

Northern Ireland Railways Network Statement 2016

For Working Timetable
December 2016 - December 2017

31st March 2016



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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 Networks Ltd. is a subsidiary of NIR which is itself a subsidiary of the Northern Ireland Transport Holding Company (NITHC) and is part of the Translink Group. The Translink Group is ultimately owned and controlled by the Northern Ireland Transport Holding Company (NITHC), 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 3,800 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 Networks Ltd in conjunction with NIR.

NIR Networks Ltd in conjunction with NIR has produced this Network Statement in response to Regulation 10 of the Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) Regulations (Northern Ireland) 2005.

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-2005/537	The Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) Regulations (Northern Ireland) 2005
		SRNI-2009/222	The Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) (Amendment) Regulations (Northern Ireland) 2009
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 Networks Ltd is the Infrastructure Manager (IM) for the main railway network in Northern Ireland, regulated by the Department for Regional Development (DRD). NIR Networks Ltd with support from NIR holds the necessary IM Safety Authorisation as issued by the Safety Authority (DRD).

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 DRD – contact details are provided in Section 1.8, below. (See also SRNI 2005/537 Regulation 27.)

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/network-statement.html>. The version dated 10 March 2015 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 10th December 2016. This Network Statement is valid for the 2016/17 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 will publish the 2017 Network Statement in line with the timescales required for consultation for applications for Capacity for the 2016 Working Timetable (for December 2016 – December 2017).

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 Regional Development

Clarence Court
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Belfast
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Telephone: +44 (0) 28 9054 0667

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Belfast
BT3 9BG
Email: niraccessenquiries@translink.co.uk
Telephone: +44 (0) 28 9035 1201

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:
<http://www.rne.eu/corporate.html>.

1.11 Definitions

RNE provide a Glossary of terms used in Network Statements at the following web page: http://www.rne.eu/index.php/ns_glossary.html

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 the Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) Regulations (Northern Ireland), 2005 (amended 2009).

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, 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 95/18EC, as amended by Directive 2001/13/EC, i.e. hold a 'European Licence';
- hold valid Safety Certificates for the part(s) of the network over which the path(s) will run;
- hold a valid Statement of National Regulatory Provisions (SNRP) and be in a position to comply with those provisions.

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 licenced to carry out freight operations.

2.2.3 Licences

DRD are responsible for Operating Licences, see Section 1.8 for contact details.

2.2.4 Safety Certificates

Safety Certificates are issued by the DRD, see Section 1.8 for contact details.

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.

Railway Undertakings (RUs) must maintain adequate insurance cover, or have made arrangements having equivalent effect, covering its liabilities in the event of 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 DRD, 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 the 2005 Regulations (2005/537) 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.

In Northern Ireland, the broad function of a Framework Agreement would be fulfilled by track access agreements between RUs and NIR for access to the main rail network described in section 2.3.2.

That function may also be fulfilled by station or depot Access Agreements, where applicable. Where NIR has leased the relevant station or maintenance depot to an RU or other entity, that Party will have the appropriate legal interest to grant access and permission to use that facility (as described in section 2.1).

Subject to DRD approval, NIR may be permitted to enter into a bi-lateral agreement with RUs and others to develop the infrastructure.

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. This is required to deliver the minimum access package as set out in EU Directive 2001/14/EC, in relation to the main rail network. 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).

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, National Notified 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.

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.

2.6 Dangerous Goods

Dangerous Goods 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 DRD, 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 which provide a structured mechanism for assessing and agreeing any capacity, safety, regulatory and commercial issues that exist between the RU and the IM.

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 are competent to perform their duties.

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

Train Driving Licences and Certificates

The European Commission Directive 2007/59/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 licenced.

For further information on:

- Train Driving Licences please contact DRD,
- 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 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 complexity 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. 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				~1.0	~1.6
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.

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 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

The maximum train length currently permitted on any part of the network is 207m.

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- or three-aspect colour-light signalling. The Dargan Bridge is provided with 4-aspect colour-light signalling to increase capacity on that line section.

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 for increased protection from SPADs (Signals Passed At Danger without authority).

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

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

The line section between Coleraine and Derry~Londonderry is single track with electronic token working and has a combination of colour-light and semaphore signalling. Interlocking on this line section is carried out by mechanical lever-frame, either directly operating semaphore signals or interfaced to colour-light signals, and by Entrance-Exit panel via RRI.

There is an additional Traffic Control 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.

For the majority of routes Traffic Controllers operate the signalling system via Push-Button Panels. 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 Traffic Controllers.

There are 46 Automatic Half Barrier (AHB) Public Road Level Crossings operated by automatic Train Detection with treadle back-up.

There are 14 Manually Controlled Public Road Barriers, 4 locally controlled and 10 with Closed-Circuit Television (MCB CCTV).

3.3.3.2 Traffic Control Systems

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 Traffic Managers, Traffic 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 (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 are also additional noise restrictions 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 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 water-way. 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		
Other Planned Closures	There will potentially be a 9 day closure in December 2016 / January 2017 to accommodate renewal of the down platform at Botanic Station. There will be arrangements in place to accommodate the Enterprise service during this closure.				

Table 3

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 4

It is possible that longer trains could be accommodated at these locations. 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 5

* 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 6

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

To obtain information on refuelling facilities, 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: 2016/2017+', and an indication is provided as to whether the primary purpose is to enhance Safety or Capacity

Activity - 2016/2017	Primary Purpose	
	Safety	Capacity
Ongoing and Immediate Future		
• Bridge Refurbishment & Strengthening Programme Phase 1	✓	
• Coleraine - Derry~Londonderry Track Renewal - Phase 2	✓	✓
• Coleraine - Derry~Londonderry Track Renewal - Phase 2 (Construction Civils)		✓
• Knockmore to Lurgan - Track Rehabilitation (Enabling Works)	✓	
• Lineside Fencing Programme 2015/16 - 2018/19	✓	
• Lisburn - Lurgan S&T Cables Renewal	✓	
• Replacement & Installation of S&C Components NIR Network	✓	
• Signalling and Telecoms Asset Management Programme	✓	
• UWC Safety Improvement Programme	✓	
• Vegetation Management Programme	✓	
• Ballymoney Park & Ride		✓
Longer term: 2017/2018+		
• Park & Ride Programmes <ul style="list-style-type: none"> ▪ Portadown Station P&R ▪ Moira Station (Phase 3) P&R ▪ Lisburn West - New Halt and Park & Ride ▪ Ballymoney P&R - Phase 2 ▪ Mossley West P&R Extension ▪ Bangor Station P&R (Dufferin Avenue) ▪ Whiteabbey P&R Extension ▪ Cullybackey P&R 		✓
• Adelaide / Boucher Road Halt Development	✓	✓
• Ballymena Bus / Rail Integrated Station		✓
• Bangor Line Sea Defences	✓	
• Belfast Transport Hub		✓

• Bellarena Permanent Way Storage & Stabling Facility		✓
• Bridge Refurbishment & Strengthening Programme Phase 2	✓	
• Brokerstown Stream Culverts	✓	
• Coleraine Permanent Way Base		✓
• Cross Border Level Crossing Upgrade	✓	
• Derry - Londonderry New Station		✓
• Donegall Quay - Yorkgate Dualling Phase 1 (YSI)		✓
• Dunmurry - Lisburn S&T Cables Renewal	✓	
• Embankments & Cuttings Strengthening Programme	✓	
• Fortwilliam - Bleach Green Signalling Renewals	✓	
• Level Crossing Upgrades Across NIR Railways Network	✓	
• Cullybackey Level Crossings MCB Upgrade	✓	
• Lisburn Interlocking Renewal	✓	
• Lurgan Area Track Renewals	✓	
• Lurgan Level Crossings Signalling Alterations	✓	
• Lurgan Railway Station Redevelopment		✓
• Portrush Railway Station Refurbishment		✓
• Sea Defences Strengthening Programme	✓	
• Signalling and Telecoms Asset Management Programme	✓	
• X Border - Line Speed Enhancement		✓
• Yorkgate Station Redevelopment		✓

Table 7

** = *subject to the networks utilisation review*

4 Capacity Allocation

4.1 Introduction

This section outlines the NIR Process for Capacity Allocation.

The legal framework for Capacity Allocation is governed by the Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) Regulations (Northern Ireland), in particular Part 4 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, allocation of specific train paths is shown in Figure 1 below.

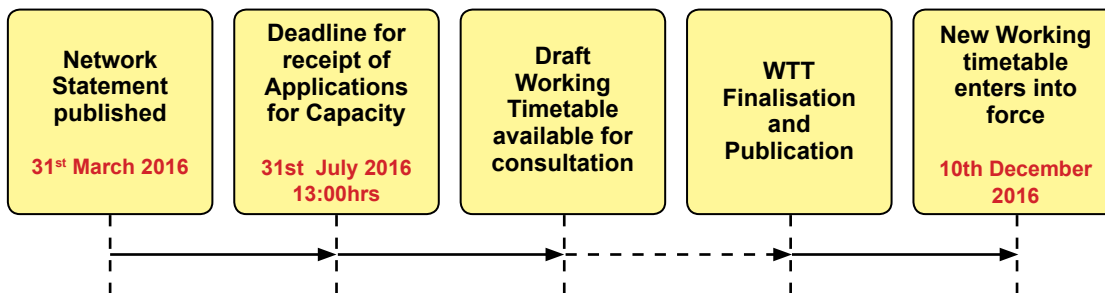


Figure 1 - Allocation Timescales

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. Details of the available spare capacity in the 2016-17 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 DRD 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 the 2005/537 Regulations, 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 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, 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 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 an agreement such as 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 two working weeks of the final decision if they wish to dispute the capacity allocated in the Draft Working Timetable.

In the event that Applicants' concerns are not resolved within the NIR Dispute Resolution Process the Applicant may Appeal to the Department for Regional Development. The details and timescales of the Appeals Process can be obtained from DRD, see Section 1.8 for contact details.

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.

4.4.3 Congested Infrastructure: Definition, Priority Criteria and Process

Regulation 21 of SRNI 2005/537 sets out the criteria for dealing with Congested Infrastructure.

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
- infrastructure maintenance traffic*.

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

4.4.4 Impact of Framework Agreements

As stated in section 4.4.2, where an agreement such as a Framework Agreement is in place with any RU, subject to the terms and conditions of that Agreement, paths requested 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 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 scheduling 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 8

Normally, planned blockades of greater than one week's duration will be advised in the Network Statement, unless this has 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 will 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, with at least 30 days' notice, 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. 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 and the rules for allocation.

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 described in Annex II of the Directive (2001/14/EC).

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 (2001/14/EC) 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. If an applicant identifies the need for these facilities please contact NIR Access Enquiries to discuss further (See Section 1.8 for contact details)

5.3.1.3 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 3.8.2. 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 3.8.3. 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 3.8.3. 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 provided at the locations listed in Section 3.8.1. 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

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

5.3.2.1 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 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 them.

5.4.1 Traction Current

Not available - see section 5.3a.

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 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.)

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 Regulation 11 and Schedule 2 of NISR 2005/537.

The broad framework of principles applicable in Northern Ireland is established by the DRD. In pursuance of those principles the calculation of the Minimum Access Charge is based upon the “CATRIN Model – Maintenance and Renewals” and applying the ‘Usage Elasticity’ function.

An Application Fee of STG£750 plus a Reservation Charge of 5% of the total of the calculated Access Charges 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 the NIR’s approval proof of an equivalent arrangement that meets those requirements. NIR does not currently offer discounts on the Access Charge.

The Reservation Charge is retained for infrastructure capacity which is allocated but not used.

NIR does not currently apply:

- Scarcity Charges
- Environmental Charges
- Discounts, or
- 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 Supply, please contact NIR Access Enquiries.
b) i)	Supply of fuel	
ii)	Shunting	
c) i)	Tailor made contracts for - control of transport of dangerous goods	
ii)	- assistance with running abnormal trains	

Table 9

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 10

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 an additional charge.

The total cost of running a train on the NIR network is calculated as follows:

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

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.
Track Access to 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 11

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.

It is based upon the following principles which are applied across the entire NIR network:

- Availability of Allocated Capacity to the RU at the allocated time
- Correct and timely use of the Allocated Capacity
- Extent of failure to provide allocated capacity at the stated time to be monitored and recorded to facilitate delay attribution
- Extent of failure to use allocated capacity at the stated time to be monitored and recorded to facilitate delay attribution.

Delays are recorded for each minute over the recording threshold. The recording thresholds are set against arrival at destination:

- 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.

*compared against the Working Timetable.

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.

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 and Station Services Agreement, TASSA).

6.5 Changes to charges

At the time of writing there are no planned changes to the Charges identified above for the Working Timetable period 2016-17.

In the event that it becomes necessary to revise the Charges identified or to apply additional charges NIR will, in consultation with the DRD, 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.

6.6 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
DRD	Department for Regional Development
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
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
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 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	1	89.5	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
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	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)

Appendix 4 Passenger Rolling Stock currently authorised for use on NIR

Name	Axle Weight	Axle Configuration	Restrictions on use*
Class 3000 CAF	DM1 - 13.14 tonnes (per axle) <i>Manufacturer Figure 12.405 tonnes (per axle)</i>	2-2	No
	M Car - 13.0 tonnes (per axle) <i>Manufacturer Figure - 11.505 tonnes (per axle)</i>		
	DM2 - 13.34 tonnes (per axle) <i>Manufacturer Figure 14.565 tonnes (per axle)</i>		
Class 4000 CAF (15% fuel)	Manufacturer Figure DM1 - 11845 kg (per axle)	2-2	No
	Manufacturer Figure M - 11465 kg (per axle)		
	Manufacturer Figure DM2 - 11790 kg (per axle)		
Class 071/110 Locomotive (75% fuel)	17.42 tonnes (per axle)	3-3	No
Class 201 Locomotive (100% fuel)	20.82 tonnes (per axle)	3-3	Yes
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)		
Class 450	Power Car - 17.94 tonnes (per axle)	2-2	No
	Intermediate - 8.08 tonnes (per axle)		
Class 80	Power Car – 15.5 tonnes (per axle) Intermediate – 8.5 tonnes (per axle)	2-2	Yes
Mark II Coaches	8.5 – 10.0 tonne	2-2	Yes
Class 29000 CAF	Crush - 13.25 tonne	2-2	Yes
Class 28000 / 27000 / 26000 CAF	To be confirmed.	2-2	Yes
Class 22000	Crush - 16.15 tonne	2-2	Yes
Mark III Coaches	8.5 – 10.0 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
Mark II Coaches	<i>To be confirmed.</i>	2-2	Yes

Notes:

* Restrictions can relate to the lines on which the rolling stock is approved to operate, maximum speed of operation, etc.

For more information on the table above please contact NIR Access Enquiries, see Section 1.8 for contact details.

Appendix 5 Technical Facilities

The technical facilities available to Applicants are listed in the table below:

Facility	Location(s)
Train Wash Facilities	<ul style="list-style-type: none">• York Road Yard• Fortwilliam Depot• Adelaide Depot
Wheel Condition Monitor Bearing Acoustic Monitor	Adjacent to Adelaide depot

