



Guide to Freight Connections

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Getting Connected

This document is designed to help you develop projects for a new freight terminal or sidings where a connection to the national rail network is required.

It will also guide you in how to;

- get a disused connection back in working order;
- replace a disused connection;
- alter the design of an existing connection;
- lease or buy land from us as part of a scheme to create a new rail connection.

Network Rail is committed to facilitating the growth of rail freight as it contributes to the economic and environmental health of the Country. Connecting new sites is key to this growth and we therefore welcome these projects. We are here to help ! Please read on.

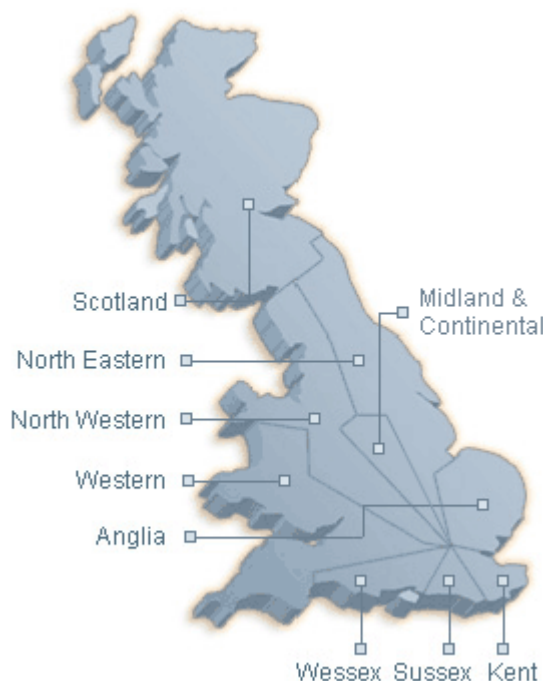


An example of a new rail freight terminal connected to the network

First steps

The starting point for your scheme is to make contact with the Network Rail **Senior Route Freight Manager** (SRFM) for the location(s) concerned. They provide coverage across all of our geographical Route areas as shown in the map below. If you are not certain into which Route a site might fall don't worry – please make a contact and the team will coordinate between them to ensure that the right person handles your requirements.

Network Rail's geographical Route areas



◆ Midland & Continental;
Midland Main Line – covered by North Eastern SRFM.
'High Speed 1' – covered by South East SRFM.

Network Rail Senior Route Freight Managers;

Name	NR Route(s)	Phone	E-mail
Guy Bates	Anglia and Southern*	07825 376 699	guy.bates@networkrail.co.uk
Anne MacKenzie	Scotland	07796 614 441	anne.mackenzie@networkrail.co.uk
Richard Pinker	North Eastern	07920 277 537	richard.pinker@networkrail.co.uk
Steve Rhymes	North Western	07767 672 488	steve.rhymes@networkrail.co.uk
Peter Willey	Western	07767 644 347	peter.willey@networkrail.co.uk

* = Wessex, Sussex, Kent and Anglia

The SRFM provides an impartial service – for which there is normally no charge - to give outline guidance to developers in areas such as;

- identifying new sites and their potential;
- the rail freight market potential of your scheme;
- terminal types and designs;
- Network capacity and capability;
- “ball park” costs for new and refurbished connections.
- providing contact details for rail freight industry service suppliers including;
 - Freight hauliers
 - Consultancy advice
 - Wagon and equipment providers
 - Contractors
- Introducing you to project and technical managers within Network Rail when your scheme moves forward towards the likely construction of a connection;
- general experience and advice.

You could regard this as a (free) “pre-feasibility” service.

It may be that your needs can be met via a rail freight location that is already *in use*, in which case the SRFM can provide a contact with the existing user with whom you could negotiate access. The 1993 Railways Act provides “open access” over all rail tracks including those in private terminals in order to promote the use of rail and encourage competition. A terminal owner is therefore obliged to consider your access request reasonably in relation to their own core business needs and price rail access reasonably. “Open access” does not, however, apply to features such as road access into a terminal or handling / storage of freight cargo. These features are a commercial matter between the parties concerned.

If your scheme develops firmly towards procuring a new or refurbished connection the SRFM will help the developer to put together a formal proposal which contains;

- an outline of the scheme;
- the rail market being sought;
- Network impact – train nos. and where they may run to / from;
- options for connection to the network;
- internal rail layout.

This will form the initial client specification to engage a Network Rail Schemes Sponsor. The Sponsor takes forward the project, effectively taking over as your main contact from the SRFM (who nevertheless maintains a watching and advising brief according to your needs). The Sponsor ensures that the necessary expertise is procured to develop the connection works. At this stage you will need to have entered into a commercial agreement with us because specialised technical resources will now need to be obtained and funded.

Construction

Proceeding towards commissioning new works such as a connection requires the Sponsor to apply the “Guide to Rail Investment Process” (GRIP). Early in the GRIP process Network Rail will appoint a Project Manager who will work closely with the Sponsor and oversee the technical development works – up to and including building of the new or altered connection if you elect to proceed to that stage.

The following link will guide to you to guidance on the services which Network Rail provide to facilitate projects

<http://www.networkrail.co.uk/asp/4171.aspx>

GRIP needs to reach Stage 3 to provide you with +/- 30% costs of completion.

Each project is bespoke and some may be complex therefore the cost for Network Rail involvement varies. The Sponsor will keep you fully informed and work to your instructions as we begin to scope the scheme through GRIP development

The outputs from GRIP 3 should usually embrace the following which flesh out the earlier “pre-feasibility” work;

- technical appraisal of your plans;
- a definition of track and signalling requirements;
- an analysis of operating, safety, network capacity and signalling issues;
- an outline programme, including details of duration for any line closures during construction and signalling commissioning;
- a cost analysis;
- and recommendations as to the best option.

Activities required to get to this stage could include:-

- track and topographical surveys (possibly requiring line closure protection arrangements);
- site visits to signalling installations;
- optioneering with stakeholders;
- checking of master records and drawings.

By GRIP Stage 4 (Detailed Design) you will have a single technical option, robust programme and a more tightly specified final cost. The cost of getting to GRIP 4 depends entirely upon the scale of the project.

Other GRIP stages mark specific technical outputs during the process; 3 and 4 are selected for particular mention here because they represent significant decision making milestones for the client. Nevertheless, we hold GRIP Stage reviews with you at each stage to keep you informed and receive your instructions regarding movement to the next stage. Generally speaking, there will need to be a fresh commercial agreement between us after the design stages as we enter the build stages of the project.

If you have not had experience of railway schemes GRIP may seem like a very formal way of doing business. However, a railway network operates as a highly planned and integrated system and GRIP has evolved to ensure that resource waste and unacceptable risks are eliminated for you.

A key part of the GRIP process is to agree the contracting arrangements. You may ask Network Rail to do everything for you – or you may choose to select your own contractor who has the appropriate qualifications. If you choose your own contractor we will facilitate the project's interface with our network.

The following link provides guidance as to the Network Rail Template Agreements which apply to the services which network rail may provide:-

<http://www.networkrail.co.uk/aspx/5016.aspx>

GRIP processes ensure that a scheme is developed which provides an assured technical and financial outcome.

Once the new connection works have been completed to the satisfaction of us both the facility can be handed over for use. By this stage there would need to be a signed connection agreement in place between us which caters for;

- Maintenance of the new connecting infrastructure.
- Charges for this.
- The right to use of the connection.
- What will happen should the facility ever close

If you are unhappy with the terms for building or maintaining the connection you have a right to refer the matter to the independent Office of the Rail Regulator. Naturally, we regard this as a last resort measure – we believe we can achieve a satisfactory outcome for the client in every case without the need for such a reference.

Project costs

In general, our costs for building the new connection will be built up from;

- The cost of the physical works
- A charge for project management
- A charge for administrative work which may include legal and professional services.

There may also be costs in the following respects;

- An agreed amount to allow for contingencies arising once the project has started
- Compensation for disruption to other rail users if building the connection requires adjacent line(s) to be closed specially and train services to be stopped.
- Other costs arising from temporary line closures.

We will work with you to keep these to a minimum; we aim to disrupt the normal operation of the railway as little as possible.

What will the final bill amount to ? The following influence the cost of new rail works;

- The unique design of each new connection, particularly where safety critical signalling systems have to be altered.
- The heavy duty nature of the materials employed.
- The cost of disrupting a busy network – if this applies.

Whatever the initial capital cost, the connection procured;

- May carry millions of tonnes of freight during its life time.
- Endure with modest maintenance for as much as 40 years.

For your investment you will obtain rail infrastructure that is heavy duty and durable.

Your land requirements

New sidings on private land

If the new terminal (other than the direct connection with the network) is on private land, building the new sidings beyond the connection need not involve Network Rail – though we will happily provide any advice needed.

The standards of construction will need to meet the needs of freight train operators who will serve the site so that they are compatible with the safe and smooth operation of their rolling stock. It may well be of value to consult your operator (if you have one in mind at this stage) as to best practice. Fulfilling these needs should not be onerous if you are employing a recognised contractor who can assure you that they are working to industry standards.

New sidings on Network Rail land

The SRFM will involve our specialist property team if your proposals involve buying or leasing Network Rail land. We would need to agree the siding construction standards with you on a lease site in case they were to continue in use when the lease expires.

Please see also Section 12 of Network Rails “Code of Practice”

<http://www.networkrail.co.uk/aspx/1726.aspx>

There are designated “Strategic Freight Sites” reserved for rail use around the country and details of these can be found elsewhere on our web site. Use of a Strategic Freight Site would need to be arranged with your designated freight haulier – we can provide further advice as to how this process works.

Statutory and legal issues

The rail industry has, in recent years, made a conscious effort to ensure that a “lighter hand” applies to the statutory and legal processes for new rail terminal developments. The minimum essential framework applies to ensure that safety issues and industry participants’ rights are protected.

You should never be deterred from developing a rail scheme because of these issues or because you may not have dealt with rail before. The statutory and legal requirements are similar in principle to such common-sense, practical measures which any responsible party would need to apply to establishing a new industrial process. You should obtain advice from professionally experienced persons as appropriate but, fundamentally, the main practical needs are to have in place;

- Risk assessment
- Consultation with rail operators and other interfacing parties
- A rail movements Method of Working
- Other Health & Safety management processes [such as activity and hazard monitoring] which control the rail safety risks to As Low As Reasonably Practicable levels.

Since the “Railway and Other Guided Transport System (Safety) Regulations 2006” came into effect there is usually no need for specific 'approval' of new or altered railway works, including works on freight sidings and depots. Detailed guidance is available on the ORR’s website, at http://www.rail-reg.gov.uk/upload/pdf/Def_siding_for_ROGS.pdf

You will need to identify whether railway operational licensing or exemption from this is to apply at a new site.

Safety aspects of railway operation are enforced by the Office of Rail Regulation (ORR), which incorporates Her Majesty's Railway Inspectorate (HMRI). The ORR does have to approve Connection Agreements (referred to above).

Contact details for ORR are:

Office of Rail Regulation
One Kemble Street
LONDON
WC2B 4AN

Telephone: 0207 282 2000

Fax: 0207 282 2040

Web site (including further details on how to make contact) <http://www.rail-reg.gov.uk/>

Loading / unloading on the “running line”.

In some circumstances freight may be handled on one of the lines of the network without the need to create a new terminal access connection. Generally this could only apply on quiet lines where the operation does not risk causing disruption to other rail users. This may mean that the handling needs to be done at night.

Nevertheless, this is a possibility that can be considered with you by the SRFM and there are examples around the country (mainly involving branch lines) where such operations are taking place involving cargo such as timber, containers and aggregates.

Your plan will need to take into account;

- How and when the trains will use the operation.
- Needs of other rail users including how we keep the railway well maintained
- Safety risk assessment and safety measures required
- Possible special line closure procedures whilst the operation takes place and the costs of these
- Any risk of material spillage onto the track and how those risks can be mitigated. (Some types of material can affect the operation of the local signalling system and may therefore not be possible to handle in this way)

The SRFM will work with you to compile a specification and seek the necessary approvals within Network Rail.