



## TTP2468: Second Directions

### Freightliner Response

Freightliner thank the Hearing Chair for his time reviewing the Sole Reference Document for TTP2468. Freightliner are able to provide the following responses to the points raised by the Chair:

5. Freightliner are currently challenging Network Rail through the dispute mechanism contained within Part G over the complete lack of progress shown to date on resolving the gauging non-compliance. It is hoped this will resolve the infrastructure issue.
7. Freightliner would not be in a position to operate trains in the disputed slots without rectification of published gauge, although there is customer demand to operate this service. Given Network Rail's failure to maintain the required gauge clearance, and thus the inability to operate these schedules currently, Freightliner are unable to contractualise this absent of the provision of gauge. It would take time to formalise contracts and mobilise resources for these flows.
8. There is a requirement to use various different wagon and container combinations to meet both customer demand (noting the intermodal business relies on spot traffic as well as contracted volumes) and to allow Freightliner to cycle wagon types in and out of maintenance/interwork sets at terminals at both ends. This is vital to allow Freightliner to operate this flow efficiently.
9. Freightliner confirm that the primary customer for whom it was intending to operate these services has been lost to rail and instead continues to use road haulage. There is, however, significant commercial interest in this route from other potential customers, albeit reliant on rail being able to deliver for their requirements.
10. Network Rail have stated that W8 gauge will not be reinstated via this route. There is a separate project being delivered by the Transpennine Route Upgrade to deliver the larger W12 gauge clearance on the route and Network Rail intend to await delivery of this to reinstate the ability to run W8 trains. Freightliner have not received a confirmed date for implementation of this, but believe it may be the early 2030's.
11. Freightliner does have the ability to issue a Performance Order under it's TAA, but has not considered this approach to date.

Yours Sincerely

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A handwritten signature in black ink, appearing to read "Chris Matthews".

Chris Matthews  
Timetable Strategy and Rail Industry Manager  
Freightliner Group

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