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## **ACCESS DISPUTES COMMITTEE**

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Freightliner Ltd  
Freightliner Heavy Haul Ltd  
together "FL"

Network Rail Infrastructure Ltd ("Network Rail")

**From:** Hearing Chair  
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**Ref:** ADC/TTP371/513/514/570/571  
**Date:** 20 May 2013

Dear Sirs

### **Directions relating to Timetabling Disputes TTP371, TTP513, TTP514, TTP570 and TTP571**

1. Having reviewed FL's Sole Reference Document, I assume that FL is not seeking any Direction or Determination in relation to the issue of consultation between Network Rail and train/freight operators referred to in the section of the Preface headed 'Link to Part D of the Network Code'.

If this assumption is wrong, FL is to inform the Committee Secretary and Network Rail of the Direction or Determination that it is requesting, preferably in the form of a draft of the proposed Direction or Determination. This is to be served on the Secretary and Network Rail by 15 00 on Friday 24 May 2013.

2. Part of FL's case is that Items 17 and 21 in its Sole Reference Document relate to changes in the Timetable Planning Rules arising solely out of Network Changes which are still under discussion.

Network Rail is to confirm by 15 00 on Friday 24 May 2013 whether it accepts FL's view that these Items do arise solely from the proposed Network Changes.

If Network Rail does not accept that this is the case, further Directions may be required to ensure that the Dispute Parties are in a position to address this issue at the hearing. To assist this process, Network Rail is to provide by the same time as stated above a brief summary of why it does not accept that these Items arise solely from the proposed Network Changes and is to supply a list of those documents which are likely to be relevant to enable the Panel to determine this issue.

3. In the section entitled 'Headways and junction margins', FL submits that there is no defined way of making such calculations. In its Sole Reference Document Network Rail is to explain in general terms how headways, junction margins and Sectional Running Times are calculated, and the authority relied on for the form of calculation used. Further, Network Rail is to confirm whether the method explained was used in respect of each Item in dispute. If not, then Network Rail is to explain what method was used in each case and the reasons for any lack of consistency between these methods of calculation. This Direction does not amend the date and time by which Network Rail is to serve its Sole Reference Document.

As before, documents are to be served by e-mail using the following addresses:-

Committee Secretary [sec.adc@btconnect.com](mailto:sec.adc@btconnect.com)

Network Rail [David.A.Jackson@networkrail.co.uk](mailto:David.A.Jackson@networkrail.co.uk)

FL [JBird@freightliner.co.uk](mailto:JBird@freightliner.co.uk)

Yours faithfully

Clive Fletcher-Wood

Hearing Chair

A handwritten signature in blue ink, appearing to read 'PP Fletcher-Wood', with a horizontal line underneath.

Committee Secretary