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Mr. David Robertson,  
Head of Track Access,  
Office of Rail Regulation,  
One Kemble Street,  
London WC2B 4AN

28<sup>th</sup> July 2008

Dear David,  
East Coast Main Line (ECML)

We refer to the letter from Brian Kogan of 16<sup>th</sup> July which updated consultees on the position regarding future track access on the ECML.

London Gateway – DP World did not respond to the consultation issued on 29<sup>th</sup> February 2008 as we felt that our interests would be represented by the Freight operating companies and our projected traffic is included in the Freight RUS forecasts. However, following your recent letter, highlighting some of the possible pathing difficulties, we now feel that it would be worthwhile to specifically state our traffic aspirations on the ECML to ensure that our interests are included in the studies.

London Gateway was granted its Harbour Empowerment Order in May of this year and building work on this major Container Terminal will begin in August 2008. London Gateway is situated on the Thameshaven branch line, off the London, Tilbury and Southend Railway and will access the major national rail routes over the Barking Gospel Oak Line, which is in the process of being upgraded to W10 gauge and having capacity enhancements built.

Clearly traffic will expand as the port build progresses and will depend on commercial growth but traffic expectations are:

March 2011 (Start of operations)	6 trains per day ( 6 trains in and 6 trains out)
2015	15 trains per day (----- ditto-----)
2025	30 trains per day (----- ditto-----)

Of this total forecast traffic, approximately 30% is expected to require to use the ECML for access to Leeds, Doncaster and Teesport etc. from London. Note that it is not possible for London Gateway traffic to go via Ipswich and Peterborough both physically (because you cannot turn right at Woodgrange Park) and commercially. Trains may be operated by any of the FOCs.

We hope that full account of this new freight traffic can be considered within the ECML study.

We have no objections to this letter being published in the ORR website.

Yours Sincerely

R.A.H. Ingram  
Rail Advisor