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Network Rail Final Representations for the proposed 72nd Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and DB Cargo (UK) Limited dated 11 December 2016.

This letter provides information that could be used as a final representation from Network Rail Infrastructure Limited (Network Rail) for the 72nd Supplemental Agreement (SA) submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail) and DB Cargo (UK) Limited (DB Cargo) dated 11 December 2016.

This representation builds upon the representations submitted by Network Rail for this application on the 28 June 2024, and the 14 March 2025 General Representation on Complex and/or Competing Applications interacting on Location ECML Kings Cross - Edinburgh and Leeds.

The latter of these letters provided important information to support ORR when it comes to making decisions on applications in this geography including context on the work in developing the ECML Policy, ECML Industry Task Force, key performance information, as well as updates on power supply assessment. The annexes to that letter include relevant information including Timetable Performance Analysis and ECML Power Supply Modelling and where there is specific relevance to this application, reference will be made in this representation.

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. As the access rights sought in this application are at the ECML interacting location some of the evidence and data to support our position is contained in the ECML General Representation letter dated 14 March 2025. Network Rail can confirm that based on the facts, data and evidence outlined in this representation and the ECML General Representation letter dated 14 March 2025, it is **partially supportive of this application**.

This application is flagged as interacting at several of the ORR defined locations. 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', DB Cargo 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. Further to this Network Rail issued a General Representation on the East Coast Mainline (ECML) to ORR dated 14 March 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.

East Coast Mainline (ECML) General Representation Letter dated 14 March 2025

Network Rail can confirm that this application is seeking the proposed access rights at the interacting location ECML: Kings Cross – Edinburgh and Leeds and therefore the General Representation to ORR on the ECML dated 14 March 2025 is relevant to this application.

Whilst the entire letter is relevant to this application, we would like to highlight key points of that letter which are more pertinent to this application namely "Congested Infrastructure".

Congested Infrastructure

As stated in the ECML General Representation letter dated 14 March (paragraph 6) Network Rail has declared Congested Infrastructure for the December 2025 New Working Timetable for three lines of route on the ECML.

This application includes access rights on one of these lines of route:-

- Between Huntingdon North Jn and New England North Jn (Peterborough)

ECML Proposed December 2025 Timetable

As referred to in the ECML General representation letter dated 14 March 2025, in February 2024 the ESG closed following an ECML Programme Board endorsement on 17 January 2024 to deploy the new ECML Timetable in December 2024, subject to the outputs of the completed performance modelling.

At the point in time of ORR's letter to the Industry on 24 April 2024, the Department for Transport (DfT) had accepted a recommendation from the Industry Timetable Assurance Project Management Office (PMO) to funders that the ECML ESG Timetable should be deferred from the December 2024 timetable change.

An ECML Industry Task Force (herein referred to as “the Task Force”) commenced in June 2024 as an independently led executive-level cross-industry meeting that provides strategic direction for the work programme. The Task Force develops solutions to the problems of the new ECML Timetable, drives consensus on the outcome(s), and delivers recommendations for industry funders and specifiers.

On 17 October 2024 the Independent Chair of the Task Force wrote to the DfT to advise that the Task Force met on 10 October 2024, reviewed the considerations, issues, and risks, and recommended proceeding with implementation of the new timetable for ECML in December 2025. This was on the basis that the timetable is deliverable and meets the Task Force objectives that were set. Concerns were noted from GB Railfreight (representing themselves and other Freight Operating Companies), ScotRail and Transport Scotland. The Task Force recommendation was accepted by the DfT and subsequently endorsed by the Secretary of State in December 2024.

The Task Force had worked collaboratively up to 31 January 2025 to further de-risk the transition of the ECML ESG timetable from development to timetable production.

Advanced work completed by Network Rail Capacity Planning, to inform the December 2025 timetable risk, involved aligning cross boundary paths in the ECML ESG developed timetable with the latest developments in the wider National Working Timetable (WTT) and associated Rolling Spot Bids (RSB). This process has highlighted that, despite previous timetable development work, the national freight and passenger timetable has evolved and this work has been necessary to reduce the risk that capacity decisions may need to be made during the timetable production period between D-40 to D-26.

Therefore, where in this letter and in the ECML General Representation letter we have referred to the proposed ECML December 2025 Timetable, we are referring to timetable work above namely, either full or in part, the:

- Timetable which was developed by the ECML ESG and later deferred in April 2024;
- Timetable where solutions were developed to the problems of the ECML Timetable as part of the Task Force;
- Advanced Timetable Work (undertaken between April and October 2024) to de-risk the transition of the ECML ESG timetable from development to timetable production; and
- Advanced work to inform timetable risk including aligning cross boundary paths in the ECML ESG developed timetable with the latest developments in the wider National Working Timetable and associated Rolling Spot Bids.

So where Network Rail highlight in this representation and the ECML General Representation letter (in the relevant annexes to that letter) whether the access rights sought on ECML in each application are as Network Rail expects in the proposed ECML December 2025 Timetable, we are referring to whether the access rights align to the above Timetable work.

Summary of Access Rights sought in this application

In their application and as a high-level summary DB Cargo is seeking:-

- 12 new Firm Access Rights with 1 hour windows to commence on approval until PCD 2026. These trains are currently running under Contingent Rights, originally for the December 2024 timetable as a General Approval in the 100th SA, and now dated until the end date of the May 2025 timetable in the DB Cargo (UK) Limited 105th SA General Approval submitted in line with the Interim Approach taken by Network Rail.
- 7 amendments to existing Firm Access Rights (with 1 hour windows).
- 10 relinquishments of existing Firm Rights.

DB Cargo submitted an earlier application to Network Rail, for similar access rights to those contained within this S22A SA. That application was DB Cargo (UK) Limited’s 72nd S22 SA and was

developed in collaboration with DB Cargo prior to ORRs launch of the 'Competing and/or complex track access applications for December 2024, May 2025 and December 2025 timetable changes'. As a result, the original application was replaced with this current application.

Full details of all Rights sought by this application are contained in the Schedule 5 Rights Table submitted with this S22A. These Rights relate to Aggregates traffic centered on services serving Peak Forest to/from terminals in Sheffield, Anglia and the North West. Details of the services can be found in Annexes B, C and D..

In line with Network Rail's ECML letter to ORR on 14 March 2025, Network Rail can confirm that the rights supported in this application are in line with the proposed December 2025 ECML Timetable.

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:

- Seven of the prospective access rights interact with the ECML in the Peterborough area and as a result of the development work undertaken by Network Rail are among the expected pattern of services that we are confident can be accommodated. In keeping with our approach to passenger applications we would look to the ORR supporting these without any significant changes to the characteristics and expression of rights sought - and further advice should be sought from Network Rail were the ORR to consider allocating the capacity concerned in any significantly different manner.
- Three of the prospective rights use the Sheffield – Derby route, and another three use Sheffield station, and our representations here will be consistent with our wider representations in respect of Eastern Region's consideration of passenger and freight applications.
- Twelve prospective rights do cross into the geography of North West & Central Route but are not at the specific Birmingham area, Birmingham to Derby and WCML South geographies identified in ORR's initial call for applications at complex and potentially interacting locations.

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/or in the ECML proposed December 2025 Timetable and with characteristics and timings consistent with the application (including where the right for a path extends to an outlying geography).

This recognises the significant industry-wide effort as described above and further set out in General Representation on the ECML dated 14 March 2025 to undertake the advanced timetabling work to de-risk the transition of the proposed ECML ESG timetable from development to timetable production, including advanced work to inform timetable risk including aligning cross boundary paths in the -ECML ESG timetable with the latest developments in the wider National Working Timetable and associated Rolling Spot Bids. If characteristics are different, support will be on the basis of either a lesser capacity request or the associated WTT path characteristics.

This includes support for freight rights sought for services that are in the proposed December 2025 ECML Timetable and with characteristics and timings consistent with the application and that already run beyond the ECML geography.

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 ECML 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

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.

Following further consultation with DB Cargo, they have informed Network Rail they wish to withdraw three of the Rights sought from this application. Network Rail understands DB Cargo have not provided an up-to-date application to Network Rail or the ORR. Two of these paths are no longer required by DB Cargo and so neither are the corresponding Rights. The third path was removed through the quarterly Capacity Management Review Group (CMRG) process and, therefore, Network Rail would not look to support a Right where there is no corresponding path in the Working Timetable. In addition, the 1 hour window sought for 6M53 (SO) Attercliffe Sidings – Peak Forest cannot currently be supported with the timing windows requested due to potential interactions with a path aligned to a Right in Cross Country's 38th Supplemental Agreement in the Sheffield area. Although Network Rail is not supportive of a 1 hour window, 6M53 (SO) currently holds an existing Quantum Firm Right with a 24 hour window which provides DB Cargo with the certainty of its continuation whilst allowing Network Rail to retime the service, if required to resolve the above conflict. These are all shown in Annex C.

Network Rail is aware that an end user has re-tendered for some of the traffic in this application. As a result, another Railfreight haulier was successful and has issued a request under Part J clause 7 of the Network Code to transfer the Rights currently held by DB Cargo (including those held under the interim approach). Network Rail is, therefore, not supportive of DB Cargo being granted the continuation of these specific Rights as they will no longer have a contract to haul these trains nor

have corresponding paths in the Working Timetable. However, these paths and Rights will still be required by the future haulier so Network Rail would expect an application to be forthcoming in order to allow the continuation of service for the end user. Network Rail can confirm that had DB Cargo remained the haulier it would have been supportive of the rights in this application. ORR should therefore be aware if directing other applications using capacity on these routes that it would potentially jeopardise the traffic and the ability of the new haulier to meet its contractual obligations. In addition, as part of this traffic change, DB Cargo have confirmed the path for 6M66 (SX) can be relinquished as it is not required by the new haulier. As such, the Thursdays only Right, linked to the 6M66 SX path, sought in this application is not supported. 6H09 (SUN) has an existing Firm Right so the requested amendments to this Right are not supported.

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 ECML 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.

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

- The Right sought for 6E89 (SUN) Dowlow Briggs Sidings – Peterborough West Yard is for a 17.30 – 18.30 arrival window but the Working Timetable path arrival time is at 17.14.. Network Rail would support a 16.44 – 17.44 arrival window. In addition, the Right sought is for 2000t trailing but the Working Timetable path shows a 2600t trailing load. Network Rail would support the 2000t trailing load as requested in this application.

Network Rail supports the relinquishment of the ten existing Firm Rights made by DB Cargo. These can be found in Annex D.

Paths, which align to the Rights within the DBC 72nd SA currently present conflicts against Rights

in the Freightliner Heavy Haul (FLHH) 27th, FLHH 28th and FLIM 26th SAs. Our final representations on FLHH's 28th SA and FLIM's 26th SA have been shared and are dated 11 April 2025. The conflicts with the FLHH 27th are against services which are not in the current timetable and are not in the access proposal submitted for December 2025 at D-40. We will be providing further details in our representations on FLHH's 25th and 27th SAs at a later date. Network Rail are not supportive of the conflicting services in the FLHH 27th, FLHH 28th and FLIM 26th applications so 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 DB Cargo's 72nd SA. There is a potential interaction with a service aligned to rights requested through Cross Country's 38th SA. The potential interaction with the Cross Country 38th SA is detailed above in the Rights not supported section of this letter. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

DB Cargo's 72nd SA includes three sought Rights on the WCML between Hartford Junction and the freight terminal at Dallam (Warrington). From the assessments completed, we do not foresee interactions with long distance West Coast Main Line passenger Access aspirations. These paths do not have any presently identified conflicts with existing Rights or any identified performance issues.

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

ECML

Please refer to text earlier in this letter.

WCML

.Although some of the rights in this application are seeking to utilise a small section of the WCML, they do not interact with any of the locations referenced in the Network Rail representations for applications affecting the West Coast Main Line dated 07 February 2025 and 25 April 2025.

Performance

For all freight applications, Network Rail has assessed the performance of each headcode 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

All of the headcodes in this application passed these criteria, so Network Rail is satisfied that the services perform well and that no further analysis is required.

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 timing loads and windows where relevant, as outlined in this representation, Annex B.

We also support the relinquishment of ten Access Rights detailed in Annex D.

This letter also confirms we do not support the access rights detailed in Annex C as the services are no longer required by DB Cargo or cannot be supported by Network Rail at this time for the reasons outlined in the **Rights not supported** section.

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

A solid black rectangular box used to redact the signature of Ian Bartlett.

Ian Bartlett
Customer Manager

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
6M52	WThFO	04:16 05:22	05:16 06:22	ATTERCLIFFE SDGS EWS	PEAK FOREST CEMEX SDGS	05:57 07:08	06:57 08:08
6F07	WFO TFO	13:48	14:48	PEAK FOREST CEMEX SDGS	DALLAM FREIGHT DEPOT	16:52	17:52
6H07	WFO TO	23:27	00:27	DALLAM FREIGHT DEPOT	PEAK FOREST CEMEX SDGS	03:11 02:57	04:11 03:57
6H07	FO	23:14	00:14	DALLAM FREIGHT DEPOT	PEAK FOREST CEMEX SDGS	02:03 03:28	03:03 04:28
6L86	MO	04:24	05:24	MOUNTSOREL SDGS	CHESTERTON REDLAND SIDING	08:19	09:19
6E89 ***	SUN	12:21 11:22	13:21 12:22	PEAK FOREST CEMEX SDGS DOWLOW BRIGGS SDGS	PETERBOROUGH WEST YARD	17:30	18:30

***This is dependent on DB Cargo (UK) 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 do not currently support

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6L90	ThO	01:42	02:42	TOTON UP SIDINGS	NORWICH GOODS YARD	06:45	07:45
6M64	ThO	15:23	16:23	NORWICH GOODS YARD	TOTON NORTH YARD	22:11	23:11
6M56	MO	14:22	15:22	CHESTERTON REDLAND SIDING	TOTON NORTH YARD	17:55	18:55
6M53	SO	00:00 20:27	24:00 21:27	ATTERCLIFFE SDGS EWS	PEAK FOREST CEMEX SDGS	00:00 22:36	24:00 23:36
6H09<<<	SUN	11:35 13:10	12:35 14:10	DOWLOW BRIGGS SDGS	PEAK FOREST UP SIDINGS	13:16 14:56	14:16 15:56
6H54 ^^^	WO	04:04	05:04	PEAK FOREST UP SIDINGS	ASHBURYS SS	05:03	06:03
6H55 ^^^	WO	11:23	12:23	ASHBURYS SS	DOWLOW BRIGGS SDGS	13:30	14:30
6M04 ^^^	SX	09:29	10:29	DOWLOW BRIGGS SIDINGS	TOTON NORTH YARD	12:47	13:47
6L92 ^^^	TO	01:41	02:41	TOTON UP SIDINGS	ECCLES RD JOHNSTON'S SDG	06:41	07:41
6M88 ^^^	TO	11:26	12:26	ECCLES RD JOHNSTON'S SDG	TOTON NORTH YARD	16:37	17:37
6H11 ^^^	MSX	01:39	02:39	TOTON NORTH YARD	DOWLOW BRIGGS SIDINGS	04:55	05:55
6E95 ^^^	WO	21:50	22:50	DOWLOW BRIGGS SIDINGS	BOSTON SLEAFORD SIDINGS	07:29	08:29
6M66 ^^^	ThO	15:29	16:29	BOSTON SLEAFORD SIDINGS	TOTON UP SIDINGS	17:48	18:48

^^^ These Rights are included in the current transfer of traffic from DB Cargo to another Railfreight operator.

<<< This is an existing Firm Right so only the amendments are not supported.

Annex D – Rights that DB Cargo want to relinquish

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6H69	TTHO - Y ‡	13:18	14:18	HECK PLASMOR P S	DOWLOW BRIGGS SDGS	20:32	21:32
6M22 NOT USED	SO	02:40	03:40	BOW EAST (DB CARGO)	WEMBLEY YARD	03:29	04:29
6V11	MWThO §§	09:30	10:30	DOWLOW BRIGGS SDGS	THEALE HOPE CEMENT	21:23	22:23
6V11	TO	09:30	10:30	DOWLOW BRIGGS SDGS	THEALE HOPE CEMENT	22:29	23:29:00
6M11	TO	03:00	04:00	THEALE HOPE CEMENT	WEMBLEY YARD	06:10	07:10
6M11	WThFO	03:00	04:00	THEALE HOPE CEMENT	ACTON T.C.	04:40	05:40
6L11	MO - Y	09:30	10:30	DOWLOW BRIGGS SDGS	BOW EAST (DB CARGO)	02:44	03:44
6L11	WO - Y	09:30	10:30	DOWLOW BRIGGS SDGS	BOW EAST (DB CARGO)	02:39	03:09
6L11	FO	09:30	10:30	DOWLOW BRIGGS SDGS	BOW EAST (DB CARGO)	22:34	23:34
6H11	FSX	20:49	21:49	WEMBLEY YARD	DOWLOW BRIGGS SDGS	05:07	06:07