

Formal rejection of bid PELE25SSB000143 - MAY25

Received: Wed 19/11/2025 16:26

From: Network Rail Ltd

To: GB Railfreight Ltd

Good Afternoon,

Please find attached a formal rejection for bid PELE25SSB000143 that was received by Network Rail.

Rejected Schedules:

TID	Timetable	ODT	Type	Reason
4L19HG	MAY25	SX	Additional	PELE25SSB000143 is being rejected as 4L19HG is planned to enter London Gateway during the London Gateway Harbour Empowerment Order 2008 restricted times. The restricted times are 0700 to 1000, and 1600 to 1900. 4L19HG is planned to arrive 17:02.

PELE25SSB000143 is being rejected as 4L19 SX is planned to enter London Gateway during the London Gateway Harbour Empowerment Order 2008 restricted times (relevant part: Schedule 6, “noise mitigation measures”, section 17)

The HEO states that trains cannot arrive or depart the port between 0700 and 1000, and between 1600 and 1900. 17. 1) implies this applies to the whole branchline.

DP World, the port’s owners/operators, have stated that the port would not accept any new service where the timings are within the HEO restriction. I have attached the e-mail.

4L19HG is planned to arrive 17:02.

	Clause	Reason	Weighting
a	Maintaining, developing and improving the	N/A as there is no effect on maintenance access.	N/A

	capability of the Network		
b	That the spread of services reflects demand	There is no demand from the port for this train, as they have stated they “wouldn’t accept any service where the timings are within the HEO restriction” (as per attached e-mail). However, there is demand for passenger trains in the evening peak on EA1390 coming out of London, and these would be unable to run if 4L19HG was stood at sig 715 waiting to access the branch line.	Medium
c	Maintaining and improving train service performance	Both 4L19HG and passenger services on EA1390 would experience significant negative performance outcomes if 4L19HG was stood at sig 715 waiting to access the branch line for over an hour, as per the e-mail from the port stating they will not accept any train in these times. This would also have negative reactionary effects on any passenger and freight trains trapped behind the delayed passenger schedules (and they will be heavily loaded in the evening peak), and knock on effects to next workings.	High
d	That journey times are as short as reasonably possible	The journey time for this train cannot be kept as short as reasonably possible if planned in these times, as it will have to wait until after the HEO restriction. Any impacted passenger trains will also have their journey times increased.	Medium
e	Maintaining and improving an integrated system of transport for passengers and goods	The negative impact of 4L19HG on the passenger trains will impact any onward connections passengers have.	Medium
f	The commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed	It is not in Network Rail’s commercial interests to cause a delay for which we have to pay compensation. It is not in GBRf’s interest to have to pay for a driver, fuel, and rolling stock while 4L19HG is idling waiting for the HEO restriction times to end. The port is not impacted as they have stated they will not accept traffic at this time as per attached e-mail.	Medium

	by Network Rail) or any Timetable Participant of which Network Rail is aware		
g	The content of any relevant Long Term Plan and any relevant Development Timetable produced by an Event Steering Group	Not applicable as there is no ESG in effect.	N/A
h	That, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed	No IFCN paths are affected.	N/A
i	Mitigating the effect on the environment	There would be a negative impact on the environment by having a locomotive idling for over an hour, plus any delayed trains trapped behind 4L19HG – even if they are electric, they will be using power generated at least partly by non-renewable sources.	Low
j	Enabling operators of trains to utilise their assets efficiently	This use of assets (4L19HG idling and any passenger services trapped behind) is not an efficient use of assets by any of the involved train operators.	Low

k	Avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Capacity to which the Strategic Train Slot relates	Not applicable, as no Strategic Capacity slots are affected.	N/A
l	No International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed	No IFCN paths are affected.	N/A

Kind Regards,