

Date: 21 May 2026
Ref.: CVLNC024

Email: cvltrackaccess@amey.co.uk

DB Cargo (UK) Ltd
Freightliner Heavy Haul Ltd
Freightliner Ltd
GB Railfreight Ltd
Network Rail
Office of Rail and Road (ORR)
RailAdventure UK Ltd
Rail Express Systems Ltd
Transport for Wales (TfW)
Transport for Wales Rail Ltd
Vintage Trains Ltd
Welsh Ministers

Dear colleague,

**CVL Network – Network Code Condition G1 Network Change Proposal:
Variation to previously established NWC CVLNC018 Cardiff Bay Electrification
System (OLE) Commissioning Cardiff Bay to Butetown 25th July 2025**

This Network Change Notice is issued in accordance with Condition G1.1 of the Network Code and constitutes a formal proposal for a Network Change under that Condition.

Seilwaith Amey Cymru / Amey Infrastructure Wales Limited (“AIW”) wishes to implement the Network Changes described above and is required under Condition G1 to give notice of its proposal to the parties shown above. Condition G2 allows all affected train operators to consider the scheme and bring to AIW’s attention any matters that concern them regarding the change. Access Beneficiaries may also assess the impact of the proposed change on their business and inform AIW what the direct costs and benefits of implementing the change are likely to be (if any).

This Network Change Notice details AIW’s proposal:

Proposed Scheme Title	Proposed Scheme Detail	Appendix*
Cardiff Intersection Bridge – Operational train length restrictions to ELR: CAM	As a part of the ongoing Transport for Wales transformation project, the operational train length from CAM 0m66ch (Queen Street south junction) to CAM 0m05ch (Cardiff Bay) will be restricted to a maximum length of 301m (47 SLUs).	Appendix A

Note: Full details of these works as well as the detailed specification of the scheme is set out in the relevant Appendix to this notice and includes a plan showing where the work is to be done and the parts of the Network and associated railway assets likely to be affected.

In accordance with Conditions 5.7 and 5.12 of Part G of the CVL Network Code, any expansion of the scope of the Transformation Programme, including further detail to previously consulted scope, will be consulted with Access Beneficiaries. As defined by Condition G7 of the CVL Network Code, AIW will follow Condition G1 in order to consult with Access Beneficiaries and to establish changes to the CVL Network.

AIW is proposing these changes as part of the Transformation Programme to increase the capability of the Cardiff Core Valley Lines Network (the “CVL”).

In accordance with Condition G1.2(d), AIW is seeking comments from you to establish whether or not you are content for the changes to be implemented. We invite you to consider the proposed scheme and forward your comments to us by **22 June 2026**. If a formal response is not received by this date, it will be deemed that you accept the proposal without compensation.

Costs and Compensation

Condition G2 of the CVL Network Code allows all affected train operators to consider the scheme and bring to AIW’s attention any matters that concern them regarding the change. Train Operators may also assess the impact of the proposed change on their business and inform AIW what the direct costs and benefits of implementing the change are likely to be (if any).

Additional Terms and Conditions

Once this G1 Network Change has become an established Network Change (as defined in Part G of the CVL Network Code), AIW may, if it wishes to make any modification to the terms or conditions (including as to the specification of the works to be done, their timing, the manner of their implementation, the costs to be incurred and their sharing, and the division of risk) on which the change was established, use the following variation procedure:

AIW shall ensure the specific variation (or variations) is formally communicated to all parties to this notice (the original consultation notice) for consideration. The parties to the consultation shall consider and respond to the variation (or variations) in accordance with the procedures set out in Conditions G1 and G2 allowing for the changes in detail that must follow as a result of the procedure applying only to the proposed variation. It shall not be necessary for AIW to re-issue the entire Network Change notice for consultation.

Please respond using the standard form (b), (c), (d) or (e) as appropriate, each of which can be located on AIW's website <https://tfw.wales/projects/consultation-centre/cvl-infrastructure-manager>. Please send all responses electronically to cvltrackaccess@amey.co.uk.

Respondents should clearly indicate if they consider that all or part of their response is "sensitive information" as defined in Part A of the CVL Network Code.

Please let me know if you require any further details to enable you to respond formally to this notice.

If you are no longer the appropriate person in your organisation to receive communications such as this, I would be grateful if you could let me know.

I look forward to receiving your response to enable the progression of this proposal.

Yours faithfully,



Samuel Folland

Business Improvement Project Manager

Amey — Life's better connected

Transport for Wales Infrastructure Hub, Trefforest Industrial Estate, Pontypridd CF37 5UT
E: samuel.folland@amey.co.uk

Appendix A – Proposed scheme for Cardiff Bay Electrification System (OLE) Commissioning Cardiff Bay to Butetown

Reasons for Proposed Change

To facilitate the introduction of the new Class 398, the Cardiff Bay Line is to be electrified. As a result, there is a requirement to separate both NR & CVL 25kv OLE system at Cardiff Intersection Bridge, the maximum buffer section achievable for traffic heading up & down Cardiff Bay is 301m (47 SLUs).

Specification of Works

CAM 0m66ch (Queen Street south junction) to CAM 0m05ch (Cardiff Bay) will be restricted to traffic/loading schedule no greater than 301m (47 SLUs) in normal operation.

Proposed Timescale

The work will be delivered upon after Establishment of this proposal 17th July 2026.

Amendments to Sectional Appendix

No further changes to the Sectional Appendix are required.

Changes to Operating Instructions

AIW possession planning rules to be updated.

Great Western Rail loads book (reference 225) to be updated by Network Rail on completion of this change.