

SIXTIETH SG SUPPLEMENTAL AGREEMENT

between

NETWORK RAIL INFRASTRUCTURE LIMITED

and

ARRIVA TRAINS WALES/ TRENAU ARRIVA CYMRU LIMITED

Track Access Contract (Passenger
Services) dated 05 February 2004

THIS SIXTIETH SG SUPPLEMENTAL AGREEMENT

is dated _____ and made between:

- (1) **NETWORK RAIL INFRASTRUCTURE LIMITED** (“**Network Rail**”), a company registered in England under company number 02904587, having its registered office at King’s Place, 90 York Way, London N1 9AG; and
- (2) **ARRIVA TRAINS WALES/TRENAU ARRIVA CYMRU LIMITED** (the “**Train Operator**”), a private company limited by shares registered in England and Wales under company number 04337645, having its registered office at St. Mary’s House, 47 Penarth Road, Cardiff CF10 5DJ.

Whereas:

- A. The parties entered into a Track Access Contract (Passenger Services) dated 5 February 2004 pursuant to Section 18 (7) of the Act as amended by various supplemental agreements in a form approved pursuant to Section 22 of the Act (which track access contract as subsequently amended is hereafter referred to as the “**Contract**”);
- B. The parties now propose to enter into this Supplemental Agreement in order to amend the Expiry Date and to amend Schedule 5.

IT IS HEREBY AGREED as follows:

1. INTERPRETATION

In this Supplemental Agreement, words and expressions defined in and rules of interpretation set out in the Contract shall have the same meaning and effect when used in this Supplemental Agreement except where the context requires otherwise; and

“**Effective Date**” shall mean the date when the ORR gives its approval to this agreement.

2. EFFECTIVE DATE AND DURATION

The amendments made to the Contract shall have effect from the Effective Date, and shall cease to have effect on the Expiry Date or earlier termination of the Agreement.

3. AMENDMENTS TO THE CONTRACT

- 3.1 That part of Clause 1.1 Definitions relating to “**Expiry Date**”, be deleted and replaced with the line set out below.

“**Expiry Date**” means Principal Change Date 2019

- 3.2 the contents of Schedule 1 will be replaced in its entirety with that set out in Appendix A.
- 3.3 The contents of Schedule 2 will be replaced in its entirety with that set out in Appendix B.
- 3.4 The contents of Schedule 5 will be replaced in its entirety with that set out in Appendix C.
- 3.5 A new Schedule 11 shall be added as set out in Appendix D.

4. EFFECT OF THIS SUPPLEMENTAL AGREEMENT ON THE CONTRACT

The parties agree that the Contract, as amended by this Supplemental Agreement, shall remain in full force and effect in accordance with its terms and with effect from and including the Effective Date and during the period in which the amendments made by this Supplemental Agreement are to have effect all references in the Contract to the "contract", "herein", "hereof", "hereunder" and other similar expressions shall, unless the context requires otherwise, be read and construed as a reference to the Contract as amended by this Supplemental Agreement.

5. LAW

This Supplemental Agreement shall be governed by, construed and given effect to in all respects in accordance with the law in England and Wales.

6. COUNTERPARTS

This Supplemental Agreement may be executed in any number of counterparts, each of which when executed and delivered shall constitute an original, but all the counterparts shall together constitute but one and the same instrument.

7. THIRD PARTY RIGHTS

No person who is not a party to this Supplemental Agreement shall have any right under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Supplemental Agreement.

IN WITNESS WHEREOF Network Rail and the Train Operator have, by their duly authorised representatives, respectively entered into this Supplemental Agreement on the date first above written.

SIGNED BY)
)
for and on behalf of)
)
NETWORK RAIL)
INFRASTRUCTURE LIMITED)

SIGNED BY)
)
for and on behalf of)
)
ARRIVA TRAINS WALES/)
TRENAU ARRIVA CYMRU LIMITED)

Appendix A

“SCHEDULE 1: CONTACT PARTICULARS

1. Network Rail’s address for service of notices is:

Network Rail Infrastructure Limited
Kings Place
90 York Way
London
N1 9AG

Tel: 020 3356 9595
Fax: 020 3356 9300

All written notices to be marked:

“URGENT: ATTENTION THE COMPANY SECRETARY AND SOLICITOR”

and copied to:

Route Managing Director, Wales
Network Rail Infrastructure Limited
5 Callaghan Square
Cardiff
CF10 5BT

2. The Train Operator’s address for the service of notices is:

St Mary’s House
47 Penarth Road
Cardiff
CF10 5DJ

Tel: 029 2072 0500

All written notices to be marked:

“URGENT: ATTENTION MANAGING DIRECTOR”

and copied to:

Commercial Director ”

Appendix B

“SCHEDULE 2: THE ROUTES

1. In order to provide the Services, the Train Operator has permission to use the routes specified in Column 1 of Table 2.1 and Table 2.2 of Schedule 5.
2. In order to provide Services when any part of the route is unavailable, the Train Operator has permission to use any reasonable route for diversionary purposes, subject to obtaining any necessary route clearance for the Specified Equipment over the route in question.
3. In order to make Ancillary Movements, the Train Operator has permission to use any reasonable route, subject to obtaining any necessary route clearance for the Specified Equipment over the route in question.
4. In order to Stable railway vehicles, the Train Operator has permission to use any reasonable location, subject to obtaining any necessary route clearance for the Specified Equipment for the location in question.
5. Use of all routes is subject to the Network Code.”

“SCHEDULE 5: THE SERVICES AND THE SPECIFIED EQUIPMENT

1 Definitions

1.1 In this Schedule unless the context otherwise requires:

“Calling Pattern”	means a list of stations related to one or more Passenger Train Slots, at which stops are to be Scheduled in the Working Timetable;
“Clockface Departures”	means, in respect of any Service, a pattern whereby departures from the point of origin of that Service, or any specified intermediate point, are fixed at the same number or numbers of minutes past each hour;
“Contingent Right”	means a right under this Schedule 5 which is not a Firm Right and which is subject to the fulfilment of all competing Exercised Firm Rights and any additional contingency specified in this Schedule 5;
“Day”	means any period of 24 hours beginning at 0200 hours and ending immediately before the next succeeding 0200 hours, and any reference in this Schedule to any named day of the week shall be to such period commencing on that named day;
“Exercised”	has the meaning ascribed to it in Part D of the Network Code;
“Firm Right”	has the meaning ascribed to it in Part D of the Network Code;
“Journey Time”	means the time in the Working Timetable to be taken by a Service in travelling between the specified departure point and specified destination for that Service;
“Journey Time Review Notice”	has the meaning ascribed to it in paragraph 7.5;
“Maximum Journey Time”	means, in respect of a Passenger Train Slot, the corresponding Maximum Journey Time, if any, set out in column 3 of Table 6.1;
“Maximum Key Journey Time”	means, in respect of a Passenger Train Slot, the corresponding Maximum Key Journey Time, if any, set out in column 3 of Table 6.1;

“Modification Notice”	has the meaning ascribed to it in paragraph 7.10;
“Network Change”	has the meaning ascribed to it in Part G of the Network Code;
“Off-Peak Services”	means Services Scheduled on any part of a Weekday which are not “Peak Services”, and “Off-Peak” shall be construed accordingly;
“Passenger Train Slot”	means a Train Slot intended by the Train Operator to be used for the provision of a Service;
“Peak Services”	means in respect of Service Group HL05 (a) Services Scheduled on any part of a Weekday (i) to arrive at Cardiff Central between 0630 hours and 0900 hours or (ii) to depart from Cardiff Central between 1600 hours and 1830 hours, and (b) Services Scheduled on any part of a Saturday to arrive at or depart from Cardiff Central between 0900 hours and 1700 hours, and “Peak” shall be construed accordingly;
“Public Holiday”	means any day other than Saturday or Sunday on which the banks in the City of London are not open for business;
“Reduced Regular Calling Pattern”	has the meaning ascribed to it in paragraph 4.1;
“Regular Calling Pattern”	has the meaning ascribed to it in paragraph 4.1;
“Scheduled”	means, in relation to the quantum, timing or any other characteristic of a train movement, that quantum, timing or other characteristic as included in the applicable Working Timetable;
“Service Group”	means any one or more (as the context may require) of the service groups described in this Schedule;
“Timetable Period”	means the period of time between (and including) one Timetable Change Date and (but excluding) the immediately succeeding Timetable Change Date;
“Timing Load”	means, in relation to a Service, the timing reference code as defined from time to time in the Working Timetable;
“Train Service Code” or “TSC”	means the eight character code applied in the Performance Monitoring System and used to identify Services;

“Weekday” means any day (including, except for the purposes of paragraphs 6 and 7, a Public Holiday) which is not a Saturday or Sunday; and

“xx20” means, as an example of this notation, 20 minutes past the hour.

- 1.2 Unless otherwise stated, where in this Schedule a period is expressed to be between two specific times that period shall be inclusive of both such times.
- 1.3 The Train Operator's rights under this Schedule as to numbers of Passenger Train Slots per Day are calculated by reference to departures from the Scheduled start point on the Day in question, notwithstanding that a Passenger Train Slot may not be Scheduled to arrive at its end point until the immediately succeeding Day.

2 Passenger Train Slots

Passenger Train Slots

- 2.1 The Train Operator has Firm Rights to the number of Passenger Train Slots in the Working Timetable in respect of a Service Group as listed against each Service specified in Table 2.1 on the Days and within the Peak and Off-Peak times so listed using Specified Equipment that is capable of achieving the Timing Load shown. If the Train Operator makes an Access Proposal, or relies on a Rolled Over Access Proposal, to operate any of the Services specified in Table 2.1 using Specified Equipment that is not capable of achieving the Timing Load shown, then the rights will be treated as Contingent Rights for the purposes of Part D of the Network Code.
- 2.2 In order to provide for the Scheduling of part only of Passenger Train Slots specified in Table 2.1 the Train Operator has Contingent Rights for such a Passenger Train Slot to commence from and/or terminate at any station listed in its Calling Pattern.
- 2.3 In order to provide through Services the Train Operator has:
 - (a) Firm Rights to combine Passenger Train Slots at Bangor, Cardiff Central, Cardiff Queen Street, Chester, Crewe, Llandudno Junction, Newport, Shrewsbury, Swansea, and Carmarthen; and
 - (b) Contingent Rights to combine Passenger Train Slots at all other locations.

Additional Passenger Train Slots

- 2.4 The Train Operator has Contingent Rights to additional Passenger Train Slots in the Working Timetable in respect of a Service Group up to the number listed against each Service specified in Table 2.2 and on the Days so listed.

- 2.5 A Contingent Right for an additional Passenger Train Slot under paragraph 2.4 includes:
- (a) a Contingent right to call at any station listed in Table 4.1;
 - (b) a Contingent Right to have Scheduled part only of the Passenger Train Slot in question; and
 - (c) a Contingent Right to combine Passenger Train Slots to provide a through Service.

Ancillary Movements

- 2.6 The Train Operator has Firm Rights to make Ancillary Movements of Specified Equipment to the extent necessary or reasonably required to give full effect to the other Firm Rights of the Train Operator, including:
- (a) movements for the purpose of maintenance of rolling stock to and from maintenance depots;
 - (b) movements for driver training purposes; and
 - (c) empty stock movements.
- 2.7 For the purpose of paragraph 2.6, Ancillary Movements shall not include movements of rolling stock for the purpose of testing or driver training to the extent that:
- (a) the rolling stock concerned has not achieved vehicle and route acceptance necessary for its use in the carriage of passengers on the route in question; or
 - (b) where the route in question is not used by the Train Operator for carriage of passengers, the rolling stock concerned has not achieved vehicle and route acceptance necessary to operate on the route without passengers on board.

Relief Passenger Train Slots

- 2.8 The Train Operator has Contingent Rights to relief Passenger Train Slots for special or seasonal events, whenever the Train Operator believes (acting in a reasonable and proper manner) that a relief Passenger Train Slot is necessary to accommodate anticipated customer demand. These Contingent Rights are subject to:
- (a) the relief Passenger Train Slot being additional to a Service for which the Train Operator has access rights in table 2.1 or 2.2; and
 - (b) each relief Passenger Train Slot being allocated the relevant Train Service Code as shown in Schedule 7, Appendix 7C.
- 2.9 The Train Operator will not operate between the hours of 23:59 on 24 December and 00:40 on 27 December.
- 2.10 In respect of any Public Holiday other than Christmas Day and Boxing Day, the Train Operator may operate a Weekday service on all of the services listed in Table 2.1.

- 2.11 The exercise of a Stabling right shall not count against the number of Passenger Train Slots listed in Table 2.1.

3 Intervals

Not used.

4 Calling Patterns

Calling Patterns

- 4.1 In respect of each Service specified in column 1 of Table 4.1, the Train Operator has Firm Rights to the corresponding Calling Pattern listed in column 2 of that Table (the “Regular Calling Pattern”) or any subset of the Calling Pattern (the “Reduced Regular Calling Pattern”).

Additional calls

- 4.2 The Train Operator has Contingent Rights to have Scheduled, in respect of any Passenger Train Slot, calls at one or more of the stations set out opposite the Service in column 3 of Table 4.1 being stations which do not form part of the Regular Calling Pattern.

5 Specified Equipment

Specified Equipment

- 5.1 In order to provide the Services specified in this Schedule 5 the Train Operator has:

- (a) Firm Rights to operate the following railway vehicles:

Class 142, Class 143, Class 150, Class 153, Class 158, Class 175, Class 67 locomotive, Mark III rolling stock, Mark III Driving Van Trailer

and

- (b) Contingent Rights to operate any railway vehicles registered with Network Rail’s rolling stock library, subject to obtaining any necessary route clearance for the route in question.

For the purposes of this contract the railway vehicles specified in paragraph 5.1(a) and 5.1(b) are known as the “Specified Equipment”.

Train length

- 5.2 The Train Operator has a Firm Right to the maximum train length in metres which the Network can from time to time accommodate, subject to a right of Network Rail to vary the train length in cases where the Network cannot

accommodate all Access Proposals and Rolled Over Access Proposals to operate to the maximum length.

- 5.3 Nothing in paragraph 5.2 precludes the operation of trains in excess of platform lengths where appropriate measures have been taken to control, so far as is reasonably practicable, any risks introduced by the use of such longer trains.

6 Journey Time Protection

Journey Time protection

- 6.1 The Train Operator has Firm Rights to Maximum Journey Times or Maximum Key Journey Times under this paragraph 6 only in relation to Passenger Train Slots which are the subject of and comply with Firm Rights under paragraph 2.1 and paragraph 4.1.
- 6.2 In respect of each Service listed in column 1 of Table 6.1, the Train Operator has Firm Rights to a Journey Time, being a Maximum Journey Time or Maximum Key Journey Time as specified by MJT or MKJT respectively in column 2, on the days listed in column 3, not exceeding the Journey Time listed in column 4.
- 6.3 Journey Times specified as Maximum Journey Times shall be increased or decreased (as the case may be) by an amount equal to any:
- (a) increase or decrease in the relevant sectional running times applicable as at 8th December 2013;
 - (b) increase or decrease in the relevant station dwell times applicable as at 8th December 2013; and
 - (c) increase or decrease in the relevant performance allowances, engineering recovery allowances or any other allowances,
- as such sectional running times, station dwell times or allowances are established and may change in accordance with the Applicable Engineering Access Statement and/or the Applicable Timetable Planning Rules.
- 6.4 Journey Times specified as Maximum Key Journey Times are not subject to changes to the Applicable Engineering Access Statement or the Applicable Timetable Planning Rules, otherwise than in accordance with the provisions of paragraph 7.

7 Provisions applicable to Journey Time protection

Restriction on changes to the Engineering Access Statement and Timetable Planning Rules

- 7.1 In relation to the Applicable Engineering Access Statement and the Applicable Timetable Planning Rules:

- (a) subject to paragraphs 7.1(b) and 7.1(c), Network Rail shall not propose or agree to any amendments to the Applicable Engineering Access Statement or the Applicable Timetable Planning Rules which would prevent it from Scheduling a Journey Time in the Working Timetable which is equal to or less than the relevant Maximum Key Journey Time specified for every Passenger Train Slot specified in Table 6.1;
- (b) paragraph 7.1(a) shall not apply in relation to any such amendment which is proposed by the Train Operator or effected pursuant to the order of an appeal body under Part D of the Network Code or any other competent tribunal; and
- (c) Network Rail shall not be in breach of paragraph 7.1(a) to the extent that the failure to Schedule any Journey Time is the result of any Network Rail Restriction of Use, Competent Authority Restriction of Use, or Operator Restriction of Use, (as these terms are defined in or for the purposes of Part 3 of Schedule 4).

Network Change

7.2 If:

- (a) in any Timetable Period, 90 per cent or more of train movements which:
 - (i) are Scheduled in that Timetable Period; and
 - (ii) are Services to which in each case a Maximum Key Journey Time applies,
 exceed the applicable Scheduled Journey Time; and
- (b) the failure of such train movements to achieve those Scheduled Journey Times is attributable to the condition or operation of the Network,

then a Network Change within the meaning of paragraph (iii) of the definition of Network Change shall be treated as having occurred and the provisions of Part G of the Network Code shall apply:

- (i) as if such Network Change had been proposed by Network Rail; and
- (ii) as if the revisions to Maximum Key Journey Times agreed under paragraph 7.3, or determined under paragraph 7.4, subject to any modification under paragraph 7.10, constitute the scope of the relevant Network Change,

and compensation shall be payable to the Train Operator accordingly.

Agreement of revised Maximum Key Journey Time

7.3 If under paragraph 7.2 a Network Change is treated as having occurred, the parties will try to agree a revised Maximum Key Journey Time for each such Maximum Key Journey Time affected by such Network Change.

Referral to ADRR

- 7.4 If the parties fail to agree such revised Maximum Key Journey Time(s) within 3 months of the request of either party for revision of the relevant Maximum Key Journey Time(s), either party may refer the matter for resolution in accordance with the ADRR. The parties shall agree in a Procedure Agreement, as defined in the ADRR, that in performing its function the relevant ADRR Forum must have regard to the following criteria:
- (a) Maximum Key Journey Times should be as short as is compatible with the development of a safe, reliable and robust timetable; and
 - (b) any relevant criteria which may have been published by ORR.

Provisions applicable to Maximum Key Journey Times and Maximum Journey Times

- 7.5 A Journey Time Review Notice is a notice given to the parties by ORR:
- (a) requiring them to enter into negotiations in good faith to vary such Journey Times set out in Table 6.1 as are specified in the notice;
 - (b) after consultation with the parties, the Secretary of State and such other persons as it considers appropriate; and
 - (c) containing its reasons for giving it.
- 7.6 As soon as reasonably practicable after the service of a Journey Time Review Notice, the parties shall begin and in good faith diligently pursue the negotiations in question.
- 7.7 If the parties reach agreement on the variations in question, they shall send a copy of them to ORR for its consent, together with a note of the reasons for them and an explanation of how they are consistent with its statutory duties.
- 7.8 If the parties fail to reach agreement on the variations in question within 45 days of the giving of a Journey Time Review Notice, either party may refer the matter for resolution in accordance with the ADRR. In such a case, the parties shall agree in a Procedure Agreement, as defined in the ADRR, that the relevant ADRR Forum shall reach a determination that is fair and reasonable on the basis of the following criteria:
- (i) Journey Times should be as short as is compatible with the development of a safe, reliable and robust timetable;
 - (ii) any relevant criteria which may have been published by ORR; and
 - (iii) the reasons for the service of the Journey Time Review Notice given by ORR in that notice.

Requirement for Office of Rail Regulation's consent

- 7.9 Subject to paragraph 7.10, a variation:
- (a) agreed under paragraph 7.3;
 - (b) agreed or determined as an outcome of a referral for resolution in accordance with the ADRR under any of the provisions of this paragraph 7; or

(c) agreed under paragraph 7.7;
shall have effect:

- (i) only if ORR has given its consent to it; and
- (ii) from such date as is specified in that consent.

Office of Rail Regulation's Modification Notice

7.10 A Modification Notice is a notice given to the parties by ORR:

- (a) specifying the changes which ORR requires be made to the proposed variations which have been:
 - (i) agreed under paragraph 7.3;
 - (ii) agreed or determined as an outcome of a referral for resolution in accordance with the ADRR under any of the provisions of this paragraph 7; or
 - (iii) specified in an agreement of the kind referred to in paragraph 7.7;
- (b) after consultation with the parties, the Secretary of State and such other persons as it considers appropriate; and
- (c) containing its reasons for giving it.

7.11 If a Modification Notice is given, this contract will have effect with the variations referred to in paragraph 7.10(a) as modified in accordance with the terms of the notice.

Office of Rail Regulation's notice for substitution of date/period

7.12 ORR shall be entitled, by notice to the parties and the Secretary of State, to substitute for any date or period specified in paragraph 7.8, a date which is not more than 180 days later, or a period which is not more than 180 days longer, than that so specified.

Requirements for notice under paragraph 7.12

7.13 No notice under paragraph 7.12 may be given unless:

- (a) ORR has consulted the parties and the Secretary of State;
- (b) ORR has taken into account any representations or objections which have been made to it within such period as it has specified for the purpose; and
- (c) where the notice is given after the date or the expiry of the period to which it relates, it is given no later than 30 days after such date or expiry.

8 Other rights

8.1: Platform Rights

Not used.

8.2: Connections

Not used.

Departure time ranges

8.5 For each Service specified in column 1 of Table 8.3, the Train Operator has Firm Rights, on the Days specified in column 2, to departure times from the station specified in column 3 within the range specified in column 4.

Stabling facilities

8.6 The Train Operator has Firm Rights to use the Stabling facility specified in column 1 of Table 8.4 between the hours specified in column 2 for the purposes of Stabling the Specified Equipment specified in column 3.

8.5: Turnaround times

Not used.

Table 8.6: Quantum of Additional Calls

Not used.

2 Passenger Train Slots

Table 2.1: Passenger Train Slots

1						2		
Service Group: HL02						Passenger Train Slots		
Service Description: West Wales (Winter)						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Cardiff Central	Maesteg	Llanharan	2.1.1	25431000	Cl. 142	17	16	0
Maesteg	Cardiff Central	Llanharan	2.1.2	25431000	Cl. 142	16	16	0
Carmarthen	Fishguard Harbour	Clarbeston Road	2.2.1	25432000	Cl. 142	1	1	0
Carmarthen	Milford Haven	Whitland	2.2.2	25432000	Cl. 142	2	2	1
Carmarthen	Swansea	Llanelli	2.2.3	25432000	Cl. 142	9	9	1
Clarbeston Road	Fishguard Harbour	Goodwick	2.2.4	25432000	Cl. 142	2	2	0
Fishguard Harbour	Carmarthen	Whitland	2.2.5	25432000	Cl. 142	2	2	1
Fishguard Harbour	Clarbeston Road	Goodwick	2.2.6	25432000	Cl. 142	2	2	0
Fishguard Harbour	Swansea	Whitland	2.2.7	25432000	Cl. 142	1	1	1
Milford Haven	Carmarthen	Whitland	2.2.8	25432000	Cl. 142	3	2	3
Milford Haven	Swansea	Llanelli	2.2.9	25432000	Cl. 142	8	8	3
Swansea	Carmarthen	Llanelli	2.2.10	25432000	Cl. 142	9	9	1
Swansea	Fishguard Harbour	Whitland	2.2.11	25432000	Cl. 142	4	4	2
Swansea	Haverfordwest	Whitland	2.2.12	25432000	Cl. 142	0	1	0
Swansea	Milford Haven	Whitland	2.2.13	25432000	Cl. 142	9	8	5
Whitland	Pembroke Dock	Tenby	2.2.14	25432000	Cl. 142	0	0	1
Swansea	Llanelli	Gowerton	2.2.15	25432000	Cl. 142	1	1	0
Llanelli	Swansea	Gowerton	2.2.16	25432000	Cl. 142	1	1	0
Shrewsbury	Swansea	Llandrindod	2.3.1	25435000	Cl. 142	4	4	2
Swansea	Shrewsbury	Llandrindod	2.3.2	25435000	Cl. 142	4	4	2
Carmarthen	Pembroke Dock	Whitland	2.4.1	25437000	Cl. 142	1	1	2
Pembroke Dock	Carmarthen	Whitland	2.4.2	25437000	Cl. 142	1	1	2
Pembroke Dock	Swansea	Llanelli	2.4.3	25437000	Cl. 142	8	8	1
Swansea	Pembroke Dock	Llanelli	2.4.4	25437000	Cl. 142	8	8	0
Tenby	Swansea	Llanelli	2.4.5	25437000	Cl. 142	0	0	1
Whitland	Tenby	Narberth	2.4.6	25437000	Cl. 142	0	0	1
Cardiff	Swansea	Pontyclun	2.5.1 Slow	25348000	Cl. 142	12	12	2
Cardiff	Swansea	Bridgend	2.5.2 Fast	25348000	Cl. 142	16	15	6
Cardiff	Bridgend	Pontyclun	2.5.3	25348000	Cl. 142	1	0	0
Swansea	Cardiff	Pontyclun	2.5.4 Slow	25348000	Cl. 142	10	10	2
Swansea	Cardiff	Bridgend	2.5.5 Fast	25348000	Cl. 142	19	18	7
Bridgend	Barry	Rhosee	2.6.1	25439000	Cl. 142	18	18	7
Barry	Bridgend	Rhosee	2.6.2	25439000	Cl. 142	18	17	7

Table 2.1: Passenger Train Slots

1						2		
Service Group: HL02						Passenger Train Slots		
Service Description: West Wales (Summer)						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Cardiff Central	Maesteg	Llanharan	2.1.1	25431000	Cl. 142	17	16	0
Maesteg	Cardiff Central	Llanharan	2.1.2	25431000	Cl. 142	16	16	0
Carmarthen	Fishguard Harbour	Clarbeston Road	2.2.1	25432000	Cl. 142	1	1	0
Carmarthen	Milford Haven	Whitland	2.2.2	25432000	Cl. 142	2	2	1
Carmarthen	Swansea	Llanelli	2.2.3	25432000	Cl. 142	9	9	0
Clarbeston Road	Fishguard Harbour	Goodwick	2.2.4	25432000	Cl. 142	2	2	0
Fishguard Harbour	Carmarthen	Whitland	2.2.5	25432000	Cl. 142	2	2	1
Fishguard Harbour	Clarbeston Road	Goodwick	2.2.6	25432000	Cl. 142	2	2	0
Fishguard Harbour	Swansea	Whitland	2.2.7	25432000	Cl. 142	1	1	1
Milford Haven	Carmarthen	Whitland	2.2.8	25432000	Cl. 142	3	2	4
Milford Haven	Swansea	Llanelli	2.2.9	25432000	Cl. 142	8	8	3
Swansea	Carmarthen	Llanelli	2.2.10	25432000	Cl. 142	9	9	1
Swansea	Fishguard Harbour	Whitland	2.2.11	25432000	Cl. 142	4	4	2
Swansea	Haverfordwest	Whitland	2.2.12	25432000	Cl. 142	0	1	0
Swansea	Milford Haven	Whitland	2.2.13	25432000	Cl. 142	9	8	5
Whitland	Pembroke Dock	Tenby	2.2.14	25432000	Cl. 142	0	0	1
Whitland	Fishguard Harbour	Clarbeston Road	2.2.15	25432000	Cl. 142	1	1	0
Swansea	Llanelli	Gowerton	2.2.16	25432000	Cl. 142	1	1	0
Llanelli	Swansea	Gowerton	2.2.17	25432000	Cl. 142	1	1	0
Shrewsbury	Swansea	Llandrindod	2.3.1	25435000	Cl. 142	4	4	2
Swansea	Shrewsbury	Llandrindod	2.3.2	25435000	Cl. 142	4	4	2
Carmarthen	Pembroke Dock	Whitland	2.4.1	25437000	Cl. 142	1	1	4
Pembroke Dock	Carmarthen	Whitland	2.4.2	25437000	Cl. 142	1	1	3
Pembroke Dock	Swansea	Llanelli	2.4.3	25437000	Cl. 142	8	8	3
Swansea	Pembroke Dock	Llanelli	2.4.4	25437000	Cl. 142	8	8	0
Tenby	Carmarthen	Llanelli	2.4.5	25437000	Cl. 142	0	0	1
Whitland	Tenby	Narberth	2.4.6	25437000	Cl. 142	0	0	0
Carmarthen	Tenby	Narberth	2.4.7	25437000	Cl. 142	0	0	1
Cardiff	Swansea	Pontyclun	2.5.1 Slow	25348000	Cl. 142	12	12	2
Cardiff	Swansea	Bridgend	2.5.2 Fast	25348000	Cl. 142	15	14	6
Cardiff	Bridgend	Pontyclun	2.5.3	25348000	Cl. 142	1	0	0
Swansea	Cardiff	Pontyclun	2.5.4 Slow	25348000	Cl. 142	10	10	2
Swansea	Cardiff	Bridgend	2.5.5 Fast	25348000	Cl. 142	18	17	7
Bridgend	Barry	Rhoose	2.6.1	25439000	Cl. 142	18	18	7
Barry	Bridgend	Rhoose	2.6.2	25439000	Cl. 142	18	17	7

Table 2.1: Passenger Train Slots

1						2		
Service Group: HL03						Passenger Train Slots		
Service Description: Cardiff to Gloucestershire and Ebbw Vale						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Cheltenham Spa	Cardiff Central	Lydney	3.1.1	25429000	Cl. 142	12	10	5
Cardiff Central	Cheltenham Spa	Lydney	3.1.2	25429000	Cl. 142	12	10	5
Gloucester	Cardiff Central	Lydney	3.1.3	25429000	Cl. 142	1	3	2
Cardiff Central	Gloucester	Lydney	3.1.4	25429000	Cl. 142	1	3	2
Newport	Cardiff Central	-	3.1.5	25429000	Cl. 142	1	2	0
Cardiff Central	Newport	-	3.1.6	25429000	Cl. 142	1	2	0
Cardiff Central	Ebbw Vale Parkway	Ebbw Jn	3.2.1	25444001	Cl. 142	17	17	7
Ebbw Vale Parkway	Cardiff Central	Ebbw Jn	3.2.2	25444001	Cl. 142	17	17	7

1						2		
Service Group: HL04						Passenger Train Slots		
Service Description: Birmingham to Shrewsbury and beyond (Winter)						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Birmingham International	Chester	Wrexham General	4.1.1	22261000	Cl. 150	8	8	5
Birmingham International	Chester	Wem	4.1.2	22261000	Cl. 150	0	1	0
Birmingham New Street	Shrewsbury	Wellington	4.1.3	22261000	Cl. 150	1	0	0
Chester	Birmingham International	Wrexham General	4.1.4	22261000	Cl. 150	7	6	6
Chester	Birmingham New Street	Wrexham General	4.1.5	22261000	Cl. 150	1	1	0
Chester	Shrewsbury	Wrexham General	4.1.6	22261000	Cl. 150	8	9	2
Chester	Wolverhampton	Wrexham General	4.1.7	22261000	Cl. 150	1	1	1
Chester	Wrexham General	Balderton Tunnel	4.1.8	22261000	Cl. 150	1	1	1
Shrewsbury	Birmingham International	Wellington	4.1.9	22261000	Cl. 150	1	2	3
Shrewsbury	Chester	Wrexham General	4.1.10	22261000	Cl. 150	10	11	3
Shrewsbury	Chester	Crewe	4.1.11	22261000	Cl. 150	1	0	0
Shrewsbury	Wolverhampton	Wellington	4.1.12	22261000	Cl. 150	0	0	5
Shrewsbury	Wrexham General	Ruabon	4.1.13	22261000	Cl. 150	2	0	5
Wolverhampton	Shrewsbury	Wellington	4.1.14	22261000	Cl. 150	1	1	5
Wrexham General	Chester	Balderton Tunnel	4.1.15	22261000	Cl. 150	0	1	1
Wrexham General	Shrewsbury	Ruabon	4.1.16	22261000	Cl. 150	1	0	0
Aberystwyth	Birmingham International	Shrewsbury	4.2.1	22334000	Cl. 150	7	7	6
Aberystwyth	Birmingham New Street	Shrewsbury	4.2.2	22334000	Cl. 150	1	1	0
Aberystwyth	Machynlleth	Borth	4.2.3	22334000	Cl. 150	2	2	2
Birmingham International	Aberystwyth	Shrewsbury	4.2.4	22334000	Cl. 150	7	7	5
Birmingham International	Shrewsbury	Wellington	4.2.5	22334000	Cl. 150	0	0	3
Birmingham New Street	Aberystwyth	Shrewsbury	4.2.6	22334000	Cl. 150	1	1	0
Machynlleth	Aberystwyth	Borth	4.2.7	22334000	Cl. 150	3	2	3
Barmouth	Machynlleth	Tywyn	4.3.1	22335000	Cl. 150	2 (of which 1 is Friday only)	1	0
Machynlleth	Barmouth	Tywyn	4.3.2	22335000	Cl. 150	1 (Friday only)	0	0
Machynlleth	Pwllheli	Barmouth	4.3.3	22335000	Cl. 150	8	8	1
Pwllheli	Machynlleth	Barmouth	4.3.4	22335000	Cl. 150	8	8	1

Table 2.1: Passenger Train Slots

1						2		
Service Group: HL04						Passenger Train Slots		
Service Description: Birmingham to Shrewsbury and beyond (Summer)						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Birmingham International	Chester	Wrexham General	4.1.1	22261000	Cl. 150	8	8	5
Birmingham International	Chester	Wem	4.1.2	22261000	Cl. 150	0	1	0
Birmingham New Street	Shrewsbury	Wellington	4.1.3	22261000	Cl. 150	1	0	0
Chester	Birmingham International	Wrexham General	4.1.4	22261000	Cl. 150	7	6	6
Chester	Birmingham New Street	Wrexham General	4.1.5	22261000	Cl. 150	1	1	0
Chester	Shrewsbury	Wrexham General	4.1.6	22261000	Cl. 150	8	9	2
Chester	Wolverhampton	Wrexham General	4.1.7	22261000	Cl. 150	1	1	1
Chester	Wrexham General	Balderton Tunnel	4.1.8	22261000	Cl. 150	1	1	1
Shrewsbury	Birmingham International	Wellington	4.1.9	22261000	Cl. 150	1	2	3
Shrewsbury	Chester	Wrexham General	4.1.10	22261000	Cl. 150	10	11	3
Shrewsbury	Chester	Crewe	4.1.11	22261000	Cl. 150	1	0	0
Shrewsbury	Wolverhampton	Wellington	4.1.12	22261000	Cl. 150	0	0	5
Shrewsbury	Wrexham General	Ruabon	4.1.13	22261000	Cl. 150	2	1	0
Wolverhampton	Shrewsbury	Wellington	4.1.14	22261000	Cl. 150	1	1	5
Wrexham General	Chester	Balderton Tunnel	4.1.15	22261000	Cl. 150	0	1	1
Wrexham General	Shrewsbury	Ruabon	4.1.16	22261000	Cl. 150	1	0	0
Aberystwyth	Birmingham International	Shrewsbury	4.2.1	22334000	Cl. 150	7	7	6
Aberystwyth	Birmingham New Street	Shrewsbury	4.2.2	22334000	Cl. 150	1	1	0
Aberystwyth	Machynlleth	Borth	4.2.3	22334000	Cl. 150	2	2	2
Birmingham International	Aberystwyth	Shrewsbury	4.2.4	22334000	Cl. 150	7	7	5
Birmingham International	Shrewsbury	Wellington	4.2.5	22334000	Cl. 150	0	0	3
Birmingham New Street	Aberystwyth	Shrewsbury	4.2.6	22334000	Cl. 150	1	1	0
Machynlleth	Aberystwyth	Borth	4.2.7	22334000	Cl. 150	3	2	3
Shrewsbury	Aberystwyth	Caersws	4.2.8	22334000	Cl. 150	0	0	1
Barmouth	Machynlleth	Tywyn	4.3.1	22335000	Cl. 150	2 (of which 1 is Friday only)	1	0
Machynlleth	Barmouth	Tywyn	4.3.2	22335000	Cl. 150	1 (Friday only)	0	0
Machynlleth	Pwllheli	Barmouth	4.3.3	22335000	Cl. 150	8	8	3
Pwllheli	Machynlleth	Barmouth	4.3.4	22335000	Cl. 150	8	8	3

Table 2.1: Passenger Train Slots

1						Passenger Train Slots							
Service Group: HL05						Service Description: Valley Lines and Cardiff Local Services							
From	To	Via	Description	TSC	Timing Load	Total Weekday	Peak Times		Off-peak times	Total Saturday	Saturday		Sunday
							Morning Peak	Evening Peak			Peak	Off-Peak	
Cardiff Bay	Cardiff Queen Street	-	5.1.1	25430000	Cl. 142	87	n/a	n/a	n/a	87	n/a	n/a	50
Cardiff Central	Cardiff Bay	Cardiff Queen Street	5.1.2	25430000	Cl. 142	0	n/a	n/a	0	0	n/a	n/a	1
Cardiff Queen Street	Cardiff Bay	-	5.1.3	25430000	Cl. 142	87	n/a	n/a	n/a	87	n/a	n/a	49
Cardiff Central	Radyr	Danescourt	5.2.1	25440000	Cl. 142	27	4	5	18	27	16	11	0
Radyr	Cardiff Central	Danescourt	5.2.2	25440000	Cl. 142	27	3	5	19	27	16	11	0
Taffs Well	Cardiff Central	Danescourt	5.2.3	25440000	Cl. 142	1	1	0	0	1	0	1	0
Abercynon	Cardiff Central	Llandaf	5.3.1	25441000	Cl. 142	2	0	0	2	2	1	1	0
Aberdare	Cardiff Central	Llandaf	5.3.2	25441000	Cl. 142	29	4	5	20	29	14	15	7
Cardiff Central	Aberdare	Llandaf	5.3.3	25441000	Cl. 142	28	5	4	19	28	14	14	7
Pontypridd	Aberdare	Abercynon	5.3.4	25441000	Cl. 142	1	0	0	1	1	0	1	0
Barry	Cardiff Central	Cogan	5.4.1	25442000	Cl. 142	18	3	2	13	18	8	10	7
Barry Island	Cardiff Central	Cogan	5.4.2	25442000	Cl. 142	45	7	7	31	45	24	21	22 (28 in Summer)
Cardiff Central	Barry	Cogan	5.4.3	25442000	Cl. 142	18	3	2	13	17	8	9	7
Cardiff Central	Barry Island	Cogan	5.4.4	25442000	Cl. 142	45	8	8	29	45	24	21	22 (28 in Summer)
Cardiff Central	Penarth	Grangetown	5.5.1	25443000	Cl. 142	57	8	10	39	56	30	26	6
Penarth	Cardiff Central	Grangetown	5.5.2	25443000	Cl. 142	57	8	8	41	56	30	26	6
Cardiff Central	Coryton	Heath Low Level	5.6.1	25445000	Cl. 142	29	7	3	19	29	16	13	0
Coryton	Cardiff Central	Heath Low Level	5.6.2	25445000	Cl. 142	29	4	5	20	29	15	14	0
Cardiff Central	Merthyr Tydfil	Llandaf	5.7.1	25446000	Cl. 142	23	4	5	14	23	9	14	7
Merthyr Tydfil	Pontypridd	Pentrebach	5.7.2	25446000	Cl. 142	7	0	0	7	7	1	6	0
Merthyr Tydfil	Cardiff Central	Llandaf	5.7.3	25446000	Cl. 142	22	4	4	14	23	11	12	7
Pontypridd	Merthyr Tydfil	Pentrebach	5.7.4	25446000	Cl. 142	8	0	0	8	8	1	7	0
Cardiff Central	Pontypridd	Llandaf	5.8.1	25447000	Cl. 142	4	1	1	2	0	0	0	0
Cardiff Central	Treherbert	Llandaf	5.8.2	25447000	Cl. 142	30	5	5	20	30	16	14	8
Pontypridd	Cardiff Central	Llandaf	5.8.3	22447000	Cl. 142	0	0	0	0	1	1	0	0
Radyr	Cardiff Central	Llandaf	5.8.4	25447000	Cl. 142	0	0	0	0	1	0	1	0
Taffs Well	Cardiff Central	Llandaf	5.8.5	25447000	Cl. 142	0	1	0	0	0	0	0	0
Treherbert	Cardiff Central	Llandaf	5.8.6	25447000	Cl. 142	31	5	5	21	31	16	15	7
Bargoed	Cardiff Central	Heath High Level	5.9.1	25448000	Cl. 142	33	2	7	24	33	23	10	0
Caerphilly	Cardiff Central	Heath High Level	5.9.2	25448000	Cl. 142	4	0	0	4	4	0	4	0
Cardiff Central	Bargoed	Heath High Level	5.9.3	25448000	Cl. 142	33	6	5	22	33	24	9	0
Cardiff Central	Caerphilly	Heath High Level	5.9.4	25448000	Cl. 142	5	0	0	5	5	0	5	0
Cardiff Central	Rhymney	Heath High Level	5.9.5	25448000	Cl. 142	18	5	1	12	18	8	10	7
Cardiff Central	Ystrad Mynach	Heath High Level	5.9.6	25448000	Cl. 142	2	0	1	1	2	0	2	0
Rhymney	Cardiff Central	Heath High Level	5.9.7	25448000	Cl. 142	18	5	2	11	18	8	10	6

Table 2.1: Passenger Train Slots

1						2		
Service Group: HL06						Passenger Train Slots		
Service Description: Marches Mainline						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Crewe	Shrewsbury	Wem	6.1.1	25267000	Cl. 150	6	6	1
Shrewsbury	Crewe	Wem	6.1.2	25267000	Cl. 150	8	9	0
Cardiff Central	Crewe	Wem	6.2.1	25434000	Weekday and Saturday: Cl. 175 Sunday: Cl. 150	2	0	1
Cardiff Central	Hereford	Cwmbrân	6.2.2	25434000	Cl. 150	0	2	2
Cardiff Central	Manchester Piccadilly	Wilmslow	6.2.3	25434000	Weekday and Saturday: Cl. 175 Sunday: Cl. 150	16*	16*	11
Cardiff Central	Shrewsbury	Cwmbrân	6.2.4	25434000	Weekday and Saturday: Cl. 175 Sunday: Cl. 150	11	10	3
Crewe	Cardiff Central	Wem	6.2.5	25434000	Weekday and Saturday: Cl. 175 Sunday: Cl. 150	3	2	0
Crewe	Manchester Piccadilly	Wilmslow	6.2.6	25434000	Cl. 150	1	1	2
Hereford	Cardiff Central	Cwmbrân	6.2.7	25434000	Cl. 150	1	2	1
Manchester Piccadilly	Cardiff Central	Wilmslow	6.2.8	25434000	Weekday and Saturday: Cl. 175 Sunday: Cl. 150	16*	15*	12
Manchester Piccadilly	Crewe	Wilmslow	6.2.9	25434000	Cl. 150	0	0	2
Manchester Piccadilly	Shrewsbury	Wilmslow	6.2.10	25434000	Weekday and Saturday: Cl. 175 Sunday: Cl. 150	1	2	0
Newport	Cardiff Central	Ebbw Junction	6.2.11	25434000	Cl. 150	0	0	1
Shrewsbury	Cardiff Central	Cwmbrân	6.2.12	25434000	Weekday and Saturday: Cl. 175 Sunday: Cl. 150	10	8	0
Shrewsbury	Manchester Piccadilly	Wilmslow	6.2.13	25434000	Cl. 150	0	0	1

*Of which 1 Passenger Train Slot to be Timing Load Cl. 150

Table 2.1: Passenger Train Slots

1						2		
Service Group: HL07						Passenger Train Slots		
Service Description: North Wales Branches (Winter)						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Blaenau Ffestiniog	Llandudno	Llanrwst	7.1.1	22338000	Cl. 150	5	5	0
Blaenau Ffestiniog	Llandudno Junction	Llanrwst	7.1.2	22338000	Cl. 150	1	1	0
Llandudno	Blaenau Ffestiniog	Llanrwst	7.1.3	22338000	Cl. 150	4	4	0
Llandudno	Llandudno Junction	Deganwy	7.1.4	22338000	Cl. 150	7	14	0
Llandudno Junction	Blaenau Ffestiniog	Llanrwst	7.1.5	22338000	Cl. 150	2	2	0
Llandudno Junction	Llandudno	Deganwy	7.1.6	22338000	Cl. 150	9	15	0
Bidston	Wrexham Central	Penyfford	7.2.1	22342000	Cl. 150	12	12	0
Wrexham Central	Bidston	Penyfford	7.2.2	22342000	Cl. 150	12	12	0
Wrexham General	Wrexham Central	-	7.2.3	22342000	Cl. 150	1	1	0
Bidston	Wrexham Central	Penyfford	7.3.1	12342800	Cl. 150	1	1	5
Bidston	Wrexham General	Penyfford	7.3.2	12342800	Cl. 150	1	1	1
Wrexham Central	Bidston	Penyfford	7.3.3	12342800	Cl. 150	2	2	5
Wrexham General	Bidston	Penyfford	7.3.4	12342800	Cl. 150	0	0	1

Table 2.1: Passenger Train Slots

1						2		
Service Group: HL07						Passenger Train Slots		
Service Description: North Wales Branches (Summer)						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Blaenau Ffestiniog	Llandudno	Llanrwst	7.1.1	22338000	Cl. 150	5	5	2
Blaenau Ffestiniog	Llandudno Junction	Llanrwst	7.1.2	22338000	Cl. 150	1	1	1
Llandudno	Blaenau Ffestiniog	Llanrwst	7.1.3	22338000	Cl. 150	4	4	2
Llandudno	Llandudno Junction	Deganwy	7.1.4	22338000	Cl. 150	7	14	14
Llandudno Junction	Blaenau Ffestiniog	Llanrwst	7.1.5	22338000	Cl. 150	2	2	1
Llandudno Junction	Llandudno	Deganwy	7.1.6	22338000	Cl. 150	9	15	10
Bidston	Wrexham Central	Penyfford	7.2.1	22342000	Cl. 150	12	12	0
Wrexham Central	Bidston	Penyfford	7.2.2	22342000	Cl. 150	12	12	0
Wrexham General	Wrexham Central	-	7.2.3	22342000	Cl. 150	1	1	0
Bidston	Wrexham Central	Penyfford	7.3.1	12342800	Cl. 150	1	1	5
Bidston	Wrexham General	Penyfford	7.3.2	12342800	Cl. 150	1	1	1
Wrexham Central	Bidston	Penyfford	7.3.3	12342800	Cl. 150	2	2	5
Wrexham General	Bidston	Penyfford	7.3.4	12342800	Cl. 150	0	0	1

Table 2.1: Passenger Train Slots

1						2		
Service Group: HL08						Passenger Train		
Service Description: North Wales Interurban (Winter)								
From	To	Via	Description	TSC	Timing Load	Total Weekday	Saturday	Sunday
Bangor	Chester	Llandudno Junction	8.1.1	22340000	Cl. 150	1	0	0
Bangor	Llandudno Junction	Penmaenmawr	8.1.2	22340000	Cl. 150	1	0	0
Birmingham International	Holyhead	Stafford	8.1.3	22340000	Cl. 150	0	0	1
Birmingham New Street	Holyhead	Stafford	8.1.4	22340000	Cl. 150	1	0	0
Chester	Birmingham New Street	Stafford	8.1.5	22340000	Cl. 150	1	1	0
Chester	Crewe	Beeston	8.1.6	22340000	Cl. 150	17	16	20
Chester	Holyhead	Conwy	8.1.7	22340000	Cl. 150	14	14	5
Chester	Llandudno Junction	Flint	8.1.8	22340000	Cl. 150	2	0	0
Crewe	Chester	Beeston	8.1.9	22340000	Cl. 150	17	17	11
Crewe	Holyhead	Conwy	8.1.10	22340000	Cl. 150	3	2	11
Holyhead	Birmingham International	Stafford	8.1.11	22340000	Cl. 150	0	0	1
Holyhead	Chester	Conwy	8.1.12	22340000	Cl. 150	14	15	4
Holyhead	Manchester Piccadilly	Chester	8.1.13	22340000	Cl. 150	0	0	2
Holyhead	Crewe	Conwy	8.1.14	22340000	Cl. 150	3	2	3
Llandudno	Crewe	Chester	8.1.15	22340000	Cl. 150	1	1	0
Llandudno Junction	Bangor	Penmaenmawr	8.1.16	22340000	Cl. 150	2	0	0
Llandudno Junction	Chester	Flint	8.1.17	22340000	Cl. 150	3	0	0
Llandudno Junction	Crewe	Chester	8.1.18	22340000	Cl. 150	2	2	0
Bangor	Manchester Piccadilly	Earlestown	8.2.1	22345000	Cl. 150	0	1	0
Chester	Manchester Airport	Manchester Piccadilly	8.2.2	22345000	Cl. 150	1	1	0
Chester	Manchester Piccadilly	Earlestown	8.2.3	22345000	Cl. 150	4	4	12
Chester	Manchester Piccadilly	Mouldsworth	8.2.4	22345000	Cl. 150	1	1	0
Holyhead	Manchester Piccadilly	Earlestown	8.2.5	22345000	Cl. 150	0	0	1
Llandudno	Chester	Flint	8.2.6	22345000	Cl. 150	0	1	0
Llandudno	Manchester Airport	Manchester Piccadilly	8.2.7	22345000	Cl. 150	1	1	0
Llandudno	Manchester Piccadilly	Earlestown	8.2.8	22345000	Cl. 150	14	13	0
Manchester Airport	Chester	Manchester Piccadilly	8.2.9	22345000	Cl. 150	2	1	0
Manchester Airport	Llandudno	Manchester Piccadilly	8.2.10	22345000	Cl. 150	1	1	0
Manchester Piccadilly	Bangor	Earlestown	8.2.11	22345000	Cl. 150	0	1	0
Manchester Piccadilly	Chester	Earlestown	8.2.12	22345000	Cl. 150	5	5	15
Manchester Piccadilly	Chester	Mouldsworth	8.2.13	22345000	Cl. 150	1	1	0
Manchester Piccadilly	Llandudno	Earlestown	8.2.14	22345000	Cl. 150	12	11	0
Manchester Piccadilly	Manchester Airport	-	8.2.15	22345000	Cl. 150	1	0	0

Table 2.1: Passenger Train Slots

1						2		
Service Group: HL08						Passenger Train Slots		
Service Description: North Wales Interurban (Summer)						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Bangor	Chester	Llandudno Junction	8.1.1	22340000	Cl. 150	1	0	0
Bangor	Llandudno Junction	Penmaenmawr	8.1.2	22340000	Cl. 150	1	0	0
Bangor	Crewe	Chester	8.1.3	22340000	Cl. 150	0	0	1
Birmingham International	Holyhead	Stafford	8.1.4	22340000	Cl. 150	0	0	1
Birmingham New Street	Holyhead	Stafford	8.1.5	22340000	Cl. 150	1	0	0
Chester	Birmingham New Street	Stafford	8.1.6	22340000	Cl. 150	1	1	0
Chester	Crewe	Beeston	8.1.7	22340000	Cl. 150	17	16	20
Chester	Holyhead	Conwy	8.1.8	22340000	Cl. 150	14	14	5
Chester	Llandudno Junction	Flint	8.1.9	22340000	Cl. 150	2	0	0
Crewe	Chester	Beeston	8.1.10	22340000	Cl. 150	17	17	11
Crewe	Holyhead	Conwy	8.1.11	22340000	Cl. 150	3	2	11
Holyhead	Birmingham International	Stafford	8.1.12	22340000	Cl. 150	0	0	1
Holyhead	Manchester Piccadilly	Chester	8.1.13	22340000	Cl. 150	0	0	2
Holyhead	Chester	Conwy	8.1.14	22340000	Cl. 150	14	15	4
Holyhead	Crewe	Conwy	8.1.15	22340000	Cl. 150	3	2	3
Llandudno	Crewe	Chester	8.1.16	22340000	Cl. 150	1	1	0
Llandudno Junction	Bangor	Penmaenmawr	8.1.17	22340000	Cl. 150	2	0	0
Llandudno Junction	Chester	Flint	8.1.18	22340000	Cl. 150	3	0	0
Llandudno Junction	Crewe	Chester	8.1.19	22340000	Cl. 150	2	2	0
Bangor	Manchester Piccadilly	Earlestown	8.2.1	22345000	Cl. 150	0	1	0
Chester	Manchester Airport	Manchester Piccadilly	8.2.2	22345000	Cl. 150	1	1	0
Chester	Manchester Piccadilly	Earlestown	8.2.3	22345000	Cl. 150	4	4	12
Chester	Manchester Piccadilly	Mouldsworth	8.2.4	22345000	Cl. 150	1	1	0
Holyhead	Manchester Piccadilly	Earlestown	8.2.5	22345000	Cl. 150	0	0	1
Llandudno	Chester	Flint	8.2.6	22345000	Cl. 150	0	1	0
Llandudno	Manchester Airport	Manchester Piccadilly	8.2.7	22345000	Cl. 150	1	1	0
Llandudno	Manchester Piccadilly	Earlestown	8.2.8	22345000	Cl. 150	14	13	0
Manchester Airport	Chester	Manchester Piccadilly	8.2.9	22345000	Cl. 150	2	1	0
Manchester Airport	Llandudno	Manchester Piccadilly	8.2.10	22345000	Cl. 150	1	1	0
Manchester Piccadilly	Bangor	Earlestown	8.2.11	22345000	Cl. 150	0	1	0
Manchester Piccadilly	Chester	Earlestown	8.2.12	22345000	Cl. 150	5	5	15
Manchester Piccadilly	Chester	Mouldsworth	8.2.13	22345000	Cl. 150	1	1	0
Manchester Piccadilly	Llandudno	Earlestown	8.2.14	22345000	Cl. 150	12	12	0
Manchester Piccadilly	Manchester Airport	-	8.2.15	22345000	Cl. 150	1	0	0

Table 2.2: Additional Passenger Train Slots

1					2						
Service Group: HL05					Additional Passenger Train Slots						
Service Description: Valley Lines and Cardiff Local Services					Total Weekday	Peak Times		Off-peak times	Saturday		Sunday
From	To	Via	Description	TSC		Morning Peak	Evening Peak		Peak	Off-Peak	
Cardiff Central	Pontypridd	Danescourt	9.1.1	25447000	6	0	0	6	1	5	0
Pontypridd	Cardiff Central	Danescourt	9.1.2	25447000	6	0	0	6	1	4	0
Taffs Well	Cardiff Central	Llandaf	5.8.4	25447000	1	1	0	0	0	1	0

1					2		
Service Group: HL07					Additional Passenger Train Slots		
Service Description: North Wales Branches					Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC			
Bidston	Wrexham Central	Penyfford	9.2.1	12342800	0	0	1
Wrexham Central	Bidston	Penyfford	9.2.2	12342800	0	0	1

4 Calling Patterns

Table 4.1: Calling Patterns

1					2	
Service Group: HL02					Calling Patterns	
Service Description: West Wales					Regular Calling Pattern	Additional Stations
Between	And	Via	Description	TSC		
Cardiff Central	Maesteg	Llanharan	2.1	25431000	All stations	
Swansea	Milford Haven	Whitland	2.2	25432000	All Stations	
Swansea	Pembroke Dock	Whitland	2.3	25437000	All stations	
Swansea	Shrewsbury	Llandrindod	2.4	25435000	All stations	
Newport	Swansea	Llanharan	2.5	25438000	All stations	
Bridgend	Barry	Rhoose	2.6	25439000	All stations	

Table 4.1: Calling Patterns

1					2	
Service Group: HL03					Calling patterns	
Service Description: Cardiff to Gloucestershire and Ebbw Vale					Regular Calling Pattern	Additional Stations
Between	And	Via	Description	TSC		
Cardiff Central	Cheltenham Spa	Lydney	3.1	25429000	All stations	
Cardiff Central	Ebbw Vale Parkway	Ebbw Jn	3.2	25444001	All stations	

Table 4.1: Calling Patterns

1					2	
Service Group: HL04					Calling Patterns	
Service Description: Birmingham to Shrewsbury and beyond						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Birmingham International	Chester	Wrexham General	4.1	22261000	Birmingham New Street, Smethwick Galton Bridge, Wolverhampton, Telford Central, Wellington (Shropshire), Shrewsbury, Gobowen, Chirk, Ruabon, Wrexham General	Bilbrook, Codsall, Albrighton, Cosford, Shifnal, Oakengates
Birmingham International	Aberystwyth	Shrewsbury	4.2	22334000	Birmingham New Street, Smethwick Galton Bridge, Wolverhampton, Telford Central, Wellington (Shropshire), Shrewsbury, Welshpool, Newtown (Powys), Caersws, Machynlleth, Dovey Junction, Borth	Bilbrook, Codsall, Albrighton, Cosford, Shifnal, Oakengates
Machynlleth	Pwllheli	Barmouth	4.3	22335000	All Stations	

Table 4.1: Calling Patterns

1					2	
Service Group: HL05					Calling Patterns	
Service Description: Valley Lines and Cardiff Local Services						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Cardiff Central	Cardiff Bay	Cardiff Queen Street	5.1	25430000	All Stations	
Cardiff Central	Radyr	Danescourt	5.2	25440000	All Stations	
Cardiff Central	Aberdare	Llandaf	5.3	25441000	All Stations	
Cardiff Central	Barry Island	Cogan	5.4	25442000	All Stations	
Cardiff Central	Penarth	Grangetown	5.5	25443000	All Stations	
Cardiff Central	Coryton	Heath Low Level	5.6	25445000	All Stations	
Cardiff Central	Merthyr Tydfil	Llandaf	5.7	25446000	All Stations	
Cardiff Central	Treherbert	Llandaf	5.8	25447000	All Stations	
Cardiff Central	Rhymney	Heath High Level	5.9	25448000	All Stations	

Table 4.1: Calling Patterns

1					2	
Service Group: HL06					Calling Patterns	
Service Description: Marches Mainline					Regular Calling Patterns	Additional Stations
Between	And	Via	Description	TSC		
Crewe	Shrewsbury	Wem	6.1	25267000	All Stations	
Cardiff Central	Manchester Piccadilly	Wilmslow	6.2	25434000	Newport, Cwmbrân, Abergavenny, Hereford, Leominster, Ludlow, Craven Arms, Church Stretton, Shrewsbury, Crewe, Wilmslow, Stockport	Pontypool & New Inn, Yorton, Wem, Prees, Whitchurch (Shropshire), Wrenbury, Nantwich.

Table 4.1: Calling Patterns

1					2	
Service Group: HL07					Calling Patterns	
Service Description: North Wales Branches						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Blaenau Ffestiniog	Llandudno	Llanrwst	7.1	22338000	All Stations	
Bidston	Wrexham Central	Penyfford	7.2	22342000	All Stations	
Bidston	Wrexham Central	Penyfford	7.3	12342800	All Stations	

Table 4.1: Calling Patterns

1					2	
Service Group: HL08					Specified Equipment	
Service Description: North Wales Interurban					Regular Calling Pattern	Additional Stations
From	To	Via	Description	TSC		
Birmingham New Street	Crewe	Stafford	8.1	22340000	Wolverhampton, Stafford	
Holyhead	Crewe	Conwy	8.1	22340000	Bangor, Llandudno Junction, Colwyn Bay, Rhyl, Chester	Valley, Rhosneigr, Ty Croes, Bodorgan, Llanfairpwll, Prestatyn, Fflint.
Holyhead	Manchester Piccadilly	Earlestown	8.2	22345000	Valley, Rhosneigr, Ty Croes, Bodorgan, Llanfairpwll, Bangor, Llafairfechan, Penmaenmawr, Conwy, Llandudno Junction, Colwyn Bay, Abergele, Rhyl, Prestatyn, Fflint, Shotton (Low Level), Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlesto	
Llandudno	Manchester Airport	Earlestown	8.2	22345000	Llandudno Junction, Colwyn Bay, Abergele, Rhyl, Prestatyn, Fflint, Shotton (Low Level), Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly	
Llandudno	Manchester Piccadilly	Earlestown	8.2	22345000	Llandudno Junction, Colwyn Bay, Abergele, Rhyl, Prestatyn, Fflint, Shotton (Low Level), Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road	

Table 6.1: Journey Time Protection

Table 6.1: Maximum Journey Times

1					2		
Service Group: HL02							
Service Description: West Wales					Protection Type (MJT or MKJT)	Days of the Week	Journey Time (in minutes)
From	To	Via	Description	TSC			
Cardiff Central	Maesteg	Llanharan	2.1.1	25431000	MJT	All	59
Maesteg	Cardiff Central	Llanharan	2.1.2	25431000	MJT	All	59

Table 6.1: Maximum Journey Times

1					2		
Service Group: HL04							
Service Description: Birmingham to Shrewsbury and beyond					Protection Type (MJT or MKJT)	Days of the Week	Journey Time (in minutes)
From	To	Via	Description	TSC			
Chester	Shrewsbury	Wrexham General	4.2.11	22334000	MJT	All	65
Aberystwyth	Shrewsbury	Machynlleth	n/a	22334000	MJT	All	117

Table 6.1: Maximum Journey Times

1					2		
Service Group: HL05							
Service Description: Valley Lines and Cardiff Local Services					Protection Type (MJT or MKJT)	Days of the Week	Journey Time (in minutes)
From	To	Via	Description	TSC			
Cardiff Bay	Cardiff Queen Street	-	5.1.1	25430000	MJT	All	5
Cardiff Queen Street	Cardiff Bay	-	5.1.2	25430000	MJT	All	5
Cardiff Central	Penarth	Grangetown	5.5.1	25443000	MJT	All	16
Penarth	Cardiff Central	Grangetown	5.5.2	25443000	MJT	All	16
Cardiff Central	Coryton	Heath Low Level	5.6.1	25445000	MJT	All	29
Corytown	Cardiff Central	Heath Low Level	5.6.2	25445000	MJT	All	29
Cardiff Central	Pontypridd	Llandaf	5.8.1	25447000	MJT	All	36
Pontypridd	Cardiff Central	Llandaf	5.8.3	22447000	MJT	All	36
Bargoed	Cardiff Central	Heath High Level	5.9.1	25448000	MJT	All	55
Cardiff Central	Radyr	Llandaf		25447000	MJT	All	21
Cardiff Central	Rhymney	Heath High Level	5.9.3	25448000	MJT	All	75
Rhymney	Cardiff Central	Heath High Level	5.9.4	25448000	MJT	All	67

Table 6.1: Maximum Journey Times

1					2		
Service Group: HL07							
Service Description: North Wales Branches					Protection Type (MJT or MKJT)	Days of the Week	Journey Time (in minutes)
From	To	Via	Description	TSC			
Bidston	Wrexham Central	Penyfford	7.3.1	12342800	MJT	All	66
Blaenau Ffestiniog	Llandudno Junction	Llanrwst	7.1.2	22338000	MJT	All	73
Llandudno	Llandudno Junction	Deganwy	7.1.4	22338000	MJT	All	12
Llandudno Junction	Blaenau Ffestiniog	Llanrwst	7.1.5	22338000	MJT	All	73
Llandudno Junction	Llandudno	Deganwy	7.1.6	22338000	MJT	All	12
Wrexham Central	Bidston	Penyfford	7.3.3	12342800	MJT	All	66

Table 8.3: Departure time ranges

1					2	3	4
Service Groups: HL02, HL04, HL08							
Service Description:							
From	To	Via	Description	TSC	Days	Station	Departure time ranges
Swansea	Fishguard Harbour	Whitland	2.2.9	25432000	SX, SO	Swansea	23:10 to 00:10
Fishguard Harbour	Swansea	Whitland	2.2.4	25432000	SX, SO	Fishguard Harbour	13:00 to 14:00
Swansea	Fishguard Harbour	Whitland	2.2.9	25432000	SX, SO	Swansea	12:00 to 12:20
Fishguard Harbour	Swansea	Whitland	2.2.4	25432000	SX, SO	Fishguard Harbour	01:30 to 02:15
Machynlleth	Pwllheli	Barmouth	4.3.3	22335000	SX during school terms	Harlech	08:05 to 08:15 14:30 to 14:40
Pwllheli	Machynlleth	Barmouth	4.3.4	22335000	SX during school terms	Harlech	08:05 to 08:15 14:30 to 14:40
Birmingham New Street	Holyhead	Stafford	8.1.1	22340000	SX, SO	Birmingham New Street	22:00 to 01:00

Table 8.4: Stabling facilities

1	2	3
Stabling facility	Time available	Specified Equipment
Mayfield Loop, Manchester	00:01-23:59, Daily	4 vehicles of Class 150, 153, 158 or 175

”

“ SCHEDULE 11: USE OF RAILWAYS INFRASTRUCTURE REOPENER

1 Automatic effect

1.1 General

This contract shall have effect—

- (a) with the modifications; and
- (b) from the date

specified by ORR in a Schedule 11 notice.

1.2 Retrospective effect

No relevant notice may have retrospective effect.

2 Schedule 11 notice

2.1 Meaning

A Schedule 11 notice is a notice given by ORR to the parties for the purposes of this contract which modifies this Schedule 11 by replacing this Schedule 11 with the specified provisions arising from the requirements of paragraph 18(5) of the Railways Infrastructure (Access and Management) Regulations 2005.

2.2 Contents of Schedule 11 notice

A Schedule 11 notice shall state—

- (a) the modifications which are to be made to this Schedule 11; and
- (b) the date from which specified modifications are to have effect.

3 Definitions

In this Schedule 11—

“ **Schedule 11 notice**” has the meaning ascribed to it in paragraph 2.1; and

“**specified**” means specified in a Schedule 11 notice. ”