



Freightliner Group Ltd
6th Floor the Lewis Building
35 Bull Street
Birmingham
United Kingdom
B4 6EQ

Margret Haswell
Executive, Access and Licensing
Office of Rail and Road
4th Floor, 1 Atlantic Square
Glasgow
G2 8HS

20th May 2025

RE: Freightliner Limited Proposed 21st Supplemental Agreement
Response to Final Network Rail Representations

Dear Margret,

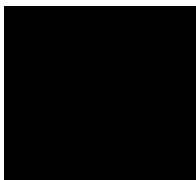
Thank you for providing the opportunity to comment on Network Rail's Final Representations to Freightliner Limited's 21st Supplemental Agreement, covering increases in timing loads between Southampton and Leeds which Network Rail were not prepared to accept at the point the 'Complex and Competing Applications' process commenced.

Freightliner is pleased to see that Network Rail are now prepared to accept this increase in timing loads, particularly given the only section of interaction with the ECML are the 6 miles between South Kirby Jn and Hare Park Jn in Yorkshire.

Freightliner note that Network Rail is not prepared to support an increase in timing load for 4E91 [MSX] Southampton MCT to Leeds FLT. Having investigated, this train slot has had characteristics amended during preparation of the December 2025 working timetable without the knowledge of Freightliner, and was not picked up by ourselves in advance of our D-40 PDNS submission.

As such, Freightliner will reluctantly agree to remove this amended characteristic from the application, but would highlight to the ORR that this is an example of the ECML timetable change undoing the value of previous government investment schemes with little consideration for the impact. Freightliner would be supportive of industry learning following introduction of the ECML timetable change to understand how a greater oversight to wider industry benefits can be applied when undertaking significant timetable change in the future.

Yours Sincerely



Chris Matthews
Head of Planning (Long Term)
Freightliner Group

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