



Jules Graham  
Customer Relationships Executive  
Network Rail  
Waterloo General Office  
London  
SE1 8SW

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

17 July 2025

**Network Rail Representations for the 73rd Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and DB Cargo (UK) Limited dated 11 December 2016.**

This letter provides final representations from Network Rail Infrastructure Limited (Network Rail) for the 73rd Supplemental Agreement (SA) submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail and DB Cargo (UK) Limited (DB Cargo) dated 11 December 2016

This representation builds upon the representations submitted by Network Rail for this application on the 28 June 2024 and the 14 March 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', DB Cargo 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 proposed ECML December 2025 Timetable, we are referring to whether the access rights align to the above Timetable work.

### **Summary of Access Rights sought in this application**

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

- 12 Firm Access Right with 1 hour windows to commence on approval until PCD 2026. 7 of which are currently running under Contingent Rights, originally for the December 2024 timetable as a General Approval in the 100th SA, and now dated until the end date of the May 2025 timetable in the DB Cargo (UK) Limited 105<sup>th</sup> SA General Approval..
- 18 amendments to existing Firm Access Rights (with 1 hour windows).
- 21 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 for all key routes for British Steel traffic. 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:

- 13 of the prospective access Rights interact with the ECML
- 4 of the prospective Rights pass through Sheffield.

### **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. The Rights supported within this application were included in the proposed December 2025 ECML 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.

Three of the Rights sought have had their associated Working Timetable paths removed through the CMRG process.

Following further consultation with DB Cargo, they have informed Network Rail they wish to withdraw four of the Rights sought from this application. Network Rail understands DB Cargo have not provided an up-to-date application to Network Rail or the ORR. These paths are no longer required by DB Cargo as the traffic has now ceased from operating and so the corresponding Rights are no longer required.

These are all shown in Annex C.

### **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 eight 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 6E30 (SX) Dalzell BSC - Tees N.Y. is for a 21:12 - 22:12 arrival window but the December 2025 Working Timetable path arrival time is at 22:27. Network Rail would support a 21:57 - 22:57 arrival window.
- The Rights sought for 6D03 (TO) and (WO) Tinsley SS - Immingham Dock Nordic are for a 2400t timing load but the December 2025 Working Timetable paths are a 2600t timing load. Network Rail would support a 2400 timing load.
- There is an existing Right for 6J03 (FSX) Immingham Dock Nordic - Tinsley S.S. DB Cargo are seeking to split the Right into separate (WO) and (ThO) Rights with differing characteristics to each other. It is also worth noting, DB Cargo are effectively relinquishing the Monday and Tuesday parts of this existing Right. In the December 2025 Working Timetable there are paths that align to this Right for 6J03 (SX) 04:07 Immingham Dock Nordic - Tinsley S.S with a 2600t heavy axle weight (HAW) timing load and for 6J03 (MSX) 03:38 Immingham Dock Nordic - Tinsley S.S with a 2600t timing load with no HAW restriction.
  - The Right sought for 6J03 (WO) Immingham Dock Nordic - Tinsley S.S. aligns to the origin, destination, timing windows and tonnage of the 6J03 (SX) path departing Immingham Dock Nordic at 04:07 as described above. It does not align in terms of days run given the path is SX and this Right sought is for Wednesdays only.
  - The Right sought for 6J03 (ThO) Immingham Dock Nordic - Tinsley S.S. aligns to the origin, destination and timing windows of the 6J03 (SX) path departing Immingham Dock Nordic at 04:07 as described above. It does not align in terms of tonnage - the Right sought is for a 1600t timing load but neither of the December 2025 Working Timetable paths align to this timing load. In addition, it does not align in terms of days run given the path is SX and this Right sought is for Wednesdays only. Network Rail would support a 1600t timing load but would also require the corresponding Working Timetable path to be amended to reflect this.
  - As the December 2025 Working Timetable path is SX, Network Rail will not support these amendments unless DB Cargo confirm the December 2025 Working Timetable path for 6J03 (SX) 04:07 Immingham Dock Nordic - Tinsley S.S can be amended to be (WO) and (ThO) otherwise it will be unable to run on Mondays, Tuesdays and Fridays without a Right and would be utilising capacity in the timetable another operator could use. Further to this, Network Rail would look for DB Cargo to remove the 6J03 (MSX) 03:38 Immingham Dock Nordic - Tinsley S.S path from the Working Timetable..
- The Rights sought for 6D97 (MSX) and (SO) Lackenby B.S.C - Scunthorpe B.S.C (ENT.C) are for a 4000t timing load but the December 2025 Working Timetable paths are a 1400t timing load. Network Rail would support a 1400t timing load.
- The Right sought for 6D11 (SX) Lackenby B.S.C - Scunthorpe B.S.C (ENT.C) is for a 18:05 – 19:05 arrival window but the Working Timetable path arrival time is at 17:54. Network Rail would support a 17:24 – 18:24 arrival window.

Network Rail supports the relinquishment of 21 existing Firm Rights made by DB Cargo. These can be found in Annex D.

Away from the ECML, paths which align to the Rights within the DB Cargo 73rd SA and that Network Rail are supportive of present conflicts against rights in the Freightliner Limited (FLIM) 26<sup>th</sup> Supplemental agreement. Network Rail provided final representations on FLIM 26<sup>th</sup> (11 April

2025) and were unsupportive of the rights in that application. ORR should be aware that if rights were directed for either of these applications, then this could involve a trade-off against the other application.

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

#### **ECML**

Please refer to text earlier in this letter.

#### **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, with Firm 1 hour windows, with amendments to timing loads and windows where relevant, as outlined in this representation, Annex B. We also support the relinquishment of 21 access rights detailed in Annex D.

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

A black rectangular box used to redact the signature of Jules Graham.

Jules Graham  
**Customer Relationships Executive**





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
6N40	SUN	13:23	14:23	TEES N.Y.	SKINNINGROVE B.S.C.	14:28	15:28
6N53	SUN	15:45	16:45	SKINNINGROVE B.S.C.	TEES N.Y.	16:39	17:39
6N40	SX	13:20	14:20	TEES N.Y.	SKINNINGROVE B.S.C.	14:27	15:27
6N53	SX	15:37	16:37	SKINNINGROVE B.S.C.	TEES N.Y.	16:34	17:34
6N40	SO	13:27	14:27	TEES N.Y.	SKINNINGROVE B.S.C.	14:25	15:25
6N53	SO	15:40	16:40	SKINNINGROVE B.S.C.	TEES N.Y.	16:35	17:35
6S58	<del>MSX</del> TWT hO	<del>00:57</del> 01:20	<del>01:57</del> 02:20	<del>LACKENBY B.S.C</del> TEES N.Y.	DALZELL BSC	<del>09:10</del> 08:43	<del>10:10</del> 09:43
6S58	<del>MSX</del> FO	<del>00:57</del> 01:20	<del>01:57</del> 02:20	<del>LACKENBY B.S.C</del> TEES N.Y.	DALZELL BSC	<del>09:10</del> 08:41	<del>10:10</del> 09:41
6E30***	SX	12:59	13:59	DALZELL BSC	<del>LACKENBY B.S.C</del> TEES N.Y.	19:25 21:12	20:25 22:12
6D03***	<del>MTW</del> Ø TO	<del>19:07</del> 19:22	<del>20:07</del> 20:22	TINSLEY SS	IMMINGHAM DOCK NORDIC	<del>21:28</del> 22:03	<del>22:28</del> 23:03
6D03***	<del>MTW</del> Ø WO	<del>19:07</del> 19:22	<del>20:07</del> 20:22	TINSLEY SS	IMMINGHAM DOCK NORDIC	<del>21:28</del> 22:02	<del>22:28</del> 23:02
6J03	<del>FSX</del> WO	<del>03:57</del> 03:08	<del>04:57</del> 04:08	IMMINGHAM DOCK NORDIC	<del>TINSLEY SS</del> TINSLEY S.S.	<del>05:58</del> 06:10	<del>06:58</del> 07:10
6J03***	<del>FSX</del> ThO	<del>03:57</del> 03:26	<del>04:57</del> 04:26	IMMINGHAM DOCK NORDIC	<del>TINSLEY SS</del> TINSLEY S.S.	<del>05:58</del> 05:51	<del>06:58</del> 06:51
6D97	MO	<del>03:15</del> 00:07	<del>04:15</del> 01:07	<del>DONCASTER DN DECOY</del> LACKENBY B.S.C.	SCUNTHORPE B.S.C.(ENT.C.)	<del>04:38</del> 05:12	<del>05:38</del> 06:12
<del>6D69</del> 6D97***	<del>MX</del> MSX	<del>01:30</del> 01:00	<del>02:30</del> 02:00	LACKENBY B.S.C	SCUNTHORPE B.S.C.(ENT.C.)	<del>04:24</del> 05:02	<del>05:24</del> 06:02
<del>6D69</del> 6D97***	<del>MX</del> SO	<del>01:30</del> 01:05	<del>02:30</del> 02:05	LACKENBY B.S.C	SCUNTHORPE B.S.C.(ENT.C.)	<del>04:24</del> 04:47	<del>05:24</del> 05:47
<del>6N30</del> 6N31	SX	<del>13:17</del> 07:16	<del>14:17</del> 08:16	SCUNTHORPE B.S.C.(ENT.C.)	<del>TEES N.Y.</del> LACKENBY B.S.C.	<del>16:21</del> 11:50	<del>17:21</del> 12:50
<del>6D11</del> 6D37	SUN	<del>14:09</del> 11:18	<del>15:09</del> 12:18	LACKENBY B.S.C	SCUNTHORPE B.S.C.(ENT.C.)	<del>17:27</del> 17:02	<del>18:27</del> 18:02
<del>6N73</del> 6N38	SUN	<del>19:32</del> 18:47	<del>20:32</del> 19:47	SCUNTHORPE B.S.C.(ENT.C.)	LACKENBY B.S.C	<del>23:40</del> 22:37	<del>00:40</del> 23:37
6D11***	SX	<del>13:55</del> 13:02	<del>14:55</del> 14:02	LACKENBY B.S.C	SCUNTHORPE B.S.C.(ENT.C.)	<del>17:54</del> 18:05	<del>18:54</del> 19:05

6N73	SX	<del>19:33</del> 20:18	<del>20:33</del> 21:18	SCUNTHORPE B.S.C.(ENT.C.)	LACKENBY B.S.C	<del>23:25</del> 00:14	<del>00:25</del> 01:14
6N80	SO	18:15	19:15	SCUNTHORPE B.S.C.(ENT.C.)	LACKENBY B.S.C	21:59	22:59
6D05	SO	12:18	13:18	LACKENBY B.S.C	SCUNTHORPE B.S.C.(ENT.C.)	16:11	17:11

\*\*\*This is dependent on DB Cargo 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
6E14	FO	<del>15:40</del> 09:22	<del>16:40</del> 10:22	<del>SEAFORTH CT MDHC</del> SEAFORTH C.T. MDHC (EWS)	<del>TINSLEY SS</del> TINSLEY S.S.	<del>21:04</del> 21:00	<del>22:04</del> 22:00
6M12	ThO	<del>21:20</del> 22:53	<del>22:20</del> 23:53	<del>TINSLEY SS</del> TINSLEY S.S.	<del>SEAFORTH CT MDHC</del> SEAFORTH C.T. MDHC (EWS)	<del>02:52</del> 05:40	<del>03:52</del> 06:40
<del>6N30</del> 6N31	SO	<del>11:55</del> 07:17	<del>12:55</del> 08:17	SCUNTHORPE B.S.C.(ENT.C.)	LACKENBY B.S.C	<del>15:58</del> 11:48	<del>16:58</del> 12:48
6N50	SX - Y	05:00	06:00	TEES N.Y.	SOUTH DOCK PORT OF SLAND	06:24	07:24
6N54	MO - Y	02:04	03:04	SCUNTHORPE TRENT T.C.	SOUTH DOCK PORT OF SLAND	06:24	07:24
6N54	MSX - Y	02:04	03:04	SCUNTHORPE TRENT T.C.	SOUTH DOCK PORT OF SLAND	06:24	07:24
6N51	SX	11:45	12:45	SOUTH DOCK PORT OF SLAND	TEES N.Y.	13:28	14:28

#### Annex D – Rights that DB Cargo want to relinquish

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6S58	MO	01:01	02:01	LACKENBY B.S.C	DALZELL BSC	09:28	10:28
6S58	SO	00:46	01:46	LACKENBY B.S.C	DALZELL BSC	08:26	09:26
6E28	SO	11:50	12:50	DALZELL BSC	LACKENBY B.S.C	20:21	21:21
6J48	SX - Y	09:48	10:48	SCUNTHORPE ANCHOR RS	ALDWARKE UES	12:32	13:32
6J47	SO - Y	05:58	06:58	SCUNTHORPE ANCHOR RS	ALDWARKE UES	07:55	08:55
6J48	SO - Y	05:58	06:58	SCUNTHORPE ANCHOR RS	ALDWARKE UES	08:33	09:33
6D31	SX	18:30	19:30	ALDWARKE UES	SCUNTHORPE ANCHOR RS	19:54	20:54
6C49	SX	04:53	05:53	SCUNTHORPE B.S.C.(ENT.C.)	IMMINGHAM S.S. (WEST RECP)	05:58	06:58
6D51	SX	19:15	20:15	IMMINGHAM S.S. (WEST RECP)	SCUNTHORPE ENT 'C'	20:38	21:38
6D61	SX	22:25	23:25	ALDWARKE UES	DONCASTER BELMONT	22:56	23:56
6D61	SUN	23:16	00:16	ALDWARKE UES	DONCASTER BELMONT	23:49	00:49
6D67	SO	03:03	04:03	ALDWARKE UES	DONCASTER BELMONT	03:50	04:50
6J89	FSX	21:15	22:15	DONCASTER BELMONT	ALDWARKE UES	21:48	22:48
6J60	SUN	22:05	23:05	DONCASTER BELMONT	ALDWARKE UES	22:39	23:39

6J62	SO	02:00	03:00	DONCASTER BELMONT	ALDWARKE UES	02:36	03:36
6J62	MO	00:24	01:24	DONCASTER BELMONT	MASBOROUGH FD	01:13	02:13
6J62	MSX	00:15	01:15	DONCASTER BELMONT	MASBOROUGH FD	01:00	02:00
6J89	FO	21:15	22:15	DONCASTER BELMONT	MASBOROUGH FD	22:06	23:06
6D69	MO	02:38	03:38	LACKENBY B.S.C	SCUNTHORPE B.S.C.(ENT.C.)	06:46	07:46
	MWF O	'00:00	24:00	ROUNDWOOD BSC 11" MILL	TEES DOCK BSC EXPORT BERTH	'00:00	24:00
	TThO	'00:00	24:00	ALDWARKE UES	TEES DOCK BSC EXPORT BERTH	'00:00	24:00