



**Freightliner Group Ltd**  
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B4 6EQ

Margret Haswell  
Executive, Access and Licensing  
4<sup>th</sup> Floor, 1 Atlantic Square  
York Street  
Glasgow  
G2 8HS

## **RE: Freightliner Heavy Haul Ltd 27<sup>th</sup> Supplemental Agreement**

### Response to Network Rail Representations

Dear Margret,

Thank you for providing Freightliner Heavy Haul Ltd ('Freightliner') the opportunity to comment on Network Rail's representations to the proposed 27<sup>th</sup> Supplemental Agreement.

Freightliner note that, at the time of writing, owing to the unprecedented number of applications received, Network Rail have been unable to provide confirmation on the impact Freightliner's aspirations will have on the timetable, and that a plan has been devised which will see Network Rail undertake a study to understand the impact these additional rights will have.

Once this has been assessed, and feedback received from Network Rail, Freightliner will seek to address any concerns raised around capacity.

This 27<sup>th</sup> Supplemental Agreement covers aspirational Rights for a number of new commercial contracts Freightliner are looking to enter into during the time period covered by the ORR letter. Accordingly, access contracts to various third party locations are yet to be entered into and, as part of entering into these contracts, various improvements may need to be undertaken off Network Rail infrastructure to support the operation of train services, in some cases where this has not occurred for many years. Accordingly, Freightliner have sought to obtain Firm Access Rights to 'proxy' locations on the Network which can subsequently be updated to reflect exact location names and stannoxes.

The specific concerns raised by Network Rail in their representations almost exclusively relate to non-Network Rail infrastructure, and as such Freightliner do not see these as concerns that should block progress with this application. Freightliner note concerns around level crossing down time, however given there are no standards published in relation to this, and that level crossings do not influence the published capability of a route in terms of total train movements (this being expressed through the Train Planning Rules), this is not seen to be relevant.

Freightliner will await further information from Network Rail regarding any capacity or operational concerns and respond to these in due course.

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Yours Sincerely



Chris Matthews  
Timetable Strategy and Rail Industry Manager  
Freightliner Group

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