1 DETAILS OF PARTIES

1.1 The names and addresses of the parties to the reference are as follows:

(a) GB Railfreight Limited ("GBRf") whose Registered Office is at

5th Floor, 62 - 64 Cornhill, London, EC3V 3NH

(b) Network Rail Infrastructure Limited ("NR") whose Registered Office is at Waterloo General Offices, London, SE1 8SW.

1.2 Third parties to this dispute may include Freightliner Group Ltd, DB Cargo, Direct Rail Services, Avanti West Coast, West Midlands Trains, ARL, CrossCountry Trains, TransPennine Express, Northern.

2 THE CLAIMANT'S RIGHT TO BRING THIS REFERENCE

2.1 This reference is brought by GB Railfreight Limited ("GBRf"), a Timetable Participant for the purposes of the Network Code, in accordance with Conditions D3.4.16 and D5 of the Network Code.

2.2 The matters raised concern Network Rail Infrastructure Limited's ("Network Rail") decisions in relation to specified Restrictions of Use on the West Coast Main Line ("WCML"), as more particularly described in section 4 below. Each of those decisions was taken pursuant to the Network Code and the National Timetable Planning Rules and therefore falls within the jurisdiction of the Timetabling Panel ("the Panel").

2.3 GBRf contends that, in making those decisions, Network Rail has:

(a) failed to comply with Condition D3.4.8 of the Network Code by not consulting affected Timetable Participants and seeking agreement to Network Rail Variations between TW-30 and TW-26;

(b) failed to apply the Decision Criteria in Condition D4.6.1 and to provide any Decision Criteria to GBRf, contrary to Conditions D3.4.4(b) and D4.1; and

(c) failed to comply with Condition D2.5.1 by not supporting Access Proposals with the level of detail and analysis required, including appropriate timetable and/or capacity studies.

2.4 By reason of those failures, GBRf believes that Network Rail has breached its obligations under the Network Code and the National Timetable Planning Rules, both of which are incorporated into the Track Access Contract between Network Rail and GBRf.

2.5 There are three subject matters within this sole reference, each of which is described in section 4:

(a) a late notice possession (P2026/4251331) comprising a 9-day blockade of the WCML between Preston and Lancaster from 11 to 20 April 2026;

(b) a related 9-day blockade on the WCML between Gretna Junction and Carstairs South Junction (P2026/4080618) from 11 to 20 April 2026 as published in the EAS and CPPP weeks 01–04; and

(c) three WCML (South) blockades (P2026/4084542, 4043106 and 4043086) between Camden Junction and Milton Keynes, including over the Easter 2026 period.

In each case, GBRf's position is that Network Rail has made its decisions without being fully informed about, or properly considering, the impact on operators, customers and capacity, and without undertaking the timetable and/or capacity studies required by the revised Impact Matrix.

3 CONTENTS OF REFERENCE

This sole reference includes:

(a) the subject matter of the dispute in section 4;

(b) a detailed explanation of the issues in dispute in Section 5;

(c) in Section 6, the decisions sought from the Panel in respect of:

(i) legal entitlement, and

(ii) remedies;

(d) appendices and other supporting material.

4 SUBJECT MATTER OF DISPUTE

First subject matter – late notice WCML (North) blockade (P2026/4251331)

4.1 The first subject matter concerns a late notice possession (P2026/4251331), requested on 04 August 2025 [Appendix 2.1], comprising a 9-day blockade of the West Coast Main Line ("WCML") between Preston and Lancaster from 11 April 2026 to 20 April 2026.

4.2 On 28 April 2025, GBRf attended an in-person meeting regarding "Significant Disruption" on the North West and Central ("NW&C") area. The meeting covered several projects, including a confirmation that the "Tri-Link" project would not proceed and that a new plan, "North West Modernisation", would be taken forward instead. At that meeting, GBRf explained the operational requirements needed to facilitate this programme of work and emphasised the need for timetable studies to support the access.

4.3 On 29 May 2025, GBRf attended a Teams meeting concerning the North West Year 3 recovery plan, in which various options to deliver the required work over a series of weekends and via a blockade were presented. GBRf stated that a timetable study was required to ensure that all required and affected services could be accommodated on diversionary routes via the East Coast Main Line ("ECML").

4.4 On 10 July 2025, GBRf attended a Teams meeting concerning the North West Year 3 recovery plan, this was an update to the plan following the Teams call on the 29th May 2025, Network Rail provided a presentation concerning the works and access required [Appendix 4.8]. On this call, GBRf stated that a timetable study was required to ensure that all required and affected services could be accommodated on diversionary routes via the East Coast Main Line ("ECML").

4.5 On 04 August 2025, Network Rail sent a request for access reflecting the options discussed at the Teams meeting of 29 May 2025 and asked operators to respond by 15 August 2025 [Appendix 2.1]. GBRf responded on 11 August 2025, advising that the access needed to be supported by a timetable study [Appendix 2.2].

4.6 On 26 September 2025, approximately six weeks after the response deadline, Network Rail issued its decision in respect of possession0 P2026/4251331 [Appendix 2.3]. No supporting timetable study was provided with the decision, despite earlier requests from GBRf. The decision was issued approximately one week before publication of the Consolidated Possession Planning Publication ("CPPP") on 2 October 2025, and no Decision Criteria matrix or timetable study accompanied it. . On 3 October 2025, GBRf issued a Notice of Dispute in respect of the decision [Appendix 1.1]. The Access Disputes Committee ("ADC") acknowledged this Notice of Dispute on 6 October 2025 and referenced it as TTP2722 [Appendix 2.4].

4.7 On 2 October 2025, GBRf received the CPPP publications in which the possession covered by decision P2026/4251331, already disputed, was published. GBRf responded to the CPPP in a further Notice of Dispute submitted on 9 October 2025 [Appendix 1.2]. The ADC acknowledged this Notice of Dispute on 15 October 2025 and referenced it as TTP2625,then further corrected by the ADC to 2725 on 06 November 2025 [Appendix 2.5].

4.8 On 14 October 2025, GBRf attended a Teams call regarding the WCML modernisation programme, also attended by many of GBRf's customers [Appendix 2.6]. The purpose of the call was to inform freight operator customers of the disruption and to introduce personnel responsible for the timetable studies. GBRf was informed that the timetable study work had only just commenced, almost two weeks after Network Rail's decision. Following this meeting, a weekly call was established to discuss progress.

Second subject matter – WCML Scotland blockade (P2026/4080618)

4.9 The second subject matter concerns Restrictions of Use published in CPPP weeks 01 to 04. GBRf's comments in paragraph 4.1 above are applicable. In addition, Network Rail's Scotland Route has planned Restrictions of Use, possession P2026/4080618, which are linked to the same NW&C access that was the subject of the late notice decision and which remains unsupported by a timetable study.

4.10 On 14 February 2025, GBRf received the Engineering Access Statement ("EAS") 2026 Version 1 publication [Appendix 4.1]. GBRf responded on 21 March 2025 [Appendix 5.1]. The access of concern in the Scotland area was possession P2026/4080618, a 9-day blockade of the WCML between Gretna Junction and Carstairs South Junction from 11 April 2026 to 20 April 2026. In its response, GBRf stated that this possession should be supported by a timetable study and categorised at Severity 7 in line with the revised Impact Matrix [Appendix 4.2].

4.11 On 16 May 2025, GBRf received EAS 2026 Version 2, the decision publication [Appendix 4.3]. GBRf responded on 6 June 2025 [Appendix 5.2]. That response was accompanied by a Notice of Dispute stating that this access needed to be supported by a timetable study (at Severity 7 as requested in GBRf's earlier response) [Appendix 4.1]. The Notice of Dispute was submitted on 6 June 2025 [Appendix 1.3]

4.12 On 2 October 2025, GBRf received the CPPP publications in which possession P2026/4080618, already disputed, was again published, still unsupported by a timetable study. GBRf responded to the CPPP in its Notice of Dispute submitted on 9 October 2025 [Appendix1.2]. The ADC acknowledged this Notice of Dispute on 15 October 2025 and referenced it as TTP2725 [Appendix 2.5].

Third subject matter – WCML (South) blockades (P2026/4084542, P2026/4043106, P2026/4043086)

4.13 The third subject matter concerns three WCML (South) blocks, possessions P2026/4084542, P2026/4043106 and P2026/4043086, which collectively block the WCML between Camden Junction and Milton Keynes.

4.14 These possessions were first included in the 2026 EAS Version 1 interim publication received by GBRf on 16 August 2024 [Appendix 4.4] . GBRf responded on 20 September 2024 [Appendix 5.3], stating that a timetable study was required in line with Severity 4 of the Impact Matrix [Appendix 4.6].

4.15 Between GBRf's EAS Version 1 response and the issuing of the Version 2 document—GBRf submitting its response on 1 December 2024 and EAS Version 2 being published on 9 February 2025—there were no meetings specifically to address operator requirements in respect of the WCML South block

4.16 On 15 November 2024, GBRf received EAS 2026 Version 2 interim publication, being the decision publication for the WCML (South) blocks [Appendix 4.5]. GBRf responded on 6 December 2024 [Appendix 5.4]. That response was supported by a Notice of Dispute stating that this access needed to be supported by a capacity study (at Severity 4, as requested in GBRf's response) [Appendix 5.4]. The Notice of Dispute was submitted [Appendix1.4] to, and acknowledged by, the ADC on 10 December 2024 and referenced as TTP2559 [Appendix 2.7].

4.17 On 2 October 2025, GBRf received the CPPP publications in which possessions P2026/4084542, P2026/4043106 and P2026/4043086, already disputed, were published and remained unsupported by a timetable study. GBRf responded to the CPPP in a Notice of Dispute submitted on 9 October 2025 [Appendix 1.2]. The ADC acknowledged this Notice of Dispute on 15 October 2025 and referenced it as TTP2725 [Appendix 2.5].

5 EXPLANATION OF EACH ISSUE IN DISPUTE AND THE CLAIMANT'S ARGUMENTS TO SUPPORT ITS CASE

5.1 Network Code Condition D3.4.4(b) requires Network Rail, when notifying a decision in relation to a Restriction of Use, to provide details of how it has come to that decision so that affected Timetable Participants can understand and, if appropriate, challenge it. In respect of the late notice possession described at paragraphs 4.1–4.8, Network Rail did not provide such details. In the absence of any explanation of how the Decision Criteria were applied, GBRf cannot understand or meaningfully engage with Network Rail's decision. It is therefore clear to GBRf that Network Rail has not consulted properly in respect of this possession.

5.2 Further, in relation to all of the Restrictions of Use set out in this reference (paragraphs 4.1–4.17), Network Rail has made and published its decisions without providing any Decision Criteria to GBRf. In those circumstances, Network Rail cannot have applied the Decision Criteria in Condition D4.6.1 correctly at the point at which it made and published each Decision Notice.

5.3 Despite GBRf repeatedly making Network Rail aware that these possessions would be heavily disruptive, GBRf has not been served with Decision Criteria. GBRf cannot properly accept an "industry decision" which is materially adverse to it without understanding the basis on which that decision has been taken.

5.4 As a consequence of Network Rail's failure to apply the correct consultation processes and Decision Criteria, GBRf continues to face possessions which severely impact its customers and operations. GBRf considers that the Decision Criteria cannot have been applied correctly because the decisions taken to date to proceed with the Restrictions of Use described in this reference have not been adequately explained or supported by a timetable or capacity study, despite their major disruptive effect.

GBRf believes that the full extent of the impact on its business and its customers has not been taken into account.

5.5 Taking the Decision Criteria in Condition D4.6.1 in turn, and in particular Decision Criteria (b), (d), (e), (f) and (j), GBRf is unable to ascertain whether these criteria can be met because it does not yet understand what level of service it will be able to operate during the possessions. Until GBRf understands what train slots will be offered (if any), it cannot assess whether, for example, the impact on freight customers has been minimised or whether a proper balance has been struck between different users.

5.6 Condition D3.4.8 provides that, after TW-30 but by TW-26, Network Rail shall consult with each Timetable Participant affected (directly or indirectly) by proposed Restrictions of Use and shall seek to agree all Network Rail Variations to be made. As set out in section 4, GBRf has not received any timetable or capacity study to support the Restrictions of Use described in this reference. In the absence of such studies, Network Rail cannot properly apply the Decision Criteria in Condition D4.6.1, nor can it fulfil its obligation under Condition D3.4.8 to seek to agree Network Rail Variations with affected operators.

5.7 Condition D2.5.1 requires Network Rail to ensure that each Access Proposal includes, as a minimum, in respect of each Train Slot (unless expressly agreed otherwise in writing): (a) the dates on which Train Slots are intended to be used; (b) the start and end points of the train movement; (c) the intermediate calling points; (d) the times of arrival and departure from, and routing between, those points; and (g) any proposed ancillary movements. GBRf has not seen any sufficiently detailed amendment plans from Network Rail which would demonstrate how GBRf's requirements can be accommodated during the possessions described in section 4. Network Rail has therefore failed to comply with its obligations under Condition D2.5.1.

5.8 GBRf regards the Timetabling Panel's determination in TTP773 as directly relevant to this case, particularly in respect of Conditions D2.5.1, D3.4.8 and D4.6.1. In that case, the Panel emphasised the importance of Network Rail applying the Decision Criteria on a fully-informed basis and providing sufficient information to operators. GBRf considers that Network Rail's approach in this case is inconsistent with the Panel's guidance in TTP773, for the reasons set out above.

5.9 Following TTP773, the Impact Matrix was amended from 4 severity levels to 7. Given the nature and duration of the Restrictions of Use in this reference, GBRf has categorised the relevant possessions at the highest applicable severity levels (severity 4 or 7, depending on the version), consistent with the examples in the Impact Matrix for WCML blockades. This reinforces GBRf's view that timetable or capacity studies are essential in these cases.

5.10 For all of the possessions raised in this reference, GBRf has seen no evidence that Network Rail has considered the impact of diversions on freight operators and their end-customers. The determination

in TTP1704 is also relevant. In that case, the Panel found it "difficult to understand how Network Rail could have considered its application of the Decision Criteria to have been fully informed without the required Capacity Study having been completed" (paragraph 72). GBRf considers that the same concern arises here.

5.11 GBRf considers that its request for timetable studies is particularly justified in circumstances where Network Rail has itself advised that there is very limited or no capacity on the ECML and has designated the section between New England North Junction (Peterborough) and Huntingdon North Junction as congested infrastructure from 14 December 2025 on weekdays between 06:00 and 21:00 [Appendix 2.8]. That section is the key routing link for diverting WCML services onto and off the ECML. GBRf is not aware that Network Rail has engaged with affected ECML operators, including GBRf in its capacity as a user of the ECML for diversionary purposes, through the consultation process required by Condition D3.4.8 in relation to the use of this constrained infrastructure to accommodate WCML diversions. By failing to consult between TW-30 and TW-26 and to seek to agree appropriate Network Rail Variations under Condition D3.4.8, Network Rail has, in practice, not made use of the structured powers available to it under Conditions D3.4.9 to D3.4.12 to require revised Access Proposals, and then to accept, modify or reject those proposals, or to make Network Rail Variations where revised Access Proposals are not submitted. As a result, Network Rail has materially reduced its ability to amend the plan so as to create capacity for diverted freight services during the possessions, at precisely the point when such powers are most needed to secure access over the principal diversionary section of the ECML.

5.12 Following similar WCML blockades in weeks 41–42 (WCML North) in January 2025 and week 40 (Christmas week 2025) on WCML South, GBRf had 9 services which were not accepted in the offer for the northern block [Appendix 5.5] and 18 services which were not accepted for the southern block [Appendix 5.6] at Informed Traveller timescales. In those cases, timetable studies were delivered late, of poor quality, and not completed within the timescales envisaged by Condition D3.4.8. Although those earlier blocks are not the subject of this reference, they demonstrate that Network Rail's failure to provide timely and adequate timetable studies is not an isolated occurrence. GBRf is therefore concerned that, absent direction from the Panel, the same approach will be repeated in relation to the Restrictions of Use described in this reference.

5.13 In relation to the late notice possession decision made on 26 September 2025 for access in April 2026, GBRf considers that this represents improper use of the late notice process. As set out in the Engineering Access Statement (Introduction document, page 12, section 1.5.1.3): "Where a need arises to amend the EAS to cater for urgent safety requirements or other emergency situations, all parties concerned will co-operate in accelerating the normal timescales in this procedure commensurate with the urgency of the circumstances." [Appendix 4.7]. GBRf considers that Network Rail is using the late notice

process to deliver major projects instead of restricting it to urgent safety or emergency situations. Blocks on this scale should be progressed through the EAS process.

5.14 Regarding the WCML (North) blockade under the late notice process, subsequently included in CPPP weeks 01 to 04 (paragraphs 4.1–4.8), GBRf expects to operate the following flows of traffic during the relevant period in order to serve its customers:

(a) container traffic between Hams Hall (Midlands) and Mossend (Scotland), comprising 12 services;

(b) Ford Motor Company vehicle traffic services between Dagenham and Mossend, comprising 3 loaded services and their corresponding return workings;

(c) British Airways aviation fuel services between Grain and Prestwick, comprising 5 loaded services and their corresponding return workings;

(d) Ministry of Defence traffic serving Kineton/Glen Douglas and Kineton to Carlisle comprising of 5trains

(e) Heidelberg Cement traffic services between Clitheroe and Mossend, comprising of 3 trains per week.

Details of the individual services are set out in the Appendix.5.7Details of the individual services are set out in the Appendix.5.7

5.15 Regarding the WCML (South) blocks (paragraphs 4.13–4.17), although the majority of the blockade occurs over the Easter period, when GBRf typically operates fewer services, GBRf is particularly concerned about the normal running days of this possession (the Tuesday and Wednesday following the Easter Bank Holiday). During this period, GBRf expects to operate the following flows of traffic:

(a) container traffic serving Felixstowe with the North West, the West Midlands, the East Midlands and Northamptonshire, and serving London Gateway with the East Midlands, the West Midlands and the North West, totalling 33 trains;

(b) vehicle traffic between Dagenham and Garston/Mossend, totalling 16 loaded trains and their corresponding return services; and

(c) Channel Tunnel service from Dollands Moor and return service, totalling 5 trains [Appendix 5.8].

(d) Cemex services from Peak Forest to Bletchley, 2 loaded services are unable to access the terminal due to the lines blocked.

(e) Rail services, these are stock moves between Northampton and Kettering, two services affected.

Services affected above are for the Tuesday, Wednesday and Thursday of the blockade, there is a strong possibility there will be a demand to operate services on the Friday and Saturday of the blockade, in which we have the following traffic affected:

(a) container traffic serving Felixstowe with the North West, the West Midlands, the East Midlands and Northamptonshire, and serving London Gateway with the East Midlands, the West Midlands and the North West, totalling 25 trains;

(b) vehicle traffic between Dagenham and Garston/Mossend, totalling 8 loaded trains and their corresponding return services; and

(c) Channel Tunnel service from Dollands Moor and return service, totalling 7 trains [Appendix

(d) Cemex services from Peak Forest to Bletchley, 2 loaded services are unable to access the terminal due to the lines blocked.

(e) Rail services, these are stock moves between Northampton and Kettering, two services affected.There are key locations on the network infrastructure which GBRf uses to stand down or turn trains, for example Hams Hall, where many services operate that are not directly impacted by these Restrictions of Use. Another area of concern is Wembley Yard, where GBRf will stand trains over the Easter period and where diverted services are likely to impact operations. Upon receiving a timetable study, GBRf will need to assess the impact on these locations to understand whether they can be used without adversely affecting other services. Under Condition D3.4.8, GBRf considers that an acceptable amended plan should already have been delivered.

5.16 Rail freight is facing significant competitive threats from road haulage in various sectors. Rail is often perceived as uncertain, with late notice service cancellations and rigidity frequently cited as reasons for modal shift from rail to road. The risk of not being able to serve customers during the periods covered by these Restrictions of Use will only strengthen the argument for moving freight from rail to road.

5.17 There has recently been a significant change in global shipping patterns, with many services that previously served Felixstowe Port now moving to London Gateway. This makes the WCML even more critical for accessing London Gateway. This illustrates why Network Rail should not rely on previous timetable studies being rolled forward into future access proposals; there is no guarantee that operators indirectly affected by earlier capacity studies will agree to similar arrangements for future disruption.

5.18 GBRf asserts that Network Rail has failed properly to consider capacity on the diversionary routes and the impact on GBRf as operator in this case. The determination in TTP773 directed Network Rail to apply the Decision Criteria before making its decisions. GBRf also asserts that Network Rail has failed to consider the commercial impact on its customers in this instance. In TTP1704, the Panel referred to the ORR determination in TTP102, which stated that "Network Rail should be reminded of the need to understand the commercial interests of its customers, which appears not to have been the case here. The ORR's Determination of TTP102 is a useful tool for possession planners. Within possession planning Network Rail is reminded of the need to follow the provisions of the National Timetable Planning Rules, especially 6.1.1." GBRf considers that Network Rail has not followed that guidance before reaching its decisions in relation to the matters in this reference.

6 DECISION SOUGHT FROM THE PANEL

6.1 The Claimant is requesting that the Panel determine that:

(a) Network Rail is in breach of the Track Access Contract between Network Rail and GBRf, in that it has failed to discharge its obligations under the National Timetable Planning Rules and the Network Code, including (without limitation) Conditions D2.5.1, D3.4.4(b), D3.4.8 (and the associated procedures in Conditions D3.4.9 to D3.4.12), and D4.6.1, in relation to the Restrictions of Use described in this reference; and

(b) Network Rail shall withdraw the Restrictions of Use described in paragraph 2.5(a)–(c) (and further particularised in section 4) with immediate effect.

6.2 Exceptional circumstances

6.2.1 GBRf recognises that an order requiring Network Rail to withdraw Restrictions of Use, as sought in paragraph 6.1(b), is a serious remedy. However, GBRf submits that the combination of factors in this case amounts to exceptional circumstances which justify such relief.

6.2.2 First, Network Rail has chosen not to operate the procedures in Condition D3.4 as intended in circumstances where they are plainly engaged. In particular, by failing to consult affected Timetable Participants between TW-30 and TW-26 under Condition D3.4.8 in relation to the use of the ECML for diversions, Network Rail has, in practice, not exercised the structured powers conferred by Conditions D3.4.9 to D3.4.12 to require revised Access Proposals and then to accept, modify or reject those proposals, or to make Network Rail Variations where revised Access Proposals are not submitted. Those provisions exist precisely to enable Network Rail to reshape services and create workable plans in the face of major Restrictions of Use. Network

Rail's failure to use them has materially reduced its own ability to resolve the conflicts it has created.

6.2.3 Secondly, this failure has occurred in the context of Network Rail's designation of the section between New England North Junction (Peterborough) and Huntingdon North Junction as congested infrastructure from 14 December 2025 on weekdays between 06:00 and 21:00, that section being the principal diversionary link for moving WCML services onto and off the ECML. Network Rail has therefore planned simultaneous long-duration blockades of the WCML while (a) accepting that capacity on the primary diversionary route is severely constrained and (b) not operating the D3.4.8–D3.4.12 to re-plan services and secure capacity for diverted freight.

6.2.4 Thirdly, as set out in paragraph 5.11, these events occur against a background of earlier WCML blockades where late, poor-quality timetable studies resulted in significant numbers of GBRf services not being accepted at Informed Traveller timescales. GBRf is therefore not asking the Panel to respond to a one-off misstep, but to a repeated pattern of behaviour which, if unchecked in the present circumstances, is likely to cause serious and avoidable harm to GBRf's business and its customers.

6.2.5 In those circumstances, GBRf submits that it would be inappropriate for Network Rail to rely on the consequences of its own failure to operate the Part D processes correctly, particularly in relation to the ECML congested infrastructure. GBRf therefore invites the Panel to treat this as an exceptional case in which it is both necessary and proportionate to order the withdrawal of the Restrictions of Use described in paragraph 2.5(a)–(c), rather than allowing Network Rail to proceed on the basis of decisions which are neither properly informed nor properly consulted upon.

7 APPENDICES

1 Dispute Notices

1.1 GB Railfreight Notice of Dispute - Late Notice Possession NW&C (North).

1.2 GB Railfreight Notice of Dispute - CPPP weeks 01 to 04.

1.3 GB Railfreight Notice of Dispute - 2026 EAS Version 2 Weeks 2 to 26.

1.4 GB Railfreight Notice of Dispute - 2025/2026 EAS Version 2 weeks 37 to 1.

2 Emails

2.1 Network Rail's request for Late Notice possessions, includes possession 4251331.

2.2 GB Railfreight's response to the request for the Late Notice Possessions.

2.3 Network Rail's decision for the Late Notice Possessions.

2.4 Acknowledgement and referencing by the ADC for the Lat Notice possessions.

2.5 Acknowledgement and referencing by the ADC for the CPPP weeks 01 to 04.

2.6 Advice from Network Rail regarding meeting to be held with customers on 14th October.

2.7 Acknowledgement and referencing by the ADC for the EAS 2025/2026 weeks 37 to 01.

2.8 Letter from Network Rail advising the capacity constraints on the ECML.

3 Maps

3.1 Map showing blocked areas in Pink NW&C North and Scotland. Core routes of GB Railfreight services in Yellow.

3.2 Map showing blocked areas in Pink NW&C North and Scotland. Diversionary routes of GB Railfreight services in Orange.

3.3 Map showing blocked areas in Pink NW&C South. Core routes of GB Railfreight services in Yellow.

3.4 Map showing blocked areas in Pink NW&C North South. Diversionary routes of GB Railfreight services in Orange.

4 Network Rail Publication

4.1 EAS Version 1 publication showing Scotland possession 4080618.

4.2 Access Impact Matrix (new version) showing severity 7.

4.3 EAS Version 2 publication showing possession 4080618.

4.4 EAS Version 1 publication showing NW&C South possessions 4043106, 4043097,4043086 (x5 pages).

4.5 EAS Version 2 publication showing NW&C South possessions 4043106, 4043097,4043086 (x6 pages).

4.6 Access Impact Matrix (old version) showing severity 4 (x2 pages).

4.7 Network Rail's definition of what Late Notice possessions should be.

4.8 Presentation by network Rail showing all the planned works on the WCML North (x16 pages).

5 GB Railfreight Documents

5.1 GB Railfreight response to EAS Version 1 Scotland possession 4080618.

5.2 GB Railfreight response to EAS Version 2 Scotland possession 4080618.

5.3 GB Railfreight response to EAS Version 1 NW&C South possessions 4043106, 4043097,4043086.

5.4 GB Railfreight response to EAS Version 2 NW&C South possessions 4043106, 4043097,4043086.

5.5 GB Raifreight Offer response to Week 41/42 NW&C North possession.

5.6 GB Raifreight Offer response to Week 40 NW&C North possession.

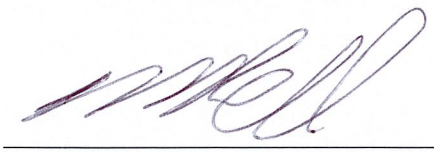
5.7 GB Railfreight services affected by the NW&C North and Scotland blocks in weeks 2 and 3.

5.8 GB Railfreight services affected by the NW&C South blocks in weeks 53 to 1 (Tuesday to Thursday).

5.9 GB Railfreight services affected by the NW&C South blocks in weeks 53 to 1 (Friday and Saturday).

8 SIGNATURE

For and on behalf of GB Railfreight Limited



Signed

Darren Pell

Engineering Access Manager