is because the construction of the passenger timetable does not allow a freight service destined for the South Terminal to follow a passenger service bound for Felixstowe Town and pass the passenger service whilst it is on the Town Branch. In contrast trains to the North Terminal are able to follow the passenger service and leave the branch at Trimley.
- There is more capacity available on the branch line, subject to the Rules of the Route, during the night than during the day, although paths are available on the Network during the day subject to the constraints noted above.

In addition to the above the Route Utilisation Strategy for the Greater Anglia area, published in 2007, identified that peak capacity utilisation on the Felixstowe branch was between 70 and 90% and identified capacity on the branch as a gap to be addressed during the RUS period.

Plans have been developed with third party funders for the branch line to the Port of Felixstowe to be enhanced through conversion to double track, although this enhancement is linked to the growth of the capability of the Port through development of additional container handling facilities and not growth in rail demand from the existing facilities through greater modal share.

I trust this information is useful. Should you require any additional information, or wish to discuss this matter further, please do not hesitate to contact me.

Yours sincerely



Doug Thompson
Customer Relationship Executive
Network Rail