

## NETWORK STATEMENT

Replaces the safety instruction for shunting work and rail work in the rail network of Port of HaminaKotka Ltd, which entered into force on 1 September 2016.

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Published on 1 December 2016, Port of HaminaKotka Ltd, Teppo Jokimies, Technical Director

## 1 Validity and informing of changes

This Network Statement is valid for the timetable period of 2018 (10 December 2017 to 8 December 2018) as well as from 9 December 2016 insofar as this Network Statement replaces the safety instruction for shunting work and rail work in the rail network of Port of HaminaKotka Ltd, which entered into force on 1 September 2016.

### Informing of changes

An entry of changes will be recorded on the first page of this Network Statement.

## 2 Rail network

### Description, type and extent of rail network

The rail network has been described in the railway layout diagrams, where the rail network of Port of HaminaKotka Ltd has been highlighted in green colour (Railway diagrams of Hamina and Kotka on a separate pdf-file). The railway layout diagrams give information on the technical maximum speeds of the railway lines as well as on the control, management and signalling system devices.

The rail network does not have electrified railway lines.

The maximum speed in the rail network is 20 km/h.

The rail network of Port of HaminaKotka Ltd is a second class traffic control area.

The maximum axle weight of rolling stock on the rail network is 22.5 kN, or with rolling stock operated from/to the state-owned rail network in accordance with the permit issued by the Finnish Transport Agency (Liikennevirasto) to the state-owned rail network.

The signs, markings and signalling devices of the rail network are identical and have the same meanings as what the Finnish Transport Agency instructs for the state-owned rail network.

Interruptions in traffic caused by work on the rail network are marked in accordance with instruction RATO 17, Radan merkit ja merkinnät (Signs and markings on railways) issued for the state-owned rail network.

The smallest radius of curvature in the switch areas of the rail network is 150 m, and the smallest radius of curvature in the tracks is 200 m.

The longitudinal gradient of the tracks in the rail network over a distance of at least 20 m is at the most 5‰.

The radii of rounding curves in the tracks in the rail network are at least 500 m.

### Conditions for the use of the rail network

Rail operation requires the signing of an agreement on the use of the rail network, as specified under item 7.

Rail operation must comply with the instructions given under item 3, Safety instruction for shunting work and rail work in the rail network.

### Restrictions in the use of the rail network

A steam locomotive and rolling stock, which could cause a fire hazard, must not be used for rail operation.

Work relating to the maintenance of the rail network may restrict the use of the rail network.

### Requirements concerning rolling stock

The rail network can be used for operating all rolling stock which has a commissioning permit and which has been entered in the rolling stock register of the Finnish Transport Safety Agency (Liikenteen turvallisuusvirasto, Trafi).

### Priority rules for operation on the rail network

The rail network is a second class traffic control area, where the units agree between themselves on the traffic sequence if necessary.

### Changes in the rail network

No changes are being planned to the number of tracks in the rail network or to their level of traffic operations.

Port of HaminaKotka Ltd is surveying the charging of the maintenance costs of the rail network caused by the operation of rolling stock and by parking from the rail operators. This change will not enter into force before the timetable period of 2019.

## 3 Safety instruction for shunting work and rail work in the rail network

This instruction must be followed in shunting work and rail work in the traffic zones of the Port of HaminaKotka (hereinafter Port) in areas belonging to the possession of the rail network. These areas are described in Appendix 1, Railway layout diagram.

In this instruction, rail work means work (including maintenance work), which:

- is carried out so that a machine or its part may extend to the reach of the free area of the track,
- influences the structure of the track,
- is carried out on a safety device,
- requires the suspension of shunting work due to occupational safety or otherwise affects shunting work, or
- influences the unloading or loading of waggons.

If necessary, the communication with the traffic control of the state-owned rail network must comply with the instructions of the Finnish Transport Agency concerning procedures in the state-owned rail network.

The operation language used must be Finnish.

Any faults and deviations related to the tracks and their devices as well as any issues that may compromise shunting work or the unloading or loading of waggons must be reported to the Duty Officer of the Port (contact information on the front page), who will ensure that the necessary parties are informed accordingly.

### Emergency situations

Accidents and hazards must first be notified to the general emergency number 112 and then to the Duty Officer of the Port.

### Competences and qualifications

The rail operator and the party responsible for rail work must ensure that their personnel carrying out traffic safety tasks have a valid qualification for the task in question.

### Shunting work

Shunting work must take place in accordance with the instructions of the Finnish Transport Agency concerning shunting work in the state-owned rail network, and the regulations of the Finnish Transport Safety Agency.

Switches, track locks and similar devices must be returned to their basic positions after their use. The basic positions are marked on the switches and track locks.

The staying of rolling stock in place must be ensured, if necessary by means of stoppers or in a similar manner.

The brakes of the rolling stock must be applied in shunting work.

Waggons must not be left in place so that they prevent traffic on fire roads, railway level crossings, areas that are intended for road use for crossing the tracks, or in switch areas.

### Permission to perform shunting work

A rail operator in possession of a safety certificate is authorised to carry out shunting work.

### Rail work

Rail work may be carried out when the work is secured by a person responsible for rail work or by a person named by the Port to be responsible for rail work. The persons responsible for rail work within the Port (contact details on the front page) are named by the Technical Director of the Port.

The party responsible for rail work must, before commencing the work and if necessary also during the course of the work, provide its personnel participating in rail work with instruction concerning this document, the circumstances of the work in question and the work-related hazards.

Rail work must comply with the maintenance plan of the Port.

#### Duties of party responsible for rail work

The person responsible for rail work and the person responsible for rail work of the Port must:

- Ensure the securing of rail work so that there is no danger to traffic.
- If necessary, prevent traffic by means of stop plate(s).
- Ensure that before rail operations are permitted, the area that was subject to rail work is in a condition conforming to the maintenance plan of the Port.

#### Permission for rail work

A person having the qualification of a person responsible for rail work and a person named by the Port to be responsible for rail work have the permission to carry out rail work.

#### Notifying of rail work

The beginning of rail work, its impacts on the use of the tracks, the duration of the work, the completion of the work and the contact information on the person carrying out the work in question and any changes in this information must be notified as soon as possible to the Duty Officer of the Port.

#### Hot work

Hot work requires a permit from Port of HaminaKotka Ltd.

#### Degraded operation

A failure in a warning device at a level crossing of a railway must be notified to the Duty Officer of the Port.

Forced opening of a switch by a train must be notified to the Duty Officer of the Port. After a forced opening of a switch by a train, the train driver, the person responsible for shunting work, the person responsible for rail work or the person named by the Port to be responsible for rail work must visually inspect whether the switch can be used for rail operation.

Based on the inspection, the train driver, the person responsible for shunting work, the person responsible for rail work or the person named by the Port to be responsible for rail work must prevent shunting work and rail work at the switch (if necessary by means of a stop plate), or, if the person in question does not consider that there is a reason which prevents shunting work or rail work, the person in question must ensure that shunting work and rail work at the switch are carried out at a maximum speed of

5 km/h before an inspection carried out by the Port (if necessary, a speed limit sign for a special site must be installed).

#### 4 Rail charges

No rail charges are charged on the rail network.

#### 5 Right of use of service facilities, provision of services

There are no services on the rail network.

#### 6 Access to the rail network

The rail network can be used for rail operations by all rail operators which have a safety certificate.

Rail operators must have a sufficient liability insurance prescribed by the Finnish Railway Act, or other corresponding arrangement.

#### Application for safety certificate and rail operator licence

The safety certificate is applied for from the Finnish Transport Safety Agency (Trafi).

The rail operator licence is applied for from the Ministry of Transport and Communications.

#### 7 Agreement on the use of rail network

Through the agreement on the use of the rail network, the rail operator and Port of HaminaKotka Ltd, as the owner of the rail network, agree on rail operation on the rail network specified in this Network Statement.

The rail operator must inform the Technical Director of Port of HaminaKotka Ltd of its need to conclude an agreement on the use of the rail network no later than 30 days before the beginning of the intended rail operation.

Rail operation must not be started before the agreement has been signed.

The agreement on the use of the rail network is used for agreeing that the rail operator undertakes to follow the safety instructions of the owner of the rail network stated under item 3 of this Network Statement and the restrictions and requirements on the exercising of rail traffic stated under item 2.

The agreement on the use of the rail network is valid until further notice. Port of HaminaKotka Ltd may terminate the agreement on the use of the rail network with immediate effect if the rail operator does not comply with the terms and conditions stated in the agreement on the use of the rail network. The rail operator must notify if it no longer has a need for rail operation, and the date when the rail operation finishes. The date of finishing of rail operation notified by the rail operator is also a notice of the termination of the agreement on the use of the rail network. If

necessary, Port of HaminaKotka Ltd announces of a need to update or amend the agreement on the use of the rail network.

A framework agreement on the use of the rail network on a separate pdf-file.

## 8 Applying for rail capacity

Rail capacity is not shared in the rail network.

## 9 Responsibilities, dispute resolution, appeal procedure

The rail operator is responsible for damage inflicted by the rail operator on the rail network as well as for indirect damage caused by this damage on Port of HaminaKotka Ltd.

The party carrying out rail work is responsible for damage inflicted by the party on the rail network as well as for indirect damage caused by this damage on Port of HaminaKotka Ltd.

As the owner of the rail network, Port of HaminaKotka Ltd is responsible if it neglects a duty or responsibility belonging to the ownership of the rail network, when such neglect causes direct damage to the rail operator's rolling stock or load carried on the rolling stock.

Any disputes must primarily be settled by negotiation.

Any dispute which cannot be settled by negotiation must be settled in a manner prescribed for other disputes in the Finnish Railway Act (Section 73).

Other disputes are to be resolved in the District Court of Kouvola.