

Network Rail recognises the criticality of biomass services and the wider power production network. In recognising this Network Rail has proactively developed an engineering access and delivery schedule, as far as it is able for 2024, 2025 & 2026, using the following hierarchy criteria

**Direct access to Drax (full closure)**

- 1) **Where restriction of use prevents direct access to Drax: constrained** to less than 10 hours on Sunday
- 2) **Where restriction of use prevents direct access to Drax & required in excess of 10 hours:** to be planned on Christmas Day
- 3) **Where restriction of use prevents direct access to Drax & required in excess of 10 hours but cannot be Christmas Day:** to be planned on a bank holiday Sunday during 'low burn' periods (April – September)
- 4) **Where restriction of use prevents direct access to Drax & required in excess of a Sunday:** to be planned on a bank holiday weekend Saturday & Sunday during 'low burn' periods (April – September)
- 5) **Where restriction of use prevents direct access to Drax & required over a full weekend (Saturday & Sunday) that cannot be during a bank holiday during 'low burn' periods (April – September):** must be planned weekends only between Week 19 and 23 only (Period G)
- 6) **Where restriction of use prevents direct access to Drax & required in excess of a Sunday that cannot be planned during 'low burn' periods (April – September):** to be planned on Christmas Day and Boxing Day
- 7) **Where restriction of use prevents direct access to Drax & required in excess of a Saturday & Sunday or Christmas Day & Boxing Day or bank holiday weekend:** must be planned to align with Drax – shutdown period – or at time as directed by Drax

**Bio-mass traffic**

- 1) Except where restriction of use prevents direct access to Drax, retain access to/from Drax from at least 2 of 3 ports of origin (Immingham, Tyne, Liverpool) to be retained
- 2) Avoid 'high burn' periods (October – March) for cross Pennine closures that prevent biomass traffic to/from Liverpool (weekends or midweeks)
- 3) Avoid midweek for cross Pennine closures that prevent biomass traffic to/from Liverpool even during 'low burn' periods (April – September)
- 4) Avoid full weekends even in 'low burn periods' for cross Pennine closures that prevent biomass traffic to/from Liverpool, prioritise Sundays or bank holiday weekends in 'low burn periods only'
- 5) Only by exception where Network Rail believes no reasonable alternative exists will cross Pennine closures be proposed on non-bank-holiday periods in 'high-burn' periods
  - a. To be constrained where possible to Sundays only
  - b. Where requirement exist for Saturday & Sunday, to be dated as close to 'low burn' period as possible (e.g. early October late March)

In essence, what the above does, recognising the high volume of access required especially due to TRU, is protects Liverpool bio-mass flows on midweeks at all times and in addition, during high burn periods, also on weekends, except for 2 occasions

**2025**

- 1) Week 52 - Saturday & Sunday March 25<sup>th</sup> & 26<sup>th</sup>
- 2) Week 40 - Saturday & Sunday December 27<sup>th</sup> & 28<sup>th</sup>

This criteria does however mean that multiple weekends throughout April and September in 2025 and 2026 biomass traffic to/from Liverpool will be significantly constrained

Specifically those weekends are, in addition to above are;

**2024** Week 1 (Easter Sunday 31<sup>st</sup> March) & Week 27 (Saturday 28<sup>th</sup> & Sunday 29<sup>th</sup> September)

**2025** Weeks 8,9,10,11 & 12 All Saturday & Sunday and Weeks 19,20,21 and 24 also All day Saturday and Sunday

**2026** Weeks 8,9,10,11,19,20,21,23 & 24 also all day Saturday & Sunday