

Email from GBRf 06.08.2020

Dear Tamzin,

GB Railfreight's full view of the proposed Restrictions of Use are as below, with our additional information highlighted in blue:

Week 23 - four week possession begins, generally comprising:

Week 23, Sunday - all lines blocked (ALB) – Starts 16:00 Saturday 05th September and all day Sunday.

Week 23, midweek - single line working (SLW) on Down (Up shut) during the days (05:20 to 23:20), all lines blocked overnight (23:20 to 05:20). Capacity extremely restricted during the day due to method of working. - Yes

Week 24, Saturday - SLW on Down – Yes from 05:20 up to 16:00

Week 24, Sunday - ALB Week 24, midweek - single line working on Down (Up shut) during the days(05:20 to 23:20), all lines blocked overnight (23:20 to 05:20). Capacity extremely restricted during the day. – Yes

Week 25, Saturday - SLW on Down from 05:20 up to 16:00

Week 25, similar to Week 24, but with some SLW on the Up (now working on the Down) on Sunday half day. - Yes

Week 25, midweek - single line working on Up (Down shut) during the days (05:20 to 23:20), all lines blocked overnight (23:20 to 05:20). Capacity extremely restricted during the day. – Yes

Week 26, Saturday - SLW on Up from 05:20 up to 16:00

Week 26 - per Week 25 midweek, again Sunday timings slightly different to previous weeks. - Yes

Week 27, Fri night/Saturday 0520 - ALB - Yes

Week 27, Saturday 0520 to 2030 - SLW on Up, Down shut - Yes

Week 27, Saturday 2030 to Monday 0250 – ALB – Yes

I hope this clarifies things.

Regards,

Email from FL 06.08.2020

Dear Tamzin,

Firstly, apologies for the late submission of this response. It is very much a moving picture and I have been doing my best to get you a clear view on where the dispute currently sits following earlier meetings.

Please note that I have removed GBRf from the email chain as the attached document contains some confidential information – specifically the list of non-running services. The remainder the email, including the list of services below, is not deemed as confidential.

Regards,

Peter

Will FL please confirm that it is seeking a determination that all Network Rail's proposed Restrictions of Use arising from Network Rail's Decision Notice should be quashed.

Correct. Until Freightliner Limited and Freightliner Heavy Haul Limited (together "FL") have received a satisfactory end-to-end offer for the services that are required to operate either via the Single Line Working (SLW) or via a diversionary route, we ask for the proposed Restrictions of Use arising from Network Rail's Decision Notice to be quashed.

Will FL please confirm how many of its services are scheduled to use the route between Peterborough and Ely during the planned RoUs, distinguishing between different days as necessary.

FL has provided NR with a list of trains on the booked route over the duration of the possession. Of those FL has identified

- 1) which have alternative paths via London already in the timetable that can be used,
- 2) which will not run during the planned blockade and
- 3) which trains will run and only have a path through the ROU and therefore require accommodating via the SLW or on a diversionary route.

This dispute is around the category 3) above – i.e. those which require accommodating via the SLW or on a diversionary route. Of those the split is as follows:

Saturday Only

TID	From	To	Days	Divert/Cancel
4L83	FLX	Leeds	SO	Divert as All Line Block
4E63.	FLX	Doncaster	SO	Divert as All Line Block
4E24.	FLX	Leeds	SO	Divert as All Line Block
4M67	FLX	Crewe BH	SO	Divert as All Line Block

Tuesday Only

TID	From	To	Days	Divert/Cancel
6E50.	Ipswich Yard	Lindsey Oil	TO	Divert via London
6L49	Lindsey Oil	Ipswich Yard	TO	Divert via London

Midweek

TID	From	To	Days	Divert/Cancel	Notes
6E50.	Ipswich Yard	Lindsey Oil	TO	Divert	Run via NLL, GEML
4E63.	FLX	Doncaster	MSX		Must go through SLW if its in operation at that time
4E23.	FLX	Leeds	MSX		Must go through SLW if its in operation at that time
4M81	FLX	Crewe BH	SX		Must go through SLW if its in operation at that time
4E56.	FLX	Doncaster	SX		Must go through SLW if its in operation at that time
4E64.	FLX	Tees Dock	SX		Must go through SLW if its in operation at that time
4E59.	FLX	Leeds	SX		Must go through SLW if its in operation at that time
4L40	Doncaster	FLX	MSX		Must go through SLW if its in operation at that time
4L83	Leeds	FLX	SX		Must go through SLW if its in operation at that time
4L87	Leeds	FLX	SX	Divert	Run via Spalding, Peteterbo (C stop), Hertford North, NLL & GEML
4L53	Doncaster	FLX	SX		Must go through SLW if its in operation at that time
4L78	Tees Dock	FLX	SX		Must go through SLW if its in operation at that time
4L10	EMG	FLX	SX		Must go through SLW if its in operation at that time

Heavy Haul trains midweek

There is a daily train slot which is a Y path either to Marks Tey or Bury St Edmunds from Tunstead. Path required daily (SX):

Outbound loaded services: 6L68 or 6L80 00:40 MSX Tunstead to Bury St. Edmunds or Marks Tey &

Return empty services: 6E80 (6L68 BW) /6M01 (6L68BW) /6M86 Bow Depot or Bury St. Edmunds to Barrow Hill or Tunstead.

How many trains can use the single-line working available through the affected area?

FL has not received an offer for any of the trains through the SLW.

FL's understanding of current position based on the NR Capacity Study is that:

- Only one path satisfactory (4M81) has an identified path through the SLW and to and from origin and destination for 2 of the 4 weeks. The other 2 weeks still need to be looked at.
- Two trains (4E63 and 4E23) have been identified as having a path through the SLW but require validation from the end of the SLW through to Spalding and Doncaster respectively. They are ok from those two locations to destination. This applies for two weeks only. The other 2 weeks still need to be looked at.
- Three trains (4E56, 4E64 and 4E59) have been identified as having paths through the SLW but have not been validated end-to-end. This applies for two weeks only. The other 2 weeks still need to be looked at.
- Four trains (4L40, 4L83, 4L78 and 4L10) cannot be found a path via the SLW and NR is seeking easement to the All Line Block, which will enable these trains to be flighted through SLW. If easement is not available NR to look to divert via London.
- The Heavy Haul path from Tunstead to Bury St Edmunds or Marks Tey (Y'd) is identified in the Capacity Study as having a laden path in Weeks 25 & 26 and empty return path in Weeks 23 & 24. Therefore this still requires addressing.

For how many has an acceptable diversionary route been offered? Therefore, for how many trains has Network Rail not currently been able to offer a path?

FL has not received an offer for any of the trains on a diversionary route. Those trains that require diversionary paths are included in the list above, however note that the precise number that require diverting is unclear as that is contingent on NR not agreeing an easement to the All Line Block as described above.

On pp81/82 of FL's Appendices 2-6 there is an e-mail dated 29 Jul 20 from Leann Eames which refers to a spreadsheet which might assist in answering this question. The Hearing Chair has not been able to locate this spreadsheet within the Appendices to the Sole Reference Document.

This spreadsheet is attached to this email.

The Hearing Chair is grateful to Freightliner ('FL') and GBRf for providing their Sole Reference Documents.

He would be grateful for clarification as to the full scope of the proposed Restrictions of Use. Will all Parties please confirm that this is a correct summary of the position

FL's understanding of the full scope of the proposed ROUs matches the update provided by Ian Kapur of GB Railfreight by email today at 10:15.

Peter Graham
Rail Strategy Manager
Freightliner Group Limited