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Date: 1 May 2025

Hull Trains 27th Supplemental Agreement

In response to the comments from Network Rail, we are not at all happy that, once again, the Sectional Appendix states one set of Network Capabilities, yet the Asset Manager is insisting that the infrastructure is not so capable.

As there are only going to be four extra movements a day over this route (which is also currently cleared for much heavier freight trains) and these would be by units with a relatively light axle load, we do not share those concerns and are in the process of running an appropriate test train at walking pace to prove the route.

For the avoidance of doubt, we understand that December 2027 is the cut-off date for ETCS fitment for 22x stock, and we propose operating this service with 80x units from that date, should the application be approved.

However, we do recognize the very real difficulties in timetabling these services with the December 2025 timetable still being compiled and areas such as Sheffield Station still to be fully proven.

The unavailability of suitable rolling stock until at least May 2026 would seem to suggest that a decision on this application could be deferred until such time as the December 2025 timetable has been finalised. Then, given the timetable space remaining, a decision could be taken as to whether we should continue with this service proposal, or the application is declined.

(signed)

Andy Wylie

Head of Regulation and Open Access Contracts, FG Rail.