

Nigel Oatway  
DB Schenker (UK) Ltd  
2<sup>nd</sup> Floor McBeath House  
310 Goswell Road  
London  
EC1V 7LW

24 April 2014

Dear Nigel,

**PROPOSED TRACK ACCESS CONTRACT BETWEEN NETWORK RAIL  
INFRASTRUCTURE LIMITED AND GREAT NORTH EASTERN RAILWAY COMPANY**

Thank you for your response; this is Alliance Rail Holdings' (Alliance) response on behalf of GNER. For clarity GNER is a subsidiary company of Alliance Rail Holdings Ltd. Alliance in turn is a subsidiary company of Arriva. Arriva is a subsidiary company of DB as is DB Schenker.

In paragraph 3 you state that you are not clear as to the reasons or the extent of the differences between Network Rail and Alliance. Network Rail will set out its position fully in its response to ORR, however the main issue does relate to capacity.

Alliance's position in relation to capacity is that capacity exists as it was funded by way of "The CP4 Delivery Plan, Programme 18 – East Coast Main Line improvements". The output of which is as below:

**"Output**

*These schemes deliver both the HLOS passenger kilometre specification for strategic route 8 and the London capacity specification for the East Coast.*

*The following will be provided (the baseline being the December 2008 timetable):*

- *up to two additional freight paths per hour between Peterborough and Doncaster;*
- **up to one additional long distance high speed passenger path per hour off peak (note: there are currently 7 paths);**

- **up to two additional long distance high speed passenger paths in each peak hour; and**
- *operation of up to ten outer suburban services per peak hour, with up to six of these being 12-car formations, subject to calling pattern.”*

Network Rail and ORR have confirmed that the May 2011 Timetable recast was not reliant upon this programme of works. Alliance concludes that is the capacity available as a result of the CP4 Programme 18 schemes the value of which was just under £700m.

In addition during CP5 Network Rail has been funded by ORR in relation to the East Coast Main Line Connectivity Fund. This is £247m to improve capacity and journey times. Alliance is confident that the £900m of funding on ECML schemes during CP4 and CP5 will deliver the stated benefits in Network Rail’s Delivery Plan. If it does not then one must question the value to the taxpayer, the government and the rail industry.

In paragraph 4 you state that “it [DB Schenker] will need to be assured that the proposed additional trains and the manner of their operation do not adversely impact on either its own services or on the route capacity so that it becomes ossified so that the future growth in freight services could become unduly constrained”. Alliance is keen to work with the industry to develop a recast timetable from December 2016 and we are confident, given the level of infrastructure investment, that capacity exists.

In paragraph 5 you state that you are unable to fully assess the proposals until a detailed timetable has been supplied. In this respect Network Rail is producing capacity analysis of the ECML, to inform stakeholders what capacity will be available from 2016 following a recast and infrastructure interventions.

Yours sincerely,



Ian Yeoward  
Managing Director