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03 July 2025

**Network Rail Representations for the 10<sup>th</sup> Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and Colas Rail Limited dated 11 December 2016.**

This letter provides final representations from Network Rail Infrastructure Limited (Network Rail) for the 10th Supplemental agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail and Colas Rail Limited (Colas) 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 decision 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', Colas submitted this application to the ORR on 19 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.

### **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 Section 4 'ECML Policy and the ECML Timetable Development', Section 5 'Unused LNER Firm Rights', Section 6 'Congested Infrastructure' and Section 8 'Details of Access Rights Sought on ECML'.

### **Unused London North Eastern Railway (LNER) Firm Directed Rights**

The ECML ESG Timetable does not include the Unused LNER Firm Directed Rights as stated in paragraph 5 in Network Rail's ECML General Representation letter to ORR dated 14 March 2025.

The ECML Timetable planned for introduction in December 2025 does not include 8 LNER firm rights Monday to Saturday, 7 firm rights Sunday Only, between London King's Cross and Leeds via Wakefield or Micklefield directed by ORR in 2016.

The specification for the LNER service to/from London King's Cross had been reduced from 6.5 trains per hour (tph) to 6 tph with agreement from the DfT in 2021. This reduction retained the 0.5 tph London King's Cross – Middlesbrough service, albeit as far as York, with the 0.5 tph London King's Cross – Leeds service being descoped. ECML Programme Board on 21st March 2021 noted the recommendation from East Coast Route to defer the 0.5 tph London King's Cross – Leeds service, including the conditional outcome of journey time reduction between London Kings Cross and Leeds, to a post-ECML ESG [December 2025] future timetable change.

As of 14 March 2025 Network Rail have formally declared congested infrastructure on relevant

routes between Huntingdon North Junction (Jn) and New England North Jn (Peterborough) and Doncaster Marshgate Jn and Leeds Copley Hill West Jn.

Work undertaken for the ESG has shown definitively that this 0.5 tph London King's Cross – Leeds service uplift cannot be accommodated alongside the other ESG outputs. As such the service cannot run in this timetable or future timetables, alongside the other industry endorsed aspirations without additional infrastructure and associated development activity, which is currently unfunded and uncommitted.

### **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 covers two of those locations:-

- Between Northallerton Longlands Jn and Newcastle King Edward Bridge South via ECML
- Between Doncaster Marshgate Jn and Leeds Copley Hill West Jn

### **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 ECML December 2025 Timetable, we are referring to whether the access rights align to the above Timetable work which makes up the proposed ECML December 2025 Timetable.

### **Summary of Rights Sought**

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

- 45 Firm Access Right 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 11<sup>th</sup> SA, and now dated until the end date of May 2025 timetable and were granted these Contingent Rights in the Colas 13th SA General Approval submitted in line with the Interim Approach taken by Network Rail.
- 74 amendments to existing Firm Access Rights (with 1 hour windows).
- 20 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 cover traffic which spans across all Network Rail Routes and Regions except for Southern, carrying a range of commodities such as construction, petrochemicals and industrial minerals to key terminals across the country. Details of the exact services can be found in Annex 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, which utilise the ECML, 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:

- Sixty-two of the prospective Rights interact with the ECML.
- Three of the prospective Rights pass through Sheffield.
- Thirteen of the prospective Rights use the Sheffield – Derby and Derby – Birmingham routes..
- One of the prospective Rights uses West Coast Main Line (WCML) South. However, it does not operate into or out of London Euston on the WCML South fast lines.
- Three of the prospective rights pass through Cardiff.

### **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 accommodated in the December 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.

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.

In the representations Network Rail has made to date it has supported some Rights on a Quantum (24hr) basis to enable flexibility in developing the December 2025 timetable and/or where the characteristic of the right being requested was different to the associated train slot. Following completion of Phase 5 of our high level plan, Network Rail would be supportive of a Firm Right with a 1 hour window providing the operator confirms to Network Rail and ORR that they are willing to amend the Right sought to align with the Working Timetable.

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 this 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**

Where concerns relating to the Rights have been identified we have considered support on a case by case basis, reviewing the specific risks and mitigations in place relating to that service/Right. In some instances Network Rail is unable to support rights where there is increased risk and mitigations are not agreed, not adequate or where Network Rail wants to see if the mitigation outcome is successful.

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 review of this application, Network Rail has identified thirty of the Rights sought that it would not support for the following reasons.

Following further consultation with Colas, they have informed Network Rail they wish to withdraw four of the Rights sought from this application.

Four Rights sought do not have a corresponding path in the December 2025 Working Timetable.

Eleven Rights sought relate to Dalston – Carlisle – Grangemouth petroleum traffic which has since ceased to operate. Three Rights sought relate to Lindsey – Preston Docks traffic which has also ceased to operate. Six Rights relate to Haverton Total traffic which has also ceased to operate. In addition, the paths aligned to the Rights sought for 6M32 (SX) and (SO) were not included within the proposed ECML December 2025 timetable.

One path aligned to a right in the Colas 10<sup>th</sup> SA has not been accommodated in the December 2025 timetable due to conflicts with a service which holds firm rights.

In this application it has been found that 6E66 FSX Oxwellmains Lafarge – Hunslet Yard is foul of Section 4 possession opportunity LN902.01 Micklefield Jn to Church Fenton North Jn (Inc.) in the December 2025 Working Timetable; being non-compliant with the Engineering Access Statement, a sub-set of the Operational Rules, No appropriate alternative compliant path was found and therefore Network Rail is not supportive of this Right.

These are all shown in Annex C.

### **Assurance / Assessments / Updates**

The following section will address specific areas of consideration, opportunity and risks 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. CrossCountry raised a query regarding whether 6E54 (FO - Y) was routed via Darlington and whether this was, therefore, a contractual routing. This was answered during consultation to confirm this existing Firm Right would continue to have a contractual routing via Darlington. This query was resolved to the satisfaction of CrossCountry.

### **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 December 2025 timetable. The trains in this category either meet the characteristics and timings consistent with what is included in this application, or, where appropriate, are highlighted with a suggested amendment.

There are a number of services which have characteristics different to what was originally submitted and we are able to support these as set out below.

- The Right sought for 6B32 (SX) Aberdeen Craiginchies – Oxwellmains Lafarge is for a 20.30 – 21.30 arrival window but the Working Timetable path arrival time is at 21.51. Network Rail would support a 21.21 – 22.21 arrival window.
- The Right sought for 6B34 (SO) Viewpark Sidings – Oxwellmains Lafarge is for a 16.30 – 17.30 arrival window but the Working Timetable path arrival time is at 18.16. Network Rail would support a 17.46 – 18.46 arrival window.
- The Right sought for 6B37 (SX) Viewpark Sidings – Oxwellmains Lafarge is for a 18.30 – 19.30 arrival window but the Working Timetable path arrival time is at 19.34. Network Rail would support a 19.04 – 20.04 arrival window.
- The Right sought for 6D62 (SX) Oxwellmains Lafarge – Viewpark Sidings is for a 2600t timing load but the Working Timetable path is a 1600t timing load. Network Rail would support a 1600t timing load.

- The Right sought for 6D64 (SO) Oxwellmains Lafarge – Viewpark Sidings is for a 2600t timing load but the Working Timetable path is a 1800t timing load. Network Rail would support a 1800t timing load.
- The Right sought for 6S28 (SX) Seaham Harbour – Oxwellmains Lafarge is for a 21.45 – 22.45 arrival window but the Working Timetable path arrival time is at 22.58. Network Rail would support a 22.28 – 23.28 arrival window.
- The Right sought for 6S29 (SO) Seaham Harbour – Oxwellmains Lafarge is for a 19.15 – 20.15 arrival window but the Working Timetable path arrival time is at 20.34. Network Rail would support a 20.04 – 21.04 arrival window.
- The Rights sought for 0D25 (SX), 0D57 (SO), 0D57 (SX), 0D57 (SUN), 0D05 (FO), 0D05 (FSX), 0D05 (SUN) and 0D78 (WThO) Barnetby Sidings – Lindsey Oil Refinery are for a LD75 timing load but the Working Timetable path is a LD60 timing load. Network Rail would support a LD60 timing load for all these Rights.
- The Rights sought for 0D39 (MO), 0D48 (MSX), 0D48 (SO), 0D58 (SO), 0D58 (SX), 0D43 (SO), 0D43 (SX) and 0D85 (WThO) Lindsey Oil Refinery - Barnetby Sidings are for a LD75 timing load but the Working Timetable path is a LD60 timing load. Network Rail would support a LD60 timing load for all these Rights.
- The Right sought for 6E46 (MX) Kingsbury Oil Sidings – Lindsey Oil Refinery is for a 09.15 – 10.15 arrival window but the Working Timetable path arrival time is at 09.11 on MSX. On Saturdays the arrival time is 09.17 so fits within the window. Network Rail would support a 08.41 – 09.41 arrival window to accommodate all days.
- The Right sought for 6E59 (SO) Kingsbury Oil Sidings – Lindsey Oil Refinery is for a 15.15 – 16.15 departure window and a 20.00 – 21.00 arrival window but the Working Timetable path departure time is at 17.19 and the arrival time is at 22.17. Network Rail would support a 16.49 – 17.49 departure window and a 21.47 - 22.47 arrival window.
- The Right sought for 6D80 (WThO) Neville Hill Depot – Lindsey Oil Refinery is for a 14.00 – 15.00 departure window and a 17.00 – 18.00 arrival window but the Working Timetable path departure time is at 13.38 and the arrival time is at 16.54. Network Rail would support a 13.08 – 14.08 departure window and a 16.24 - 17.24 arrival window.
- Colas currently hold an SX Right for 6B31 Inverness Milburn – Oxwellmains Lafarge. This application has both a relinquishment for the MO portion of this and an amendment to the SX Right to become an MSX right. As the December 2025 Working Timetable path is SX, Network Rail will not support these amendments unless Colas confirm the December 2025 Working Timetable path can be amended to be MSX otherwise it will be unable to run on Mondays without a Right and would be utilising capacity in the timetable another operator could use. It also worth noting this Right had a timing load change request from 600t to 6000t. Network Rail assumes this was done in error given this a returning empty train off a loaded train and confirms it would support a 600t timing load in line with the December 2025 Working Timetable.
- The Right sought for 6S27 (SO) Seaham Harbour – Oxwellmains Lafarge are for a 600t timing load but the Working Timetable path is a 400t timing load. Network Rail would support a 400t timing load.
- The Right sought for 6E54 (FO) Oxwellmains Lafarge – York Yard Reception Sidings includes a crew change stop at Newcastle. The December 2025 Working Timetable path does not include this stop. Network Rail supports the other amendments to this Right but not the Newcastle stop. The Newcastle stop is additional to the proposed December 2025 ECML timetable as developed, modelled and recommended for progression into the development period. Consequentially this stop could have an impact on the forecast operational and performance of the Timetable.
- The Rights sought for 6E66 (FO) Oxwellmains Lafarge – Neville Hill Up Sidings and 6S29 (MSX) (MO) Neville Hill Up Sidings – Oxwellmains Lafarge either have Neville Hill Up Sidings

as the origin or destination but the December 2025 Working Timetable has Hunslet Yard instead. Network Rail would support Neville Hill Up Sidings as the origin/destination.

- The Right sought for 6M66 (MSX) Oxwellmains Lafarge – West Thurrock Sidings has Oxwellmains Lafarge as the origin but the December 2025 Working Timetable has Luton Crescent Road instead. Network Rail would support Luton Crescent Road as the origin.
- The Right sought for 6N03 (SO) Lindsey Oil Refinery – Jarrow Prax Sidings includes a crew change stop at York. The December 2025 Working Timetable path does not include this stop. Network Rail supports the other amendments to this Right but not the York stop. The York stop is additional to the proposed December 2025 ECML timetable, as developed, modelled and recommended for progression into the development period. Consequentially this stop could have an impact on the forecast operational and performance of the Timetable.
- The Right sought for 6D79 (SO) Lindsey Oil Refinery – Neville Hill Depot is for a 12.15 – 13.15 arrival window but the Working Timetable path arrival time is at 12.10. Network Rail would support a 11.40 – 12.40 arrival window.
- For five of the Rights using Kingsbury Oil Sidings, Colas are seeking a 4 minute dwell for a reversing move at Kingsbury Branch Junction. The Timetable Planning Rules state a 1 minute dwell for trains departing the Kingsbury branch and 2 minutes for trains arriving. Network Rail does not support a contractual stop at Kingsbury Branch Junction with the stop instead being facilitated by the Timetable Planning Rules and necessity to propel into the sidings.
- The Right sought for 6C37 (SX) Chirk Kronospan – Carlisle Yard are for a 800t timing load but the Working Timetable path is a 600t timing load. Network Rail would support a 600t timing load.
- The Right sought for 6J37 (SO) Carlisle Yard – Chirk Kronospan is for a 19.00 – 20.00 arrival window but the Working Timetable path arrival time is at 20.30. Network Rail would support a 20.00 – 21.00 arrival window.
- The Right sought for 6M89 (TSX) Carlisle New Yard – Workington Docks is for a TSX schedule but the December 2025 Working Timetable path is for SX. Network Rail would support a TSX right as requested by Colas provided that the path in the December 2025 Working Timetable can be amended to be TSX. As Colas have not requested a right for a Tuesday the service will be unable to run on Tuesdays and would be utilising capacity in the timetable another operator could use.

If Colas cannot accept our support for these changes then Network Rail cannot currently support the Rights requested with the proposed 1 hour window as part of this representation.

Paths, which align to the Rights within the Colas 10th SA, present conflicts against Rights in the Lumo North West S17, Virgin S17, Freightliner Heavy Haul (FLHH) 27th, FLHH 28th, Freightliner Limited (FLIM) 25th and FLIM 26th SAs. Network Rail has provided its final representations on the FLHH 28th and FLIM 26th (dated 11 April 2025) and Lumo North West S.17 and Virgin S.17 (dated 09 May 2025). Network Rail are not supportive of the rights in these applications. Additionally, the FLHH 28th SA has since been withdrawn and ORR have published their decision rejecting the Lumo North West S.17 and Virgin S.17 applications (dated 03 July 2025). The conflicts with the FLHH 27th and FLIM 25th are against services which are not in the current timetable and have not been submitted in the access proposal for December 2025 at D-40. We will be providing further details in our representation on FLHH's 27th and FLIM 25th SA's at a later date. Some of the Paths aligned to rights in Colas 10<sup>th</sup> which Network Rail is not supportive of present conflicts against other services in the proposed ECML December 2025 timetable and associated Section 22A and Section 17 applications.



Network Rail supports the relinquishment of the 26 existing Firm Rights made by Colas. These can be found in Annex D.

#### **ECML**

Please refer to text earlier in this letter.

#### **WCML**

Please refer to the Network Rail letter to ORR “Network Rail representations on WCML to ORR” dated 25 April 2025 namely Section 5 ‘Congested Infrastructure’ and Section 6 ‘Performance Concerns Affecting WCML’ applications.

Multiple services in this application have the potential to interact with access applications which have aspirations to operate services up/down the West Coast Main Line North of Preston and were submitted to ORR by 20 May 2024. ORR may wish to consider other applications which traverse this section of the WCML alongside this representation. Network Rail has provided evidence relevant to applications operating on the West Coast Main Line in two general representation letters (07 February 2025 and 25 April 2025), in which Network Rail sets out its position of not supporting additional services which utilise the West Coast South Fast Lines.

#### **Cardiff Central**

Due to the large number of commitments and aspirations in the short and long term for the immediate Cardiff area, the Network Rail Strategic Planning team are carrying out a prioritised piece of strategic advice for Cardiff, bringing all these aspirations together and holistically assessing the overall impact on Capacity in a phased approach.

As an initial phase for this work, an initial report was produced to help support some of the immediate concerns around performance at Cardiff Central. This was carried out alongside industry stakeholders and has since been circulated.

We continue to work with a wide range of stakeholders which does include Train Operating Companies, Freight Operating Companies, Transport for Wales authority and Welsh Government. Varying commitments and aspirations, all at various stages in the funding lifecycle, will be used to test capacity trade-offs in several Indicative Train Service Specifications (ITSS) in the next phases of the study. As part of the preparatory work for these phases, several meetings have already been held with operators .

A stakeholder session was held on the 05 February 2025 with a vast range of stakeholders invited (c. 50) and an update has been provided on some of the short-term performance assessments as well as an overview of each ITSS to be tested. The outputs of the initial phase identified some of the most prominent existing challenges impacting performance at Cardiff Central and proposes changes that can make improvements to the current state of play. The outputs were shared with stakeholders.

The Economic Analysis remit is currently being finalised and analysis of each ITSS will take place following the completion of the Advanced Timetable Team’s (ATT) capacity analysis for each ITSS. The analysis will vary depending on which ITSS is being tested and how much development the individual aspirations have had.

The next steps are as follows (all dates are indicative):

- Capacity analysis of ITSS all phases completed: August 2025.
- Final report: January 2026.
- Continued stakeholder forums to be arranged in mid-2025 and end of 2025.

## Summary of Recommendations relating to Cardiff Central

The following recommendations are outputs of this workstream and will aim to be implemented for the December 2025 or May 2026 timetables respectively.

Recommendation	Date
Aligned industry response to sub-threshold delay to be implemented	Ongoing
Address long-term platform 0 resolution, aligning with CCEP proposals for platform extension and widening	By 2030
Services using platforms 3 and 4 to cross at Moorland Road Junction	December 2025
Increase Brickyard sidings SRTs to reflect accurate manoeuvre timings	December 2025
Support TfWRL with the fleet introduction of all vehicle classes	Ongoing
Development of platform split project proposals, identifying funding and operational requirements to progress with system display updates in ARS and TRUST	December 2026 (subject to investigation of system capability and cost)
Engage performance analysis to understand any key benefit of platform speed increase work	December 2026

These proposals will require consistent monitoring over the coming timetable changes to evidence demonstrable performance-related benefits and the likely next steps following implementation will be to undertake performance analysis to define the long-term value of these outputs. A further Cardiff Capacity Stakeholder Forum will be scheduled imminently to talk through any updates to these workstreams, followed by regular forums over the coming months. These activities do not impact our position on rights within this application, as detailed in this representation, operating in the Cardiff area.

Three of the Rights sought in this application pass through Cardiff Central station. However, these are existing Firm Rights for which Colas are seeking minor amendments. Not supporting the amendment will not change the impact on capacity at Cardiff Central station as the trains are able to continue to operate in the timetable under their existing Rights.

### Scotland

6B37 (SX) View Park Sidings – Oxwellmains holds two Working Timetable paths for effectively the same train. Following consultation, Colas were approached and commented that they had not relinquished the unused path due to concerns over the Strategic Capacity process. Both these paths hold existing Firm Rights. Given these are amendments to existing Firm Rights, Network Rail is content to agree to the proposed amendments to these Rights and will monitor any unused path and Right concerns through the existing Network Code Part J processes.

Network Rail notes that the Rights sought for West Thurrock and Carlisle Brunthill traffic from Oxwellmains has ceased. However, these trains hold existing Firm Rights which Colas are looking to amend as part of this application. In response, Colas have advised they are looking to preserve the paths and Rights to support business flexibility and growth in the future. Given these are amendments to existing Firm Rights, Network Rail is content to agree to the proposed amendments to these Rights and will monitor any unused path and Right concerns through the existing Network Code Part J processes.

6N47 (SX) Prestwick BP Oil – Grangemouth INEOS holds two Working Timetable paths for effectively the same train. Following consultation, Colas were approached and commented that they had not relinquished the unused path due to the need to support business flexibility and growth in the future. Both these paths hold existing Firm Rights. G processes. Further to this, both Rights for 6N47 (SX) plus the amended Right sought for 6R46 (SX) Grangemouth INEOS – Prestwick BP Oil relate to traffic which has ceased and creates off network capacity issues at Prestwick with GBRf services that are seeking Rights through their 34<sup>th</sup> Supplemental Agreement. Again, given these services haven't Existing Firm Rights, Network Rail is content to agree to the proposed amendments to these Rights and will monitor and seek removal of any unused access rights through the existing Network Code Part J processes.

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

### 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

The following service has not met the 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
6E59	SX	<del>17:11</del> -17:15	<del>18:11</del> -18:15	Kingsbury Oil Sidings	Lindsey Oil Refinery Colas	<del>22:40</del> -22:30	<del>23:40</del> -23:30
6M24	SX	<del>16:43</del> -17:00	<del>17:43</del> -18:00	Lindsey Oil Refinery Colas	Kingsbury Oil Sidings	<del>00:47</del> -01:30	<del>01:47</del> -02:30
6N03	MSX	<del>23:57 (FSX)</del> -23:45 (FSX)	<del>00:57 (MSX)</del> -00:45	Lindsey Oil Refinery Colas	Jarrow Prax Sidings	<del>05:49</del> -05:45	<del>06:49</del> -06:45
6M51	SX	<del>16:50</del> 16:30	<del>17:50</del> 17:30	Baglan Bay Colas Rail	Chirk Kronospan Colas Rail	<del>23:29</del> 23:30	<del>00:29</del> -00:30

Mitigation plans for each of the above trains are detailed below:-

6E59 SX – performance for this service has improved in recent periods achieving 87.5 % on-time despatch in period 13 (94.2 % for the previous 3 months). Colas Rail have been working with Network Rail and DB Cargo to look at ways of improving performance at Kingsbury. It has been identified that the departure delays are terminal issues rather than operator performance. As a result, adjustments to the train timings have been agreed by all parties, and it is expected that this will result in an increase in performance when they are implemented.

6M24 SX - performance for this service has improved in recent periods achieving 94.7 % on-time despatch in period 13 (86.2 % for the previous 3 months). Prax, the end customer, have suffered a number of operational issues at Lindsey, mostly around shunt loco and wagon failures (causing wagons to be shunted out of train formations at short notice). Prax supply all wagons for this contract, and have been active in sourcing additional wagons into their fleet, with 41 joining the fleet imminently.

As Kingsbury is the primary delivery location, updated wagons have been targeted on this flow.

6N03 MSX - performance for this service shows 78.3 % on-time despatch (77.6 % for the previous 3 months). The comments related to Lindsey are also relevant to this service and this flow will also benefit from use of the updated wagons.

6M51 SX – this service ran sporadically during the early part of 2025, as the end customer did not secure the timber harvesting contract in South Wales. Services will return later in the year. An on-time despatch policy has recently been agreed with the end customer on their other flows.

All other headcodes, for rights supported by Network Rail, in this application passed the criteria outlined at the start of this section, so Network Rail is satisfied that the services perform well and that no further analysis is required.

### **Conclusion**

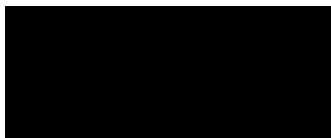
In this representation letter we have confirmed that we can partially support the access rights sought in this application, with Firm 1 hour windows with amendments to timing loads and windows where relevant, as outlined in this representation in Annex B.

This letter also confirms we do not support the access rights detailed in Annex C in line with ORRs guidance on the Use of capacity (Office Rail and Road, 2022, Guidance on the Use of Capacity, ORR.gov, <https://www.orr.gov.uk/sites/default/files/2022-07/guidance-on-the-use-of-capacity.pdf>, reference, 01/06/2025) where the operator has not demonstrated a clear intention and ability to use the capacity.

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



Sarah McCarthy  
**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	Withdrawn	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	Rejected	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	Approved					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	Rejected	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	Rejected	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
6H51	<del>TWT</del> <del>FO</del> -MSX	<del>02:18</del> 02:30	<del>03:18</del> 03:30	Oxwellmains Lafarge Colas	Inverness Milburn Colas	<del>09:32</del> -10:30	<del>10:32</del> -11:30
6B31***	SX -MSX	<del>17:29</del> -17:30	<del>18:29</del> -18:30	Inverness Milburn Colas Rail	Oxwellmains Lafarge Colas	<del>23:57</del> -23:45	<del>00:57</del> -00:45
6A65	SX	<del>05:44</del> 05:30	<del>06:44</del> 06:30	Oxwellmains Lafarge Colas	Aberdeen Craiginchies Colas	<del>11:57</del> -12:00	<del>12:57</del> -13:00
6B32***	SX	<del>16:22</del> -16:30	<del>17:22</del> -17:30	Aberdeen Craiginchies Colas	Oxwellmains Lafarge Colas	<del>20:26</del> -20:30	<del>21:26</del> -21:30
6B33	SuO	09:15	10:15	Millerhill Yard	Oxwellmains Lafarge Colas	10:30	11:30
6B36	<del>MTW</del> <del>FO</del> -SX	<del>18:55</del> -19:00	<del>19:55</del> -20:00	Aberdeen Craiginchies Colas	Oxwellmains Lafarge Colas	23:15	00:15
6B34***	SO	13:45	14:45	Viewpark Sidings Colas	Oxwellmains Lafarge Colas	16:30	17:30
6B35	SO	<del>11:52</del> -11:45	<del>12:52</del> -12:45	Viewpark Sidings Colas	Oxwellmains Lafarge Colas	<del>14:43</del> -14:45	<del>15:43</del> -15:45
6B37***	SX	<del>15:54</del> -15:45	<del>16:54</del> -16:45	Viewpark Sidings Colas	Oxwellmains Lafarge Colas	<del>18:44</del> -18:30	<del>19:44</del> -19:30
6B37***	SX	<del>18:18</del> -18:30	<del>19:18</del> -19:30	Viewpark Sidings Colas	Oxwellmains Lafarge Colas	<del>20:46</del> 20:30	<del>21:46</del> 21:30
6D62***	SX	<del>06:47</del> 06:45	<del>07:47</del> 07:45	Oxwellmains Lafarge Colas	Viewpark Sidings Colas	<del>10:24</del> -10:30	<del>11:24</del> -11:30
6D64***	SO	<del>03:27</del> 03:30	<del>04:27</del> 04:30	Oxwellmains Lafarge Colas	Viewpark Sidings Colas	<del>07:22</del> 07:30	<del>08:22</del> 08:30
6M01	MSX	<del>03:11</del> 03:00	<del>04:11</del> 04:00	Oxwellmains Lafarge Colas	Carlisle Brunthill Colas	<del>08:41</del> 08:45	<del>09:41</del> 09:45
6S09	MSX	<del>13:11</del> -13:15	<del>14:11</del> -14:15	Carlisle Brunthill Colas	Oxwellmains Lafarge Colas	<del>18:21</del> -18:45	<del>19:21</del> -19:45
6E90	SO	<del>06:13</del> 06:15	<del>07:13</del> 07:15	Oxwellmains Lafarge Colas	Seaham Harbour Colas	<del>11:37</del> -11:30	<del>12:37</del> -12:30
6E90	SX - Y	<del>06:13</del> 06:15	<del>07:13</del> 07:15	Oxwellmains Lafarge Colas	Seaham Harbour Colas	<del>10:27</del> -10:30	<del>11:27</del> -11:30
6E92	MSX	<del>03:16</del> 03:15	<del>04:16</del> 04:15	Oxwellmains Lafarge Colas	Seaham Harbour Colas	<del>08:16</del> 08:00	<del>09:16</del> 09:00
6E92	SO	04:00	05:00	Oxwellmains Lafarge Colas	Seaham Harbour Colas	08:00	09:00
6S26	SO	<del>17:43</del> -17:15	<del>18:43</del> -18:15	Seaham Harbour Colas	Oxwellmains Lafarge Colas	<del>20:43</del> -21:00	<del>21:43</del> -22:00
6S26	SX	<del>14:17</del> -14:30	<del>15:17</del> -15:30	Seaham Harbour Colas	Oxwellmains Lafarge Colas	<del>17:48</del> -17:45	<del>18:48</del> -18:45
6S27***	SO	13:30	14:30	Seaham Harbour Colas	Oxwellmains Lafarge Colas	18:30	19:30
6S28***	SX	17:30	18:30	Seaham Harbour Colas	Oxwellmains Lafarge Colas	21:45	22:45
6E54***	FO - Y	<del>04:50</del> 04:30	<del>05:50</del> 05:30	Oxwellmains Lafarge Colas	York Yard Reception Sdgs	<del>14:44</del> -13:15	<del>15:44</del> -14:15
6E66***	FO	21:00	22:00	Oxwellmains Lafarge Colas	Neville Hill Up Sidings	03:45	04:45
6S29	MSX	12:15	13:15	Neville Hill Up Sidings	Oxwellmains Lafarge Colas	20:15	21:15
6S29***	SO	12:15	13:15	Neville Hill Up Sidings	Oxwellmains Lafarge Colas	19:15	20:15
6M66***	FSX	<del>20:55</del> -21:00	<del>21:55</del> -22:00	Oxwellmains Lafarge Colas	West Thurrock Sidings FHH	<del>12:35</del> -12:30	<del>13:35</del> -13:30



0D25***	SX	17:45	18:45	Barnetby Sidings Colas	Lindsey Oil Refinery Colas	18:15	19:15
0D39***	MO	03:00	04:00	Lindsey Oil Refinery Colas	Barnetby Sidings Colas	03:30	04:30
0D48***	MSX	10:15	11:15	Lindsey Oil Refinery Colas	Barnetby Sidings Colas	10:45	11:45
0D48***	SO	10:15	11:15	Lindsey Oil Refinery Colas	Barnetby Sidings Colas	10:45	11:45
0D57***	SO	04:30	05:30	Barnetby Sidings Colas	Lindsey Oil Refinery Colas	05:00	06:00
0D57***	SX	04:00	05:00	Barnetby Sidings Colas	Lindsey Oil Refinery Colas	04:30	05:30
0D57***	SuO	09:00	10:00	Barnetby Sidings Colas	Lindsey Oil Refinery Colas	09:30	10:30
0D58***	SO	21:00	22:00	Lindsey Oil Refinery Colas	Barnetby Sidings Colas	21:30	22:30
0D58***	SX	23:00	00:00	Lindsey Oil Refinery Colas	Barnetby Sidings Colas	23:30	00:30
6E46***	MX <del>MSX</del>	<del>03:54</del> -04:00	<del>04:54</del> -05:00	Kingsbury Oil Sidings	Lindsey Oil Refinery Colas	<del>09:23</del> -09:15	<del>10:23</del> -10:15
6E39	SuO	21:30	22:30	Kingsbury Oil Sidings	Lindsey Oil Refinery Colas	02:15	03:15
6E59***	SO	<del>15:11</del> -15:15	<del>16:11</del> -16:15	Kingsbury Oil Sidings	Lindsey Oil Refinery Colas	<del>20:11</del> -20:00	<del>21:11</del> -21:00
6E59	SX	<del>17:11</del> -17:15	<del>18:11</del> -18:15	Kingsbury Oil Sidings	Lindsey Oil Refinery Colas	<del>22:40</del> -22:30	<del>23:40</del> -23:30
6M24	SX	<del>16:43</del> -17:00	<del>17:43</del> -18:00	Lindsey Oil Refinery Colas	Kingsbury Oil Sidings	<del>00:47</del> -01:30	<del>01:47</del> -02:30
6M24	SX	19:30	20:30	Lindsey Oil Refinery Colas	Kingsbury Oil Sidings	01:30	02:30
6M57	SO	<del>06:47</del> -07:00	<del>07:47</del> -08:00	Lindsey Oil Refinery Colas	Kingsbury Oil Sidings	<del>12:38</del> -12:45	<del>13:38</del> -13:45
6M57	SuO	11:45	12:45	Lindsey Oil Refinery Colas	Kingsbury Oil Sidings	17:30	18:30
0D05***	FO	22:15	23:15	Barnetby Sidings Colas	Lindsey Oil Refinery Colas	22:45	23:45
0D05***	FSX	22:00	23:00	Barnetby Sidings Colas	Lindsey Oil Refinery Colas	21:30	23:30
0D05***	SuO	21:00	22:00	Barnetby Sidings Colas	Lindsey Oil Refinery Colas	21:30	22:30
0D43***	SO	23:00	00:00	Lindsey Oil Refinery Colas	Barnetby Sidings Colas	23:30	00:30
0D43***	SX	20:30	21:30	Lindsey Oil Refinery Colas	Barnetby Sidings Colas	21:00	22:00
6D43	SO	16:00	17:00	Jarrow Prax Sidings	Lindsey Oil Refinery Colas	22:15	23:15
6D43	SX	<del>15:24</del> 15:15	<del>16:24</del> 16:15	Jarrow Prax Sidings	Lindsey Oil Refinery Colas	<del>21:00</del> 20:00	<del>22:00</del> 21:00
6N03	MSX	<del>23:57</del> (FSX) -23:45 (FSX)	<del>00:57</del> (MSX) -00:45	Lindsey Oil Refinery Colas	Jarrow Prax Sidings	<del>05:49</del> -05:45	<del>06:49</del> -06:45
6N03***	SO	00:15	01:15	Lindsey Oil Refinery Colas	Jarrow Prax Sidings	06:30	07:30
6N03	SuO	<del>22:25</del> -22:30	<del>23:25</del> -23:30	Lindsey Oil Refinery Colas	Jarrow Prax Sidings	<del>05:49</del> -05:45	<del>06:49</del> -06:45
0D78***	WTh O	06:00	07:00	Barnetby Sidings Colas	Lindsey Oil Refinery Colas	06:30	07:30
0D85***	WTh O	18:45	19:45	Lindsey Oil Refinery Colas	Barnetby Sidings Colas	19:15	20:15
6D79***	<del>WTh</del> WTh O	<del>00:00</del> -08:00	<del>24:00</del> 09:00	Lindsey Oil Refinery Colas	Neville Hill Depot	<del>00:00</del> -12:15	<del>24:00</del> 13:15
6D80***	<del>WTh</del> WTh O	<del>00:00</del> -14:00	<del>24:00</del> 15:00	Neville Hill Depot	Lindsey Oil Refinery Colas	<del>00:00</del> -17:00	<del>24:00</del> 18:00
6N47	SX	<del>13:10</del> 13:30	<del>14:10</del> 14:30	Prestwick B.P. Oil	Grangemouth Ineos	<del>16:36</del> 16:00	<del>17:36</del> 17:00
6N47	<del>TF</del> -SX	<del>16:26</del> 16:30	<del>17:26</del> 17:30	Prestwick B.P. Oil	Grangemouth Ineos	<del>19:49</del> 19:30	<del>20:49</del> 20:30

6R46	SX	<del>06:11</del> -06:30	<del>07:11</del> -07:30	Grangemouth Ineos	Prestwick B.P. Oil	<del>09:41</del> -09:30	<del>10:41</del> 10:30
6C37	SX	<del>21:55</del> -22:00	<del>22:55</del> -23:00	Chirk Kronospan Colas Rail	Carlisle Yard Colas Rail	<del>03:36</del> -03:30	<del>04:36</del> -04:30
6C37***	SX	<del>22:37</del> -23:00	<del>23:37</del> -00:00	Chirk Kronospan Colas Rail	Carlisle Yard Colas Rail	<del>04:18</del> -04:30	<del>05:18</del> -05:30
6C37	SuO	10:00	11:00	Chirk Kronospan Colas Rail	Carlisle Yard Colas Rail	<del>17:24</del> -17:30	<del>18:24</del> -18:30
6J37	SX - Y	<del>11:29</del> 11:30	<del>12:29</del> 12:30	Carlisle Yard Colas Rail	Chirk Kronospan Colas Rail	<del>19:03</del> -19:00	<del>20:03</del> 20:00
<del>6V38</del> -6J37***	SO	<del>12:39</del> 12:30	<del>13:39</del> 13:30	Carlisle Yard Colas Rail	Chirk Kronospan Colas Rail	<del>20:52</del> 19:00	<del>21:52</del> 20:00
0V51	SX	13:30	14:30	Port Talbot Up Sidings	Baglan Bay Colas Rail	14:00	15:00
0V54	SX	<del>11:15</del> 12:15	<del>12:15</del> 13:15	Baglan Bay Colas Rail	<del>Cardiff Canton Sidings</del> -Port Talbot Up Sidings	<del>12:34</del> 12:45	<del>13:34</del> 13:45
6M51***	SX	<del>16:50</del> 16:30	<del>17:50</del> 17:30	Baglan Bay Colas Rail	Chirk Kronospan Colas Rail	<del>23:29</del> 23:30	<del>00:29</del> -00:30
6V54	SX	<del>05:05</del> -05:00	<del>05:05</del> -06:00	Chirk Kronospan Colas Rail	Baglan Bay Colas Rail	<del>10:22</del> 10:15	<del>11:22</del> 11:15
0B39	FO	21:30	22:30	Irvine Caledonian Paper	Grangemouth Ineos	23:45	00:45
0R38	SuO	16:30	17:30	Grangemouth Ineos	Irvine Caledonian Paper	18:30	19:30
6A32	FO	<del>06:37</del> -06:45	<del>07:37</del> -07:45	Mossend Down Yard	<del>Aberdeen Waterloo</del> -Aberdeen Waterloo Colas	<del>11:40</del> 11:30	<del>12:40</del> 12:30
6A34	WO	04:30	05:30	Barassie Sidings	<del>Aberdeen Waterloo</del> -Aberdeen Waterloo Colas	<del>11:02</del> 09:45	<del>12:02</del> 10:45
6A86	MO	04:45	05:45	Barassie Sidings	Aberdeen Waterloo Colas	11:00	12:00
6R38	MSX - Y	13:30	14:30	Aberdeen Waterloo Colas	Irvine Caledonian Paper	21:30	22:30
0M87	WO	22:00	23:00	Irvine Caledonian Paper	Carlisle New Yard	02:15	03:15
6M84	MO	13:30	14:30	Aberdeen Waterloo Colas	Carlisle New Yard	21:45	22:45
6M84	WO - Y	<del>13:35</del> 13:30	<del>14:35</del> 14:30	<del>Aberdeen Waterloo</del> -Aberdeen Waterloo Colas	<del>Workington Docks</del> Workington Docks Colas	<del>07:55</del> -08:00	<del>08:55</del> -09:00
6M89***	SX	05:30	06:30	Carlisle New Yard	Workington Docks Colas	08:00	09:00
4M20	SX	17:45	18:45	Dewsbury Colas Rail	Longport LR Colas	01:30	02:30
6E29	SX	08:00	09:00	Longport LR Colas	Dewsbury Colas Rail	13:30	14:30

\*\*\*These are dependent on Colas 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
6E66	FSX	21:00	22:00	Oxwellmains Larfarge Colas	Hunslet Yard Colas Rail	03:45	04:45
6E46	SO	04:00	05:00	Kingsbury Oil Sidings	Lindsey Oil Refinery Colas	09:15	10:15
6M57	SX	06:45	07:45	Lindsey Oil Refinery Colas	Kingsbury Oil Sidings	<del>12:43</del> -12:45	<del>13:43</del> -13:45
6J37	SX - Y	<del>12:28</del> 12:30	<del>13:28</del> 13:30	Carlisle Yard Colas Rail	Chirk Kronospan Colas Rail	<del>19:03</del> -19:00	<del>20:03</del> 20:00

6C32	MSX	<del>03:08</del> -03:10	<del>04:08</del> -04:10	Dalston Oil Terminal	Carlisle New Yard	<del>04:06</del> -04:10	<del>05:06</del> -05:10
6C32	<del>MO</del> -SO	<del>03:20</del> -03:10	<del>04:20</del> -04:10	Dalston Oil Terminal	Carlisle New Yard	<del>04:22</del> -04:10	<del>05:22</del> -05:10
6C33	MSX	<del>04:41</del> -04:40	<del>05:41</del> -05:40	Carlisle New Yard	Dalston Oil Terminal	<del>05:01</del> -05:00	<del>06:01</del> -06:00
6C33	SO	<del>04:41</del> -04:40	<del>05:41</del> -05:40	Carlisle New Yard	Dalston Oil Terminal	<del>05:01</del> -05:00	<del>06:01</del> -06:00
6C34	MSX	<del>05:20</del> -05:45	<del>06:20</del> -06:45	Dalston Oil Terminal	Carlisle New Yard	<del>06:21</del> -07:00	<del>07:21</del> -08:00
6C34	SO	<del>05:20</del> -06:00	<del>06:20</del> -07:00	Dalston Oil Terminal	Carlisle New Yard	<del>06:21</del> -07:00	<del>07:21</del> -08:00
6C35	MSX	<del>07:22</del> -08:00	<del>08:22</del> -09:00	Carlisle New Yard	Dalston Oil Terminal	<del>07:51</del> -08:30	<del>08:51</del> -09:30
6C35	SO	<del>07:11</del> -07:30	<del>08:11</del> -08:30	Carlisle New Yard	Dalston Oil Terminal	<del>07:39</del> -08:15	<del>08:39</del> -09:15
6M34	<del>FSX</del> -SX	<del>19:01</del>	<del>20:01</del>	Grangemouth Ineos	<del>Carlisle New Yard</del> -Dalston Oil Terminal	<del>01:40</del> -02:45	<del>02:40</del> -03:45
6S36	MSX	<del>08:20</del> -09:00	<del>09:20</del> -10:00	Dalston Oil Terminal	Grangemouth Ineos	<del>13:20</del> 14:45	<del>14:20</del> 15:45
6S36	SO	<del>08:17</del> -09:00	<del>09:17</del> -10:00	Dalston Oil Terminal	Grangemouth Ineos	<del>15:22</del> 14:30	<del>16:22</del> 15:30
6S96	ThO	<del>12:47</del> 12:45	<del>13:47</del> 13:45	<del>Sinfin Sidings</del> -Sinfin Sidings Colas	Grangemouth Ineos	<del>04:53</del> -23:30	<del>05:53</del> -00:30
<del>6B47</del> -6A47	FO	<del>07:41</del> -07:30	<del>08:41</del> -08:30	<del>Aberdeen Craiginches</del> -Aberdeen Craiginches Colas	<del>Aberdeen Waterloo</del> -Aberdeen Waterloo Colas	<del>11:02</del> 08:30	<del>12:02</del> 09:30
6E32	<del>SX</del> -SX - Y	<del>08:25</del> -09:30	<del>09:25</del> -10:30	Colas Ribble Rail	<del>Lindsey Oil Refinery</del> -Lindsey Oil Refinery Colas	<del>13:41</del> 13:30	<del>14:41</del> 14:30
6E32	SO	<del>08:25</del> -08:30	<del>09:25</del> -09:30	Colas Ribble Rail	<del>Lindsey Oil Refinery</del> -Lindsey Oil Refinery Colas	<del>14:17</del> 14:30	<del>15:17</del> 15:30
6M32	<del>SX</del> -SX - Y	<del>02:48</del> -02:45	<del>03:48</del> -03:45	Lindsey Oil Refinery Colas	Colas Ribble Rail	<del>07:38</del> -08:15	<del>08:38</del> -09:15
6M32	SO	<del>01:40</del> -02:45	<del>02:40</del> -03:45	Lindsey Oil Refinery Colas	Colas Ribble Rail	<del>07:26</del> -08:15	<del>08:26</del> -09:15
0D45	MSX -Y	16:30	17:30	Haverton Total Colas	Doncaster Colas Sidings	19:45	20:45
0D45	MSX -Y	16:30	17:30	Haverton Total Colas	Barnetby Sidings Colas	20:30	21:30
0D22	SX	14:30	15:30	Barnetby Sidings Colas	Lindsey Oil Refinery Colas	15:00	16:00
6M51	SX	<del>15:38</del> 15:30	<del>16:38</del> 16:30	Baglan Bay Colas Rail	Chirk Kronospan Colas Rail	<del>23:29</del> 23:30	<del>00:29</del> -00:30
6C48	ThO	<del>08:20</del> -08:30	<del>09:20</del> -09:30	<del>Workington Docks</del> Workington Docks Colas	Carlisle New Yard	<del>09:39</del> -09:30	<del>10:39</del> 10:30
0D42	FSX - Y	21:45	22:45	Barnetby Sidings Colas	Haverton Total Colas	00:45	01:45
0D42	FSX - Y	22:15	23:15	Doncaster Colas Sidings	Haverton Total Colas	00:45	01:45
6E43	MSX -Y	09:30	10:30	Colas Ribble Rail	Haverton Total Colas	15:00	16:00
6M43	MSX -Y	02:00	03:00	Haverton Total Colas	Colas Ribble Rail	08:15	09:15

#### Annex D – Rights that Colas want to relinquish

Train Reporting	Days per Week	Departure Window	Departure Window To	Origin	Destination	Arrival Window	Arrival Window To
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Number	k	From				From	
6C35	MSX - Y	02:20	03:20	Aberthaw Tarmac Colas Rail	Moorswater Colas Rail	12:33	13:33
6C35	MSX - Y	02:20	03:20	Aberthaw Tarmac Colas Rail	Westbury Tarmac Colas Rail	04:53	05:53
6H51	FO	02:18	03:18	Oxwellmains Lafarge Colas	Inverness Milburn Colas	09:32	10:32
6H51	MO	05:25	06:25	Oxwellmains Lafarge Colas	Inverness Milburn Colas	14:22	15:22
6B31^^^	MO	17:29	18:29	Inverness Milburn Colas Rail	Oxwellmains Lafarge Colas	23:57	00:57
6B36	ThO	18:55	19:55	Aberdeen Craiginchies Colas	Oxwellmains Lafarge Colas	23:17	00:17
4S26	SX			Seaham Harbour Colas	Oxwellmains Lafarge Colas		
6J37	FO	14:10	15:10	Ribblehead Virtual Quarry	Chirk Kronospan Colas Rail	19:03	20:03
0B54	SX	13:06	14:06	Cardiff Canton Sidings	Baglan Bay Colas Rail	14:14	15:14
0C35	MO	22:13	23:13	Cardiff Canton Sidings	Aberthaw Tarmac Colas Rail	22:58	23:58
0C35	FO	17:14	18:14	Aberthaw Tarmac Colas Rail	Cardiff Canton Sidings	18:22	19:22
6M34	FO	20:00	21:00	Grangemouth Ineos	Carlisle New Yard	01:41	02:41
0E32	FSX	00:46	01:46	Immingham Transit Quay	Lindsey Oil Refinery	01:12	02:12
0E32	SX	12:59	13:59	Lindsey Oil Refinery	Immingham Transit Quay	14:06	15:06
0D63	FO	23:26	00:26	Immingham Transit Quay	Lindsey Oil Refinery	23:54	00:54
0D61	SO	15:55	16:55	Lindsey Oil Refinery	Immingham Transit Quay	16:19	17:19
0D62	SuO	17:54	18:54	Immingham Transit Quay	Lindsey Oil Refinery	18:21	19:21
6E32	FSX	08:10	09:10	Colas Ribble Rail	Lindsey Oil Refinery	13:04	14:04
0B43	TO	10:04	11:04	Prestwick B.P. Oil	Irvine Caledonian Paper	10:19	11:19
6A32	WO	05:22	06:22	Mossend Down Yard	Aberdeen Waterloo	09:47	10:47
6B43	TO	10:47	11:47	Irvine Caledonian Paper	Barassie Sidings	10:59	11:59
6D84	WO	13:15	14:15	Aberdeen Waterloo	Mossend Down Yard	18:51	19:51
0B42	MO	10:02	11:02	Workington Docks	Grangemouth Ineos	14:22	15:22
6B40	SuO	11:43	12:43	Mossend Up Sidings	Carlisle New Yard	14:12	15:12
6B41	MO	05:54	06:54	Carlisle New Yard	Workington Docks	07:51	08:51
6C17	ThO	05:33	06:33	Carlisle New Yard	Workington Docks	08:00	09:00
6D84	SO	17:30	18:30	Aberdeen Waterloo	Mossend Down Yard	22:56	23:56

^^^ Network Rail do not support this relinquishment as stated in the **Capacity** section of this letter.