



Megan Holman
Customer Relationships Executive
Network Rail
Waterloo General Office
London
SE1 8SW

Emyl Lewicki
Office of Rail and Road
25 Cabot Square,
London
WC2B 4AN

04 July 2025

Network Rail Representations for the 26th Supplemental Agreement submitted 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 final representations from Network Rail Infrastructure Limited (Network Rail) for the 26th 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 the 14 March ECML 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', 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.

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, Section 6 'Congested Infrastructure' and the ECML Timetable Development' 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 one of those locations:-

- 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 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 Access Rights sought in this application

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

- 18 Firm Access Rights with 1 hour windows to commence on approval until PCD 2026. Twelve of these trains are currently running under Contingent Rights, originally for the December 2024 timetable as a General Approval in the 29th SA, and now dated until the end date of May 2025 timetable and were granted these Contingent Rights in the Freightliner Heavy Haul 32nd SA General Approval submitted in line with the Interim Approach taken by Network Rail.

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 the operation of aggregates traffic to/from the Peak District. Details of the exact services can be found in Annexes B and C.

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:

- Eight of the prospective Access Rights interact with the ECML
- Fifteen of the prospective Rights pass through Sheffield.
- Fifteen of the prospective Rights use the Sheffield – Derby and Derby – Birmingham routes.

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. This application contains unsupported Rights which would be in addition to the proposed ECML December 2025 timetable.

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 two of the Rights sought that it would not support due to not being submitted within Freightliner Heavy Haul Access Proposal submitted at D-40 for December 2025 timetable. There are three rights which have paths in the December 2025 timetable which are materially different to those requested in this application and consequently consulted. Network Rail is not supportive of these rights. The Rights which Network Rail do not support are shown in Annex C.

As part of this application, Rights were sought for 4D40 (SX) Hope Earles Sidings – Llandudno Junction TC. The Right sought for 4D40 has a departure window of 06.00 - 07.00 and an arrival window of 09.25 - 10.25 but the offered December 2025 paths are for a 22.02 departure and 00.57 arrival. Due to the offered path in the December 2025 timetable being significantly different from the original application and, given Network Rail has assessed on one set of origin and departure windows, we would not be supportive of these Rights. Additionally, Network Rail highlights that industry consultation took place for the right as originally sought with an 06:00 - 07:00 departure and arrival of 09:25 - 10:25, a material difference to the right now required to support the path as offered in the timetable. It is also worth noting the offered path associated with the Right sought for 4D40 has a headcode of 4D02.

In addition, Rights were also sought for 6H40 (SX) Llandudno Junction TC - Hope Earles Sidings. The Right sought for 6H40 has a departure window of 16.50 - 17.50 and an arrival window of 22.00 - 23.00 but the offered December 2025 paths are for a 20.55 departure and 02.52 arrival. Due to the offered path in the December 2025 timetable being significantly different from the original application and, given Network Rail has consulted on one set of origin and departure windows, we would not be supportive of these Rights. Further to this, the Rights sought were for a 2400t timing load whilst the path offered in the December 2025 Working Timetable is for a 2200t timing load. Additionally, Network Rail highlights that industry consultation took place for the right as originally sought with an 16:50 - 17:50 departure and arrival of 22:00 - 23:00, a material difference to the right now required to support the path as offered in the timetable. It is also worth noting the offered path associated with the Right sought for 6H40 has a headcode of 6H14.

In addition, Rights were also sought for 6M07 (EWD) Drax AES - Hope Earles Sidings. The Right sought for 6M07 has a departure window of 15.10 - 16.10 and an arrival window of 19.25 - 20.25 but the offered December 2025 paths are for 03.28 (MO), 03.30 (TThO) and (WFO), and 06.02 (SO) departures and 06.17 (MO) and (TThO), 06.22 (WFO) and 09.54 (SO) arrivals. Due to the offered path in the December 2025 timetable being significantly different from the original application and, given Network Rail has consulted on one set of origin and departure windows, we would not be supportive of these Rights. Additionally, Network Rail highlights that industry consultation took place for the right as originally sought with an 15:10 - 16:10 departure and arrival of 19:25-20:25, a material difference to the right now required to support the path as offered in the timetable. It is also worth noting the offered path associated with the Right sought for 6H40 has a headcode of 6H14.

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.

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

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.

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 nine 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 6L82 (SX) Tunstead Sidings – Kennett (FHH) is for an SX schedule but the Working Timetable path is MSX only. Network Rail would support a MSX Right.
- The Right sought for 6L34 (SX) Tunstead Sidings – Bow East FLHH is for an SX schedule but the Working Timetable path is FSX only. Network Rail would support a FSX Right.
- The Right sought for 6L80 (SX) Tunstead Sidings – Marks Tey is for an SX schedule but the Working Timetable path is MSX only. Network Rail would support a MSX Right.
- The Right sought for 6M98 (SX) Marks Tey - Tunstead Sidings is for an SX schedule but the Working Timetable path is MSX only. Network Rail would support a MSX Right.
- The Right sought for 4E06 (EWD) Hope Earles Sidings – Immingham Dock CT includes a crew change stop at Mexborough. The December 2025 Working Timetable path does not include this stop. Network Rail supports the other amendments to this Right but not the addition of a Mexborough stop.
- The Right sought for 6M02 (SX) Bow East - Tunstead Sidings is for an SX schedule but the Working Timetable path is MSX only. Network Rail would support a MSX Right. It is also worth highlighting that this train has a different headcode, 6M01, in the December 2025 Working Timetable.

- It is also worth highlighting that 6M01 (SX) Kennett (FHH) - Tunstead Sidings has been accommodated in the December 2025 Working Timetable as 6M01 MSX only and on Mondays only with a different headcode, 6M16. Network Rail would support an MSX Right.
- The Right sought for 6E80 (SX) Bow East – Barrow Hill Siding No 1 includes crew change stops at Peterborough and Melton Mowbray. This is correct for MSX but on Mondays only the December 2025 Working Timetable path is routed a different way and does not include these stops. Network Rail supports the other amendments to this Right but not the addition to the Mondays only Right for crew change stops at Peterborough and Melton Mowbray. The Peterborough call is additional to the proposed ECML December 2025 timetable and would change the assumptions on which the proposed ECML December 2025 timetable was developed, modelled and recommended for progression into the development period. Consequentially it's inclusion could have an impact on the operation and performance of the timetable.
- The Right sought for 6D49 (SX) Tunstead Sidings – Luton Crescent Road is for a 2600t timing load which is correct for MSX but the Working Timetable path on Monday only is a 2000t timing load. Network Rail would support a 2000t timing load on Mondays only and 2600t for MSX.

If Freightliner Heavy Haul 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.

Network Rail are not supportive of five rights in the Freightliner Heavy Haul 26th Supplemental Agreement (SA) for reasons laid out in the Rights not supported section of this letter. Aspirational train paths aligned to these five unsupported Rights in the Freightliner Heavy Haul 26th SA present conflicts against the May 2025 Timetable and rights in the DB Cargo 85th, Devon & Cornwall Railway 2nd, Freightliner Heavy Haul 25th, Freightliner Limited 24th, GB Railfreight 34th and Legge 2nd SA's plus Cross Country's 38th, TfW 28th and TPT's 58th SA's. 6M07 would also be additional to the proposed December 2025 ECML timetable.

ORR should be aware that if rights were directed for any of the five unsupported rights in the Freightliner Heavy Haul 26th SA then this could involve a trade-off against the rights in the conflicting SAs. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

ECML

Please refer to text earlier in this letter.

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

Conclusion

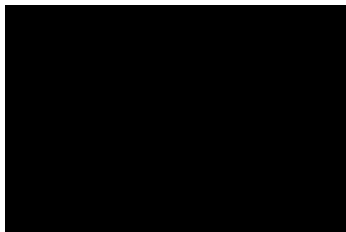
In this representation letter we have confirmed that we can partially support the access rights sought in this application, either with Firm 1 hour windows with amendments to timing loads and windows where relevant, as outlined in this representation in Annex B.

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



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	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
6L82***	SX	00:23	01:23	TUNSTEAD SDGS	KENNETT (FHH)	06:29	07:29
6M01***	SX	15:50	16:50	KENNETT (FHH)	TUNSTEAD SDGS	22:56	23:56
6L34***	SX	22:41	23:41	TUNSTEAD SDGS	BOW EAST FLHH (OLYMPICS)	06:05	07:05
6M80	SX	14:35	15:35	BOW EAST FLHH (OLYMPICS)	TUNSTEAD SDGS	21:11	22:11
6E80***	SX	14:35	15:35	BOW EAST FLHH (OLYMPICS)	BARROW HILL UP SDG NO 1	21:27	22:27
6M01	SX	21:31	22:31	BARROW HILL UP SDGS NO 2-3	TUNSTEAD SDGS	22:56	23:56
6D49***	SX	04:53	05:53	TUNSTEAD SDGS	LUTON CRESCENT ROAD (FHH)	11:11	12:11
6M80	SX	16:16	17:16	LUTON CRESCENT ROAD (FHH)	TUNSTEAD SDGS	21:11	22:11
6L80***	SX	00:23	01:23	TUNSTEAD SDGS	MARKS TEY FLHH	08:04	09:04
6M98***	SX	13:40	14:40	MARKS TEY FLHH	TUNSTEAD SDGS	21:11	22:11
4E02	EWD	07:50	08:50	HOPE EARLES SIDINGS	DRAX AES (FLHH)	11:15	12:15
4E06***	SX	03:30	04:30	HOPE EARLES SIDINGS	IMMINGHAM DOCK CT (FHH)	05:25	06:25
6M02***	SX	14:35	15:35	BOW EAST FLHH (OLYMPICS)	TUNSTEAD SDGS	22:56	23:56

***This is dependent on Freightliner Heavy Haul 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 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
4D40	SX	06:00	07:00	HOPE EARLES SIDINGS	LLANDUDNO JN TC	09:25	10:25
6H40	SX	16:50	17:50	LLANDUDNO JN TC	HOPE EARLES SIDINGS	22:00	23:00
6V80	SX	12:10	13:10	MARKS TEY FLHH	BRENTFORD TOWN DAYS FLHH	23:02	00:02

6M07	EWD	15:10	16:10	DRAX AES (FLHH)	HOPE EARLES SIDINGS	19:25	20:25
6M06	SX	21:45	22:45	IMMINGHAM DOCK CT (FHH)	HOPE EARLES SIDINGS	00:30	01:30