

Priority Date Notification Statement (PDNS) Exercised In The Development of the December 20 Timetable

Priority Date – 6 March 2020

Timetable Participant	Heathrow Express Operating Company Limited (“HEX”)
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This document and those attached fulfil the obligation on the part of the above named Train Operating Company to provide a statement to Network Rail in accordance with Access Condition D2.4. This document refers to the PRINCIPAL Priority Date declaration only.

Network Code D2.4 and D2.5 are shown below

2.4 Submission of Access Proposals by Timetable Participants – before and after the Priority Date at D-40

- 2.4.1 A Timetable Participant shall set out its requirements in respect of the New Working Timetable in a written proposal, to be referred to as an “Access Proposal” where:**
- (a) it wishes to exercise any Firm Rights and/or Contingent Rights and/or any expectation of rights to obtain Train Slots in respect of the relevant Timetable Period, where those rights were not exercised to obtain Train Slots in the Prior Working Timetable; and/or**
 - (b) it wishes to make changes to any Train Slot in the Prior Working Timetable; and/or**
 - (c) it wishes to set out its requirements in response to a notification by Network Rail under Condition D2.4.6.**
- 2.4.2 Where a Timetable Participant does not intend using a Train Slot, which is included in the Prior Working Timetable, in the relevant Timetable Period, it shall notify this fact to Network Rail in writing by D-40 or as soon as practicable thereafter.**
- 2.4.3 Access Proposals may be submitted to Network Rail during the period up to D-26. However, Timetable Participants shall submit their Access Proposals (and any revised Access Proposals) as early as reasonably practicable prior to D-26 in order to facilitate optimal planning of the New Working Timetable by Network Rail and to ensure optimal consultation between Network Rail and all Timetable Participants.**
- 2.4.4 Access Proposals submitted by D-40 (“the Priority Date”) are given priority in the compilation of the New Working Timetable in certain circumstances set out in Condition D4.2. Access Proposals submitted after the Priority Date but by D-26 will be incorporated by Network Rail into the New Working Timetable as far as reasonably practicable, taking into account the complexity of the Access Proposal including any reasonable foreseeable consequential impact on the New Working Timetable and the time available before the end of the Timetable Preparation Period, and in accordance with the principles set out in Condition D4.2.**
- 2.4.5 Any subsequent or revised Access Proposal submitted by a Timetable Participant shall amend an Access Proposal submitted earlier where it sets out different requirements to the earlier submitted Access Proposal regarding the manner in which a right is to be exercised. In such case the date on which the subsequent**

or revised Access Proposal is submitted will be treated, for the purposes of Condition D4.2.2, as the date of notification of the relevant right.

2.4.6 Where a Timetable Participant has:

- (a) submitted an Access Proposal which cannot be accommodated in the New Working Timetable; or
- (b) a Train Slot in the Prior Working Timetable which cannot be accommodated in the New Working Timetable; or
- (c) submitted a proposal purporting to be an Access Proposal but which is defective or incomplete,

2.4.7 Network Rail must notify the Timetable Participant of this fact, as soon as possible after it has become aware of it, so that the Timetable Participant has the opportunity to submit a further Access Proposal under Condition D2.4.1(c).

2.5 Content of an Access Proposal

2.5.1 Each Access Proposal shall include as a minimum in respect of each Train Slot, save to the extent that Network Rail expressly agrees in writing to the contrary:

- (a) The dates on which Train Slots are intended to be used;
- (b) The start and end points of each train movement;
- (c) The intermediate calling points;
- (d) The times of arrival and departure from any point specified under paragraphs (b) and (c) above;
- (e) The railway vehicles or Timing Load to be used;
- (f) Any required train connections with other railway passenger Train Slots.
- (g) The proposed route;
- (h) Any proposed Ancillary Movements.
- (i) Any required platform arrangements at the start, end and all intermediate calling points.
- (j) Any relevant commercial and service codes, and
- (k) The proposed maximum train speed and length and in relation to a freight train, the proposed maximum train weight.

(PLEASE NOTE: Although not formally part of Condition D2.5.1, Timetable Participants may also submit draft Rolling Stock Diagrams including balances to inform the completion of platform and station working requirements).

2.5.2 Where an Access Proposal has been submitted by a Timetable Participant, Network Rail shall be entitled to require any further information in respect of that Access Proposal that it reasonably considers to be necessary or beneficial to the preparation of the New Working Timetable.

Summary of Attached Documents

(Please tick the forms submitted)

Form PT1	Appendix PT1A	Appendix PT1B	Appendix PT1C	Form PT2	Appendix PT2A
tick	tick	tick	tick	tick	tick

I confirm that this Form and attachments constitute the Timetable Participant's Access Proposals as at the Principal Priority Date

Declaration made by **Heathrow Express Operating Company Limited ("HEX")**

Signed **R M Holder**

Date: **06 03 20**

Print Name **Robert Holder, Network Access Manager, GWR on behalf of HEX**

TIMETABLE December 20

PDNS – FORM PT1 – Timetable December 20

TIMETABLE PARTICIPANT

Heathrow Express Operating Company Limited (“HEX”)

Condition D2.4.1

~~(a) The Timetable Participant wishes to exercise Firm Rights and/or Contingent Rights and/or expectations of rights to obtain Train Slots in respect of the December 20 Timetable which were not exercised to obtain Train Slots in the Prior Working Timetable as indicated on Appendix PT1A. (Condition D2.4.1(a))~~

(Delete if does not apply)

And/Or

~~(b) The Timetable Participant wishes to make changes to Train Slots in the Prior Working Timetable in the manner indicated on Appendix PT1B (Condition D2.4.1(b)).~~

(Delete if does not apply)

And/Or

~~(c) The Timetable Participant wishes to set out its requirements in response to a notification by Network Rail under Condition D2.4.6. These requirements are indicated on Appendix PT1C (Condition D2.4.1(c)).~~

(Delete if does not apply)

Dear Network Rail,

First Greater Western Limited (“GWR”) as agent for HEX. GWR is acting on HEX’s behalf and instruction in providing this PDNS.

This is the HEX Notification (in conjunction with any detailed advice supplied by GWR on HEX behalf with this summary). In comparison with the May 2020 service:

Roll forward of the WTT with the exception of;

- OOC depot closed and full class 387 operation. EEMU from Reading where required.
- One platform operation at Paddington throughout **(This represents a change from the Notice of Significant Change position)**. The agreement for one platform operation has been extended to PCD 2021.
- Using 387 SRTs instead of 332, including changes to TPR on GW103 and GW180.

Firm right is in place for all these services.

Thank you.

TIMETABLE December 20

PDNS – APPENDIX PT1A – Exercise of Firm and/or Contingent Rights

TIMETABLE PARTICIPANT	Heathrow Express Operating Company Limited (“HEX”)
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Below are the details of the Firm Rights and/or Contingent Rights and/or expectations of rights to obtain Train Slots in respect of the December 20 Timetable which the Timetable Participant wishes to exercise that were not exercised to obtain Train Slots in the Prior Working Timetable.

Roll forward of the WTT with the exception of;

- OOC depot closed and full class 387 operation. EEMU from Reading where required.
- Using 387 SRTs instead of 332, including changes to TPR on GW103 and GW180.

Firm right is in place for all these services.

PDNS – APPENDIX PT1B – Changes to Train Slots

TIMETABLE PARTICIPANT	Heathrow Express Operating Company Limited (“HEX”)
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Below are the details of the changes that the Timetable Participant wishes to make to Train Slots in the Prior Working Timetable.

Roll forward of the WTT with the exception of;

- OOC depot closed and full class 387 operation. EEMU from Reading where required.
- Using 387 SRTs instead of 332, including changes to TPR on GW103 and GW180.

Firm right is in place for all these services.

**PDNS – APPENDIX PT1C – Responses to Notifications by
Network Rail under Condition D2.4.6**

TIMETABLE PARTICIPANT	Heathrow Express Operating Company Limited (“HEX”)
N/A	

TIMETABLE December 20

PDNS – FORM PT2

TIMETABLE PARTICIPANT	Heathrow Express Operating Company Limited (“HEX”)
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Condition D2.4.2

Roll forward of the WTT with the exception of;

- OOC depot closed and full class 387 operation. EEMU from Reading where required.
- Using 387 SRTs instead of 332, including changes to TPR on GW103 and GW180.

Firm right is in place for all these services.

PDNS – APPENDIX PT2A – Train Slots not required in December 20 Timetable

TIMETABLE PARTICIPANT	Heathrow Express Operating Company Limited (“HEX”)
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<p>In accordance with Condition D2.4.2, below are the Train Slots included in the Prior Working Timetable that the Timetable Participant does not intend to use in the December 20 Timetable</p>
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Roll forward of the WTT with the exception of;

- OOC depot closed and full class 387 operation. EEMU from Reading where required.
- Using 387 SRTs instead of 332, including changes to TPR on GW103 and GW180.

Firm right is in place for all these services.