



By Appointment to  
His Majesty The King  
Royal Train Operator  
DB Cargo (UK) Ltd  
Doncaster

DB Cargo (UK) Limited  
Lakeside Business Park  
Carolina Way  
Doncaster DN4 5PN

Emyl Lewicki Esq.  
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16 May 2025

Dear Emyl,

**Response to Network Rail Final Representations for DB Cargo (UK) Ltd's proposed 85<sup>th</sup> Supplemental Agreement**

Thank you for the opportunity to comment on Network Rail's representations.

DB Cargo (UK Ltd.) notes that Network Rail is partially supportive of this application. The Train Slots are all contained in the current Working Timetable and none of them interact with the East Coast mainline ESG geography.

DB Cargo (UK Ltd.) wishes to respond concerning Network Rail's comments in respect of Annex D. Ironically the ThO 07:45 departure from Acton for 6093 is a consequence of Network Rail's Section 4 engineering footprint. We would much prefer to have a uniform SX slot. If the Rights cannot be split as separate ThSX and ThO entries, then we are prepared to accept the proposed Quantum Firm (24 hour window) Right.

Turning to SX 6V20 Newhaven Marine - Acton TC, we suspect that whoever has scrutinised the detail has not understood that we are attempting to tidy up the situation to reflect requirements and relinquish some unused Access Rights. Rather than supporting this work, we are presented with a single solution by Network Rail which would reduce the tonnage offered and degrade the departure and arrival windows from 1 hour to 24 hours!

**6V20/6V16**

6V20 is currently in the May 25 TT with a timing load of 1800 tonnes.

Departure window 23:06 - 00:06

Arrival window 01:33 - 02:33

**Train Slot: 6V20C NEWHAVMD 23:36 ACTONYARD 02:03 WTT SX 19/05/25 12/12/25 P22129**

We are prepared to relinquish the rights in the Annex E extract overleaf **if** we are offered firm 60-minute departure and arrival windows for 6V20DN at 1800 tonnes.

DB Cargo (UK) Limited  
Carolina Way  
Doncaster  
DN4 5PN

Registered Number: 02938988

# Annex E – Rights that DB Cargo originally submitted to relinquish

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6V20	WO	23:10	00:10	NEWHAVEN MARINE AG TML DBC	ACTON T.C.	02:25	03:25
6V20	ThO	23:10 22:13	00:10 23:13	NEWHAVEN MARINE AG TML DBC	ACTON T.C.	02:42 01:58	03:42 02:58
6V16	MTO MTFO	23:15	00:15	NEWHAVEN MARINE AG TML DBC	ACTON T.C.	02:45 02:48	03:45 03:48
6V16	ThO WThO	22:09 23:02	23:09 00:02	NEWHAVEN MARINE AG TML DBC	ACTON T.C.	02:00 01:28	03:00 02:28
6V16	FO	23:15	00:15	NEWHAVEN MARINE AG TML DBC	NEASDEN ENGINEERS SDGS	06:53	07:53

If ORR is not prepared to approve firm 60-minute departure and arrival windows for 6V20DN at 1800 tonnes, then we would simply withdraw 6V20/6V16 paths from the 85<sup>th</sup> supplemental and retain the rights as these are currently shown in the DB Cargo Access Rights Table (see DB Cargo Schedule 5 Access Rights extract appended to this response). We would suggest that this outcome would not be helpful for any parties.

The idea of the exercise (6V16/6V20) was to tidy up the respective Access Rights, aligning these to Train Slots and departure and arrival windows. We anticipated support from Network Rail in doing so, not the response we have received.

Please don't hesitate to contact me should you have queries concerning the proposed 85<sup>th</sup> SA.

Yours sincerely



**Quentin Hedderly**  
Regulatory Specialist  
DB Cargo (UK) Limited

cc. Jules Graham

Network Rail