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Network Rail Final Representations for the proposed 24th Supplemental Agreement under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and Freightliner Heavy Haul Limited dated 11 December 2016.

This letter provides information that to be used as a final representation from Network Rail for the 24th Supplemental Agreement (SA) submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail and Freightliner Heavy Haul Limited (Freightliner Heavy Haul) dated 11 December 2016.

This representation builds upon the representations submitted by Network Rail for this application on the 28 June 2024 and 22 November 2024.

The purpose of this final representation is to provide ORR with Network Rail's final position on this application (and the specific access rights within it) and will do so by providing facts, data and evidence to support our position. Network Rail can confirm that based on the facts, data and evidence outlined in this representation, it is **partially supportive of this application**.

This application is flagged as interacting at Oxford and West Coast Main Line (WCML) South. Annex A, shows a list of all the interacting applications and which of the nine locations they interact at. However, there are other locations where this application does interact with other unsupported applications.

Where there are a number of applications seeking capacity at the locations referred to in this letter, and as detailed in Annex A, the basis of our support of applications either in total, or in part (as can be determined by reading the relevant representations), may have a connection to our position on all other applications at that location. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

Background of the Application and Network Rail Representations

In line with ORR's letter of 24 April 2024 to the industry on 'Competing and/or complex track access applications for December 2024, May 2025 and December 2025 timetable changes', Freightliner Heavy Haul submitted this application to the ORR on 20 May 2024 as a S22A application in line with ORR's deadline.

As requested by ORR, Network Rail submitted a High-Level Plan in June 2024, and a further detailed plan was published on Network Rail's website in August 2024 and updated in January 2025..

Network Rail made its initial representations on this application on 28 June 2024 where an initial view of the application was provided. There were no significant issues highlighted to ORR at that time and there is nothing outstanding from our initial representations on 28 June 2024.

On 25 October 2024 ORR requested that Network Rail provide further representations for this application. Network Rail responded on 04 December 2024 with a further representation. In that representation we highlighted the following interactions:-

- 7 trains which use West Coast Mainline South (ORR listed location).
- 4 trains which pass through Oxford (ORR listed locations). A further 4 trains use the terminal at Appleford just south of Oxford so would have the same potential interactions with other aspirations.
- 18 trains with potential interactions at Acton or on the Thames Valley with the Devon & Cornwall Railway Limited 2nd, Freightliner Heavy Haul Limited 27th and GB Railfreight 34th Limited Supplemental Agreements.
- 11 trains with potential interactions Cross London (NLL and GOB routes) with the Devon & Cornwall Railway Limited 2nd, Freightliner Heavy Haul Limited 27th, Freightliner Limited 28th and GB Railfreight Limited 34th Supplemental Agreements.
- 2 trains with potential interactions at Avonmouth which have similar times to aspirations in the Freightliner Heavy Haul Limited 28th Supplemental Agreement.

In addition, in our 04 December 2024 representation we highlighted some Rights which could be progressed as a Section 22 and identified our reasoning. However, the operator has not progressed these in the interim and so the relevant rights will need to be progressed as part of this Section 22A:

- 7043 Merehead - Eastleigh
- 7044 Merehead – Botley
- 7V98 Eastleigh – Merehead
- 7V97 Botley - Merehead
- 6V26 Woking - Merehead
- 6052 Westbury - Chichester
- 6V09 Chichester - Merehead
- 6C27 Westbury – Exeter Riverside
- 6C28 Exeter Riverside - Westbury
- 6068 Westbury – Crawley Foster Yeoman
- 6V68 Crawley Foster Yeoman – Merehead
- The non-contractual request to amend the headcode from 6M58 to 6M59 for the Allington to Wembley flow.

Summary of Access Rights sought in this application

In their application and as a high-level summary Freightliner Heavy Haul is seeking:-

- 15 Firm Access Rights with 1 hour windows to commence on approval until PCD 2026. These trains are currently running under Contingent Rights dated until the end date of the December 2024 timetable and were granted these Contingent Rights in the Freightliner Heavy Haul Limited 29th SA General Approval and are expected to continue under an interim approach until the end of the May 2025 timetable.
- 32 amendments to existing Firm Access Rights (with 1 hour windows).
- 2 relinquishments of existing Firm Rights.

Full details of all Rights sought by this application are contained in the Schedule 5 Rights Table submitted with the S22A. These Rights all relate to Mendip Rail services between the South West and terminals in London and the South East. Details of the exact services can be found in Annexes B, C, and D.

Without reference to those rights sought where we have detailed a rejection, removal, or where we understand rights are being relinquished, we would note the following of the remaining contents of this application:

- Nine of the prospective rights use West Coast Main Line (WCML) South. However, they do not operate into or out of London Euston or operate on the WCML South fast lines.
- Four of the prospective rights pass through Oxford station.

Rights supported

Where Network Rail is supportive of firm rights with one-hour arrival/departure windows; this is on the basis of the service being included in the May 2025 Timetable in an area where we have concluded our considerations of any other applications submitted in response to ORR's letter of 24 April (if they exist) and with characteristics and timings consistent with the application (including where the right for a path extends to an outlying geography).

Where a right sought does not interact with the ECML and seeks to operate on a geography where we are still to finalise our view on any notable volumes of complex and potentially interacting rights, key considerations may remain to be concluded and we are unable to provide a definitive view at this time - unless there is a clear reason for doing so which we have set out (such as the local geography being freight only infrastructure).

Where a right application is aligned to a service in the May 2025 Timetable in an area where we have concluded our considerations of any other applications submitted in response to ORR's letter of 24 April (if they exist) and/or in the proposed December 2025 Timetable, with characteristics (e.g. trailing load) not consistent with the timetable paths and / or with timings outside of the requested windows Network Rail is supportive of firm quantum 24hr rights in order to maintain sufficient flexibility to accommodate the request while maintaining the flexibility to accommodate other applications at the relevant locations. If characteristics are different, support may be offered on the basis of either a lesser capacity request or the associated WTT path characteristics.

We have worked with all freight operators to understand and challenge the rights being sought in their applications and confirm the ongoing need.

Where we are supporting rights relating to existing traffic in this and other applications we would observe that if rights were not awarded by ORR, the paths would have to be removed from forthcoming timetables. Not only would outcome be inconsistent with the regulatory targets to support freight growth, it is likely that the business would not disappear and it could be reasonably expected that the freight operators would re-bid using the provisions in the model freight contract and the Network Code. In such instances freight operators are likely to require access to otherwise constrained capacity and the likely consequence would likely need to be considered by ORR if looking at any further or future interacting aspirations.

Rights not supported

Although it doesn't apply to any rights in this application, Network Rail cannot currently provide support to rights where they are new services, which have been bid into the December 2025 timetable at D-40 and have not been included in previous timetables, or where we have identified issues within the ECML December 2025 advance work, or where a service has been bid and/or requested with significantly different characteristics to the rights application.

We are also unable to support rights where an operator has removed a service through Capacity Management Review Group (CMRG), has agreed to remove the right from their application in conversation with Network Rail and/or the path has not been bid for the December 2025 Timetable at D-40.

All Rights sought in this application are for train services which operate with diesel locomotives so there are no power supply concerns.

There is nothing outstanding from our initial representations on 28 June 2024.

Assurance / Assessments / Updates

The following section will address specific areas of consideration, opportunity and risk relevant to the application or where applicable to specific access rights in the application. Where the outputs relate to specific access rights instead of the application as a whole, this will be highlighted in the relevant section.

Industry Consultation

Industry Consultation for this application commenced on 24 May 2024, and concluded on 24 June 2024. No concerns were raised relating to any of the headcodes in this application during consultation. Network Rail have not identified any significant concerns regarding this application.

Capacity

Annex B shows the Rights that Network Rail can support as Firm with a 1 hour window. All these trains have been accommodated into the May 2025 timetable and are in line with the proposed December 2025 timetable. The trains in this category are all running in the current timetable and meet the characteristics and timings consistent with what is included in this application. This support gives certainty to operators and their customers whose trains are already in the timetable and running.

Annex C shows one Right that Network Rail can only support as a Quantum Firm (24 hour window) Right at the time of sending this letter. This Right is proposed Quantum due to the characteristics of the proposed train path being different to what was originally submitted in this application and enables Network Rail to have maximum flexibility when developing the timetable: -

- The Right sought for 6B51 (SX) Whatley Quarry – Avonmouth Hansons is for a 19.10 – 20.10 arrival window but the Working Timetable path arrival time is at 20.28.

Freightliner Heavy Haul have not responded to our queries relating to these changes above and, to our knowledge, a revised application has not been provided to Network Rail and the ORR. If Freightliner Heavy Haul cannot accept our support for a Quantum Firm Right then Network Rail cannot currently support this right with a 1 hour window as part of this representation.

There are two services which have characteristics different to what was originally submitted. One of these services differs from the one above as it has an existing Firm Right with a 1 hour window. Using the Quantum Firm Rights approach for this is not suitable given Freightliner Heavy Haul have an existing Firm 1 hour window which they are seeking to amend in order to align the timings of the path with the right. As such, Network Rail would be supportive of a Firm Right with a 1 hour window providing that Freightliner Heavy Haul confirm to Network Rail and ORR that they are willing to amend the Right sought to align with the Working Timetable:-

- 6L28 (SX) Acton TC – Dagenham Dock ARC has an origin change to Hanwell Bridge Loop. Network Rail has no concerns with this. During checks against the Working Timetable it was

found this train is actually MSX as opposed to SX. Freightliner Heavy Haul were approached and they confirmed the Right should be MSX. Network Rail would support this as an MSX Right.

The other has a missing 'Y' path characteristic as per the WTT path.

- 6A33 (SX) Whatley Quarry – Appleford needs a 'Y' adding to the Right. This has not been raised with Freightliner Heavy Haul yet but Network Rail will only support this with the 'Y' addition.

Network Rail supports the relinquishment of 2 existing Firm Rights made by Freightliner Heavy Haul. These can be found in Annex D.

Rights in the FLHH 24th SA currently present conflicts against rights in the FLHH 25th, FLHH 27th and Cross Country Trains Limited 38th SAs. The conflicts with the FLHH 25th and 27th are against services which are not in the current timetable and have not been submitted for December 2025 at D-40. We will be providing further details in our representation on FLHH's 25th and 27th SA at a later date. Network Rail are not supportive of the conflicting services in these applications for reasons aligned to the principles stated in the "Rights not Supported" section of this letter, and so the ORR should be aware that if rights were directed for any of the applications listed above then this would involve a trade-off against the rights in FLHH's 24th SA. Although there are two potential interactions with CrossCountry rights (related to their 38th SA) the services aligned to the rights do not currently directly interact however do operate within close proximity. One of the potential interactions is where the service relating to the right has been rejected during development of the December 2025 timetable for other reasons aside from this application. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

Western Route have highlighted a number of level crossing risks across the whole route. Assessments against the Rights sought in this application have not identified any concerns because the services do not operate over the crossings of concern.

Performance

For all freight applications, Network Rail has assessed the performance of each headcode in this application against the following criteria:

- Right Time Departures - average above 80 % over 13 periods = pass
- FOC on Other Operators delay - less than 5 instances over 13 periods = pass

The following services do not meet these criteria but are supported with robust mitigation plans in place (outlined below) :

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6L42	SX	12:10	13:10	HANWELL BRIDGE LOOP	HARLOW MILL FHH	14:55	15:55

6M52	SX	13:10	14:10	HANWELL BRIDGE LOOP	CHURCHYARD SDGS TARMAC (FLHH)	14:25	15:25
6C48	SX	12:20	13:20	APPLEFORD FHH	WHATLEY QUARRY FLINER HH	15:45	16:45
6A61	SX	13:00 11:55	14:00 12:55	WHATLEY QUARRY FLINER HH	WEST DRAYTON FRAYS SIDINGS	15:40 15:00	16:40 16:00

All of the above metrics are monitored on a periodic basis using a data led approach to manage performance through a wide range of forums covering the entirety of network. Some of which are detailed below:

- Performance meetings are in place with FOCs on a bi-periodic basis where worst performing services are addressed including RTD concerns and FOC Delay on Others.
- Terminal and Yard working groups are in place across the network to ensure performance is managed in key locations e.g. Felixstowe/Mendip Quarries. Again, worst performing service will be the focus.
- A National Freight Performance Strategy is in place which is based around the PIMS “Whole System Model”. This has seen recent success in bringing some Freight Operators together to share a wider range of resources in order to recover the network more quickly in the event of a fleet or wagon failure.
- Regional and route based meetings occur on a regular basis across the network to address performance concerns with the relevant parties be that NR or the freight operators.

As a result:-

- 6M52 is one portion of a Mendip Jumbo train, 6A50, which is known to be a recurring challenge in terms of Right Time Departure (RTD) from the quarry. 6M52’s performance is driven by this previous working combined with tight timings between the 6A50 arrival and 6M52 departure. The Network Rail Railfreight Team are spearheading work to improve this flow’s performance, which has included identifying an improved path for 6A50 that gets it to Hanwell 10 minutes earlier, thereby providing more time (27 minutes, previously just 17) for splitting and prepping the portions (6M52 to St Pancras Churchyard and 6L52 to Dagenham), which should increase resilience and reduce RTD failures by 6M52. This revised 6A50 path was introduced from the start of March and is included in the May 2025 WTT.
- 6L42 is also subject to a performance improvement plan: The inward working runs as 6A40/7A40 from Merehead into Hanwell Bridge and is the first train to split off and work forward. Our focus has been to target 6A40/7A40 to tweak the pathing on approach to Hanwell so it presents right time. From 03 April 2025 the service will be continuously run as a Class 6 as the last of the Class 7 wagons are removed from the circuit.

Conclusion

In this representation letter we have confirmed that we can partially support the access rights sought in this application, either with Firm 1 hour windows or as firm quantum rights, with amendments to characteristics, where relevant, as outlined in this representation, Annexes B and C.

We also support the relinquishment of two access rights detailed in Annex D.

If ORR chooses to direct this application, we would like the opportunity to review any finalised Schedule 5 table drafting before ORR directs.

Network Rail considers that this letter provides information that could be used as a final representation for this application and could enable the ORR to make a direction.

Yours sincerely



Megan Holman
Customer Relationships Executive

Annex A – Interacting Locations matrix

Operator/Application/Type	Status of Application	WCM L south	Birmingham	BHM - Derby	Derby- Sheffield	Sheffield	ECML&Leeds	Oxford	Gloucester	Cardiff
Alliance Rail Cardiff - Edinburgh 17	Withdrawn		x	x	x	x	x		x	x
Avanti 3rd SA 22a	Live	x	x							
Avanti 11th SA 22A	Withdrawn	x	x							
Avanti 14th SA 22A	Withdrawn	x	x							
Avanti 17th SA 22a	Live	x	x							
Avanti 18th SA 22a	Live	x								
Caledonian Sleeper 9th SA 17	Live	x	x				x			
Colas 10th SA 22a	Live			x	x	x	x			x
CrossCountry 38th SA 22a	Live		x	x	x	x	x	x	x	x
DBC 72nd SA 22a	Live				x	x	x			
DBC 73rd SA 22a	Live					x	x			
DBC 79th SA 22a	Live			x			x	x		x
DBC 81st SA 22a	Live		x	x	x	x	x	x	x	x
DBC 86th SA 22a	Live					x	x			
DBC 87th SA 22a	Live		x	x	x	x	x		x	x
DBC 88th SA 22a	Live				x	x	x			
DBC 83rd SA 22a	Live	x								
DBC 84th SA 22a	Live							x		
DBC 85th SA 22a	Live									
DBC 91st SA 22a	Withdrawn	x								
DBC 92nd SA 22a	Live									x
DCR 2nd SA 22a	Live	x	x	x	x		x	x		
DRS 17th SA 22A	Live	x	x	x	x	x	x		x	x
EMR 19th SA 22A	Live						x			
EMR 20th SA 22A	Live				x	x	x			
EMR 21st SA 22A	Live				x	x	x			
FLHH 24th SA 22A	Live	x						x		
FLHH 25th SA 22A	Live	x	x	x	x	x	x	x	x	
FLHH 26th SA 22A	Live				x	x	x			
FLHH 27th SA 22A	Live	x	x	x	x	x	x	x	x	x
FLHH 28th SA 22A	Live	x	x	x	x	x	x	x	x	x
FLIM 21st SA 22A	Live		x	x	x	x	x	x		
FLIM 22nd SA 22A	Live		x	x	x	x	x	x		
FLIM 23rd SA 22A	Live	x	x							
FLIM 24th SA 22A	Live	x	x	x	x	x	x	x		
FLIM 25th SA 22A	Live	x	x	x		x	x	x		x
FLIM 26th SA 22A	Live	x			x	x	x	x		x

GBRf 25th SA 22a	Live	x	x	x	x	x	x	x		
GBRf 34th SA 22a	Live	x	x	x	x	x	x	x	x	x
GBRF 41st SA 22A	Live						x			
Govia Thames Railway 62nd SA 22A	Live						x			
Govia Thames Railway 63rd SA 22A	Live						x			
Grand Central 24th SA 22A	Directed by ORR						x			
Grand Central 28th SA 22A	Live						x			
GWR 201st SA 22a	Live							x	x	
GWR 202nd SA 22a	Live								x	
Hull Trains 27th SA 22A	Live					x	x			
Hull Trains 28th SA 22A	Directed by ORR						x			
Hull Trains 29th SA 22A	Live						x			
LIS 2nd SA 22a	Live						x			
LNER 34th SA 22A	Live						x			
LNER 35th SA 22A May '28	Live						x			
LNER 36th SA 22A	Live						x			
LNER 37th SA 22A	Rights were being sought until Dec 2025 so not included in analysis						x			
LNER 38th SA 22A	Live						x			
Lumo 11th SA 22A	Live						x			
Lumo 12th SA 22A	Live						x			
Lumo London-Rochdale New Contract S17	Live	x								
Northern 57th SA 22	Directed by ORR (some of the access Rights in this application were withdrawn before direction and added to the Northern 60thSA)				x	x	x			
Northern 59th SA 22a	Live					x	x			
Northern 60th SA 22a	Live					x	x			
Scotrail 49th SA 22a	Withdrawn						x			
Scotrail 50th SA 22a	Live						x			
Scotrail 51st SA 22a	Live						x			
Super Tram 11th SA 22a	Live					x				
TfW 28th SA 22a	Live		x	x					x	x
TfW 31st SA 22a	Live								x	x
TfW 32nd SA 22a	Live									x
TPT 58th SA 22a	Live					x	x			
TPT 62nd SA 22a	Rights were being sought until Dec 2025 so not included in analysis						x			
TPT 63rd SA 22a	Live						x			
TPT 64th SA 22a	Live					x	x			
TPT 65th SA 22a	Live						x			
Varamis 2nd SA 22a	Live	x	x				x			

Virgin New Contract 17	Live	x	x							
WMT 22nd SA 22A	Live		x	x						
WMT 28th SA 22A	Live		x	x						
WMT 30th SA 22A	Withdrawn		x	x						
WMT 31st SA 22A	Withdrawn		x							
WMT 32nd (29th) SA 22A	Live	x	x	x						
WSMR New Contract 17	Live	x	x	x						

Annex B – Rights that Network Rail can support as Firm with a 1 hour window

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6A00	SUN	22:15	23:15	WHATLEY QUARRY FLINER HH	HANWELL BRIDGE LOOP	00:45	01:45
6A01	SUN	22:00	23:00	WHATLEY QUARRY FLINER HH	HANWELL BRIDGE LOOP	01:15	02:15
6A00	SX	22:20	23:20	WHATLEY QUARRY FLINER HH	HANWELL BRIDGE LOOP	00:50	01:50
6A01	SX	21:40	22:40	WHATLEY QUARRY FLINER HH	HANWELL BRIDGE LOOP	00:50	01:50
6A20	SX	00:10	01:10	WHATLEY QUARRY FLINER HH	HANWELL BRIDGE LOOP	02:35	03:35
6A19	FSX	23:40	00:40	WHATLEY QUARRY FLINER HH	HANWELL BRIDGE LOOP	02:35	03:35
6024	ThSX	03:05	04:05	HANWELL BRIDGE LOOP	CRAWLEY FY (FLHH)	04:45	05:45
6026	ThSX	03:05	04:05	HANWELL BRIDGE LOOP	PURLEY YARD DAYS AGGS (FLHH)	04:30	05:30
6029	ThSX	03:05	04:05	HANWELL BRIDGE LOOP	ARDINGLY HANSON AGGREGATES FHH	05:20	06:20
6M58 6M59	SX	10:50	11:50	ALLINGTON HANSON AGG FLHH	WEMBLEY RECEPTIONS 1-7	13:10	14:10
6L28	SX	04:05	05:05	ACTON TC HANWELL BRIDGE LOOP	DAGENHAM DOCK ARC	05:40	06:40
6M58	SX	10:10	11:10	DAGENHAM DOCK ARC	WEMBLEY RECEPTIONS 1-7	11:30	12:30
7M46	FSX SX	10:10	11:10	BRENTFORD TOWN DAYS FLHH	WEMBLEY RECEPTIONS 1-7	11:55	12:55
6L42	SX	12:10	13:10	HANWELL BRIDGE LOOP	HARLOW MILL FHH	14:55	15:55
6M87	SX	20:00	21:00	HARLOW MILL FHH	WEMBLEY RECEPTIONS 1-7	22:15	23:15
7L43	SX	12:10	13:10	HANWELL BRIDGE LOOP	BOW DEPOT FLHH	13:20	14:20
7M88	SX	21:05	22:05	BOW DEPOT FLHH	WEMBLEY RECEPTIONS 1-7	22:15	23:15
6M52	SX	13:10	14:10	HANWELL BRIDGE LOOP	CHURCHYARD SDGS TARMAC (FLHH)	14:25	15:25
6M78	SX	18:03	19:03	CHURCHYARD SDGS TARMAC (FLHH)	WEMBLEY RECEPTIONS 1-7	19:55	20:55
6V60	ThSX SX	14:30	15:30	WEMBLEY RECEPTIONS 1-7	WHATLEY QUARRY FLINER HH	17:50	18:50
6A29 6A36	SX	02:05	03:05	WHATLEY QUARRY FLINER HH	THEALE HANSON AGGS (FLHH)	06:00	07:00

6C31	SX	09:40	10:40	THEALE HANSON AGGS (FLHH)	WHATLEY QUARRY FLINER HH	11:45 12:55	12:45 13:55
6V26	SX	13:20 15:05	14:20 16:05	WOKING DOWN YARD	MEREHEAD QUARRY (FHH)	18:20 18:55	19:20 19:55
6O52	MSX SX	05:45	06:45	WESTBURY TARMAC	CHICHESTER RECP. (FLHH)	08:25	09:25
6V09	MSX SX	13:10	14:10	CHICHESTER RECP. (FLHH)	MEREHEAD QUARRY (FHH)	17:30	18:30
7O43	SX	20:40 19:20	21:40 20:20	WESTBURY TARMAC MEREHEAD QUARRY FHH	EASTLEIGH F.Y. AGG (FLHH)	22:30	23:30
7O44	SX	20:40 19:20	21:40 20:20	WESTBURY TARMAC MEREHEAD QUARRY FHH	BOTLEY FOSTER YEOMAN FLHH	22:35	23:25
7V98	SX	02:50	03:50	EASTLEIGH F.Y. AGG (FLHH)	WESTBURY TARMAC MEREHEAD QUARRY FHH	04:25 05:30	05:25 06:30
7V97	SX	02:39	03:39	BOTLEY FOSTER YEOMAN FLHH	WESTBURY TARMAC MEREHEAD QUARRY FHH	04:25 05:30	05:25 06:30
6C79	SX	09:30	10:30	AVONMOUTH HANSONS SDG	WHATLEY QUARRY F LINER HH	11:30	12:30
6A15	SX	03:40	04:40	WHATLEY QUARRY FLINER HH	APPLEFORD FHH	05:45 07:00	06:45 08:00
6C48	SX	12:20	13:20	APPLEFORD FHH	WHATLEY QUARRY FLINER HH	15:45	16:45
6A33	SX	07:15	08:15	WHATLEY QUARRY FLINER HH	APPLEFORD FHH	09:30	10:30
6C54 6C57	SX	16:40	17:40	APPLEFORD FHH	WHATLEY QUARRY FLINER HH	19:00	20:00
6A61	SX	13:00 11:55	14:00 12:55	WHATLEY QUARRY FLINER HH	WEST DRAYTON FRAYS SIDINGS	15:40 15:00	16:40 16:00
6C62	SX	20:00	21:00	WEST DRAYTON FRAYS SIDINGS	WHATLEY QUARRY FLINER HH	22:45	23:45
6A19 6A16	SX	07:30	08:30	WHATLEY QUARRY FLINER HH	OXFORD BANBURY ROAD SDGS (FLHH)	10:20	11:20
6V18	SX	13:10	14:10	OXFORD BANBURY ROAD SDGS (FLHH)	WHATLEY QUARRY FLINER HH	16:15	17:15
6A18	SX	08:45	09:45	WHATLEY QUARRY FLINER HH	OXFORD BANBURY ROAD SDGS (FLHH)	13:20	14:20
6C54	SX	16:10	17:10	OXFORD BANBURY ROAD SDGS (FLHH)	WHATLEY QUARRY FLINER HH	19:00	20:00
6C27	SX	04:55	05:55	WESTBURY TARMAC	EXETER RIVERSIDE HANSON	06:55	07:55
6C28	SX	11:45 12:20	12:45 13:20	EXETER RIVERSIDE HANSON	WESTBURY TARMAC	19:10 14:05	20:10 15:05
6O68	TSX	08:40	09:40	WESTBURY TARMAC	CRAWLEY FY (FLHH)	12:55	13:55
6V68	SX	18:00	19:00	CRAWLEY FY (FLHH)	MEREHEAD QUARRY FHH	00:10	01:10
6L96	SO	01:05	02:05	ACTION LANE RECEPTION SDNGS	DAGENHAM DOCK ARC	03:05	04:05
6M91	SX	16:50 16:20	17:50 17:20	ALLINGTON HANSON AGG	ACTION LANE RECEPTION SDNGS	18:55	19:55

***This is dependent on Freightliner limited confirming to Network Rail and ORR that they are willing to amend the Right sought to align with the Working Timetable. The detail of this can be found in the **Capacity** section in the main body of the letter.

Annex C – Rights that Network Rail can support as Firm Quantum with a 24 hour window

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6B51	SX	17:30	18:30	WHATLEY QUARRY FLINER HH	AVONMOUTH HANSONS SDG	19:10	20:10

Annex D – Rights that Freightliner Limited want to relinquish

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6C69	SX	23:30	00:30	WESTBURY TARMAC	AVONMOUTH HANSONS SDG	00:40	01:40
6C68	SX	11:10	12:10	AVONMOUTH HANSONS SDG	WHATLEY QUARRY F LINER HH	13:30	14:30