

Andrew Grant
Freightliner Limited
Rail Container Terminal
Tilbury Docks
Tilbury
Essex RM18 7EH

DB Schenker Rail (UK) Limited
Commercial Access Planning
c/o Traincrew Offices
Station Approach
Westbury
BA13 4HP

Stewart Smith
Industry Contracts Manager
Tel.: ✕
Mobile: ✕
✕

Date : 9th June 2014
Ref. : FA Soton 14001 - a.doc

Dear Andrew

RAIL ACCESS REQUEST – SOUTHAMPTON MARITIME TERMINAL

Confirming our telephone conversation of Friday morning, DB Schenker Rail (UK) Limited (“DB Schenker”) hereby formally requests rail access to and container handling services at, the Southampton Maritime Freightliner terminal. This request is made pursuant to the Railways Infrastructure (Access and Management) Regulations 2005 and in accordance with the Rail Freight Industry Code of Practice for rail access.

The details of the access and services requested by DB Schenker are as follows:

1. Train Service Details

- **Wakefield:** Desired terminal times:12:43 to 16:40 SX (Headcodes: Inward 4B53 MO / 4O52 MSX, Outward 4E70)
- **Trafford Park:** Desired terminal times:17:13 to 21:30 SX (Headcodes: Inward 4O21, Outward 4M78)
- **B.I.F.T.:** Desired terminal times:22:28 SX to 02:39 MSX, 02:52 SO (Headcodes: Inward 4O76, Outward 4M69)

The above trains currently have validated Train Slots agreed with Network Rail to or from (as appropriate) the boundary with Associated British Ports Western Docks rail entrance at Millbrook.

All trains will convey intermodal wagons of types FKA, FXA and KFA, although other types may be used occasionally, up to a maximum of 31 platforms. Assumed length would be 613 metres trailing, with a trailing weight of 1600 tonnes. The services will be operated in each case by a single Class 66 locomotive.

2. Operational Services

- Train arrival and departure examinations (in accordance with Rule Book requirements).

- Groundstaff to detach locomotive from inward services and attach locomotive to outward services.
- Shunting out crippled wagons and attaching repaired / replacement vehicles if necessary. No further shunting is required unless to comply with terminal operation requirements.
- Stabling of crippled wagons and corresponding good-order wagons if necessary.

3. Terminal Services

- Offloading and loading of ISO containers between train and road trailers, and vice versa.
- Short-term storage of containers as required by unavoidable disruption.
- Unit inspection, including examination of seals.
- Submission of train release documentation to DB Schenker, plus arrival / departure times and train loading details for TOPS purposes.

Please note that DB Schenker is willing to consider alternative terminal slots or other solutions which would enable these services to fit around existing commitments at the Terminal. Subject to any necessary staff familiarisation with the Terminal operation, DB Schenker would like to commence operation of these train services as soon as is reasonably practicable.

Please let me know if you require any further information at this stage, otherwise I look forward to receiving your reply within the 10 Working Day timescale specified in section E2 of the Rail Freight Industry Code of Practice for rail access.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S. Smith'.

Stewart Smith
Industry Contract Manager