

Northern Ireland Railways Network Statement 2026

For Working Timetable
December 2025 – December 2026



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1 General Information

1.1 Introduction

Translink is Northern Ireland's primary public transport provider and one of Northern Ireland's largest employers with almost 4,000 employees and a normal turnover in excess of £300m.

The Translink Group consists of a Public Non-Financial Corporation, the Northern Ireland Transport Holding Company ('NITHC') which owns and controls seven private limited subsidiary companies: Northern Ireland Railways Company Limited ('NIR'); NIR Networks Limited; NIR Operations Limited; Citybus Limited ('Metro'); Flexibus Limited; Ulsterbus Limited; and, Translink (NI) Limited.

NITHC was established under the 'Transport Act (Northern Ireland) 1967'. Under this Act it is the duty of NIR to provide or secure the provision of railway services in Northern Ireland with due regard to efficiency, economy and safety of operation. NIR Networks Limited, in conjunction with NIR, act as Infrastructure Manager (IM).

The mainline railway network in Northern Ireland 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. The network supports approximately 13 million passenger journeys 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 mainline railway infrastructure in Northern Ireland.

This Network Statement has been produced 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 overleaf summarises the main legislative documentation which is currently applicable.

Important Notes

1. The following table is intended only to provide an overview and should not be considered as a comprehensive list.
2. There may be changes and effects to this legislation not yet recorded or applied following EU Exit/Brexit on 1 January 2021. Any changes in requirements will be applied as appropriate.

Term	Topic	Reference	Applicable Legislation in NI	Link
Primary Legislation	Transport	1967 Chapter 37	Transport Act (Northern Ireland) 1967	Link to 1967/37
	Transport	2011 Chapter 11	Transport Act (Northern Ireland) 2011	Link to 2011/11
	Railway Safety	2002 Chapter 8	Railway Safety Act (Northern Ireland) 2002	Link to 2002/8
Statutory Instrument	Health and Safety at work	SRNI-1978/1039 as amended	Health and Safety at Work (Northern Ireland) Order 1978	Link to 1978/1039
	Working Time	SRNI-2008/315	The Cross-border Railway Services (Working Time) Regulations (Northern Ireland) 2008	Link to 2008/1660
First Railway Package & subsequent revisions	<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	Link to 2016/420
		SRNI-2019/15	The Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) (Amendment) Regulations (Northern Ireland) 2019	Link to 2019/15
		EU-2017/2177	Commission Implementing Regulation on Access to Service Facilities and Rail-Related Services	Link to 2017/2177
Second Railway Package	<ul style="list-style-type: none"> Safety 	SRNI-2006/237	The Railways (Safety Management) Regulations (Northern Ireland) 2006	Link to 2006/237
		SRNI-2007/47	The Railway Safety Regulations (Northern Ireland) 2007	Link to 2007/47
		SRNI-2011/261	The Railways (Safety Management) (Amendment) Regulations (Northern Ireland) 2011	Link to 2011/261
Third Railway Package	<ul style="list-style-type: none"> Train Driving Licences Passenger Rights Interoperability 	SRNI-2010/132	The Train Driving Licences and Certificates Regulations (Northern Ireland) 2010	Link to 2010/132
		SRNI-2011/134	Rail Passenger Rights and Obligations (Exemptions) Regulations (Northern Ireland) 2011	Link to 2011/134
		UKSI-2011/3066	The Railways (Interoperability) Regulations 2011	Link to 2011/3066
Fourth Railway Package	<ul style="list-style-type: none"> Governance Interoperability Safety authorisation 	SRNI-2019/345	The Railways (Interoperability) (Amendment) (EU Exit) Regulations 2019	Link to 2019/345

Table 1

The IM is regulated by the Office of Rail and Road (ORR) and holds the necessary IM Safety Authorisation as issued by the Safety Authority (DfI). The Health and Safety Executive for Northern Ireland is responsible for the enforcement of the Interoperability Regulations.

1.4 Legal Status

1.4.1 General Remarks

This Network Statement is intended as a source of information for 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

The IM 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 the IM. The IM accepts no liability for loss or damage ensuing from apparent mistakes or printing errors contained in this Network Statement.

The IM 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 the IM, including the content of this document, in the first instance, please refer to the Dispute Resolution Process (Capacity Allocation) (I-SYP-PRO-1805) via the following link: [Link to Dispute Resolution Process](#) . For disputes relating to general access or the performance regime, the parties should use their best endeavours to negotiate in good faith and attempt to resolve any dispute in a timely manner. In the event that a dispute is not resolved by negotiation, the Board of NIR will choose a nominee director for the purpose of moderation. If the Applicant is not satisfied with the action or decision following this, an appeal may be lodged with the ORR at track.access@orr.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 consistent information at the same place in each one. The template and guidance document can be found at the following web page: [Link to RNE Guidance](#). The version dated 16 May 2024 has been used in compiling this version of the 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 00:00hrs on Sunday 14th December 2025. This Network Statement is valid for the December 2025 Working Timetable, or until replaced with an updated version.

1.6.2 Updating Process

The IM does not anticipate any major operational changes during the period for which this Network Statement is valid. However, since the publication of the last Network Statement, in January 2024, the opening of Belfast Grand Central Station has resulted in some small changes to route maps, see Appendix 2,

The IM has published the 2026 Network Statement in line with the timescales required for consultation for applications for Capacity for the Working Timetable (for December 2025 – December 2026).

1.7 Publishing

The Network Statement will be published electronically, in English and in French, on the Translink website. We have taken care to make sure that both the English and French versions of the Network Statement are aligned, however, in the event of inconsistencies or interpretation difficulties between versions, the English version prevails. [Link to French Network Statement](#)

Paper copies will not 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 (DfI) Translink Sponsor Unit James House 2 – 4 Cromac Avenue Belfast BT7 2JA Email: ptddso@infrastructure-ni.gov.uk Telephone: +44 (0) 28 9054 0540	Scope/Responsibility Safety Authorisation Safety Certificates National Vehicle Register Train Driving Licences Train Operator Licences Interoperability Authorisation
Northern Ireland Railways Company Limited NIR Access Enquiries 25 Duncrue Street Belfast BT3 9AR Email: niraccessenquiries@translink.co.uk Telephone: +44 (0) 28 9035 1201	Scope/Responsibility Service & Technical Facilities Supply of Services Information on Planned Engineering Activities Information on Charges for Access & Supply Framework Agreements NI Railways Standards & Rule Book NIR Company Standards NIR Route Maps Information on Network & Infrastructure Any other operational rules
Office of Rail and Road 25 Cabot Square London E14 4QZ Email: cct@orr.gov.uk Telephone: +44 (0) 20 7282 2000	Scope/Responsibility Comments on Draft Working Timetable Appeal Capacity Allocation

1.9 Rail Freight Corridors

There are currently no designated Rail Freight Corridors on the network.

1.10 RailNetEurope – International Cooperation Between Infrastructure Managers

Information on RailNetEurope (RNE) can be found on the RNE website: [Link to RNE](#) (NB Northern Ireland Railways 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: [Link to RNE Glossary](#)

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 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 passenger train path, Applicants must, at the time of application:

- be a Railway Undertaking (RU), or an international grouping of RUs for the purposes of operating International Passenger or Freight Train Services;
- be licensed in accordance with SRNI 2016/420, SRNI 2019/15 and SRNI 2019/826 (i.e. hold a 'European Licence'); and,
- hold valid Safety Certificates for the part(s) of the network over which the path(s) will run.

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

Once a train path has been allocated to an 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

The Department for Infrastructure (DfI) is responsible for issuing Licences and associated Statement of National Regulatory Provisions (SNRP), in accordance with SRNI 2016/420 which sets out a number of qualifications to be fulfilled in order to be granted a Licence. RUs 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: [Link to DfI](#).

2.2.5 Cover of Liabilities

The IM maintains 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 the estimated MPL (Maximum Possible Loss). All reasonable steps are taken 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 are 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 Contract with RUs

A Track Access Agreement is required before the use of infrastructure capacity can be permitted. The template of an example Track Access Agreement is available at the following link: [Link to Track Access Agreement](#)

2.3.2 Access Contracts

Eligible Applicants seeking access to the network must enter into an Agreement with the IM 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 access is included in the Track Access Agreement.

For further information please contact NIR Access Enquiries (see Section 1.8 for contact details) or see Appendix 5 for a sample agreement.

2.3.3 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. To date, the length of NIR access contracts do not exceed one timetable period and therefore there are no Framework Agreements.

The function of the framework agreement is fulfilled by Track Access Agreements. The template of an example Track Access Agreement is available at the following link: [Link to 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 is developed and published by the IM and 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.

2.5 Exceptional Transports

At the time of writing there are no facilities for exceptional transports on the railway network. 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 network must be approved and registered on the National Vehicle Register (NVR). New and upgraded rolling stock requires an interoperability authorisation. Guidance and assistance for rolling stock requiring interoperability authorisation, or further information on the NVR, can be provided by contacting NIR and/or DfI, see Section 1.8 for contact details.

Any Party wishing to introduce a new vehicle on to 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, the IM 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.

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, ([Link to DfI](#)) see Section 1.8 for contact details.

Train Driving Licences and Certificates

A European Directive was transposed in domestic legislation in Northern Ireland by the Train Driving Licences and Certificates Regulations 2010 (TDLCR). [Link to 2010/132](#) This 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.

All train crew who participate directly or indirectly in driving and whose professional qualifications therefore contribute to transport safety must be appropriately licensed. (N.B. Licensing arrangements must satisfy current applicable requirements as may be affected by EU Exit/Brexit provisions).

For further information on:

- Train Driving Licences, please contact DfI ([Link to Driving Licences](#))
- 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 the IM at a level of detail to facilitate 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 Applicants 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 Lanyon Place at the 59.5 milepost. There are some connections to private sidings at Whitehead and Cultra.

Appendix 2 provides an overview of the 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
	Bleach Green - Monkstown	7.25	8.5	1.25	2.0
Sub-total				80.75	129.9
Multiple Track	Belfast Grand Central	-	~1.0	~1.0	~1.6
Sub-total				~1.0	~1.6
TOTAL				206.5	~333.1

Table 2

3.3.1 On-Track Plant

The Infrastructure Manager will mitigate some of the effects of low adhesion by utilising On-Track Machinery to clean the rail head using high pressure water jets and apply traction gel to sections of the track during peak low adhesion season (usually mid-September to mid-December). In addition, stationary traction gel applicators will be strategically placed in areas of known low adhesion across the network during this time period. Please note that the on-track machinery will require a path to operate around the network.

Track Gauges

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

3.3.1.2 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. As post-Brexit legislation continues to be finalised, we are reviewing the legislative requirements and how best to comply. The RINF portal can be accessed here: [RINF Portal](#).

3.3.2 Capabilities

3.3.2.1 Loading Gauge

The 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

The IM 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 the railway network. 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). The WON is not published but is issued in a controlled distribution to interested parties or other parties as necessary.

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 four 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 (98% of tracks) 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 (Lanyon Place), Portadown and Coleraine and consist of Westronic and Entry/Exit panels.

Train Detection, where provided, is via DC (Direct Current) track circuits. There is DRS (Dynamic Route Setting) around Grand Central Station only.

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

There are 19 Manually Controlled Public Road Barriers, 3 locally controlled and 16 with Closed-Circuit Television (MCB CCTV), controlled from the 3 main Signal cabins.

There is a total of 69 user worked crossings on the NI Railways network, 48 on the active railway and 21 on the Lisburn to Antrim Branch line (no passenger services). 1 of these have MSLs (Miniature Stop Lights) 2 of which are controlled by Westex Level Crossing Predictor and 6 UWCs are protected by an overlay system (Vamos).

3.3.3.2 Traffic Control Systems

Real time information on the progress of trains against timetable is obtained from the Train Descriptor which gets information from the signalling system. The Train Descriptor information is provided on display screens for Signallers, Controllers and platform staff.

The information from the Train Descriptor 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 (TRTS 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 4 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 at all sign-on depots and main stations for emergency use for vehicles when the on-train radio equipment fails.

3.3.3.4 ATC Systems

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

3.4 Traffic Restrictions

3.4.1 Specialised Infrastructure

There is no specialised infrastructure or designation 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 on noise restrictions are provided in Appendix 8.

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 the intention that the network is normally unavailable to RUs as follows (due to infrastructure engineering activities):

Weekly	Sunday	00:40	to	Sunday	07:20
	Sunday	23:40	to	Monday	05:50
	Tuesday	00:30	to	Tuesday	05:50
	Wednesday	00:30	to	Wednesday	05:50
	Thursday	00:30	to	Thursday	05:50
	Friday	00:30	to	Friday	05:50
	Saturday	00:30	to	Saturday	05:50
Public Holidays	Normally	00:30	to	05:50	
	25 th and 26 th December			Network closed	

Table 3

Where engineering activities are known, they are published in the Network Statement, otherwise applications for closures or restrictions will go through the normal consultation process and interested parties notified in a timely manner. Planned additional closures for infrastructure engineering works are detailed below:

Section of Line	Duration	Approximate Date
Central Zone	1 week	Dec. 2025/Jan. 2026

Table 4

Please note that full consultations are yet to be carried out and therefore these dates and locations may be subject to change. There may also be additional works to those listed above.

3.6 Service Facilities

Further information on the service facilities, including information on charging, may be obtained from the Service Facility Description, published in line with Articles 4 and 5 of Commission Implementing Regulation (EU) 2017/2177. [Link to Service Facilities Description](#)

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
 - Toilets
 - Waiting Rooms

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 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
Lanyon Place	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

For more detailed information please see the Service Facilities Description. [Link to Service Facilities Description](#)

3.6.6 Technical Facilities

Information on Technical facilities and the locations at which they are available is provided in the Service Facilities Description. [Link to Service Facilities Description](#)

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 see the Service Facilities Description.

3.6.10 Other Facilities

At the time of writing there are no other facilities available to Applicants. There are, however, some locations where other organisations have private sidings that can be accessed from the railway 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: 2027+', and an indication is provided as to whether the primary purpose is to enhance Safety or Capacity.

	Primary Purpose		Start Date	Expected Completion Date
Activity	Safety	Capacity		
Ongoing and Immediate Future (2025/26)				
Bann Bridge Fender System Renewal	ü		Aug-25	Jun-26
Bridge Infill Works	ü		Jun-26	Sep-28
Broughdone to Ballymoney Re-Railing	ü		Aug-26	Nov-27
Central Area Track Renewals Phase 3 - Lanyon North & South SC Renewal	ü		May-25	Sep-27
Castlerock and Downhill Tunnels Lining Repairs – Phase 1	ü		Jun-25	Jan-26
Castlerock and Downhill Tunnels Lining Repairs – Phase 2	ü		Feb-26	Apr-29
Cloughan Point Earthwork Strengthening	ü		Sept 25	Jun-26
Coleraine Millburn Road Bridge Strike Protection Beams	ü		Apr-25	Jun-26
Coleraine to Derry~Londonderry Track Renewal Phase 3 C0979	ü		Sep-25	Jul-28
Culvert Strengthening	ü		Apr-21	Dec-27
Downhill Rock Slope Netting Works	ü		Oct-26	Jun-27
Earthwork Strengthening Programme	ü		Mar-25	Apr-29
Earthworks Management and Network Drainage Study	ü		Aug-24	Feb-28
Electrification – Phase 1 – Design Development		ü	Apr-24	Mar-30
Electrification – Phase 2 – Detailed Feasibility Study		ü	Jun-25	Nov-27
Invasive Species Treatment	ü		Jul-23	Oct-26
Lineside Fencing Phase 1	ü		Dec-23	Jun-28
Lurgan Level Crossings Signalling Alterations	ü		Jan-26	Nov-29
Mossley West Park & Ride Extension		ü	Sep-22	Nov-26
Network Wide – High Risk Trees Phase 2	ü		May-25	Mar-30
Network Wide Track Condition Improvement	ü		Nov-25	Dec-27
Lineside Fencing Phase 2	ü		Oct-24	Jun-29
Overbridge Track Renewals Phase 2	ü		Apr-25	Aug-30
Platform Replacements and Strengthening	ü		Sep-26	Apr-28
Portadown to Derry~Londonderry UC Feasibility Study		ü	Jul-24	Feb-26
Rail Milling	ü		Apr-24	Oct-28
Re-Railing Phase 1	ü		Sept-25	Jun-26
Re-Railing – Yorkgate to Fortwilliam	ü		Feb-26	Apr-28
S & C Refurbishment Phase 1	ü		Jan-26	May-28
Sea Defences	ü		Dec-25	Jun-30
SPAD & Overspeed Mitigation	ü		Apr-26	Nov-30

Activity	Primary Purpose		Start Date	Expected Completion Date
	Safety	Capacity		
Structures Asset Life Extensions Phase 1 & Phase 2	ü		Jun-24	May-28
Track Circuit Reliability Improvements Project	ü		Jan-23	Jul-26
Track Flooding Intervention (Ballymoney)	ü		Aug-26	Nov-27
User Worked Crossings Refurbishment	ü		Aug-25	Feb-27
UWC XL11 Closure	ü		Jul-26	May-27
XL35 Steeles MSL Installation	ü		Apr-26	Oct-27
York Rd to Fortwilliam Cable replacement	ü		Dec-25	Jul-26
Longer term: 2027+				
Ballymena Integrated Station		ü	Jun-28	Mar-31
Belfast City Airport Connectivity		ü	Sep-28	Jan-30
Coleraine to Derry~Londonderry Phase 3 C1227	ü		Mar-28	Mar-29
Drainage Renewal Phase 1	ü		May-27	May-31
Helens Bay Bridge Refurbishment	ü		Jul-27	Jan-28
Level Crossing Refurb Phase 2	ü		Sep-27	Mar-31
Lisburn to Knockmore Track Renewals	ü		May-27	Aug-27
Lisburn West Station		ü	Jun-27	Jun-29
Lurgan Station Redevelopment		ü	Sep-27	Sep-29
NIROC Phase 1B & 1C		ü	Dec-27	Jan-29
Platform Track Remediation Phase 1	ü		May-29	Jul-31
Scour Protection Works	ü		Jul-27	Mar-32
Seahill Platform Replacement	ü		Nov-28	Feb-30
Whitehead to Larne S & T Duct Route	ü		TBC-27	TBC-29
York Rd to Fortwilliam Track Rehabilitation	ü		Aug-27	Sep-30
UWC XD281 Closure	ü		Dec-27	Nov-28

Table 8

4 Capacity Allocation

4.1 Introduction

This section outlines the process for Capacity Allocation.

The legal framework for Capacity Allocation is governed by SRNI 2016/420, as amended in 2017, 2019 and 2020, in particular Part 5 and Schedule 3.

4.2 Description of Process

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

Applicants, including RUs which are party to ongoing agreements with the IM, 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 by 30 May 2025 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) are 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 2026 Working Timetable can be obtained from NIR Access Enquiries, see Section 1.8 for contact details, when that Working Timetable has been finalised.

The IM will aim to acknowledge all ad hoc requests for spare capacity within 5 working days. Please see Appendix 6 for Ad Hoc Request form. Applicants should allow up to 10 weeks for the process to be completed.

4.4 Allocation Process

4.4.1 Coordination Process

The IM will consider all applications from valid Applicants and, within 4 months of the deadline for applications, 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. The complexity of arranging international paths means these paths will be given priority in the process of coordinating capacity requests.

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 potential operation.

Subject to the requirements of SRNI 2016/420, the IM 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, the IM 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. The IM will, as far as possible, meet all requests for capacity from such parties, including for train paths which cross more than one network.

The IM may not refuse an application for a train path if there is no other application for all or part of that path, subject to the other requirements being met.

In the event of conflict between different requests for infrastructure capacity, the IM will use all best endeavours, in consultation with the appropriate Applicants, to coordinate the requests and, insofar as it is reasonable to do, may propose alternative infrastructure capacity to that which was requested. Previous levels of capacity utilisation can also be taken into account in determining path allocation. If the reliability of a service using a particular path falls below 60%, this will be considered as part of the application.

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, the IM 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, the IM will allocate the path to one of the Applicants on a non-discriminatory basis. The IM may refuse any application if, in its opinion, the Applicant has unreasonably refused to agree to an offer of alternative infrastructure capacity.

Decisions concerning applications will be communicated in writing to the Applicant. In the case of a refusal, this will include the 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, the IM 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. A decision will then be made within 10 working days of receipt of the dispute. Applicants may then appeal directly to the ORR, or seek to resolve within the Dispute Resolution Process (Capacity Allocation) (I-SYP-PRO-1805) found at: [Link to Dispute Resolution Process](#)

The Applicant can also appeal at any point to the ORR. The details and timescales of the Appeals Process can be obtained from ORR at: [Link to ORR 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 the time of publishing no parts of the network have been 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, the IM will declare that element of infrastructure to be congested and implement the Congested Infrastructure Process. [Link to Congested Infrastructure Process](#)

Where appropriate, the IM 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, the IM 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. As the length of our access contracts does not exceed one timetable period, we do not consider that a Framework Capacity Statement is required.

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, the IM 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 of planned maintenance work and the procedures for 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. The IM will aim to give notice of planned possessions of at least:

Duration of Possession	Notice Period
Emergency	None
Extended nights	2 weeks
24 hours or less	4 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. Planned line closures during normal timetabled hours of operation will be consulted with all affected RUs and service providers.

4.6 Non-Usage/Cancellation Rules

The IM reserves the right to revoke allocated capacity where this capacity is not used 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 on at least 60% of the allocation, 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 the IM 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, the IM 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.

The IM 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 contact 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.

For further information, refer to Service Facilities Description. [Link to Service Facilities Description](#)

5 Services

5.1 Introduction

The IM 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 the IM and the Applicant. An Agreement must be concluded before the Applicant can exercise those rights.

The Applicant shall demonstrate to the IM 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 SRNI 2016/420 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 network. In the event that this is required, Translink will 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 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, and the Service Facilities Description.

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 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 available services for trains 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 Additional Services

5.4.1 Traction Current

Not available (see section 3.3.2.6).

5.4.2 Services for Trains

In summary, the available services for trains 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

The IM does not currently offer any other additional services. If an Applicant identifies other additional services which they require the IM 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

The IM 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

The IM 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

The IM 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 Specialised 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

The IM does not offer any other ancillary services. If an Applicant identifies other ancillary services which they require, the IM 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.

[Link to Legislation](#)

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.

The charging framework has been established as per Regulation 14 of SRNI 2016/420. This includes an Application Fee of STG£750 (reviewed annually) plus a Reservation Charge of 5% of the total of the calculated Access Charges that must be paid 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 the IM that is guaranteed by a bank, or by cash, and is equal in value to 5% of the total cost to the Applicant of providing the services for which the allocation is required, or with the IM’s approval, proof of an equivalent arrangement that meets those requirements.

The IM 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*

These criteria would apply to both new and existing operators on the network.

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.

The below market segments reflect Schedule 2 Paragraph 2 of SRNI 2016/420 which states that the list of market segments defined by infrastructure managers shall contain at least the three following segments: freight services, passenger services within the framework of a public service contract and other passenger services.

The market segments applicable on our infrastructure are:

- Domestic passenger services
- International passenger services
- Other passenger services

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 fair, non-discriminatory and transparent and applied by the Facility Owner. Charges for a service will be based on the cost of providing the service, plus a reasonable profit. Charges for materials will be based on the material cost (including handling charges) plus labour costs plus a reasonable overhead recovery and profit. 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 (for further detail, please see Service Facilities Description) . [Link to Service Facilities Description](#)

Item	Additional Service	Charge
a)	Pre-heating of passenger trains	Charges for a service will be based on the cost of providing the service, plus a reasonable profit.
b) i)	Supply of fuel	
ii)	Shunting	
c)	Tailor made contracts for	For information on charges and conditions for Access and Supply, please contact NIR Access Enquiries.
i)	<ul style="list-style-type: none"> control of transport of dangerous goods 	
ii)	<ul style="list-style-type: none"> assistance with running abnormal trains 	

Table 10

6.1.5 Ancillary Services

Ancillary Services which may be available are (for further detail, please see Service Facilities Description. [Link to Service Facilities Description](#)

Item	Ancillary Service	Charge
a)	Access to the telecommunications network	Charges for a service will be based on the cost of providing the service, plus a reasonable profit.
b)	Provision of supplementary information	
c)	Technical Inspection of Rolling Stock	For information on charges and conditions for Access and Supply, please contact NIR Access Enquiries.

Table 11

6.2 Charging System

The 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 plus the 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.

The IM will be transparent on any charges to an RU.

The charge for running a train on the railway network is calculated as follows:

$$\begin{aligned}
 &\textbf{\textit{Total Amount Payable}} \\
 &= \\
 &\textbf{\textit{[Track Access Charge x Tonne-Km]}} \\
 &+ \\
 &\textbf{\textit{\Sigma [Cost of Access to Facilities when Supply of Services acquired]}}
 \end{aligned}$$

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 Package 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 see Service Facilities Description.	
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

*This charge is applicable to all applicants

6.4 Performance Scheme

The Performance Scheme is agreed as part of the Track Access Agreement and 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 network:

- The main parameters of the Performance Scheme will be agreed with applicants upon signing of the Access Agreement.
- 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 (including signalling & telecoms installations)
- Civil engineering causes attributable to the IM
- 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. (Trains cancelled by the RU are monitored but are not currently penalised.)

- 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 is recorded 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 (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 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 December 2025 to December 2026.

In the event that it becomes necessary to revise the Charges identified or to apply additional charges the IM 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

The IM 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 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 Railway Network and Main Nodes
Appendix 3	Details of Stations and Halts
Appendix 4	Passenger Rolling Stock Currently Authorised for Use
Appendix 5	Template for Track Access Agreements
Appendix 6	Template for Requests for Capacity
Appendix 7	Template for Ad Hoc Requests
Appendix 8	Environmental Restrictions

Appendix 1 Glossary of Terms and Abbreviations

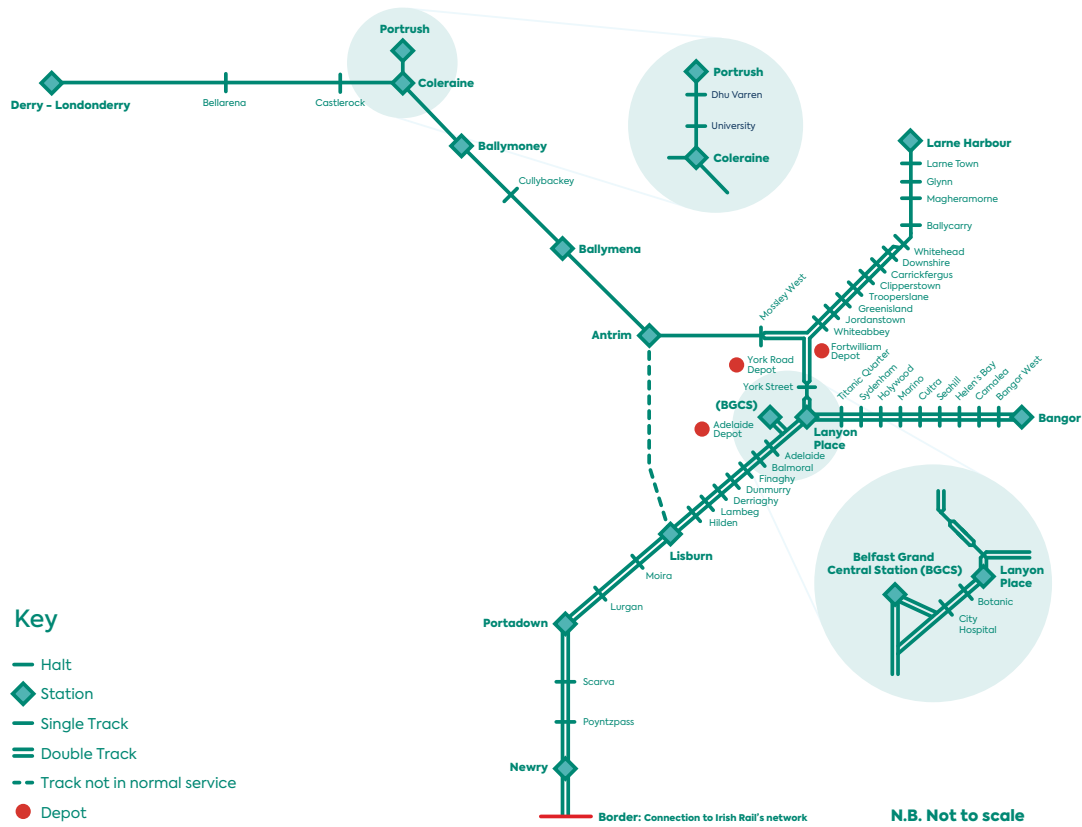
The terms and abbreviations applied in this Network Statement can mostly be found in the RNE Glossary: [Link to RNE Glossary](#).

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
IM	Infrastructure Manager (NIR Networks Limited in conjunction with NIR)
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: Northern Ireland Railways Company Limited ('NIR'); NIR Networks Limited; NIR Operations Limited; Citybus Limited ('Metro'); Flexibus Limited; Ulsterbus Limited; and Translink (NI) Limited
WTT	Working Timetable

Appendix 2 Overview Map of the Railway Network and Main Nodes



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	138	No	No	No	No	No
Antrim	Bus/Rail Integrated Station	2	154.3	Yes	Yes	Yes	Yes	Yes
Ballycarry	Halt	1	77.0	No	No	Yes	No	No
Ballymena	Station	2	180.9	Yes	Yes	Yes	Yes	No
Ballymoney	Station	2	152.3	Yes	No	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 Grand Central	Station	8	207	Yes	Yes	Yes	Yes	No
Belfast Lanyon Place	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	Yes	No	No
Carrickfergus	Station	3	143.9	Yes	Yes	Yes	Yes	Yes
Castlerock	Halt	1	150.2	No	No	Yes	No	No
City Hospital	Halt	2	143.7	Yes (PT)	No	Yes	No	No
Clipperstown	Halt	2	145.1	No	No	Yes	No	No
Coleraine	Bus/ Rail Integrated Station	2	154.1**	Yes	Yes	Yes	Yes	Yes
Cullybackey	Halt	1	149.5	No	No	Yes	No	No
Cultra	Halt	2	73.1	No	No	Yes	No	No
Derriaghy	Halt	2	138	No	No	1 platform only	No	No
Dhu Varren	Halt	1	82.9	No	No	Yes	No	No
Downshire	Halt	2	147.0	No	No	Yes	No	No
Dunmurry	Halt	2	145.3	No	No	Yes	No	No
Finaghy	Halt	2	147.0	No	No	Yes	No	No
Glynn	Halt	1	114.3	No	No	Yes	No	No
Greenisland	Halt	2	143.1	Yes	No	Yes	Yes	No
Helens Bay	Halt	2	124.7	No	No	1 platform only	No	No
Hilden	Halt	2	144.0	No	No	Yes	No	No
Hollywood	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	Yes	No	No
Larne	Station	1	143.0	Yes	Yes	Yes	Yes	Yes
Larne Harbour	Station	2	151.0	No	No	Yes	No	Yes

Location	Type	No. of Platforms	Max. Length of trains at Platforms	Ticket Office	Public Toilets	Platform Accessibility	Waiting Room	Taxi Rank
Lisburn	Station	3	171.7	Yes	Yes	Yes	Yes	No
Derry~ Londonderry	Station	2	253.8	Yes	Yes	Yes	Yes	Yes
Lurgan	Station	2	145.5	Yes	Yes	Yes	Yes	No
Magheramorne	Halt	1	98.2	No	No	Yes	No	No
Marino Halt	Halt	2	122.8	No	No	Yes	No	No
Moirá	Halt	2	140.0	p/t	No	Yes	No	No
Mossley West	Halt	1	144.4	No	No	Yes	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	174.5	Yes	Yes	Yes	Yes	No
Poyntzpass	Halt	2	105.5	No	No	Yes	No	No
Scarva	Halt	2	108.5	No	No	Yes	No	No
Seahill	Halt	2	126.0	No	No	Yes	No	No
Sydenham	Halt	2	143.2	No	No	1 platform only	No	No
Titanic Quarter	Halt	2	146.0	No	No	Yes	No	No
Trooperslane	Halt	2	143.3	No	No	Yes	No	No
University	Halt	1	72.5	No	No	Yes	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	Yes

Notes:

* Bangor has 3 platforms. The figure shown is the shortest of mainline platforms (the siding platform is 106.0m)

** Coleraine has 3 platforms. The figure shown is the shortest of mainline platforms (the siding platform is 63.2m)

PT – Part time

Appendix 4 Passenger Rolling Stock currently approved for use

Name	Axle Weight	Axle Configuration	Restrictions on use*
Class 3000 CAF	DM1 – 13.14 tonnes (per axle)	2-2	No
	M Car – 13.0 tonnes (per axle)		
	DM2 – 14.565 tonnes (per axle)		
Class 4000 CAF	Manufacturer Figure DM1 – 11845 kg (per axle)	2-2	No
	Manufacturer Figure M – 11465 kg (per axle)		
	Manufacturer Figure M1 – 12073 kg (per axle)		
	Manufacturer Figure M2 – 12073 kg (per axle)		
	Manufacturer Figure M3 – 12166 kg (per axle)		
	Manufacturer Figure DM2 – 11790 kg (per axle)		
Class 071/110 Locomotive	17.42 tonnes (per axle)	3-3	No
Class 201 Locomotive	20.82 tonnes (per axle)	3-3	No
De-Dietrich Coaches	DVT – 10.3 tonnes (per axle)	2-2	Yes
	First Plus – 9.3 tonnes (per axle)		
	Standard – 9.1 tonnes (per axle)		
	Catering – 10.2 tonnes (per axle)		
	Intermediate – 8.08 tonnes (per axle)		
Mark III Coaches	Max axle load 6.5 tonne	2-2	Yes
Class 29000 CAF	Crush – 13.25 tonne	2-2	Yes
Class 22000	Crush – 16.15 tonne	2-2	Yes
Steam Locomotive 4	Max axle load 17.77 tonne	2-6-4	Yes
Steam Locomotive 85	Max axle load 18.1 tonne	4-4-0	Yes
Steam Locomotive 186	Max axle load 13.2 tonne	0-6-0	Yes
Steam Locomotive 461	Max axle load 15.1 tonne	2-6-0	Yes
Steam Locomotive 131	Max axle load 16.61 tonne	4-4-0	Yes
Mark II Coaches	8 – 10 tonne	2-2	Yes

Notes:

* Restrictions can relate to the lines on which the rolling stock is approved to operate, maximum speed of operation, etc., please refer to relevant Working Timetable.
For more information on the table above please contact NIR Access Enquiries, see Section 1.8 for contact details.

Appendix 5 Template for Track Access Agreements

The template of an example Track Access Agreement is available at the following link: [Link to Track Access Agreement](#)

Appendix 6 Template for Requests for Capacity

1	Railway Undertaking Name
2	Date of Application Request
3	Train Type (Passenger/Freight)
4	Maximum Permitted Speed (MPH)
5	Time/Days/Period of Operation Requested
6	Train Length in Metres (including Loco, where applicable)
7	Number of Vehicles in Consist
8	Vehicle Class/Type
9	Train Gross Tonnage (Total)
10	Individual Vehicles/Loco Gross Weights
11	Rolling Stock Brake Type
12	Method of Train Operation
13	Method of Communication from Driving Unit with Signaller
14	Are there any specific instructions required for the movement or on route activity (Y/N)? If "YES" please provide details in Section 20
15	Are vehicles listed in DfI National Vehicle Register (Y/N)?
16	Has the rolling stock been cleared to operate over the route requested (Y/N)?
17	Please confirm you have certification to operate on the NIR Network (Y/N).
18	Please confirm you have approved SMS (Y/N).

--

19 Proposed Path				
Origin		Destination		Distance (KM)
Station / Halt	Arrival Time	Departure Time	Observations	Distance (KM)

20	Other information relating to operation
----	---

21	Do you plan to transport dangerous goods (Y/N)? (If "YES", please provide full details)
----	---

20	Name of RU Manager & Position Held
----	------------------------------------

20	RU registered address
----	-----------------------

For Internal Use Only	
Date of Receipt of Application	
Request Decision	
Reference Number	

Appendix 7 Template for Ad Hoc Requests

The following information should be completed and submitted electronically to
niraccessenquiries@translink.co.uk

Working Name:	
Reference:	<i>For Office Use Only</i>
Date(s) of Operation:	
Vehicles:	
Paths Attached:	
Notes:	

Appendix 8 Environmental Restrictions

Translink are defined as a 'Competent Authority' under the Environmental Noise Directive (END). The END requires Member States (MS) to produce 'strategic noise maps' and complete noise action plans over a 5-year rolling cycle.

The END Directive is transposed into Northern Ireland legislation by The Environmental Noise Regulations (Northern Ireland) 2006.

Noise from individual railway vehicles is increasingly being controlled through legislation. The EC adopted a Technical Specification for Interoperability relating to rolling stock noise for conventional rolling stock in 2006 (Decision 2006/66/EC), and new rolling stock must meet the limits defined within these specifications ([Link to Technical Specifications for Interoperability](#)). The TSIs include noise limits for starting noise, noise from stationary vehicles and pass-by noise.

Limits from rail plant and equipment are provided by Directive 2000/14/EC, which relates to noise emissions in the environment from equipment used outdoors.

When proposing the construction of any new major developments, noise is taken into account. Mitigation measures such as optimising the track construction and the use of noise barriers, either through landscaping or purpose-built walls or fences, are included in the design to minimise any adverse noise impact.

The use of continuously welded rail has been found to help reduce operational noise although switch and crossing noise cannot be eliminated by continuous welding. Although not directly related to operational noise, the noise from train horns has been addressed over recent years. The National Railway Group Standard for horns now specifies a maximum noise level (in addition to a minimum level). Furthermore, the Rule Book has been amended to reduce the number of occasions on which the sounding of the horn is mandatory.

There are no relevant formal limit values in force in Northern Ireland with regard to environmental noise from railways. As previously highlighted Technical Specifications for Interoperability (TSIs) include limit values at source for railway vehicles, and occupational noise limits apply through general Health & Safety legislation for workplaces.

Climate Positive

Translink recently launched its Climate Positive Strategy. Climate change is the most pressing environmental challenge of our time, with overwhelming scientific evidence that we need to act now. The scale of the challenge demands a step change in both the breadth and scale of ambition, and we all have a duty to act quickly and decisively to reduce emissions. For Translink, transport has a huge role to play in the economy reaching Net Zero.

Our mission is to lead the transport transformation in Northern Ireland. By creating advanced public transport services and integrated networks which connect people and communities, enhance the economy, improve health and environmental wellbeing for all. We want to achieve this responsibly by:

- Achieving at least 50% reduction in our current emissions by 2030 in line with our Climate Action Pledge.
- Placing Translink at the forefront in the journey towards zero emission public transportation, and for all our buses, trains and buildings to be Net Zero by 2040.

- Being Climate Positive by 2050, going beyond achieving net zero to create and an environmental benefit by removing additional carbon dioxide from the environment while growing our business.

Translink is committed to moving towards a more circular economy, through our Climate Positive Strategy, which will see us keeping resources in use as long as possible, extracting maximum value from them, minimising waste, reducing single use plastics and promoting resource efficiency.



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