



9 Dec 2016

## NETWORK STATEMENT

Replaces the safety instruction for rail network traffic and rail work of the Port of Oulu Ltd that entered into force on 1 June 2016.

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### Contact information:

Urgent matters: Port Control, tel. 044 7032759, [satamavalvojat@ouluport.com](mailto:satamavalvojat@ouluport.com)

Other matters (weekdays 8 a.m.–4 p.m.): Sampo Kananen, Traffic Manager, 044 7032751

Published on 9 Dec 2016, Sampo Kananen, Traffic Manager



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## 1 PERIOD OF VALIDITY AND INFORMING OF CHANGES

This Network Statement is valid for the 2018 timetable period, 10 Dec 2017–8 Dec 2018, and as of 9 Dec 2016 insofar as it replaces the Port of Oulu Ltd's safety instruction for rail network traffic and rail work which entered into force on 1 June 2016.

### 1.1 Informing of changes

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

## 2 RAIL NETWORK

### 2.1 Description, type and extent of the rail network

The rail network is described in Appendix 1 of the Network Statement (Railway diagram). The diagram provides technical information on the tracks, the maximum speeds as well as the control, management and signalling system devices.

The rail network does not have electrified railway lines.

The Port of Oulu Ltd rail network 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 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, "Signs and markings on railways", issued for the state-owned rail network

Geometric information of the rail network is presented in the European Register of Infrastructure (RINF).



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## 2.2 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 on the rail network".

The safety policy of the Port of Oulu is presented in the operational system of the Port of Oulu.

## 2.3 Restrictions in the use of the rail network

A steam locomotive and rolling stock that 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.

## 2.4 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.

## 2.5 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.

## 2.6 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.



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## 3 SAFETY INSTRUCTION FOR SHUNTING WORK AND RAIL WORK IN THE RAIL NETWORK

### 3.1 General

This instruction must be followed in shunting work and rail work in the Oulu traffic operating point in areas included in the rail network (later "Port rail network") of the Port of Oulu (later "Port").

The operation language used must be Finnish.

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,
- affects 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
- affects the unloading or loading of wagons.

Any faults and deviations related to the tracks and their devices as well as any issues that may compromise rail operation or the unloading or loading of wagons must be reported to the Port's Construction Manager, tel. 044 7032782.

#### Emergency situations

Accidents and hazards must first be notified to the general emergency number 112 and then to the Traffic Supervisor, tel. 044 7032759

An issue detected in the railway system in areas of first class traffic control that might endanger traffic safety must also be reported to state-owned rail network traffic control.

### 3.2 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.

All persons present at the site must have completed the following work orientation and training required by the Port: Safety course for Port personnel, Occupational Safety Card.

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### 3.3 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.

After use, switches, derailleurs and corresponding equipment must be returned to their basic settings. The basic settings are indicated on the switch and derailer markings.

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

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

Wagons must not be left in place so that they prevent traffic on fire roads or railway level crossings.

#### Permission for shunting work

A railway operator with a safety certificate has permission to perform shunting work.

### 3.4 Rail work

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.

#### The tasks of the party responsible for rail work

The party responsible for rail work 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).
- If necessary, put up a Speed sign/signs when the maximum speed on the track exceeds 20 km/h.
- 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.
- In first class traffic control area: ensure that permissions and notifications in line with the Finnish Transport Agency guidelines are in place.



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## Permission for rail work

The party with competence to be responsible for rail work has the permission to perform rail work.

Permission for rail work must be applied for from the Port's Construction Manager. The contact information of the persons who may grant permission is found at the end of these instructions.

## Informing of rail work

The commencement 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 party carrying out the work in question and any changes in this information must be notified as soon as possible to the Port's Construction Manager.

## Hot work

Hot work requires a permit from the Port's Construction Manager.

### 3.5 Degraded operation

#### Forced opening of a switch

Forced opening of a switch by a train must always be notified to the Port's Construction Manager either by phone or by email.

After a forced opening of a switch by a train, the train driver, the person responsible for shunting work or the person 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 or the person responsible for rail work must prevent traffic 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 traffic, ensure that traffic at the switch is carried out at a maximum speed of 5 km/h before an inspection carried out by the Port's Construction Manager (if necessary, a speed limit sign for a special site must be installed).

### 3.6 Contact information

Port of Oulu contact information:

Port Control, tel. 044 7032759, reporting an accident or emergency.

([satamavalvojat@ouluport.com](mailto:satamavalvojat@ouluport.com))

Risto Niva, Construction Manager, tel. 044 7032782. Reporting rail work or disruption to traffic.



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Sampo Kananen, Traffic Manager, tel. 044 7032751. Reports of safety observations.  
email: [firstname.lastname@ouluport.com](mailto:firstname.lastname@ouluport.com)

Traffic control contact information:

Oulu, 04556 7 02041 02

backup: 040 6625 374

RAIL network number, 7 02041 02

RAIL speed dial number, 1300

[oulu@liikenteenohjaus.fi](mailto:oulu@liikenteenohjaus.fi)

## 4 RAIL CHARGES

A charge for the use of the rail network is levied in accordance with the price list of the Port valid at any given time.

## 5 RIGHT OF USE OF SERVICE FACILITIES AND 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 that have a safety certificate and have signed an agreement on rail network use.

Application for safety certificate and rail operator license

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

The 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 the Port of Oulu Ltd, as the owner of the rail network, agree on rail operation on the rail network of the Port of Oulu Ltd.

The rail operator must inform the Port of Oulu Ltd Traffic Manager of its need of a use agreement no later than within 30 days prior to the planned commencement of traffic.





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

## 8 APPLYING FOR RAIL CAPACITY

Rail capacity is not shared in the rail network.

## 9 RESPONSIBILITIES, DISPUTE RESOLUTION AND APPEAL PROCEDURE

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

As the owner of the rail network, the Port of Oulu 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 through negotiation. A dispute that cannot be solved through negotiation will be submitted for solving by a regulatory body. Any dispute that has not been settled through negotiation and cannot be solved by a regulatory body is to be resolved in the District Court of Oulu.

Any disputes must primarily be settled through negotiation.

Any dispute which has not been settled through negotiation must be settled in a manner prescribed for other disputes in the Finnish Railway Act (Section 73).



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