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16 September 2025

Network Rail Representations for the proposed 25th Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and GB Railfreight limited dated 11 December 2016.

This letter provides final representations from Network Rail Infrastructure Limited (Network Rail) for the 25th Supplemental Agreement (SA) submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail and GB Railfreight limited dated 11th 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', GB Railfreight limited 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', 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 the 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, previously held by LNER within their Track Access Contract.

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.

On 11th July 2025 ORR published its determination of LNER's 34th and 35th Supplemental Agreements submitted under Section 22A of the of the Railways Act 1993. In this, ORR granted only 5 Rights in each direction between London King's Cross and Leeds, as replacement for those described above, from the completion of the infrastructure work necessary to enable these services. These rights replaced the rights mentioned in the first paragraph of this section.

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.

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.

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 Huntingdon North Jn and New England North Jn (Peterborough)

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 GB Railfreight limited is seeking:-

- 95 Firm Access Right 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 43rd SA, and now dated until the end date of the May 2025 timetable in the GB Railfreight 44th SA General Approval in line with the Interim Approach taken by Network Rail.
- 59 amendments to existing Firm Access Rights (with 1 hour windows).
- 116 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 Intermodal services from the Ports of Felixstowe, Southampton, Liverpool (Seaforth), Tees Dock, London Gateway to inland terminals at East Midlands Gateway, Elderslie, Mossend (P.D. Stirling & Euroterminal), Hams Hall, Birch Coppice, Rotherham Masborough, Tinsley, Doncaster iPort and Trafford Park Euroterminal, along with train slots for stabling purposes. Details of the exact services can be found in Appendix A.

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:

- 85 of the prospective access rights interact with the ECML
- 13 of the prospective rights pass through Sheffield.
- 32 of the prospective rights use the Sheffield – Derby and Derby – Birmingham routes..
- 29 of the prospective rights use the Birmingham area.
- 40 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.
- 12 of the prospective rights pass through Oxford.

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.

Appendix A details all amendments to existing Firm Rights, new Firm Rights sought and relinquishments of existing Rights in this application. Network Rail is not supportive of some of these amendments and new Rights for the reasons listed below:-

- Some of the new Firm Rights, and amendments to existing Firm Rights, sought are associated with paths that are no longer in the Working Timetable either because the path has been removed through the CMRG process, an access proposal, or the path has not been offered at D-26 in the December 2025 Working Timetable. Network Rail will seek to remove these unused Access Rights (where they are currently held) under Part J of the Network Code.
- Some of the new Firm Rights, and amendments to existing Firm Rights, can only be partially supported as the December 2025 Working Timetable does not have the same characteristics as requested for the right..
- Paths associated with some of the new Rights sought are not in the December 2025 Working Timetable nor were included in an access proposal for the December 2025 Working Timetable.

- Some of the new Rights sought were found to already be in the existing GBRf Track Access Contract Rights Table. As such, given there was no change, these are not supported to avoid duplication of Access Rights.

Full details on the colour coding used in Appendix A can be found in **the** Capacity section below.

Some rights where amendments are [OBJ] in this application have Existing Firm Rights but no corresponding Working Timetable path so Network Rail will seek to remove of these unused Access Rights through the existing Network Code Part J process. These are shown in Appendix A.

NR, as part of its assessment of this and other applications, has used the Timetable (TT) for December 2025 as a key reference for its representations (i.e. the TT as at D-40 - after Priority Date Notification Statement (PDNS) submission and the New Working Timetable as at D-26 in comparison to the access rights sought in this application). This informs NR's final position on this application as stated in this letter.

As usual, following the publication of the TT, NR has received Train Operator Variation Requests (TOVRs) from GBRf (and other operators) to make amendments to some of their train slots for the December 2025 New Working Timetable - and will likely continue to do so throughout the autumn. This includes TOVRs received from this operator, and could potentially now or in coming weeks, be expected to include TOVRs from others, that include related geographies to the applications.

To avoid any further delays to submitting this Final Representation, NR has not assessed this application (or any other application submitted as part of the Competing and Complex application workstream) against any TOVRs submitted for the December 2025 New Working Timetable.

NR expects the Operator in its representations to ORR, in response to this letter, to be fully transparent with ORR where they no longer require an access right requested because of any TOVR submitted or expected to be submitted (or any other business requirement). Furthermore, if a TOVR (if accepted) applies to any rights related to this application and the December 2025 Timetable as now established, NR expects the operator to progress a separate application to make sure they have the relevant rights to support the implementation of the December 2025 TT.

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

Appendix A shows all Rights associated with this application. Column 'X' in Appendix A details

what Network Rail can support, what it cannot support and any other differences between the existing Rights and the December 2025 Working Timetable. Appendix A has been colour coded as follows:-

- Column 'C' (Train Reporting number)
 - Anything coloured green shows where Network Rail can support the Firm Right sought or the amendments requested to the existing Firm Rights. 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.
 - Anything coloured blue shows where Network Rail can partially support the Firm Right sought or the amendments to the existing Firm Right with the reasons for the partial support detailed in Column 'X'.
 - Anything coloured red shows where Network Rail does not support the Firm Right sought nor the amendments to the existing Firm Rights with the reasons for the non-support detailed in Column 'X'.
 - Anything coloured purple shows a relinquishment of an existing Right proposed by GBRf and supported by Network Rail.
 - Anything coloured black is not being amended as part of this application but the lines were included in the Rights table submitted as part of this application. These can be disregarded as no change is being made.
- Columns 'D' to 'W'
 - Anything coloured green shows where Network Rail can support that specific amendment (in that specific cell) to the existing Firm Right.
 - Anything coloured red shows where Network Rail cannot support the specific amendment to the existing Firm Right.
 - Anything coloured blue shows either where an amendment has been sought to the existing Firm Right or an amendment is needed to another part of the Right that has not been requested but Network Rail has identified a difference between the existing Firm Right and the December 2025 Working Timetable. In addition, any new Rights sought are coloured blue where there is a difference between the Right sought and the December 2025 Working Timetable. Network Rail has noted there are some discrepancies between the existing Access Rights and the December 2025 timetable. Network Rail is keen GBRf have an Access Rights table that aligns to the paths within the Working Timetable so will be in contact with GBRf to progress a separate application to reflect any changes required.

Network Rail supports the relinquishment of 116 existing Firm Rights made by GB Railfreight. These can also be found in Appendix A coloured purple.

Rights in the GBRf 25th Supplemental Agreement (SA) present unresolved conflicts against rights in the following Section 22A and Section 17 applications:

- Freightliner Limited's (FLIM) 26th SA. Network Rail has provided its final representations, dated 11 April 2025.
- Freightliner Heavy Haul Limited's (FLHH) 27th SA. Network Rail has provided its final representations, dated 15 July 2025.
- FLHH's 28th SA. Network Rail has provided its final representations, dated 11 April 2025. This Supplemental Agreement has since been withdrawn by the Operator.
- GBRf 34th SA. Network Rail will be providing its representations in the near future.
- CrossCountry Trains Limited 38th SA. Network Rail will be providing its representations in the near future.
- East Coast Trains Limited (Lumo NorthWest) Section 17. Network Rail has provided its final representations, dated 9 May 2025. This application has been rejected by ORR.

- Virgin Management Trains Limited (Virgin) Section 17. Network Rail has provided its final representations, dated 9 May 2025. This application has been rejected by ORR.
- Wrexham, Shropshire & Midlands Railway Company Limited (WSMR) Section 17. Network Rail has provided its final representations, dated 9 May 2025. This application has been rejected by ORR.

There is a conflict between a path aligned to a right in the GBRf 25th SA and a path aligned to a right in the CrossCountry 38th SA which has not been accommodated in the December 2025 timetable. The associated GBRf right in the 25th SA is an amendment to an existing Every Weekday (EWD) Firm Right and the amendments sought are to the arrival window and timing load. GBRf are also proposing to split the Right and the schedule has been split by MO, MSX and SO to reflect the different departure times in the Working Timetable. The timing load is for a reduction to 1400t from 1600t trailing. However, both the existing Right and the December 2025 Working Timetable path are for 1600t trailing. Network Rail has clarified this with GBRf and they confirm they wish for the existing Right to remain at 1600t trailing and not have the amendment to change it to 1400t. These amendments to the Firm Right already held result in minimal impact on the timings and operation of the associated GBRf path at the location where the GBRf and CrossCountry paths conflict. Therefore, there would be limited impact on available capacity for other operators should the amendment to this Right not be directed. In addition, through the analysis completed to inform on the competing and complex applications process, the associated CrossCountry path was shown to have several conflicts with other services, including those aligned to Section 17 and Section 22A applications submitted to the ORR by 20 May 2024, and further information will be provided in Network Rail's final representations on Cross Country's 38th SA. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

There is also a likely interaction between a path aligned to a right in the GBRf 25th SA and a path aligned to a second right in the CrossCountry 38th SA, where the associated path was not accommodated in the December 2025 timetable for reasons outside of this application. However, upon further investigation, it was identified that GBRf already hold an existing Firm Right which exactly matches the Right sought in this application. As a result, Network Rail is not supportive of this duplication.

The conflict with the service relating to a right in GBRf 34th SA is against a GBRf 25th SA Right which Network Rail is not supportive of.

All of the rights relating to the conflicting services associated with rights in the FLHH 27th, FLHH 28th, FLIM 26th, Lumo NorthWest, Virgin, WSMR and GBRf 25th are not supported by Network Rail.

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

Five services in this application have the potential to interact with access applications which have aspirations to operate services up/down the West Coast Main Line North of Preston and were submitted to ORR by 20 May 2024. ORR may wish to consider other applications which traverse this section of the WCML alongside this representation. Network Rail has provided evidence relevant to applications operating on the West Coast Main Line in two general representation letters (07

February 2025 and 25 April 2025), in which Network Rail sets out its position of not supporting additional services which utilise the West Coast South Fast Lines.

One of the Rights sought in this application is for a train service which operates with electric traction for part or all of the journey and currently runs on WCML. However, this service holds existing Firm Rights and, were the amendments to this Right not supported, GBRf would still hold Firm Rights for electric traction within their current Rights. Therefore, there would be no impact on available power supply capacity for other operators should the amendment to this Right be directed. We will monitor the system for any change and will continue to work with all operators to establish operational controls and mitigations so we can manage the power system as effectively as possible.

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

Oxford

Network Rail is currently unable to support the sale of further access rights across Sandy Lane, Yarnton Lane and Tackley Level Crossings (north of Oxford LX's). Network Rail would require all three level crossings (LX's) to either be closed or sufficient mitigations deployed to address the risk before being in a position to support additional access rights. It is worth noting that we are in discussions with third parties in respect of risk mitigations which would aid us lifting said restriction; however, we are not in a position to review or revise the current restriction as it remains unclear at this stage what form and extent that the mitigations will take. We will assess this position as soon as negotiations with third parties have concluded.

We understand that freight utilisation against existing paths in the timetable is sufficiently low on a typical day to accommodate paths on a short-term basis. However, for Network Rail to support additional access rights we would expect to see an equal reduction in access rights held across the Oxford LX's. For full purposes of clarity, the restriction is on the sale of additional access rights: this is an important point as although capacity exists, not all paths that are in the WTT are being utilised on a regular basis. Should all access rights suddenly be exercised and additional rights be granted, this would result in a greater number of services operating across north of Oxford LX's than is acceptable.

There are twelve Rights sought in this application which use these crossings. Nine of these are amendments to existing Firm Rights and thus do not present an increase in traffic and the Firm Rights would remain in place even if these amendments were not supported. The three remaining Rights were all submitted as new Firm Rights. Of these three Rights, two were found to already be in the GBRf Track Access Contract Rights table so Network Rail is not supportive of these Rights to avoid duplicating them. Due to recent relinquishments as part of Track Access Contract Rights extensions, Network Rail would be able to support the final one of these Rights as this support for one additional Right would not exceed the previous level of Access Rights across these level crossings.

Network Rail also comments that it may be prudent for ORR to wait to receive all representations until determining on this application as there are other Interacting Access Rights applications that seek to increase quantum over the north of Oxford Level LX's. Network Rail also points out that should ORR positively determine upon an application that Network Rail has not supported, this may alter Network Rail's position adopted within this representation.

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.

However, we do note that 4L11 and 4L13, included in this application, have historically impacted the performance of a right in the GBRf 34th SA. Amendments and mitigations have been put in place for 4L11 and 4L13 which are either already resulting in improved performance (in the case of 4L11) or are expected to from the December 2025 timetable (4L13). Further information will be provided in Network Rail's final representations on the GBRf 34th SA.

Conclusion

In this representation letter we have confirmed that we can partially support the access rights sought in this application, either 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 116 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.

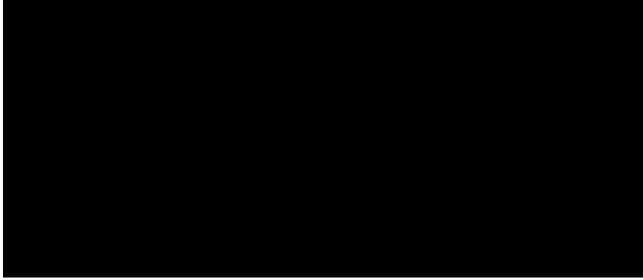
As stated in this letter TOVRs have been received by NR from GBRf to make amendments to some of their train slots for the December 2025 New Working Timetable which may affect this application.

To avoid any further delays to submitting this Final Representation, NR has not assessed this application (or any other application submitted as part of the Competing and Complex application workstream) against any TOVRs submitted for the December 2025 New Working Timetable.

NR expects the Operator in its representations to ORR in response to this letter to be fully transparent with ORR where they no longer require an access right requested as a result of any TOVR submitted or expected to be submitted (or any other business requirement). Furthermore, if a TOVR (if accepted) applies to any rights related to this application and the December 2025 Timetable as now established, NR expects the operator to progress a separate application to make sure they have the relevant rights to support the implementation of the December 2025 TT.

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



Sarah McCarthy
Customer Relationships Executive

Annex A – Interacting Locations matrix

Operator/Application/ Type	Status of Application	W C M L S o u t h	Birming ham	B H M - D e r b y	Derb y- Sheff ield	Sheff ield	ECML&L eeds	Ox for d	Glouce ster	Car dif f
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	Directed by ORR	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	Directed by ORR					x	x			
DBC 79th SA 22a	Directed by ORR			x			x	x		x
DBC 81st SA 22a	Live		x	x	x	x	x	x	x	x
DBC 86th SA 22a	Directed by ORR					x	x			
DBC 87th SA 22a	Live		x	x	x	x	x		x	x
DBC 88th SA 22a	Directed by ORR				x	x	x			
DBC 83rd SA 22a	Directed by ORR	x								
DBC 84th SA 22a	Live							x		
DBC 85th SA 22a	Live									
DBC 91st SA 22a	Withdrawn	x								
DBC 92nd SA 22a	Directed by ORR									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	Directed by ORR				x	x	x			
EMR 21st SA 22A	Directed by ORR				x	x	x			
FLHH 24th SA 22A	Directed by ORR	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	Directed by ORR		x	x	x	x	x	x		
FLIM 22nd SA 22A	Superseded by ORR decision on FLIM 21 st SA		x	x	x	x	x	x		
FLIM 23rd SA 22A	Directed by ORR	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	Superseded						x			
Govia Thames Railway 63rd SA 22A	Directed by ORR						x			
Grand Central 24th SA 22A	Directed by ORR						x			
Grand Central 28th SA 22A	Directed by ORR						x			
GWR 201st SA 22a	Live							x	x	
GWR 202nd SA 22a	Directed by ORR								x	
Hull Trains 27th SA 22A	Rejected					x	x			
Hull Trains 28th SA 22A	Directed by ORR						x			
Hull Trains 29th SA 22A	Directed by ORR						x			
LIS 2nd SA 22a	Live						x			
LNER 34th SA 22A	Directed by ORR						x			
LNER 35th SA 22A May '28	Superseded						x			
LNER 36th SA 22A	Superseded						x			
LNER 37th SA 22A	Rights were being sought until Dec 2025 so not included in analysis						x			
LNER 38th SA 22A	Superseded						x			
Lumo 11th SA 22A	Directed by ORR						x			
Lumo 12th SA 22A	Directed by ORR						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	Directed by ORR					x	x			
Northern 60th SA 22a	Directed by ORR					x	x			
Scotrail 49th SA 22a	Withdrawn						x			
Scotrail 50th SA 22a	Directed by ORR						x			
Scotrail 51st SA 22a	Directed by ORR						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	Withdrawn						x			

TPT 64th SA 22a	Withdrawn					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	Directed by ORR		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						

4601	199	4557	180*	SX	10:30	11:30	Hams Hall GBRF	66219	Mossend Euroterminal GBRF	19:25	20:25	07:30	240*	Crewe Basford Hall (Crew) Carlisle (Crew)	2	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24) * After arrival of 4M57 ** Before departure of 4M57	75C66512		W10	294	Network Rail can support this Access Right as proposed	
Non-contractual comments:																						
4601	200	4557	180*	SO	11:15	12:15	Hams Hall GBRF	66219	Mossend Euroterminal GBRF	22:00	23:00	07:30	-	Crewe Basford Hall (Crew) Carlisle (Crew)	2	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24) * After arrival of 4M57 ** Before departure of 4M57	75C66512		W10	294	Network Rail can support this Access Right as proposed	
Non-contractual comments:																						
4601	202	4M04	300	MSX	01:45	02:45	Felixstowe South GBRF	49129	Hams Hall GBRF	07:30	08:30	66219	300	Peterborough	2		75C66512		W10	176	Network Rail can support as per the amendments sought to the Rights table	
The December 2025 timetable path has Felixstowe North as an origin. Given this is an off network change, Network Rail can support this and requests that the existing Right is updated to reflect this difference.																						
Non-contractual comments:																						
4601	203	4M04	300	SO	01:46	02:46	Felixstowe South GBRF	49129	Hams Hall GBRF	08:04	09:04	66219	240	Peterborough	2		75C66512		W10	176	Network Rail can partially support the amendments sought to the Rights table. The destination is East Midlands Gateway in the December 2025 timetable.	
The December 2025 timetable path has Felixstowe North as an origin. Given this is an off network change, Network Rail can support this and requests that the existing Right is updated to reflect this difference.																						
Non-contractual comments:																						
4601	204	4I22	300	SX	14:05	15:05	Hams Hall GBRF	66219	Felixstowe South GBRF	20:49	21:49	49129	300	Peterborough V12 GBRF (Fueling)	45		75C66512		W10	176	Network Rail can support as per the amendments sought to the Rights table	
Non-contractual comments:																						
4601	205	4I20	240	SO	13:14	13:14	Hams Hall GBRF	66219	Parkston SS GBRF	18:07	19:07	49420	-	Peterborough V12 GBRF (Fueling)	45		75C66512		W10	176	This is already in the GBRF contract with the headcode of 4L29 which reflects the December 2025 timetable	
Non-contractual comments:																						
4601	207	0604	90	SO	18:30	19:30	Parkston SS GBRF	49420	Peterborough Main Shed GBRF	21:29	22:29	45112	-				LD75			98	Network Rail can support this requested relinquishment	
Non-contractual comments:																						
4601	208	0833	-	MO	04:36	05:36	Peterborough Main Shed GBRF	45112	Felixstowe North GBRF	08:15	09:15	49139	90	Spwch Reception GBRF (shunt locos) (RM)	20		LD75			96	Network Rail can support as per the amendments sought to the Rights table	
Non-contractual comments:																						
4601	210	4M23	300	SX	10:16	11:16	Felixstowe North GBRF	49139	Hams Hall GBRF	15:49	16:49	66219	300	Willesden Brest Through Lines	2		75C66512		W10	196	Network Rail can support as per the amendments sought to the Rights table	
Non-contractual comments:																						
4601	211	4M23	300	SO	10:04	11:04	Felixstowe North GBRF	49139	Hams Hall GBRF	15:21	16:21	66219	300	Peterborough (Crew)	2		75C66512		W10	196	Network Rail can support as per the amendments sought to the Rights table	
Non-contractual comments:																						
4601	212	4I23	300	FSX	22:35	23:35	Hams Hall GBRF	66219	Felixstowe North GBRF	04:12	05:12	49139	300	Willesden Brest Through Lines	2		75C66512		W10	196	Network Rail can support as per the amendments sought to the Rights table	
Non-contractual comments:																						
4601	213	4I23	300	FO	22:05	23:05	Hams Hall GBRF	66219	Felixstowe North GBRF	04:39	05:39	49139	300	Willesden Brest Through Lines	2		75C66512		W10	196	Network Rail can support as per the amendments sought to the Rights table	
Non-contractual comments:																						
4601	214	0623	90	SO	17:06	18:06	Hams Hall GBRF	66219	Peterborough Main Shed GBRF	19:22	20:22	45112	-				LD75			81	Network Rail can support this Access Right providing it is amended to a 20:51 - 21:51 arrival window to reflect the December 2025 timetable	
Non-contractual comments:																						
4601	215	4I02	300	SX	17:04	18:04	Felixstowe North GBRF	49139	Hams Hall GBRF	22:49	23:49	66219	300	Willesden Brest Through Lines	2		75C66512		W10	196	The December 2025 timetable path has Felixstowe North as an origin. Given the existing Right has Felixstowe North as an origin, the requested change to this Right is not required. It is also worth noting, the timing load in the December 2025 timetable is 75C66516 from Willesden U/DGL	
Non-contractual comments:																						
4601	216	4803	-	MO	10:32	11:32	Parkston SS GBRF	49420	Felixstowe North GBRF	11:48	12:48	49139	300				75C66512			33	Network Rail can partially support the amendments sought to the Rights table. Given the existing Right has Felixstowe North as an origin, the requested change to this Right is not required.	
Non-contractual comments:																						
4601	217	4I02	300	MSX	04:13	05:13	Hams Hall GBRF	66219	Felixstowe North GBRF	11:48	12:48	49139	300	Willesden Brest Through Lines	2		75C66512		W10	196	The December 2025 timetable path has Felixstowe North as an origin. Given the existing Right has Felixstowe North as an origin, the requested change to this Right is not required.	
Non-contractual comments:																						
4601	218	4I02	300	SO	04:15	05:15	Hams Hall GBRF	66219	Felixstowe North GBRF	10:48	11:48	49139	300	Willesden Brest Through Lines	2		75C66512		W10	196	This is an existing Right already in the GBRF Rights table so this would duplicate	
Non-contractual comments:																						
4601	219	0605	90	SO, Y	13:17	14:17	Felixstowe North GBRF	49139	Peterborough Main Shed GBRF	16:17	17:17	45112	-				LD75			95	Network Rail can support as per the amendments sought to the Rights table	
Non-contractual comments:																						
4601	220	4M02	300*	SO	16:30	17:30	Felixstowe North GBRF	49139	Wembley Receptions 1-7	20:00	21:00	72024	-				75C66514		W10	94	Network Rail can support this Access Right as proposed	
Please note the headcode for the associated train path in the December 2025 timetable is 4M85																						
Non-contractual comments:																						
4601	221	4I11	-	MO	04:30	05:30	Peterborough North Yard GBRF	45095	Masborough N&W GBRF	07:10	08:10	25019	240*				75C66516		W10	94	Network Rail can support this Access Right providing the destination is amended to Doncaster (Port) to reflect the December 2025 timetable.	
Non-contractual comments:																						
4601	222	4880	300	MSX	01:28	02:28	Felixstowe North GBRF	49139	Masborough N&W GBRF	07:16	08:16	25019	210	Peterborough	2		75C66514		W10	198	Network Rail can support as per the amendments sought to the Rights table	
Non-contractual comments:																						
4601	223	4880	300	SO	01:24	02:24	Felixstowe North GBRF	49139	Masborough N&W GBRF	07:10	08:10	25019	210	Peterborough	2		75C66514		W10	198	Network Rail can support as per the amendments sought to the Rights table with the exception of the intermediate stop at March which is not included in the December 2025 timetable.	
The December 2025 timetable path has a 00:55 departure time. Network Rail requests that the existing Right is updated to reflect a 00:25 - 01:25 departure window. Please note the headcode for the associated train path in the December 2025 timetable is 4E11.																						
Non-contractual comments:																						
4601	224	4881	310	SX	11:15	12:15	Masborough N&W GBRF	25019	Felixstowe North GBRF	18:47	19:47	49139	300	March (Crew)	2		75C66516					Network Rail can support as per the amendments sought to the Rights table
Non-contractual comments:																						
4601	225	4I11	240*	SO, Y	11:15	12:15	Masborough N&W GBRF	25019	Felixstowe South GBRF	19:49	20:49	49129	-	March (Crew)	2		75C66516		W10	198	This is an existing Right already in the GBRF Rights table so this would duplicate	
Non-contractual comments:																						
4601	226	0011	240*	SO, Y	11:15	12:15	Masborough N&W GBRF	25019	Doncaster Roberts Road Shed	11:50	12:50	23458	-	Decoy North In (Crew)	2		LD75			16	This is an existing Right already in the GBRF Rights table so this would duplicate	
Non-contractual comments:																						
4601	227	4827	-	MO	04:35	05:35	Parkston SS GBRF	49420	Felixstowe North GBRF	05:51	06:51	49139	300				75C66514			33	Network Rail can support this requested relinquishment	
Non-contractual comments:																						
4601	228	4233	300	MO	11:04	12:04	Felixstowe North GBRF	49139	Doncaster Railport (GBRF)	16:42	17:42	23449	300				75C66514		W10	185	Network Rail can support this requested relinquishment	
Non-contractual comments:																						
4601	229	4883	300	MSX	10:52	11:52	Felixstowe South GBRF	49129	Doncaster Railport (GBRF)	16:42	17:42	23449	300	Peterborough	2		75C66514		W10	186	Network Rail can support as per the amendments sought to the Rights table providing the origin is amended to Felixstowe South on Mondays only to reflect the December 2025 timetable.	

4601	255	4016	-	MO	08:22	09:22	Hexthorpe Yard (GBRF)	24222	Doncaster iPort GBRF	08:34	09:34	23405	240*					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75-66504		W10	8	Network Rail can support this Access Right as proposed
Non-contractual comments:																							
4601	256	4116	240*	SX	14:00	15:00	Doncaster iPort GBRF	23405	Felixstowe South GBRF	22:55	23:55	49129	275**		Doncaster Sig D1470 (RR) Decoy North Jn (Crew) Peterborough North Yard GBRF (Crew)	30 2 10	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	193	Network Rail can support this Access Right as proposed providing that the intermediate stop at Doncaster Sig D1470 is amended to 29 minutes to reflect the December 2025 Working Timetable.	
Non-contractual comments:																							
4601	257	4914	120*	SO	12:37	13:37	Doncaster iPort GBRF	23405	Hexthorpe Yard (GBRF)	12:50	13:50	24222	-					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75-66504			8	Network Rail can support this Access Right as proposed
Non-contractual comments:																							
4601	258	4H14	240*	SO	14:20	15:20	Doncaster iPort GBRF	23405	Peterborough North Yard GBRF	17:05	18:05	45095	-		Doncaster Sig D1470 (RR)	20	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516			98	Network Rail can support this Access Right as proposed	
Non-contractual comments:																							
4601	259	4143	-	MO; Y	06:25	07:25	Peterborough VQ GBRF	45095	Felixstowe North GBRF	10:35	11:35	49139	300*					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	96	Network Rail can support this Access Right as proposed
Non-contractual comments:																							
4601	260	4A43	-	MO; Y	08:55	09:55	Parkeston SS GBRF	49420	Felixstowe North GBRF	10:35	11:35	49139	300*					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	33	Network Rail can support this Access Right as proposed The December 2025 timetable path has Ipswich Yard as an origin. Network Rail requests that the existing Right is updated to reflect this difference.
Non-contractual comments:																							
4601	261	4E43	300*	SX	15:10	16:10	Felixstowe North GBRF	49139	Doncaster iPort GBRF	22:15	23:15	23405	240**		Peterborough (Crew) Decoy North Jn (Crew) Doncaster Sig D1470 (RR)	2 2 25	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	193	Network Rail can support this Access Right providing it is amended to a 15:48 - 16:48 departure window and a 23:06 - 00:06 arrival window to reflect the December 2025 timetable	
Non-contractual comments:																							
4601	262	4E43	240*	SO; Y	13:15	14:15	Felixstowe North GBRF	49139	Peterborough North Yard GBRF	16:30	17:30	45095	-					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66514		W10	96	Network Rail can support this Access Right as proposed
Non-contractual comments:																							
4601	263	4943	60*	SX	22:59	23:59	Doncaster iPort GBRF	23405	Doncaster iPort GBRF	01:10	02:10	23405	60**		Doncaster Roberts Road Shed (Fuel)	60	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75-66504			16	Network Rail can support this Access Right as proposed	
Non-contractual comments:																							
4601	264	4143	240*	MSX	02:20	03:20	Doncaster iPort GBRF	23405	Felixstowe North GBRF	10:35	11:35	49139	300**		Doncaster Sig D1470 (RR) Decoy North Jn (Crew) Peterborough North Yard GBRF (OP)	24 2 75	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	193	Network Rail can support this Access Right as proposed	
Non-contractual comments:																							
4601	265	4142	240*	SO	02:20	03:20	Doncaster iPort GBRF	23405	Felixstowe North GBRF	08:40	09:40	49420	240**		Doncaster Sig D1470 (RR) Decoy North Jn (Crew) Peterborough Eastfield Jn (Crew)	23 2 2	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	193	Network Rail can support this Access Right as proposed providing it is amended to a 08:06 - 09:06 arrival window and also remove the intermediate stop at Decoy North Jn to reflect the December 2025 timetable	
Non-contractual comments:																							
4601	266	4126	240*	EWD	07:35	08:35	Doncaster iPort GBRF	23405	Felixstowe South GBRF	14:15	15:15	49129	300**		Doncaster Sig D1470 (RR) Decoy North Jn (Crew) Peterborough (Crew)	20 2 2	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	193	Network Rail can support this Access Right providing it is amended to a 07:15 - 08:15 departure window and a 14:00 - 15:00 arrival window to reflect the December 2025 timetable and to cover the MO, MSX and SO days run split.	
Non-contractual comments:																							
4601	267	4E28	300*	SX	20:15	21:15	Felixstowe South GBRF	49129	Doncaster iPort GBRF	03:50	04:50	23405	240**		Peterborough (Crew) Decoy North Jn (Crew) Doncaster Sig D1470 (RR)	2 2 30	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	193	Network Rail can support this Access Right as proposed	
Non-contractual comments:																							
4601	268	4A28	240*	SO	20:00	21:00	Felixstowe South GBRF	49129	Parkeston SS GBRF	21:30	22:30	49420	-					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	34	Network Rail can support this Access Right as proposed
Non-contractual comments:																							
4601	269	4153	-	MO	12:20	13:20	Doncaster Roberts Road Shed	23458	Tinsley Yard GBRF	13:00	14:00	25207	120*					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75-66504			16	Network Rail can support this Access Right as proposed
Non-contractual comments:																							
4601	270	4E53	-	MO	05:20	06:20	Parkeston SS GBRF	49420	Tinsley Yard GBRF	11:20	12:20	25207	270*		Peterborough (Crew) Decoy North Jn (Crew)	2 2	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	206	Network Rail can support this Access Right as proposed	
Non-contractual comments:																							
4601	265	4A63	270*	SX	16:00	17:00	Doncaster iPort GBRF	23449	Felixstowe North GBRF	23:30	00:30	49139	300**		Parkeston SS GBRF Tinsley Yard GBRF Peterborough North Yard GBRF (OP)	2 2 60	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66512 75C66516	84-94U	8	W10	177 201	Network Rail can support as per the amendments sought to the Rights table
Non-contractual comments:																							
4601	271	4153	270*	SX	15:45	16:45	Tinsley Yard GBRF	25207	Felixstowe North GBRF	23:30	00:30	49139	300**		GN/GE Joint Line Peterborough (Crew) Peterborough North Yard GBRF (OP)	2 2 60	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66512 75C66516	84-94U	8	W10	177 201	Network Rail can support as per the amendments sought to the Rights table
Non-contractual comments:																							
4601	272	4E53	300*	MSX	05:10	06:10	Felixstowe North GBRF	49139	Tinsley Yard GBRF	11:20	12:20	25207	270**		IPSWICH 55 Peterborough (Crew) Decoy North Jn (Crew)	2 2 2	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66514 75C66516	84-94U	8	W10	189 201	Network Rail can support as per the amendments sought to the Rights table
Non-contractual comments:																							
4601	273	4E53	300*	SO	04:45	05:45	Felixstowe North GBRF	49139	Tinsley Yard GBRF	11:15	12:15	25207	90**		IPSWICH 55 Peterborough (Crew) Decoy North Jn (Crew)	3 2 2	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66514 75C66516	84-94U	8	W10	189 201	Network Rail can support as per the amendments sought to the Rights table
Non-contractual comments:																							
4601	274	4D53	90*	SO	12:45	13:45	Tinsley Yard GBRF	25207	Doncaster Roberts Road Shed	13:35	14:34	23458	-					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75-66504			16	Network Rail can support this Access Right as proposed
Non-contractual comments:																							
4601	275	0003	-	SuO	18:40	19:40	Doncaster Roberts Road Shed	23458	Tinsley Yard GBRF	19:20	20:20	25207	-					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	LD75			16	This does not appear in the December 2025 WTT so Network Rail is not supportive.
Non-contractual comments:																							
4601	276	4103	300*	SX; Y	04:45	05:45	Tinsley Yard GBRF	25207	Felixstowe North GBRF	11:55	12:55	49139	300**		Decoy North Jn (Crew) Peterborough Eastfield Jn (OP)	2 40	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	201	This is an existing Right already in the GBRF Rights table so this would duplicate	
Non-contractual comments:																							
4601	277	4103	300*	SX; Y	04:50	05:50	Doncaster iPort GBRF	23405	Felixstowe North GBRF	11:55	12:55	49139	300**		Doncaster Sig D1470 (RR) Decoy North Jn (Crew) Peterborough Eastfield Jn (OP)	20 2 40	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	193	This is an existing Right already in the GBRF Rights table so this would duplicate	
Non-contractual comments:																							
4601	278	4103	300*	SO; Y	05:15	06:15	Tinsley Yard GBRF	25207	Felixstowe South GBRF	12:50	13:50	49129	300**		Decoy North Jn (Crew) Peterborough North Yard (OP)	2 45	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	201	See line 290 above - this does not appear in the December 2025 WTT so Network Rail is not supportive.	
Non-contractual comments:																							
4601	279	4103	300*	SO; Y	05:15	06:15	Doncaster iPort GBRF	23405	Felixstowe South GBRF	12:50	13:50	49129	300**		Doncaster Sig D1470 (RR) Peterborough North Yard (OP)	20 45	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	193	Network Rail can support this Access Right as proposed providing that the intermediate stop at Peterborough North Yard is amended to 44.5 minutes to reflect the December 2025 Working Timetable.	
Non-contractual comments:																							
4601	280	4E03	300*	SX	17:00	18:00	Felixstowe North GBRF	49139	Tinsley Yard GBRF	23:05	00:05	25207	300**		Peterborough (Crew) Decoy North Jn (Crew)	2 2	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	201	Network Rail can support this Access Right as proposed	
Non-contractual comments:																							
4601	281	4E03	300*	WSX	17:00	18:00	Felixstowe North GBRF	49139	Doncaster iPort GBRF	23:45	00:45	23405	300**		Peterborough (Crew) Doncaster Sig D1470 (RR)	2 20	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	193	Network Rail can support this Access Right as proposed	
Non-contractual comments:																							
4601	282	4A03	270*	SO	16:40	17:40	Felixstowe South GBRF	49129	Parkeston SS GBRF	18:00	19:00	49420	-					Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	33	Network Rail can support this Access Right as proposed
Non-contractual comments:																							
4601	283	4M68	-	MO	04:00	05:00	London Gateway GBRF	51120	Birch Coppice GBRF	10:00	11:00	66036	240*		Willson Brent Through Lines (Crew) Rugby (Crew) Hans Hall (RR)	2 2 30	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	151	Network Rail can support this Access Right as proposed	
Non-contractual comments:																							
4601	284	4107	240*	SX	14:30	15:30	Birch Coppice GBRF	66036	Felixstowe North GBRF	20:50	21:50	49139	300**		Hans Hall (RR) Peterborough North Yard (OP)	20 50	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	184	Network Rail can support this Access Right as proposed providing that the intermediate stop at Peterborough North Yard is amended to 47.5 minutes to reflect the December 2025 Working Timetable.	
Non-contractual comments:																							
4601	285	4107	300*	MX	04:05	05:05	Felixstowe North GBRF	49139	Birch Coppice GBRF	10:10	11:10	66036	240**		Peterborough (Crew) Hans Hall (RR)	2 24	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	75C66516		W10	184	Network Rail can support this Access Right as proposed	

4631	1278	4075	120	SO, Y	04:00	05:00	West Burton Power Station (GBRF)	26206	Doncaster Down Decoy GBRF	05:08	06:08	23451	-				Y with 4D75	75-66506			35	Network Rail can support this requested relinquishment	
4631	1279	4075	120	SO, Y	04:00	05:00	Cottam Power Station (GBRF)	26216	Doncaster Down Decoy GBRF	05:08	06:08	23451	-				Y with 4D75	75-66506			34	Network Rail can support this requested relinquishment	
4645	1601	6003	-	THO	22:42	23:42	Cardiff Docks RP GBRF	77107	Crawley New Yard GBRF	04:20	05:20	88006	240*				2	60H66520	10		172	Network Rail can support this requested relinquishment	
Non-contractual comments:																							
4645	1767	6011	-	MO	03:20	04:20	Ferme Park Reception GBRF	54213	Grain Foster Yeoman GBRF	05:51	06:51	88753	180	Suggested route is: Bristol Pwys, Swindon, Reading, Kensington Olympia, Batham, East Croydon	Acton Canal Wharf		2	* Before departure of 4V52	60-66504			54	Network Rail can support this requested relinquishment
Non-contractual comments:																							
4645	1768	6011	-	MSX	03:22	04:22	Ferme Park Reception GBRF	54213	Grain Foster Yeoman GBRF	05:51	06:51	88753	180	Suggested route is: Harringay Park In, Carlton Road In, Dudding Hill In, Acton Wells In, Kew East In, Clapham Junction, Nunhead, Lewisham, Hither Green, Sidcup, Dartford	Willesden In High Level		2		60-66504			54	Network Rail can support this requested relinquishment
Non-contractual comments:																							
4645	1811	6084	330*	EWB	19:00	20:00	Hull Dairycoates (Tilcon) GBRF	19166	Rylstone Tilcon (GBRF)	22:20	23:20	09542	240**		Skipton Down Slow Line (RR)	20	Contingent Access Right - expires on the last day of the Working Timetable before Principal Change Date 2024 (PCD24)	60-66508			85	Network Rail can support as per the amendments sought to the Rights table Please note headcode is now 6D44	
Non-contractual comments:																							
4645	1812	6025	240*	EWB	08:00	09:00	Rylstone Tilcon (GBRF)	09542	Hull Dairycoates (Tilcon) GBRF	12:30	13:30	19166	330**		Skipton Down Slow Line (RR)	20	* After arrival of 6D25 ** Before departure of 6D25	60H66528	10		85	Network Rail can support as per the amendments sought to the Rights table but notes there are still SX and SO schedules in the Working Timetable.	
Non-contractual comments:																							
4645	1877	7V73	360*	MSX	15:27	16:27	WEST RUISLIP LUL DEPOT	73424	ACTON TC	16:59	17:59	73250	-		WEST RUISLIP	20	RR	45H60514			9	Network Rail can support this requested relinquishment	
7610	2128	7C74	-	SX	12:53	13:53	Hoo In Up Yard	88730	Grain Foster Yeoman GBRF	13:50	14:50	88753	90					45-TR55			12	Network Rail can support this requested relinquishment	
7610	2106	6M77	-	SX, Y	05:22	06:22	Whitemoor Yard	46200	Mountsorrell GBRF	07:43	08:43	59013	210					Y with 6E77	60-TR40			67	Network Rail can support this requested relinquishment
7610	2107	6L24	210	SX	10:08	11:08	Whitemoor Yard	59013	Whitemoor Yard	11:55	12:55	46200	-						60H66518	10		67	Network Rail can support this requested relinquishment
7610	2110	6E77	-	SX, Y	05:22	06:22	Whitemoor Yard	46200	Tallington Tarmac GBRF	06:21	07:21	45007	150					Y with 6M77	60-TR40			26	Network Rail can support this requested relinquishment
7610	2111	6L25	150	SX	09:09	10:09	Tallington Tarmac GBRF	45007	Whitemoor Yard	09:54	10:54	46200	-						60-66504			25	Network Rail can support this requested relinquishment
7610	2117	6Y24	-	MTHO	11:03	12:03	Whitemoor Yard	46200	Parkeston SS GBRF	14:22	15:22	46200	-						60-66516			85	Network Rail can support this requested relinquishment

Firm rights to be removed