

**IN THE MATTER OF PART D OF THE NETWORK CODE**

**AND IN THE MATTER OF THE ACCESS DISPUTE RESOLUTION RULES**

**AND IN THE MATTER OF TIMETABLING DISPUTES: TTP: 1064; 1065; 1066; 1069; 1070; 1071; 1073**

**BETWEEN:**

**(1) ABELLIO SCOTRAIL LIMITED ("ASR")  
(2) DB CARGO (UK) LIMITED ("DBC")  
(3) FIRST GREATER WESTERN LIMITED ("GWR")  
(4) XC TRAINS LIMITED ("XCT")  
(5) GB RAILFREIGHT LIMITED ("GBRf")  
(6) EAST COAST MAIN LINE COMPANY LIMITED ("VTEC")**

**Claimants**

**v**

**NETWORK RAIL INFRASTRUCTURE LIMITED ("NR")**

**Defendant**

---

**APPENDIX NR4 TO NR'S RESPONSE TO  
THE 3<sup>rd</sup> GBRf SRD**

---

**Introduction**

1. This appendix gives the detail of NR's consultation with GBRf and other Network Participants over the issue GBRf introduces at paragraph 5.4, the proposal to increase the approach control and deceleration allowance at Coatbridge Central.

2. The material dates and actions of the chronology of this proposal are:

**D-64 (16/09/16) to D-60 (14/10/16) NR shall consult with timetable participants in respect of any proposed changes to the rules**

3. 4 October 2016: the Version 1 Forum took place. The increase of approach control and deceleration allowance at Coatbridge Central was not discussed during this forum and no minutes were taken.

**D-59 (21/10/16) NR shall provide to all timetable participants a draft of the revised rules**

**D-59 to D-54 (25/11/16) NR shall consult with timetable participants; timetable participants may make representations in respect of any changes they propose or objections they may have to the draft rules**

4. 21 October 2016: Scotland TPR Version 1 published with increased approach control and deceleration allowance from 2 to 3.

5. 20 November 2016: GBRf response to V1, this includes GBRf's objection to the allowance increase. The response states; "SC093 Coatbridge Central: change not agreed – {2} is excessive, let alone {3}." GBRf did not provide any evidence to support this objection.

**D-54 (25/11/16) to D-44 (03/02/17) NR shall consider representations and objections**

6. 3 January 2017: NR provided its response to GBRf's 20 November 2016 letter. In relation to the Coatbridge Central proposed increase of approach control and deceleration allowance the letter advised; "Please note this increase is only for non-freight services from 2 minutes approach control value to 3 minutes approach control value, the existing freight allowance remains as published in the 2017 Timetable Planning Rules."
7. 5 January 2017: NR held the TPR forum. This item was briefly discussed during this forum. GBRf does not refer to this meeting in its SRD.

**D-44 (3/2/17) – NR shall issue the final revised rules (v2)**

8. 3 February 2017: NR published the Scotland TPRs Version 2. This includes allowance increase to the three minutes despite this not being agreed, but following NR's explanation of the change to GBRf.
9. 23 February 2017: GBRf provided its response to v2 of the Rules. The letter again objects to the allowance increase. GBRf wrote: "*SC093 Coatbridge Central: change not agreed – {2} is excessive, let alone {3}. (2018 v1.0 comment) Still not agreed – note also the approach control at M238 is to be removed under the resignalling scheme. (2018 v2.0)*"