

Northern Ireland Railways Network Statement 2019

For Working Timetable
December 2018 - December 2019

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Northern Ireland Railways

Network Statement 2019

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1 General Information

1.1 Introduction

Northern Ireland Railways Company Limited (NIR) operates, maintains and develops the main railway network in Northern Ireland. The network consists of approximately 300 route-km of railway including single and double-track, stations, halts, signalling and telecoms systems, and structures such as bridges, cuttings, embankments, sea-defences, tunnels and viaducts.

NIR (Infrastructure Manager) is part of NIR which is itself a subsidiary of the Northern Ireland Transport Holding Company (NITHC) and is part of the Translink Group. The Northern Ireland Transport Holding Company (NITHC) is a Public Corporation created by primary legislation.

Translink is the brand name of the integrated public transport operation of Northern Ireland Railways, Citybus (Metro) and Ulsterbus. Translink is one of Northern Ireland's largest employers with approximately 3,600 employees and a turnover in excess of £200m.

Over 14 million passenger journeys are made on Northern Ireland Railways each year.

1.2 Objective

The objective of this Network Statement is to supply potential Applicants with the essential information needed to apply to gain access to, and to use the railway infrastructure that is managed by NIR (Infrastructure Manager).

NIR (Infrastructure Manager) has produced this Network Statement in response to Regulation 13 of the Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) Regulations (Northern Ireland) 2016 (SRNI 2016/420).

1.3 Legal Framework

The wider legal framework for the Northern Ireland rail sector is governed by a range of legislation, some of which applies to both Great Britain and Northern Ireland, and some which applies solely to Northern Ireland. Table 1 below summarises the main legislative documentation which is currently applicable.

(N.B. The following table is intended only to provide an overview and should not be considered as a comprehensive list).

Term	Topic	Reference	Applicable Legislation in NI
Primary Legislation	Transport	1967 Chapter 37	Transport Act (Northern Ireland) 1967
	Transport	2011 Chapter 11	Transport Act (Northern Ireland) 2011
	Railway Safety	2002 Chapter 8	Railway Safety Act (Northern Ireland) 2002
Statutory Instrument	Health and Safety at work.	SRNI-1978/1039 as amended	Health and Safety at Work (Northern Ireland) Order 1978
	Working Time	SRNI-2008/315	The Cross-border Railway Services (Working Time) Regulations (Northern Ireland) 2008
First Railway Package	<ul style="list-style-type: none"> Access Management Licensing of RUs 	SRNI-2016/420	The Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) Regulations (Northern Ireland) 2016
Second Railway Package	<ul style="list-style-type: none"> Safety Interoperability 	SRNI-2006/237	The Railways (Safety Management) Regulations (Northern Ireland) 2006
		SRNI-2007/47	The Railway Safety Regulations (Northern Ireland) 2007
		SRNI-2011/261	The Railways (Safety Management) (Amendment) Regulations (Northern Ireland) 2011
		UKSI-2011/3066	The Railways (Interoperability) Regulations 2011
Third Railway Package	<ul style="list-style-type: none"> Train Driving Licences Passenger Rights 	SRNI-2010/132	The Train Driving Licences and Certificates Regulations (Northern Ireland) 2010
		SRNI-2011/134	Rail Passenger Rights and Obligations (Exemptions) Regulations (Northern Ireland) 2011

Table 1

NIR is the Infrastructure Manager (IM) for the main railway network in Northern Ireland, regulated by the Office of Rail and Road (ORR) and holds the necessary IM Safety Authorisation as issued by the Safety Authority (DfI).

1.4 Legal Status

1.4.1 General Remarks

This Network Statement is intended as a source of information for potential Applicants for capacity and has no contractual force. In the event of any material differences between this Network Statement and the applicable legislation, the legislation takes precedence.

1.4.2 Liability

NIR applies all reasonable efforts to ensure that the information provided within this Network Statement is correct at the time of print and that it will be maintained up-to-date, however the onus is upon Applicants to gain assurances on critical information before entering into any formal agreement with NIR. NIR accepts no responsibility for any damages, directly or indirectly incurred, for information contained within this Network Statement.

NIR accepts no responsibility for information owned or supplied by Third Parties which may be referred to or utilised in the compilation of this Network Statement.

1.4.3 Appeals Procedure

In the event of an Applicant wishing to appeal against any action or decision taken by NIR, including the content of this document, please contact the ORR at track.access@orr.gsi.gov.uk. (See also SRNI 2016/420 Regulation 31.)

1.5 Structure of Network Statement

The Network Statement has been developed using the template and guidance provided by RailNetEurope (RNE) and follows the applicable guidance set-out in that document. This Network Statement applied the RNE NS Common Structure so that all Applicants can access similar documents in different countries, finding the same information at the same place in each one. The template and guidance document can be found at the following web page:

<http://www.rne.eu/organisation/network-statements/>. The version dated 7 February 2017 has been used in compiling this version of the NIR Network Statement.

1.6 Validity and Updating Process

1.6.1 Validity Period

This version of the Network Statement is valid from the date of publication and throughout the period of the Working Timetable coming into force at 23:59hrs on Saturday 8th December 2018. This Network Statement is valid for the 2018/19 Working Timetable, or until replaced with an updated version.

1.6.2 Updating Process

NIR does not anticipate any major operational or timetabling changes during the period for which this Network Statement is valid.

In the event that any other significant changes occur relating to the information held in the Network Statement, NIR will revise the document or provide supplementary information and publish as appropriate. A suitable indication or commentary will be provided to highlight the changes.

NIR have published the 2019 Network Statement in line with the timescales required for consultation for applications for Capacity for the Working Timetable (for December 2018 – December 2019).

1.7 Publishing

The Network Statement will be published electronically, in English, on the Translink website.

No paper copies will normally be published, however, a paper copy can be provided upon request, subject to a fee to cover the cost of printing and postage - please submit requests to NIR Access Enquiries, contact details are provided below.

1.8 Contacts

Department for Infrastructure

Translink Sponsor Unit
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Belfast
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Northern Ireland Railways Company Limited

NIR Access Enquiries
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Belfast
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Email: niraccessenquiries@translink.co.uk
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1.10 RailNetEurope – International Cooperation Between Infrastructure Managers

Information on RailNetEurope (RNE) can be found on the RNE website: <http://www.rne.eu/organisation/rne-approach-structure/>. (NB NIR is not currently a member of RailNetEurope)

1.11 Definitions

RNE provide a Glossary of terms used in Network Statements at the following web page: http://www.rne.eu/rneinhalt/uploads/RNE_NetworkStatementGlossary_V8_2016_web.pdf

A summary of any additional abbreviations and terms used in this Network Statement is provided in Appendix 1.

2 Access Conditions

2.1 Introduction

This section sets out the requirements for obtaining access to operate on the network.

Access to the rail network is principally governed by the Transport Acts (Northern Ireland) (1967 and 2011) and SRNI 2016/420.

In order to operate on any part of the NIR's rail network, any entity must first negotiate access agreements with the relevant party or parties (e.g. the Facility Owner).

2.2 General Access Requirements

2.2.1 Requirements to Apply for a Train Path

In order to apply for a train path, Applicants must, at the time of application:

- be a Railway Undertaking (RU), or an international grouping of Railway Undertakings for the purposes of operating an International Passenger Train Service or freight train;
- be licensed in accordance with the provisions of Directive 2012/34/EU and in accordance with SRNI 2016/420 (i.e. hold a 'European Licence');
- hold valid Safety Certificates for the part(s) of the network over which the path(s) will run.

NIR will not accept applications from third parties for train paths on behalf of RUs.

Once a train path has been allocated to a RU, it cannot be transferred to, or traded with, any other RU.

Applications must be accompanied, as appropriate, by:

- 1.) the Application Fee and the Reservation Charge (see section 6 for details), and
- 2.) proof of the items listed above.

Applicants must have executed all necessary access agreements with the relevant party, such as a Facility Owner(s), which is to provide the required access (e.g. track, stations or depots) prior to using any allocated Capacity.

2.2.2 Freight Train Operations

There are currently no freight train operations on the network. Applicants wishing to carry out freight operations must, at the time of application, be licensed to carry out freight operations.

2.2.3 Licences

Dfl is responsible for issuing European Licences, in accordance with SRNI 2016/420 which sets out a number of qualifications to be fulfilled in order to be granted a European Licence. Railway Undertakings must demonstrate:

- Good repute
- Financial fitness
- Professional competence
- Insurance cover.

2.2.4 Safety Certificates

Applicants seeking to operate a train in NI will be required to establish and maintain an appropriate Safety Management System. Safety Certificates are issued by the DfI, see Section 1.8 for contact details, or refer to the website at: <https://www.infrastructure-ni.gov.uk/articles/railway-transport-eu-issues>.

2.2.5 Cover of Liabilities

NIR maintain insurance cover for Third Party Public Liability at a financial limit which takes into account the risk exposure of the Organisation. This limit is based on NIR's estimated MPL (Maximum Possible Loss). NIR take all reasonable steps to identify those risks which should be insured. The level of cover and exclusions are part of the Translink Group's commercial insurance portfolio and as such is approved by the Board, having regard to industry practice and similar transport operations.

RUs must maintain adequate insurance cover, or have made arrangements having equivalent effect, covering its liabilities in any event resulting in damage or injury to passengers, luggage, freight, mail and third parties. Insurance cover shall be considered to be adequate if it has been approved by the DfI, see Section 1.8 for contact details.

RUs must also maintain adequate insurance cover, or have made arrangements having equivalent effect for any other areas detailed in any Access Agreements entered into by the RU.

2.3 General Business/Commercial Conditions

2.3.1 Framework Agreements

A Framework Agreement for the purposes of SRNI 2016/420 specifies the characteristics of the infrastructure capacity allocated to an Applicant for capacity over a period of time exceeding the duration of a single Working Timetable period. It does not specify train paths in detail but provides an assurance that suitable access rights will be available to meet the commercial needs of the Applicant.

For further information, please contact NIR Access Enquiries (see Section 1.8 for contact details).

2.3.2 Access Contracts

Eligible Applicants seeking access to the network must enter into an Agreement with NIR to cover the full scope of the intended operations, including track access and any other services, before those operations may begin. RUs seeking access to facilities or services such as stations or maintenance depots that they do not operate themselves will need to enter into separate agreements with the relevant party (e.g. Facility Owner) or request that it is included in the Track Access Agreement.

For further information, please contact NIR Access Enquiries (see Section 1.8 for contact details).

2.4 Operational Rules

2.4.1 NI Railway Standards and the Rule Book

There are a number of technical standards and operating procedures contributing to safe railway system operation and interworking, compliance with which is mandatory. These documents can be accessed by contacting NIR Access Enquiries, see Section 1.8 for contact details.

The documents include the Rule Book, Technical Specifications for Interoperability, Notified National Technical Rules and National Safety Rules. The Rule Book is a document that includes procedures and specific working instructions in relation to general safety responsibilities; signals; degraded working; level crossings; train working and station duties; shunting; mishaps; working by pilotman; on-track plant and machines; speeds; track and signalling work; train signalling regulations and signalling general instructions. All documents are updated as appropriate.

2.4.2 Other Operational Rules

All operations are conducted in the English language.

Other operational rules may apply for specific issues. Information can be obtained from NIR Access Enquiries, see Section 1.8 for contact details.

There are currently no designated Rail Freight Corridors within Northern Ireland Railways network.

2.5 Exceptional Transports

At the time of writing there are no facilities for exceptional transports on NIR. Facilities do exist to accommodate test trains which are in the process of the Rolling Stock Acceptance Process (see Section 2.7). Please contact NIR Access Enquiries if you have a requirement in this area (see Section 1.8 for contact details).

2.6 Dangerous Goods

Dangerous Goods (defined as those goods which are capable of posing a risk to health, safety, property and the environment during carriage by rail and are classified according to the Regulations concerning the International Carriage of Dangerous Goods by Rail) are not permitted anywhere on the network.

2.7 Rolling Stock Acceptance Process Guidelines

Rolling Stock to be used on the NIR network must be approved and registered on the National Vehicle Register (NVR). For further information on the NVR please contact the DfI, see Section 1.8 for details.

Any Party wishing to introduce a new vehicle onto the main rail network or make a change to the operation or engineering of an existing vehicle must consider the effect of this on all other RUs and on the IM. To aid RUs in the discharge of this, NIR engages in compatibility consultation processes with all stakeholders which provides a structured mechanism for assessing and agreeing any capacity, safety, regulatory and commercial issues that exist between the RU and the IM. This is carried out as part of the Projects / Change Management Process.

Consultation is required for:

- a) introduction of new rail vehicles
- b) extension of route(s) for existing vehicles, and/or
- c) substantial alterations to vehicles.

An important consideration for the introduction of new rolling stock is its dynamic fit within the loading gauge of the network – that is the physical space provided above rail level by structures such as tunnels, bridges and platforms. Information regarding loading gauge is available in engineering standards. However, owing to the complexity of the subject, any party considering introducing new (including modified) vehicles is advised not to rely solely on written sources to guide their design. It is essential that they make early contact to discuss their plans and seek guidance from NIR Access Enquiries, see Section 1.8 for contact details.

2.8 Staff Acceptance Process

RUs are responsible for ensuring that their staff who are involved with or affect the movement of trains possess the necessary skills and competencies to perform their duties.

For further information please contact the DfI, see Section 1.8 for contact details.

Train Driving Licences and Certificates

The European Commission Directive 2014/82/EC (on the certification of Train Drivers) establishes a licensing and certification system for Train Drivers on the European Union rail network. It is aimed not only at drivers but also at other train crew who participate directly or indirectly in driving and whose professional qualifications therefore contribute to transport safety. This Directive was transposed in domestic legislation in Northern Ireland by the Train Driving Licences and Certificates Regulations 2010 (TDLCR).

All train crew who participate directly or indirectly in driving and whose professional qualifications therefore contribute to transport safety must therefore be appropriately licensed.

For further information on:

- Train Driving Licences please contact DfI,
- Train Driving Certificates please contact NIR Access Enquiries.

Please see Section 1.8 for contact details.

3 Infrastructure

3.1 Introduction

A description of Northern Ireland Railways' infrastructure is provided in this section. It provides a technical overview of the railway network managed by NIR at a level of detail to facilitate potential Applicants to apply for capacity on the network. Information is provided on a 'by exception' basis – i.e. where a statement applies generally to the network only exceptions are mentioned specifically. However, owing to the nature of the infrastructure, Applicants are advised not to rely solely on written sources to guide their application. It is essential that they make early contact to discuss their plans and seek guidance from NIR Access Enquiries, see Section 1.8 for contact details.

3.2 Extent of Network

3.2.1 Limits

The geographic extent of the network is illustrated in Appendix 2. The lines connect as follows:

1. Belfast – Border (connection to Irish Rail network)
2. Belfast – Bangor
3. Belfast – Larne
4. Belfast – Derry~Londonderry
5. Coleraine – Portrush
6. Antrim – Knockmore.

N.B. At the time of writing the railway line between Antrim and Knockmore is not normally available for passenger service. It is available as an emergency alternate route and for special train movements only.

3.2.2 Connected Railway Networks

The NIR network is connected to one other network, Irish Rail. The only international border crossing with Irish Rail is 54 miles from Belfast Central at the 59.5 milepost. There are some connections to private sidings at Whitehead and Cultra.

Appendix 2 provides an overview of the NIR Network.

3.2.3 Further Information

Further information on the infrastructure may be obtained by contacting NIR Access Enquiries (see Section 1.8 for contact details).

3.3 Network Description

3.3.1 Geographic Identification

3.3.1.1 Track Typologies

The location of single-track and double-track is illustrated in Appendix 2.

The table below provides details on lengths of single, double and multiple-track.

Type	Line	Location (Milepost)		Total (Route-Miles)	Total (Route-km)
		Start	Finish		
Single Track	Antrim-Knockmore	103.5	105	1.50	2.4
		103.5/0	18.5	18.50	29.8
	Lagan Junction - Yorkgate	114.0	114.75	0.75	1.2
	Larne Line (Kilroot-Larne)	12.75	24.25	11.50	18.5
	Derry~Londonderry Line	8.5	95.5	87.0	140.0
Portrush Line	61.75	67.75	6.00	9.7	
Sub-total				124.75	201.6
Double-Track	Border-Bangor	59.50	126.00	66.5	107.0
	Yorkgate – York Road	114.75	115.0/0.0	0.25	0.4
	York Road - Kilroot	0	12.75	12.75	20.5
	BleachGreen - Monkstown	7.25	8.5	1.25	2.0
Sub-total				80.75	129.9
Multiple Track	Great Victoria Street	-	~1.0	~1.0	~1.6
		Sub-total			
TOTAL				206.5	~333.1

Table 2

3.3.1.2 Track Gauges

The nominal track gauge is 1600mm over the entire network.

3.3.1.3 Stations and Nodes

An overview of stations and nodes is provided in the NIR Route Maps.

Copies of the NIR Route Maps can be obtained by request from NIR Access Enquiries, see Section 1.8 for contact details.

The stations and halts on the network are listed in Appendix 3. The list also provides an overview of their main characteristics.

The European Register of Infrastructure refers to Article 49 of Directive (EU) 2016/797 and provides transparency concerning the main features of the European Railway infrastructure. The RINF Decision obliges each Member State to set up and maintain a register of infrastructure.

The NIR (IM) register can be found online at:

<https://rinf.era.europa.eu/RINF/?Status=LoggedOut>

3.3.2 Capabilities

3.3.2.1 Loading Gauge

The NIR loading gauge is defined in the NIR Company Standard "Requirements for Defining and Maintaining the Size of Railway Vehicles", (Ref.: I/STR/RGS/2149). A copy of this NIR Company Standard is available upon request from NIR Access Enquiries, see Section 1.8 for contact details.

3.3.2.2 Weight Limits

NIR can provide details on weight limits for particular line sections. As a guide for potential Applicants, Appendix 4 provides a list of all types of rolling stock that are currently accepted for operation on NIR. Further information can be obtained from NIR Access Enquiries, see Section 1.8 for contact details.

3.3.2.3 Line Gradients

The steepest sections on the network reach a gradient of 1:65.

3.3.2.4 Line Speeds

Speed limits are cited in miles-per-hour (mph) on all documentation and lineside signage.

Maximum line speed on the network is 90mph (~148km/h), on sections of the Dublin Line, and between Monkstown Junction and Templepatrick, and some sections between Coleraine and Derry~Londonderry on the Derry~Londonderry Line. Other lines are maximum 70mph (~112km/h).

Temporary Speed Restrictions (TSRs) are communicated via the Weekly Operating Notice (WON).

3.3.2.5 Maximum Train Lengths

Due to track and platform length, the maximum train length currently permitted on any part of the network for normal passenger service is 207m. Longer trains, including freight trains, can possibly be accommodated and are considered on a case by case basis, but may need to be operated with Special Instructions.

The maximum train lengths that can be accommodated at particular locations (e.g. stations and halts) are detailed in the NIR Route Maps.

3.3.2.6 Power Supply

No part of the network is electrified.

3.3.3 Traffic Control and Communication Systems

3.3.3.1 Signalling Systems

The majority of the routes are controlled via two, three and 4 aspect colour-light signalling.

Class B train protection systems are fitted on the network. All main route signals are fitted with Automatic Warning System (AWS). Some signals have been fitted additionally with Train Protection and Warning System (TPWS) for increased protection from SPADs (Signals Passed At Danger without authority).

All signalling interlockings are of the Route Relay type (RRI).

Signal Cabins are situated in Belfast Central, Portadown and Coleraine and consist of Westronic and Entry / Exit panels.

Automatic Train Detection, where provided, is via DC (Direct Current) track circuits.

There is an additional Mechanical Interlocking Signal Cabin at Portrush which can be opened to facilitate additional train services on the Coleraine-Portrush line at certain times of the year or for particular events where there is increased demand for rail traffic.

There is no automatic route setting anywhere on the network.

Indications on the status of track circuits, level-crossing equipment, points and signals are displayed for Signallers on the Westronic and Entry / Exit panels.

There are 45 Automatic Half Barrier (AHB) Public Road Level Crossings operated by automatic Train Detection with treadle back-up.

There are 16 Manually Controlled Public Road Barriers, 3 locally controlled and 13 with Closed-Circuit Television (MCB CCTV), controlled from the 3 main Signal cabins.

There are 10 MSL (Miniature Stop Lights) throughout the NI Railways network with 101 User Worked Crossings.

3.3.3.2 Traffic Control Systems

Information on the progress of trains against timetable is obtained from the Train Describer which gets information from the signalling system. The Train Describer information is provided on display screens for Traffic Managers, Traffic Controllers and platform staff.

The information from the Train Describer is used to provide audible announcements at stations and halts and also to provide visual displays at main stations.

Train despatch is facilitated by station staff or Conductors and, at some locations, via 'OFF' indicators and 'Ready-to-Start' information (RTS Buttons).

There are currently no Driver-Only Operation (Passenger), DOO(P), facilities at any location.

3.3.3.3 Communication Systems

All stop signals are fitted with Signal-Post Telephones to facilitate direct communication between the Train Driver and the relevant Signal Cabin.

The train radio system is a Class B open channel analogue system. It gives radio coverage to 98% of the network outside of tunnels and cuttings.

There are five distinct radio channels across the network. Radio channel-change boards are mounted trackside to indicate to the Train Driver when channels need to be changed.

A radio check is required to be performed before each train leaves the depot each morning. This is recorded electronically.

Portable radios are available for emergency use for vehicles which are not permanently fitted with a compatible radio.

3.3.3.4 ATC Systems

NIR does not currently provide any Automatic Train Control (ATC) Systems.

3.4 Traffic Restrictions

3.4.1 Specialised Infrastructure

There is no specialised infrastructure on the network.

3.4.2 Environmental Restrictions

There are some environmental restrictions relating to railways in Northern Ireland. For example, noise restrictions for rolling stock are defined in the Rolling Stock Technical Specification for Interoperability. There may also be additional operational restrictions on noise at some locations on the network and at certain times of the day. Further details can be obtained by request from NIR Access Enquiries, see Section 1.8 for contact details.

3.4.3 Dangerous Goods

Dangerous Goods (defined as those goods which are capable of posing a risk to health, safety, property and the environment during carriage by rail and are classified according to the Regulations concerning the International Carriage of Dangerous Goods by Rail) are not permitted anywhere on the network.

3.4.4 Tunnel Restrictions

There are currently no additional technical or operational restrictions for tunnels on the network. RUs may require the application of operating restrictions for their Rolling Stock in tunnels, for example turning engines off if stationary in a tunnel.

3.4.5 Bridge Restrictions

There are currently no additional technical or operational restrictions for bridges on the network. However, restrictions may be applied to specific types of rolling stock as part of the vehicle acceptance process.

The Bann Bridge, on the Derry~Londonderry Line between Coleraine and Castlerock crosses a navigable waterway. Current protocol requires the lifting-span on the bridge to be opened to give priority to shipping. Trains may be required to wait until the ship has passed.

3.4.6 Other Restrictions

At City of Derry Airport (CoDA) on the Derry~Londonderry Line there are signalling protection arrangements due to the proximity of the runway to the railway. Priority is normally given to trains, however in some circumstances trains may be required to wait whilst an aircraft lands.

3.5 Availability of the Infrastructure

Chapter 4.5 describes the process for allocation of the infrastructure in relation to maintenance, renewals or upgrades.

At the time of writing it is NIR's intention that the network is normally unavailable to RUs as follows (due to infrastructure engineering activities):

Weekly	Saturday	00:20	to	Saturday	05:30
	Sunday	00:20	to	Sunday	08:00
	Sunday	23:30	to	Monday	05:30
	Tuesday	00:20	to	Tuesday	05:30
	Wednesday	00:20	to	Wednesday	05:30
	Thursday	00:20	to	Thursday	05:30
	Friday	00:20	to	Friday	05:30
Public Holidays	Normally	00:20	to	05:30	
	25 th and 26 th December	Network closed			

Table 3

At the time of writing, there are no closures or restrictions which have been formally authorised.

3.6 Service Facilities

Further information on the service facilities may be obtained by contacting NIR Access Enquiries, (see Section 1.8 for contact details).

3.6.1 Passenger Terminals (Stations)

A list of passenger terminals (stations and halts) is provided in Appendix 3. The information provided includes:

- Platform Accessibility for persons of reduced mobility
- Passenger Facilities such as:
 - Ticket Offices
 - Toilet(s)
 - Waiting Room(s).

3.6.2 Freight Terminals

There are currently no freight terminals on the network. If you require such facilities please submit a capacity request to NIR Access Enquiries (see Section 1.8 for contact details) and the NIR capacity enhancement process will be initiated.

3.6.3 Train Formation Yards

Trains of the lengths indicated can currently be formed at the following locations:

Location	Max. Train Length
York Road Engineering Depot	207m
Fortwilliam Maintenance Depot	138m
Adelaide Maintenance Depot	138m

Table 5

It is possible that longer trains could be accommodated at these locations under certain conditions. Please contact NIR Access Enquiries if you have a specific requirement which exceeds the lengths indicated above, see Section 1.8 for contact details.

3.6.4 Storage Sidings

Storage sidings are available at the following locations (total lengths of sidings at each location*):

Location	No. of Roads	Cumulative Length
Portrush	1	300m
Antrim	2	600m
Coleraine	2	400m
Derry~Londonderry	1	300m
Ballymena	4	600m
Larne Harbour	2	400m
Fortwilliam Depot	4	600m
York Road	5/6	2000m
Central Station	2	400m
Bangor	1	300m
Adelaide Depot	6	2000m
Lislea Drive	1	500m
Lisburn	3	400m
Portadown Yard	3	600m
Portadown Sidings	2	400m

Table 6

* Note: these are cumulative lengths of storage sidings at each location. For details of maximum lengths of trains or individual units which can be accommodated or for any other information you may require please contact NIR Access Enquiries (see Section 1.8 for contact details).

3.6.5 Maintenance Facilities

Train maintenance facilities are available as follows:

Location	Maintenance Facilities
York Road Yard	Normal 'running' maintenance
York Road Workshops	Maintenance
York Road Diesel Shed	Wheel Turning
Fortwilliam Maintenance Depot	Train Cleaning
Adelaide Maintenance Depot	Normal 'running' maintenance.

Table 7

To obtain further information please contact NIR Access Enquiries (see Section 1.8 for contact details).

3.6.6 Technical Facilities

Information on Technical facilities and the locations at which they are available is provided in Appendix 5.

To obtain further information please contact NIR Access Enquiries (see Section 1.8 for contact details).

3.6.7 Maritime and Inland Port Facilities

There are no maritime or inland port facilities on the Network.

3.6.8 Relief Facilities

If you require further information on relief facilities available, please contact NIR Access Enquiries (see Section 1.8 for contact details).

3.6.9 Refuelling Facilities

Refuelling facilities are available at Adelaide, Fortwilliam and York Road Depots. To obtain further information, please contact NIR Access Enquiries (see Section 1.8 for contact details).

3.6.10 Other Facilities

At the time of writing there are no other NIR facilities available to Applicants. There are, however, some locations where other Organisations have private sidings that can be accessed from the NIR network.

If you require further information or require other facilities, please contact NIR Access Enquiries (see Section 1.8 for contact details) and a process will be initiated to consider the request and provide a response.

3.7 Infrastructure Development

The table below provides an outline of the main items relating to development of the Infrastructure. The activities are categorised as 'Ongoing and immediate future' and 'Longer-term: 2020+', and an indication is provided as to whether the primary purpose is to enhance Safety or Capacity.

Activity – 2018/19	Primary Purpose		Start Date	Expected Completion Date
	Safety	Capacity		
Ongoing and Immediate Future				
Brokerstown Stream Culverts	✓		Jan - 19	Apr-19
Knockmore to Lurgan - Track Rehabilitation (Ballast Cleaning)	✓		Feb-17	Mar-19
Lineside Fencing Programme 2018/19	✓		Apr-18	Mar-19
Castlerock & Downhill Tunnel Repairs	✓		Nov -18	Apr-19
Dunmurry – Lisburn Signal Route Renewal			July -18	Oct-19
UWC Safety Improvement Programme Phase 2a	✓		Apr-17	Jun-20
UWC Safety Improvement Programme Phase 2b	✓		Mar-17	Jun-20
Platform Safety Measures	✓		Jan-19	Jul-19
Portadown Park and Ride		✓	Jul-17	Jan-19
Portrush Railway Station Development		✓	Apr-18	Apr-19
NW Hub – Derry~Londonderry Station Development		✓	Nov-18	Jan-20
Longer term: 2019+				
Park & Ride Programme				
• Moira Station (Phase 3) Park and Ride			Apr-19	Nov-19
• Lisburn West - New Halt and Park & Ride			On Hold	On Hold
• Ballymoney Park and Ride - Phase 2		✓	May-19	Jun-20
• Mossley West Park and Ride Extension			Apr-20	Mar-20
• Finaghy Park and Ride			Apr-19	Jan-20
• Cullybackey Park and Ride Phase 2			Sep-20	Mar-21
Adelaide / Boucher Road Halt Development	✓	✓	May-19	Jul-20
Ballymena Bus / Rail Integrated Station		✓	Jan-20	Jun-21
Hollywood Sea Defences	✓		June-19	Oct-20
Belfast Transport Hub – Enabling Works		✓	Apr-18	Mar-19
Bellarena Permanent Way Storage & Stabling Facility		✓	Aug-19	Nov-19
Bridge Refurbishment & Strengthening Programme Phase 2	✓		Apr-19	Jan-22
Dark Arch Whiteabbey Track Renewal	✓		June-20	Oct-20
Lisburn - Knockmore – Line Speed recovery	✓		Mar-20	Dec-20
Cross Border Level Crossing Upgrade (Poyntzpass)	✓		Oct-19	Aug-19
Donegall Quay - Yorkgate Dualling Phase 1		✓	On Hold	
Embankments & Cuttings Strengthening Programme	✓		Jan-21	Apr-32
Fortwilliam - Bleach Green Signalling Renewals	✓		Feb-19	Jun-20
Switch and Cross Renewal Programme Lislea, Lisburn South, Lagan Jct, Newry, Central Station	✓		Aug-19	Nov-21
Cullybackey Level Crossings MCB Upgrade	✓		Jul-19	Jan-21

Activity – 2018/19	Primary Purpose		Start Date	Expected Completion Date
	Safety	Capacity		
Lisburn Interlocking Renewal	✓		May-22	Sept-23
Lurgan Area Track Renewals	✓		Mar-19	Sept-19
Lurgan Railway Station Redevelopment		✓	May-19	Jul-20
Foyle River Defence Strengthening	✓		Aug-19	Nov-19
Yorkgate Station Redevelopment		✓	May-19	Dec-20
SPAD Over Speeding Mitigation	✓		Aug-20	Apr-23
Northern Ireland Railway Operations Centre (NIROC) Phase 1	✓		Nov-19	Nov-20
Rail Milling Programme	✓		Dec-19	Feb-39

Table 8

4 Capacity Allocation

4.1 Introduction

This section outlines the NIR Process for Capacity Allocation.

The legal framework for Capacity Allocation is governed by SRNI 2016/420, in particular Part 5 and Schedule 3.

4.2 Description of Process

An application for the allocation of infrastructure capacity must be submitted to NIR for each Working Timetable period.

Applicants, including RUs which are party to ongoing agreements with NIR, such as a Framework Agreement, will apply for specific paths during this process.

Applicants must provide evidence that the Access Requirements described in Section 2 have been met.

The following information must be provided for each path requested:

- days on which the train is to operate,
- periods (or specific dates) of operation,
- point of origin and required departure time,
- destination and required arrival time,
- train type (passenger or freight),
- details of rolling stock including the vehicle serial numbers and the numbers of units per series,
- technical details of rolling stock (e.g. maximum permitted speed, brake type, length, tonnage, etc.) as requested.

The following information must also be provided on request, where required:

- stops of passenger trains / handling points of freight trains,
- details of exceptional loads or dangerous goods,
- any other information relating to the operation of the train.

Requests for capacity must be made in writing to NIR Access Enquiries, see Section 1.8 for contact details.

The processes for allocating capacity, including priorities for where capacity is oversubscribed is described in Sections 4.4 (RUs) and 4.5 (IM).

4.3 Schedule for Path Requests and Allocation Process

4.3.1 Schedule for Working Timetable

The timescales for development of the working timetable and allocation of specific train paths (national and international) is shown in Figure 1 below.

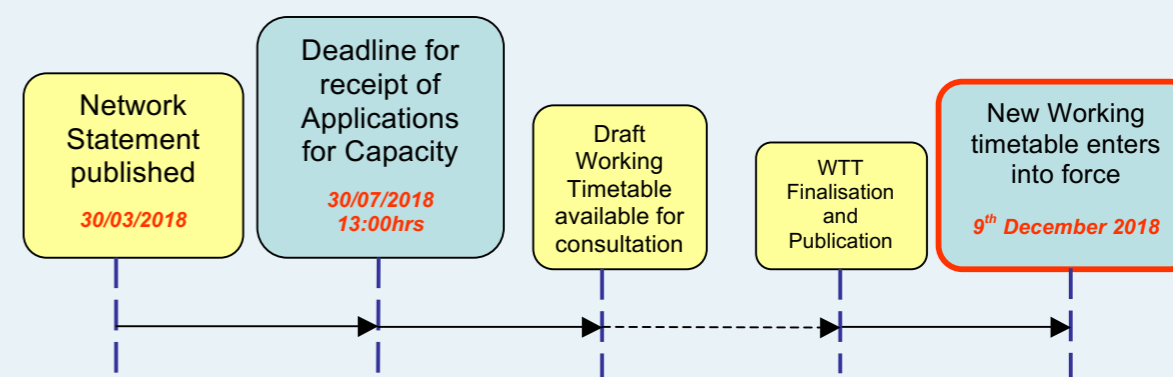


Figure 1 - Allocation Timescales

4.3.2 Schedule for Train Path Requests Outside the Timetabling Process (Ad Hoc Requests)

Ad hoc requests can be made throughout the Working Timetable period to utilise any available spare capacity without a Framework Agreement. Details of the available spare capacity in the 2018-19 Working Timetable can be obtained from NIR Access Enquiries, see Section 1.8 for contact details, when that Working Timetable has been finalised.

NIR will aim to respond to all ad hoc requests for spare capacity within 5 working days.

4.4 Allocation Process

4.4.1 Coordination Process

NIR will consider all applications from valid Applicants and, within 4 months of the deadline for applications, NIR will circulate a Draft Working Timetable with interested parties. Interested parties must submit their comments within one calendar month of issue of the Draft Working Timetable.

Interested parties will include:

- all Applicants for infrastructure capacity as part of the specific allocation process to which the Draft Working Timetable relates, and
- other parties who have indicated to the ORR that they wish to have the opportunity to comment on how the Draft Working Timetable may affect their ability to procure rail services during the Working Timetable period to which the Draft Working Timetable relates.

Subject to the requirements of SRNI 2016/420, NIR will allocate capacity on a fair and equitable basis, based on the Draft Working Timetable and taking account of the views of all interested parties. In doing so, NIR will take account of all constraints on Applicants, including the economic effect on their business.

Capacity will only be allocated to parties who already meet the requirements outlined in Section 2.2.1. NIR will as far as possible, meet all requests for capacity from such parties, including for train paths which cross more than one network.

NIR may not refuse an application for a train path if there is no other application for all or part of that path.

In the event of conflict between different requests for infrastructure capacity, NIR will use all best endeavours, in consultation with the appropriate Applicants, to coordinate the requests and, insofar as it is reasonable to do so, may propose alternative infrastructure capacity to that which was requested.

If it is not possible to reach agreement with all the Applicants, even though the Applicants have not unreasonably refused to agree to alternative infrastructure capacity, NIR will

allocate the path to the Applicant who has the contractual right to use the path (or a substantially similar path) at the time of application. Where no such right exists, NIR will allocate the path to one of the Applicants on a non-discriminatory basis. NIR may refuse any application if, in its opinion, the Applicant has unreasonably refused to agree to an offer of alternative infrastructure capacity.

NIR's decisions concerning applications will be communicated in writing to the Applicant. In the case of a refusal, this will include the reason or reasons for the refusal. In cases where the application is refused on the grounds of insufficient capacity, it will additionally include advice that the element of infrastructure concerned has been declared congested and the Applicant will be advised of the results of the Capacity Analysis and of the Capacity Enhancement Plan (see Section 4.4.3).

4.4.2 Track Access Dispute Resolution Process

If differences are not resolved during the coordination process, NIR will reach a decision based on the following considerations:

- overall impact on the timetable
- optimisation of capacity utilisation
- priority rules for congested infrastructure
- the number of identical paths used, and
- the chronological order in which requests were received.

Where a Framework Agreement is in place with any RU, paths requested by that undertaking will be given a higher priority than requests from another undertaking which would have the same priority but where no Framework Agreement is in place.

Applicants must respond within 10 working days of the final decision if they wish to dispute the capacity allocated in the Draft Working Timetable. All efforts will then be made to reach a decision within 10 working days of receipt of the dispute.

In the event that Applicants' concerns are not resolved within the NIR Dispute Resolution Process the Applicant may Appeal to ORR. The details and timescales of the Appeals Process can be obtained from ORR at <http://orr.gov.uk/rail/access-to-the-network/track-access/guidance>.

The Dispute Resolution Process will operate in parallel with the Capacity Allocation process and will not be permitted to delay Allocation of Capacity for the Working Timetable Period.

To request information on the dispute resolution process, please contact NIR Access Enquiries, see Section 1.8 for contact details.

4.4.3 Congested Infrastructure: Definition, Priority Criteria and Process

Regulation 26 of SRNI 2016/420 sets out the criteria for dealing with Congested Infrastructure, although at time of publishing there have been no parts of the network declared congested.

Where, after the coordination of requests for capacity and consultation with the Applicants, it is not possible to satisfy requests for a particular element of infrastructure adequately, NIR will declare that element of infrastructure to be congested.

Where appropriate, NIR may set an additional levy during periods of congestion, to reflect the scarcity of capacity on that element of infrastructure.

Where coordination (and any additional access levy charged, if applicable) does not sufficiently reduce demand for an element of infrastructure, NIR will allocate capacity utilising the following priority criteria:

- Passenger Service Obligations
- peak commuter passenger traffic
- international passenger traffic
- off peak passenger traffic
- special / charter passenger traffic
- freight traffic including international freight traffic
- infrastructure maintenance traffic*.

* In an emergency, infrastructure maintenance traffic will be given a higher priority if required to deal with an incident.

To request information on the procedure for congested infrastructure, please contact NIR Access Enquiries, see Section 1.8 for contact details.

4.4.4 Impact of Framework Agreements

As stated in section 4.4.2, where a Framework Agreement is in place with any RU, subject to the terms and conditions of that Agreement, access requests made by that RU will be given a higher priority than requests from another undertaking which would have the same priority but where no Framework Agreement is in place.

4.5 Allocation of Capacity for Maintenance, Renewal and Enhancements

4.5.1 Process

In order to ensure the required levels of safety, reliability and quality of the infrastructure, NIR must reserve part of the available infrastructure capacity for maintenance, renewal and enhancement works.

Planned engineering activities known at the time of writing are detailed in section 3.5 of the Network Statement. Allocation of Capacity for movement of engineering vehicles/trains is obtained as part of the Capacity Allocation Process. To request information on the scheduling and the procedures for planned and unforeseen maintenance work, please contact NIR Access Enquiries, see Section 1.8 for contact details.

4.5.2 Possession Planning

Some maintenance, renewal and enhancement works require blockades outside the normal times. NIR will aim to give minimum notice of planned possessions as follows:

Duration of Possession	Notice Period
Emergency	None
24 hours or less	2 weeks
24 - 56 hours	2 months
56 hours - 1 week	4 months

Table 9

Normally, planned blockades of greater than one week's duration will be advised in the Network Statement, unless other timescales have been agreed by mutual consent by the IM and affected RUs.

4.6 Non-Usage / Cancellation Rules

NIR reserves the right to revoke allocated capacity if use of that allocated capacity falls below the pre-agreed threshold quota in a given month unless this was caused by non economic reasons outside the alleged and proven control of the RU.

If a path requested by an RU is not used, the Reservation Charge described in Section 6 may be retained by the IM.

4.7 Exceptional Transports and Dangerous Goods

Dangerous Goods are not permitted anywhere on the network (as stated in 2.6, above).

Path requests for Exceptional Transports must be made in writing, giving the details of the exceptional transport, in order to enable NIR to assess and resolve any incompatibilities with infrastructure, other vehicles or safety systems.

4.8 Special Measures to be taken in the Event of Disturbance

In circumstances where traffic is disrupted due to emergencies or technical faults, NIR take all necessary steps to re-establish normal operating conditions.

Where such emergencies or technical failures render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the repair period.

In either case, compensation will be borne by the entity which caused the disturbance, subject to the terms and conditions of the Access Agreement.

NIR provides operating Rules and Instructions on how to clear a disturbance, including disturbances between RUs. These Rules and Instructions can be accessed through NIR Access Enquiries, see Section 1.8 for details. RUs may present, for consideration, their own proposals for handling disturbance caused by their own trains.

Details of arrangements must be agreed as part of the finalisation of Access Agreements.

4.9 Allocation of Capacity for Service Facilities

NIR will endeavour to facilitate all applications for capacity at Service Facilities on an equitable and non-discriminatory basis.

In principle, all RUs will be entitled to access the facilities as defined in section 5.

The details of access and provision of services will depend upon the available capacity.

5 Services

5.1 Introduction

NIR uses all reasonable endeavours to ensure that Applicants can be provided with access to and supply of services to which they are entitled.

The sections below set-out the details of each of the four different groups of services available.

5.2 Minimum Access Package

The Minimum Access Package includes:

- a) handling of requests for infrastructure capacity,
- b) the right to utilise capacity which is granted,
- c) use of the railway infrastructure, including track points and junctions,
- d) train control including signalling, regulation, dispatching and the communication and provision of information on train movements,
- e) all other information required to implement or operate the service for which capacity has been granted.

All valid requests for infrastructure capacity will be processed as described in Section 4, above. Where granted, the right to utilise Capacity and the details of access to and use of all associated 'Minimum Access Package' items shall be documented in a Track Access and Station Services Agreement between NIR and the Applicant. A Track Access and Station Services Agreement must be concluded before the Applicant can exercise those rights.

The Applicant shall demonstrate to NIR that all other Agreements for Additional and/or Ancillary Services which the Applicant requires to completely and correctly utilise the Allocated Capacity have been concluded prior to using that Capacity.

The charging regime and tariffs for provision of the Minimum Access Package are defined in Section 6, below.

5.3 Track Access to Services Facilities and Supply of Services

5.3.1 Access to Service Facilities

Applicants can be granted Track Access to Services Facilities and Supply of Services as defined in the Directive (2012/34/EU) as follows:

5.3.1.1 Passenger Stations

These are provided at the locations listed in Appendix 3. Contact details for information on charges and conditions of access to these facilities / services are provided in Section 6.

5.3.1.2 Freight Terminals

At the time of writing there are no freight terminals on the NIR network. In the event that this is required, Translink would work with DfI and the Applicant to determine options for delivery.

5.3.1.3 Marshalling Yards

At the time of writing there are no marshalling yards on the NIR network. If an applicant identifies the need for these facilities please contact NIR Access Enquiries to discuss further (See Section 1.8 for contact details).

5.3.1.4 Storage Sidings

These are provided at the locations listed in section 3.6.4. Contact details for information on charges and conditions of access to these facilities / services are provided in Section 6.

5.3.1.5 Maintenance Facilities

These are provided at the locations listed in Section 3.6.5. Contact details for information on charges and conditions of access to these facilities / services are provided in Section 6.

5.3.1.6 Other Technical Facilities

These are provided at the locations listed in Section 3.6.5. Contact details for information on charges and conditions of access to these facilities / services are provided in Section 6.

5.3.1.7 Maritime and Inland Port Facilities

At the time of writing there are no maritime or inland port facilities on the NIR network. If an applicant identifies the need for these facilities please contact NIR Access Enquiries to discuss further (See Section 1.8 for contact details).

5.3.1.8 Relief Facilities

If an applicant identifies the need for these services please contact NIR Access Enquiries to discuss further (See Section 1.8 for contact details).

5.3.1.9 Refuelling Facilities

Refuelling facilities are available at Adelaide, Fortwilliam and York Road Depots. To obtain further information, please contact NIR Access Enquiries (see Section 1.8 for contact details).

Contact details for information on charges and conditions of access to these facilities / services are provided to Section 6.

5.3.2 Supply of Services in Service Facilities

5.3.2.1 Shunting

Shunting is available at some locations. Contact details for information on charges and conditions of access to these facilities/services are provided in Section 6.

5.3.2.2 Other Services

In summary, the services for trains available are:

- Pre-heating of passenger trains
- Water supply
- Cleaning
- Toilet waste handling

Contact details for information on charges and conditions of access to these facilities/services are provided in Section 6.

5.4.2 Services for Trains

In summary, the services for trains available are:

- pre-heating of passenger trains
- water supply
- cleaning
- toilet waste handling.

Contact details for information on charges and conditions of access to these facilities/services are provided in section 6.

5.4.3 Services for Exceptional Transports and Dangerous Goods

Dangerous Goods (defined as those goods which are capable of posing a risk to health, safety, property and the environment during carriage by rail and are classified according to the Regulations concerning the International Carriage of Dangerous Goods by Rail) are not permitted anywhere on the network.

Assistance in running abnormal trains, and details of charges that will apply, can be obtained by contacting NIR Access Enquiries (see Section 1.8 for contact details).

The terms and conditions of supply are set-out in the relevant Access Agreement.

5.4.4 Other Additional Services

NIR does not currently offer any other additional services. If an Applicant identifies other additional services which they require NIR will use all reasonable endeavours to ensure that Applicants can be provided with access to them.

5.5 Ancillary Services

5.5.1 Access to the Telecommunications Network

NIR will endeavour to facilitate Applicants' requests for access to the telecommunications network for facilities and services over and above the Minimum Access Package.

Applicants wishing to use such facilities should contact NIR Access Enquiries (see Section 1.8 for contact details.)

To avail of the service the terms and conditions of supply will need to be agreed prior to the service being provided.

5.5.2 Provision of Supplementary Information

NIR will endeavour to facilitate Applicants' requests for provision of supplementary information.

Applicants wishing to use such facilities should contact NIR Access Enquiries (see Section 1.8 for contact details.)

To avail of the service the terms and conditions of supply will need to be agreed prior to the service being provided.

5.5.3 Technical Inspection of Rolling Stock

NIR will facilitate Applicants' requests for technical inspection of rolling stock.

Applicants wishing to use such facilities should contact NIR Access Enquiries (see Section 1.8 for contact details.)

5.5.4 Ticketing Services in Passenger Stations

If an applicant identifies the need for these services please contact NIR Access Enquiries to discuss further (See Section 1.8 for contact details).

5.5.5 Specialized Heavy Maintenance Services

If an applicant identifies the need for these services please contact NIR Access Enquiries to discuss further (See Section 1.8 for contact details).

5.5.6 Other Ancillary Services

NIR does not offer any other ancillary services. If an Applicant identifies other ancillary services which they require NIR will use all reasonable endeavours to try to facilitate access to them.

6 Charges

6.1 Charging Principles

The law relating to charging principles is set out in Part 4 and Schedule 2 of SRNI 2016/420.

In pursuance of those principles the calculation of the Minimum Access Charge is based upon the "CATRIN Model – Maintenance and Renewals" and applies the 'Usage Elasticity' function.

As per Regulation 14 of SRNI 2016/420, the charging framework has been established. This includes an Application Fee of STG£750 plus a Reservation Charge of 5% of the total of the calculated Access Charges that must be paid to NIR by the Applicant with the first Capacity Application submitted in each calendar year. A different fee may be applicable in the event of Capacity Application on an ad hoc basis only (i.e. where an RU has not made an application for capacity allocation within the Working Timetable itself). The Reservation Charge may be paid via a bond in favour of NIR that is guaranteed by a bank and is equal in value to 5 (five) per cent of the total cost to the Applicant of providing the services for which the allocation is required, or with NIR's approval, proof of an equivalent arrangement that meets those requirements. NIR does not currently offer discounts on the Access Charge.

NIR does not currently apply the following but reserves the right to do so, should it be deemed necessary:

- Scarcity Charges
- Environmental Charges
- Discounts
- Compensation (other than via the Performance Regime and conditions of Access Agreements).

N.B. In this section, "Track Access" means provision of a path into the location where the facility/service is provided. It must be understood that, prior to such paths being granted, Applicants must have executed all such Agreements with the relevant parties (e.g. a Facility Owner) to enable them to utilise the facility/service.

6.1.1 Minimum Access Package

The Minimum Access Package is provided to the extent described in section 5.2 for the Track Access Charge.

6.1.2 Track Access to Facilities Referred to in 5.3

No additional charge will be levied for track access to the facilities referred to in section 5.3, above.

6.1.3 Services Referred to in 5.3

Charges for Access to the facilities or supply of services will be applied by the Facility Owner. Please contact NIR Access Enquiries for further information, see Section 1.8 for contact details.

6.1.4 Additional Services

The Additional Services are available as follows:

Item	Additional Service	Charge
a)	Pre-heating of passenger trains	For information on charges and conditions for Access and
b) i)	Supply of fuel	Supply, please contact NIR Access Enquiries.
ii)	Shunting	
c)	Tailor made contracts for	
i)	- control of transport of dangerous goods	
ii)	- assistance with running abnormal trains	

Table 10

6.1.5 Ancillary Services

Ancillary Services which may be available are:

Item	Ancillary Service	Charge
a)	Access to the telecommunications network	For information on charges and conditions for Access and Supply, please contact NIR Access Enquiries.
b)	Provision of supplementary information	
c)	Technical Inspection of Rolling Stock	

Table 11

6.2 Charging System

The NIR Charging System is as follows:

Track Access to all facilities (Stations and Depots) is included in the Track Access Charge to the extent described in section 6.1.

Where an Applicant requires access to facilities or supply of a service this will be subject to reaching an agreement with the relevant party, such as a Facility Owner, and is likely to incur a charge additional to the Minimum Access Charge.

NIR will be transparent on any charges to an RU.

$$\begin{aligned}
 & \text{Total Amount Payable} \\
 & = \\
 & \quad [Track Access Charge \times Tonne-Km] \\
 & + \\
 & \quad \Sigma [Cost of Access to Facilities and Supply of Services acquired]
 \end{aligned}$$

The RU is required to arrange payment to each of the providers (i.e. IM for Track Access; Supplier/Facility Owner for Services).

6.3 Tariffs

The tariffs to be applied for the forthcoming period are listed in the table below:

Item	Tariff	Notes
Minimum Access Charge	£0.006 / tonne-km	This is the Track Access Charge (see Section 6.1).
Track Access within Services Facilities and the Supply of Services referred to in Section 5.3		For information on Charges for Access and Supply, please contact NIR Access Enquiries.
Additional Services referred to in section 5.4	Charge is dependent upon scope, availability and demand.	Contact NIR Access Enquiries for details (see Section 1.8 for contact details).
Ancillary Services referred to in section 5.5		

Table 12

6.4 Performance Scheme

The Performance Scheme is designed to provide incentives to encourage the IM and RUs to minimise disruption and improve performance of the railway network. The following principles shall be applied in a non-discriminatory manner across the entire NIR Network:

- The main parameters of the Performance Scheme will be agreed with applicants.
- The value of delays will be specified.
- The threshold for payments will be agreed.
- Delays will be calculated against the Working Timetable.

The Performance Scheme delays are classed as follows:

- Operation / planning management attributable to the IM
- Infrastructure installations attributable to the IM
- Civil engineering causes attributable to the IM
- Commercial causes attributable to the RU
- Rolling stock attributable to the RU
- Causes attributable to other RUs
- External causes attributable to neither IM nor RU
- Secondary causes attributable to neither IM nor RU

Delays are recorded for each minute over the recording threshold. Thresholds for delays are based on previous years' performance with a view to encourage continuous improvement. Delays are recorded at destination against scheduled arrival in the Working Timetable.

- 5 or more minutes late for urban Passenger Trains
- 10 or more minutes late for inter-urban Passenger Trains, and
- 15 or more minutes late for Freight Trains.

The source of delays are recorded by NIR and attributed to IM or appropriate RU. For clarity, delays include all delays attributable to the source, i.e. primary and secondary delays and are measured at the final destination.

Penalties are applied should a Party exceed a pre-defined threshold for delay minutes per party per route per period (documented in the relevant Track Access Agreement, TAA / Track Access and Station Services Agreement, TASSA).

6.5 Non-Usage Charges

At present there are no standard non-usage / reservation charge arrangements.

6.6 Changes to Charges

At the time of writing there are no planned changes to the Charges identified above for the Working Timetable period 2018 - 2019.

In the event that it becomes necessary to revise the Charges identified or to apply additional charges NIR will, in consultation with the ORR, enter into an appropriate revision process. Any modifications to the charging system shall be made public at least 3 months in advance of the deadline for the publication of the Network Statement.

6.7 Billing Arrangements

NIR will issue invoices each period in arrears. Periods align with accounting periods and are in four cycles of 4, 4, 5 weeks duration. Invoices are payable within 28 days of the invoice date. Period 6 and Period 12 will incorporate the financial impact of the performance regime. All payments must be made in pounds sterling (STG£) and via electronic funds transfer or similar arrangement as agreed with the access/service provider.

Relevant parties, such as Facility Owners or Service Providers, will implement the Billing Arrangements described in their own respective arrangements and agreements with Applicants.

APPENDICES

Appendix 1	Glossary of Terms and Abbreviations
Appendix 2	Overview Map of the NIR Network and main Nodes
Appendix 3	Details of Stations and Halts
Appendix 4	Passenger Rolling Stock currently authorised for use on NIR
Appendix 5	Technical Facilities

Appendix 1 Glossary of Terms and Abbreviations

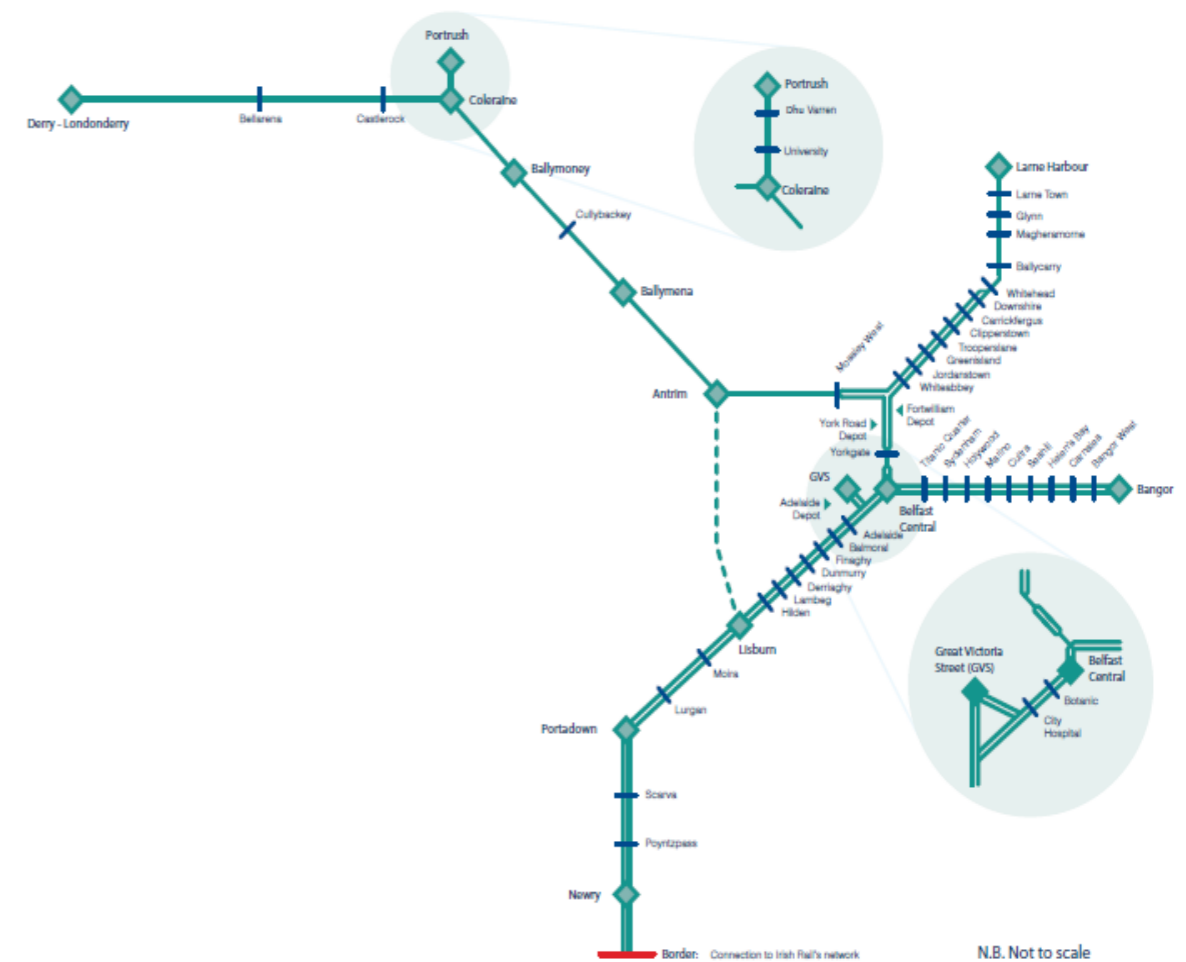
The terms and abbreviations applied in this Network Statement can mostly be found in the RNE Glossary: http://www.rne.eu/index.php/ns_glossary.html.

The list below provides those terms and abbreviations which are not found in the RNE Glossary.

Where there are conflicts the list below takes priority for the purposes of this document.

AHB	Automatic Half-Barrier Level Crossing
AWS	Automatic Warning System
CCTV	Closed-Circuit Television
DC	Direct Current
Dfi	Department for Infrastructure
Halt	Unmanned Train Platform, usually with no station building
MAC	Minimum Access Charge
MCB	Manually Controlled Barrier Level Crossing
NIR	Northern Ireland Railways Company Limited
NITHC	Northern Ireland Transport Holding Company
NVR	National Vehicle Register
ORR	Office of Rail and Road
RRI	Route-Relay Interlocking
SNRP	Statement of National Regulatory Provisions
SPAD	Signal Passed At Danger without authority
SRNI	Statutory Rules of Northern Ireland
STG	Currency: Pounds Sterling
TAA	Track Access Agreement
TASSA	Track Access and Station Services Agreement
TPWS	Train Protection and Warning System
TSR	Temporary Speed Restriction
Translink	The Translink Group comprises NITHC, Northern Ireland Railways, Citybus (Metro) and Ulsterbus.

Appendix 2 Overview Map of the NIR Network and main Nodes



Further details may also be obtained at the NIR (IM) Register of Infrastructure <https://rinf.era.europa.eu/RINF/?Status=LoggedOut>

Appendix 3 Details of Stations and Halts

Location	Type	No. of Platforms	Max. Length of trains at Platforms	Ticket Office	Public Toilets	Platform Accessibility	Waiting Room	Taxi Rank
Adelaide	Halt	2	72.5	No	No	No	No	No
Antrim	Bus/Rail Integrated Station	3	154.3	Yes	Yes	Yes	Yes	Yes
Ballycarry	Halt	1	77.0	No	No	No	No	No
Ballymena	Station	2	180.9	Yes	Yes	Yes	Yes	No
Ballymoney	Station	2	152.3	Yes	Yes	Yes	Yes	No
Balmoral	Halt	2	151.4	No	No	Yes	No	No
Bangor	Bus/Rail Integrated Station	3	183.3*	Yes	Yes	Yes	Yes	Yes
Bangor West	Halt	2	165.6	Yes	No	Yes	No	No
Belfast Central	Station	4	232.2	Yes	Yes	Yes	Yes	Yes
Bellarena	Halt	2	146	No	No	Yes	No	No
Botanic	Station	2	148.9	Yes	No	Yes	No	No
Carnalea	Halt	2	110.2	No	No	No	No	No
Carrickfergus	Station	3	143.9	Yes	Yes	Yes	Yes	No
Castlerock	Halt	1	123.5	No	No	Yes	No	No
City Hospital	Halt	2	143.7	Yes	No	Yes	No	No
Clipperstown	Halt	2	74.6	No	No	No	No	No
Coleraine	Bus/ Rail Integrated Station	3	154.1***	Yes	Yes	Yes	Yes	Yes
Cullybackey	Halt	1	149.5	No	No	No	No	No
Cultra	Halt	2	73.1	No	No	No	No	No
Derriaghy	Halt	2	96.5	No	No	No	No	No
Dhu Varren	Halt	1	82.9	No	No	Yes	No	No
Downshire	Halt	2	147.0	No	No	No	No	No
Dunmurry	Halt	2	145.3	No	No	No	No	No
Finaghy	Halt	2	147.0	No	No	Yes	No	No
Glynn	Halt	1	114.3	No	No	Yes	No	No
Great Victoria Street (GVS)	Station	4	160.5**	Yes	Yes	Yes	Yes	Yes
Greenisland	Halt	2	114.3	Yes	No	Yes	Yes	No
Helens Bay	Halt	2	124.7	No	No	No	No	No
Hilden	Halt	2	144.0	No	No	No	No	No
Holywood	Halt	2	144.0	No	No	Yes	No	No
Jordanstown	Halt	2	145.0	Yes	No	Yes	No	No
Lambeg	Halt	2	145.8	No	No	No	No	No
Larne	Station	1	143.0	Yes	Yes	Yes	Yes	No
Larne Harbour	Station	2	151.0	No	No	Yes	No	No
Lisburn	Station	3	171.7	Yes	Yes	Yes	Yes	No
Derry~ Londonderry	Station	2	109.0	Yes	Yes	Yes	Yes	No
Lurgan	Station	2	145.5	Yes	Yes	Yes	Yes	No
Magheramorne	Halt	1	98.2	No	No	No	No	No

Location	Type	No. of Platforms	Max. Length of trains at Platforms	Ticket Office	Public Toilets	Platform Accessibility	Waiting Room	Taxi Rank
Marino Halt	Halt	2	122.8	No	No	No	No	No
Moira	Halt	2	140.0	p/t	No	Yes	No	No
Mossley West	Halt	1	144.4	No	No	No	No	No
Newry	Station	2	158.8	Yes	Yes	Yes	Yes	No
Portadown	Station	3	176.4	Yes	Yes	Yes	Yes	No
Portrush	Station	3	140.5	Yes	Yes	Yes	Yes	No
Poyntzpass	Halt	2	105.5	No	No	Yes	No	No
Scarva	Halt	2	108.5	No	No	No	No	No
Seahill	Halt	2	126.0	No	No	No	No	No
Sydenham	Halt	2	143.2	No	No	No	No	No
Titanic Quarter	Halt	2	146.0	No	No	Yes	No	No
Trooperslane	Halt	2	82.4	No	No	No	No	No
University	Halt	1	72.5	No	No	No	No	No
Whiteabbey	Halt	2	145.0	No	No	Yes	No	No
Whitehead	Station	2	142.0	Yes	Yes	Yes	Yes	No
Yorkgate	Station	2	144.0	Yes	Yes	Yes	Yes	No

Notes:

- * Bangor has 3 platforms. The figure shown is the shortest of mainline platforms (the siding platform is 106.0m)
- ** GVS has four platforms. This figure shown is the shortest of all 4. Longest is 227.8m
- *** Coleraine has 3 platforms. The figure shown is the shortest of mainline platforms (the siding platform is 63.2m)

