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**Network Rail Representations for the 2<sup>nd</sup> Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail Infrastructure Limited and Varamis Limited dated 11 December 2016.**

This letter provides final representations from Network Rail Infrastructure Limited (Network Rail) for the 2nd Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail and Varamis Limited (Varamis) dated 05 August 2022.

This representation builds upon the representations submitted by Network Rail for this application on the 28 June 2024 and 22 November 2024, and the 14 March ECML General Representation n 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', Varamis 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 dated 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 dated 28 June 2024.

Further to this Network Rail issued a General Representation on the East Coast Mainline (ECML) to ORR dated 14 March 2025.

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

### **Summary of Rights Sought**

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

- 18 Firm Access Rights with 1 hour windows to commence on approval until PCD 2026. 8 of these trains are currently running under Contingent Rights dated until the end date of the May 2025 timetable and were granted these Contingent Rights in the Varamis 5<sup>th</sup> SA General Approval 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 cover traffic which spans across all Network Rail Routes and Regions except for Wales & Western and Southern Regions, carrying express freight. Details of the exact services can be found in Annexes B, C and D.

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

- 6 of the prospective access rights interact with the ECML
- 6 of the prospective rights use the Birmingham area.
- 10 of the prospective rights use West Coast Main Line (WCML) South. However, they do not operate into or out of London Euston on the WCML South fast lines.

### **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 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 ten of the Rights sought that it would not support due to the reasons above. Six of these paths were not included in the proposed ECML ESG December 2025 Working Timetable and Network Rail were subsequently informed that Varamis did not wish to pursue these Rights in this application. Network Rail understands Varamis have not provided an up-to-date application to Network Rail or the ORR. The remaining four Rights were not submitted in Varamis's Access Proposal submitted at D-40 and Network Rail would not look to support a Right where there is no corresponding path in the Working Timetable.

### **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.

### **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 six services which have characteristics different to what were originally submitted and we are able to support these as set out below.

The Right sought for 1M04 (SX) Mossend – Birmingham International includes a crew change stop at Carlisle for all days. The December 2025 Working Timetable paths does not include this stop on Fridays. Network Rail supports the other amendments to this Right but not the addition of a Carlisle stop on Fridays and would ask that this is stated in the special terms for the right within the Schedule 5 rights tables

The Right sought for 1M04 (SUN) Mossend – Birmingham International is for a 15.00 – 16.00 departure window and a 19.00 – 20.00 arrival window but the December 2025 Working Timetable path departure time is at 17.04 and the arrival time is at 21.16. Network Rail would support a 16.34 – 17.34 departure window and a 20.46 - 21.46 arrival window.

The Right sought for 1S04 (SX) Birmingham International – Mossend is for a 03.30 - 04.30 arrival window but on FSX only the December 2025 Working Timetable path arrival time is 04.35. Network Rail would support a 04.05 - 05.05 arrival window FSX only. For clarity, the FO Right fits into the window sought in the Right. In addition, the Right sought includes a crew change stop at Carlisle for all days but does not include this stop in the December 2025 Working Timetable on FSX. Network Rail supports the Carlisle stop on Fridays only but not FSX.

The Right sought for 1S04 (SUN) Birmingham International – Mossend is for a 21.30 – 22.30 departure window and a 01.30 – 02.30 arrival window but the December 2025 Working Timetable path departure time is at 22.48 and the arrival time is at 03.48. Network Rail would support a 22.18 – 23.18 departure window and a 03.18 - 04.18 arrival window.

The Right sought for 1S56 (SX) Birmingham International – Mossend is for a 01.30 – 02.30 arrival window but the Working Timetable path arrival time is at 02.31. Network Rail would support 02.01 – 03.01 arrival window. In addition, this Right sought includes a crew change stop at Carlisle. 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 Carlisle stop.

The Right sought for 1Y04 (SX) Birmingham International – Willesden PRDC is for a 23.30 – 00.30 arrival window but the Working Timetable path arrival time is at 01.06. Network Rail would support 00.36 – 01.36 arrival window.

Paths, which align to the Rights within the Varamis 2<sup>nd</sup> SA, present conflicts against Rights in the Freightliner Heavy Haul (FLHH) 27<sup>th</sup> and 28<sup>th</sup> SAs. The conflicts with the FLHH 27<sup>th</sup> 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 27<sup>th</sup> at a later date. Network Rail provided final representations on FLHH 28<sup>th</sup> (11 April 2025) and the operator has since withdrawn the application.

The aspirational rights in this application, not supported by Network Rail, are not included in the December 2025 Timetable and, for those which run on the ECML, would be additional to the proposed ECML ESG December 2025 timetable. The unsupported rights, which would run on the ECML, have multiple conflicts against the proposed East Coast Main Line December 2025 timetable and associated Section 17 and 22A applications. 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.

#### **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’, Section 6 ‘Performance Concerns Affecting WCML applications’ and Section 7 ‘Power Supply Modelling related to WCML aspirations

In addition to this, Varamis 2nd SA would be likely to interact with other long distance West Coast Main Line Access Aspirations which ORR may want to consider alongside this application. Decisions on those applications could impact this application and vice versa. You may wish to wait for final representation on related applications and the information provided therein prior to making your decision.

Excluding the Rights Network Rail is not supportive of, eight of the Rights sought in this application are for train services which operate with electric multiple units. All these are for existing services which currently run on the WCML. Large parts of the WCML power system are currently operating at or near capacity. Of the eight Rights, seven run outside the times or days of the week where there are concern. That leaves one service: 1M05 (SX) Mossend – Birmingham International. which runs through the constrained area during the times of concern. Due to the concerns raised in the West Coast Main Line General Representation letter dated 25 April 2025, specifically the section on Power Supply Modelling, this Right is supported on a Contingent basis only. This Right is shown in Annex C.

Two of the Rights sought use WCML South but both are routed on the slow lines south of Hanslope Junction s. The two rights are also for paths which use the WCML at the tail end of the day after the evening peak, with the Southbound service passing Rugby at 23:06 and the Northbound service departing Willesden at 21:36 In terms of power supply, these run outside of the times of day when power supply is a concern.

### **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 headcodes in this application that have run, all 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 as Firm 1 hour windows or Contingent 1 hour windows, with amendments to intermediate stops where relevant, as outlined in this representation and in Annex B and C.

This letter also confirms we do not support the access rights detailed in Annex D as the services are not in the proposed December 2025 timetable and are 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

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	W C ML so ut h	Birming ham	B H M - D er by	Derb y- Sheff ield	Sheff ield	ECML&Le eds	Oxf ord	Glouce ster	Ca rdi ff
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
1M04	SX	17:30	18:30	Mossend	Birmingham International	21:30	22:30
1M04***	SUN	15:00	16:00	Mossend	Birmingham International	19:00	20:00
1S04***	SX	23:30	00:30	Birmingham International	Mossend	03:30	04:30
1S04***	SUN	21:30	22:30	Birmingham International	Mossend	01:30	02:30
1Y04***	SX	22:00	23:00	Birmingham International	Willesden PRDC	01:30	02:30
1G03	SX	21:30	22:30	Willesden PRDC	Birmingham International	23:30	00:30
1S56***	SX	21:30	22:30	Birmingham International	Mossend	02:00	03:00

\*\*\*This is dependent on Varamis 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 can support as Contingent 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
1M05	SX	15:00	16:00	Mossend	Birmingham International	19:00	20:00

#### Annex D – 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
1E99^^^	SX	17:30	18:30	Joppa Straight	Doncaster RMT	20:30	21:30
1E99^^^	SUN	17:30	18:30	Joppa Straight	Doncaster RMT	20:30	21:30

1099^^^	SX	21:00	22:00	Doncaster RMT	Seabrook R.S.	00:00	01:00
1099^^^	SUN	21:00	22:00	Doncaster RMT	Seabrook R.S.	00:00	01:00
1E92^^^	SX	21:00	22:00	Seabrook R.S.	Doncaster RMT	23:15	00:15
1S93^^^	SX	23:45	00:45	Doncaster RMT	Joppa Straight	04:00	05:00
5Z01	TThO	10:00	11:00	Northampton Up Sidings	Wembley HRD	11:30	12:30
5Z02	TThO	16:30	17:30	Wembley HRD	Northampton Up Sidings	18:00	19:00
	SX			Birmingham International	London Liverpool St.		
	SX			London Liverpool St	Birmingham International		

^^^ Varamis have confirmed to Network Rail that these could be withdrawn from the application