



Ian Bartlett
Customer Manager
Network Rail
Waterloo General Office
London
SE1 8SW

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

18 July 2025

Network Rail Representations for the 79th 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 79th 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 22 November 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 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 and the ECML Timetable Development', Section 5 'Unused LNER Firm Rights', 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. In this application, the Kingsbury – Humber Oil Refinery services cross the ECML at Newark Flat Crossing so do not use any of the sections identified as Congested Infrastructure.

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:-

- 2 Firm Access Rights with 1 hour windows to commence on approval until PCD 2026. These trains are currently running under Contingent Rights, originally for the December 2024 timetable as a General Approval in the 100th SA, and now dated until the end date of the May 2025 timetable in the DB Cargo (UK) Limited 105th SA General Approval.
- 7 amendments to existing Firm Access Rights (with 1 hour windows).
- 5 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 all relate to the operation of fuel traffic serving Kingsbury and Robeston Oil Terminals. 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:

- Four of the prospective access rights interact with the ECML
- Four of the prospective rights use the Derby – Birmingham route
- Five 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. The Rights supported within this application are in line with 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.

None of the Rights in this application fall into this category.

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.

The Rights sought are all for services which use diesel traction.

Industry Consultation

Industry Consultation for this application commenced on 24 May 2024, and concluded on 24 June 2024. No concerns were raised relating to any of the headcodes in this application during consultation. Network Rail have not identified any significant concerns regarding this application.

Capacity

Annex B shows the Rights that Network Rail can support as Firm with a 1 hour window. All these trains have been accommodated into the 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 two 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 6E54 (SX) Kingsbury Oil Sidings - Humber Oil Refinery is for 10:41 to 11:41 departure window and 15:30 to 16:30 arrival window but the Working Timetable path departure time is 10:38 and arrival time is 15:10. Network Rail would support a departure window of 10:11 to 11:11 and an arrival window of 14:40 to 15:40.
- The Right sought for 6B33 (SO) Theale PUMA – Margam T.C. is for a 2000t timing load but the Working Timetable path is a 600t timing load. As this service is for stock balancing and thus hauls empty wagons, the higher timing load is not required, and Network Rail would therefore support a 600t timing load to align with the timetable path.

Network Rail supports the relinquishment of 5 existing Firm Rights made by DB Cargo. These can be found in Annex C.

Rights in the DB Cargo 79th SA currently present conflicts against a path aligned to a Right in the CrossCountry Limited 38th SA. The conflicts between the DB Cargo's 79th and CrossCountry's 38th relate to 6E54 (SO) Kingsbury Oil Sidings – Humber Oil Refinery. DB Cargo already hold a firm Saturdays only Right for 6E54 and the amendments requested are minor changes to the arrival window by 4 minutes and the departure window by 15 minutes. Were these Rights not supported, DB Cargo would still hold Firm Rights for the corresponding SO right. Therefore, there would be limited impact on available capacity for other operators should the amendment to this Right be directed. 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.

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.

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 services have 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
6E54	EWD -SX	10:09 10:41	11:09 11:41	KINGSBURY OIL SDGS	HUMBER OIL REFINERY	14:45 15:30	15:45 16:30

Journey	Trains Ran	RTD failure	RTD %	FOC on TP PfPI DM	FOC on TP Distinct TIN Count
11:xx KINGSBURY OIL SDGS TO HUMBER OIL REFINERY	90	21	76.70	174	12

A working group for Kingsbury commenced on the 18th March 2025 and DB Cargo have proposed new timings to all services which are being reviewed by the customer. In addition, this is an existing firm right which DB Cargo are seeking to amend from an Every Weekday Path (EWD) to a Weekday path (SX) and updating the origin and destination windows. As such, even if this amendment is not supported DB Cargo would still have a firm right to run this traffic and thus the performance impact will remain.

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 and Annex B.

We also support the relinquishment of five access Rights detailed in Annex C.

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



Ian
Customer Manager

Bartlett

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	x		
GBRf 34th SA 22a	Live	x	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 by ORR	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 by ORR	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 by ORR	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	Timing Load
6E54***	EWD SX	10:09 10:41	11:09 11:41	KINGSBURY OIL SDGS	HUMBER OIL REFINERY	14:45 15:30	15:45 16:30	60-60S10
6E54	EWD SO	10:09 09:55	11:09 10:55	KINGSBURY OIL SDGS	HUMBER OIL REFINERY	14:45 14:41	15:45 15:41	60-60S10
6M37	SUN	20:11	21:11	HUMBER OIL REFINERY	KINGSBURY OIL SDGS	01:06	02:06	60H60S32
6E46	MO	03:44	04:44	KINGSBURY OIL SDGS	HUMBER OIL REFINERY	09:00	10:00	60-60S10
6A11	SX FSX	21:22 22:07	22:22 23:07	ROBESTON SDGS	THEALE MURCO THEALE PUMA	06:44 06:25	07:44 07:25	60H60S24
6A11	SX FO	21:22 22:07	22:22 23:07	ROBESTON SDGS	THEALE MURCO THEALE PUMA	06:44 06:21	07:44 07:21	60H60S24
6B33	SX	13:05	14:05	THEALE MURCO THEALE PUMA	MARGAM T.C. ROBESTON SDGS	18:50 19:47	19:50 20:47	60-60S06
6B33***	SO	11:12	12:12	THEALE MURCO THEALE PUMA	MARGAM T.C.	16:57	17:57	60-60S06 66H60S20
6A11	SUN	22:52	23:52	ROBESTON SDGS	THEALE MURCO THEALE PUMA	07:11	08:11	60H60S20 66H60S20

***This is dependent on DB Cargo confirming to Network Rail and ORR that they are willing to amend the Rights 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 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	Timing Load
6M45	SuO	22:35	23:35	Immingham Puma GBRf	Bedworth Puma GBRf	05:18	06:18	60-66S20
6M45	FSX	22:42	23:42	Immingham Puma GBRf	Bedworth Puma GBRf	05:36	06:36	60-66S20
6M45	FO	22:42	23:42	Immingham Puma GBRf	Bedworth Puma GBRf	05:18	06:18	60-66S20
6E45	SX; Y	13:26	14:26	Bedworth Puma GBRf	Immingham Puma GBRf	21:20	22:20	60-66S06
6E46	SO	11:27	12:27	Bedworth Puma GBRf	Immingham Puma GBRf	18:19	19:19	60-66S06