

NATIONAL CONTROL INSTRUCTIONS

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Issue: 03

Date: 02 June 2012

MANAGEMENT OF FREIGHT SERVICES DURING DISRUPTION

1 PURPOSE

The purpose of this instruction is to provide a process for managing freight services during a Disruptive Event, or as a consequence of a Disruptive Event. By implementing this procedure the opportunity arises for freight services which have yet to commence their journey, but which will be affected by a Disruptive Event, to be provided with an Alternative Train Slot (subject to agreement). If this procedure is not implemented then the service management options available are more limited and therefore provide less effective service recovery from large incidents.

This process is designed to deliver greater consistency in the management of freight services affected by Disruptive Events as well as improving the quality of the action taken and improving service recovery.

This instruction is consistent with the Rights and Obligations of all parties who hold, or are subject to, a Track Access Contract (Freight Services).

This instruction replaces National Control Instruction 9.1 issued on the 05 September 2010 and will become effective from 02 June 2012.

2 SCOPE

This process can apply to all Disruptive Events (as defined in Part H of the Network Code) regardless of cause. It is not a mandatory instruction instead it should be used only where Network Rail considers that the protocol will facilitate effective service recovery or where capacity is significantly degraded as a result of the Disruptive Event.

3 DEFINITIONS

Relevant Network Rail Control – the Network Rail control upon whose area the Disruptive Event occurs.

Affected Network Rail Control – a Network Rail control over whose area an ATS (Alternative Train Slot) will operate or will originate.

4 PROCESS

- 4.1 This instruction should be read in conjunction with the flowchart shown in Appendix A – Management of Freight Services During Disruption (NCI 9.1) – Joint Working Instructions.

5 IMPLEMENTATION OF THE PROCESS

- 5.1 This process is reliant on the consistent and compliant application of the Control Arrangements set out in the Railway Operational Code; in particular maintaining regular dialogue with all customers during the Disruptive Event. A failure to adhere to the Control Arrangements will result in this process not being applicable.

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- 5.2 If following a Disruptive Event it is determined that this process will be implemented, the Network Rail Control (TRC) will issue an alert to all affected Freight Operating Companies (FOCs) through the Tyrell system using the standard MFSdD message template. The purpose of this message is to declare a Disruptive Event in accordance with ROC Procedure 9. A copy of the message template can be found in Appendix B.
- 5.3 The TRC will identify all freight trains affected, or likely to be affected by the Disruptive Event and determine what action needs to be taken with each train.
- 5.4 The TRC will then contact each affected FOC by telephone and agree the actions to be taken in respect of each of the FOC's affected trains. There are five actions that can be taken in respect of a train:
- a) Run the train earlier than booked (subject to MERT – NCI 4.2.3).
 - b) Run the train later than booked (subject to expected right time arrival at destination).
 - c) Divert the train onto an alternative route.
 - d) Cancel the train at origin.
 - e) Provide the train with an Alternative Train Slot (ATS) when capacity is available either on the booked route or a diversionary route.
- 5.5 An ATS should only be provided for a train which at the time of the Disruptive Event had not left its booked origin. This includes the return workings (whether resourced from traincrew and / or loco / wagons affected by the Disruptive Event) of trains which were on the network at the time of the Disruptive Event and were delayed by it sufficiently that the return working will be late returning to the network.
- 5.6 Once actions are agreed for each train the TRC will action each as appropriate and advise affected signal boxes and control offices as necessary.

6 ALTERNATIVE TRAIN SLOTS (ATS)

- 6.1 Network Rail can not impose an ATS on any freight train which has left its origin prior to the Disruptive Event occurring and becomes delayed by it*. However, if an ATS can be agreed with the FOC for such a train so that its revised arrival time or passing times on a diversionary route can be more accurately stated, then an ATS can be provided from an appropriate location (i.e. network yard or intermediate point where a consist can be transferred in TOPS).

* Cancellation after 12 hours – if a train is delayed on the network by the Disruptive Event by more than 12 hours then the train becomes a cancellation. At this point the train schedule can be cancelled in Trust and a fresh schedule input for when the train can be accommodated on the network. In these circumstances there should be dialogue with the affected FOC so that any issues with consists can be appropriately managed.