

Appendix 3: 6V96 vs 5M29 Decision Criteria table and relevant email to GBRf

- Decision Criteria table

Criteria for consideration	Weighting (1 Low Impact - 3 High Impact)	6V96	5M29
(a) maintaining, developing and improving the capability of the Network;		N/A	N/A
		Demand for the MOD service. The reason this service has not run recently is because Crownthorpe Bridge on a Preserved Railway was out of service which is where this train starts.	Demand for maintenance would be as and when ARL required. This service could be scheduled anywhere in the day to support ARL.
(b) that the spread of services reflects demand;			
(c) maintaining and improving train service performance;		N/A	N/A
(d) that journey times are as short as reasonably possible;		N/A	N/A
(e) maintaining and improving an integrated system of transport for passengers and goods;		The MOD train would need to be able to move their goods freely.	Having a maintenance opportunity in the timetable to keep the smooth running of the ARL services.
(f) the commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware;		This would be a revenue generating service for a commercial business.	Whilst this service does support ARL with their smooth operation, this can be timed elsewhere.
(g) the content of any relevant Long Term Plan and any relevant Development Timetable produced by an Event Steering Group;		N/A	N/A
(h) that, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;		N/A	N/A
(i) mitigating the effect on the environment;		N/A	N/A
(j) enabling operators of trains to utilise their assets efficiently;		GBRf would not be able to meet their contract with MOD on the days they have rights to.	Utilising this move supports the asset operation for all services ARL have firm rights to.
(k) avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Path to which the Strategic Train Slot relates; and		N/A	N/A
(l) no International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.		N/A	N/A

- 3rd July email to GBRf which subsequently shared the above Decision Criteria table

From: <@networkrail.co.uk>

Sent: 03 July 2025 15:40

To: <@gbrailfreight.com>

Cc: <@networkrail.co.uk>; FreightVFT <FreightVFT@networkrail.co.uk>

Subject: 6V96DB [FSX] Dec25

Good afternoon [REDACTED],

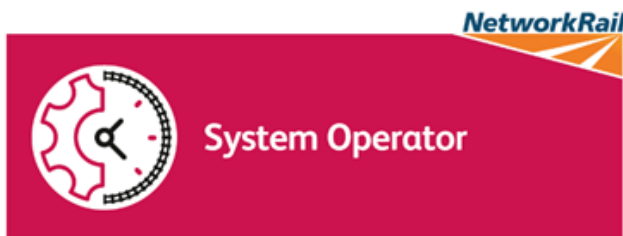
6V96DB was rejected for Dec25 using the decision criteria, with the understanding that 5M29 was supporting the whole operation of ARL's fleet. (Decision Criteria attached)

At the time GBRF had been unable to run 6V96 as there was a bridge was out of use.

Please you can provide us with any further supporting information for the running of the 6V96, such as the MOD now having a demand for this service to run and it removes road transportation.

We would like to understand the impact of not running this service and any information you provide us will be greatly appreciated.

Kind regards,



[REDACTED]

Operational Planner

Permanent Freight Team

System Operator

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