

7 Dec 2018

NETWORK STATEMENT for the 2020 timetable period

What has changed:

Period of validity.

Added: Description of operating principle of level crossing warning device, Attachment 1.

(Link to English version)

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Contact information:

Urgent matters: Traffic Supervisor, tel. 044 7032759, satamavalvojat@ouluport.com

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

Published on 7 Dec 2018, Sampo Kananen, Traffic Manager

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1 PERIOD OF VALIDITY AND INFORMING OF CHANGES

This Network Statement is valid for the 2020 timetable period, 15 Dec 2019–12 Dec 2020, and as of 7 Dec 2018, for Item 3 in the Network Statement, "Safety instructions for shunting and rail work on the rail network".

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 warning 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 speed allowed on the rail network is 20 km/h.

Maximum linear weight on the rail network is 80 kN per metre.

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 warning 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".

2.3 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.

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. The only exception are steam locomotives and stock that might cause a fire hazard.

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.

7 Dec 2018**3 SAFETY INSTRUCTION FOR SHUNTING WORK AND RAIL WORK IN THE RAIL NETWORK****3.1 General**

These instructions 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 these instructions, 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 shunting work or the unloading or loading of wagons must be reported to the Port's Operative and Technical 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 and 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 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.

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 who has signed a rail network use agreement with the Port 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 instructions 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

- 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 responsible for rail work has the permission to perform rail work.

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

Informing of rail work

The onset 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 contact person.

Hot work

Hot work requires a permit from the Port's representative.

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 representatives either by phone or by email.

After a forced opening of a switch by a train, the train driver, the party responsible for shunting work or the party responsible for rail work must visually inspect whether the switch can be used for rail operation.

Based on the inspection, the train driver, the party responsible for shunting work or the party 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 conducted by the Port's representatives (if necessary, a speed limit sign for a special site must be installed).

3.6 Rail network warning devices

There are warning devices in two passive (unattended) level crossings in the rail network. The operation of the warning devices is described in Attachment 1.

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3.7 Contact information

Port of Oulu contact information:

Traffic Supervisor, tel. 044 7032759, reporting an accident or emergency.

(satamavalvojat@ouluport.com)

Risto Niva, Operative and Technical Manager 044 7032782. Reporting rail work or disruption to traffic.

Sampo Kananen, Traffic Manager, tel. 044 7032751. Reporting safety issues, rail work or interruptions to traffic.

email: 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

4 RAIL CHARGES

No rail charges are charged on the rail network.

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.

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 license

Information on how to apply for a safety certificate and operator license is available free of charge at <http://www.rautatiemarkkinoille.fi>.

7 Dec 2018**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 onset of traffic.

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

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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).

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

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ATTACHMENT 1

Operating principle of passive level crossing warning device

1. Level crossings
2. Warning device
3. LED light with train image
4. Train sensor
5. Maintenance and upkeep
6. Contact information

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1. Level crossing

2.

The level crossings are located in the non-electrified rail sections in the Port of Oulu area. The rail is a private rail that is not covered by state rail network traffic control.

The warning devices are located at the following passive (unattended) level crossings:

- ✓ Poikkimaantie (km 753+411)
 - One warning device
- ✓ West Quay 1 (km 753+647)
 - One warning device

3. Warning device

Warning device (including user-side warning lights) refers to level crossing device (user-side warning lights refers in particular to a combination of train control and external devices) which tells road users that there is a train moving on the track, which is why special caution must be observed when traversing the crossing. The signal displayed by the device does not obligate road users to stop.

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4. LED light with train image

The warning device is activated automatically when the sensor detects movement on the rail tracks: the bright LED lights start to flash in four directions at the level crossing. When the lights are flashing it is no longer safe to traverse the crossing.



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5. Train sensor

The train sensor is located close to the level crossing.

The sensor detects movement on the rail track and activates the warning device.

Once the wagons or the locomotive have passed the sensor on the other side of the level crossing, the LED lights stop flashing.



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6. Maintenance and upkeep

The warning devices are not covered by normal rail maintenance.

Maintenance and upkeep is provided by the supplier, Cautio Ltd.

In the event of device malfunction, the LED lights are covered by grey covers found at the main gate of the Port of Oulu.

The keys to the cabinets are kept at the main gate.

In the event of a malfunction, call **040-7185 150**.

When reporting a malfunction, please give your name and the name of the level crossing.

Cautio Ltd has a 24-hour emergency number for reporting malfunctions: **040-7185 150**.

7. Contact information

Supplier: Cautio Oy, Naistenmatkantie 76, 33950 Pirkkala

Henri Soininen, +358 40 214 0014

henri.soininen@cautio.fi

Name and contact details of contact person at Port of Oulu

Sampo Kananen, tel. 044 7032751

[sampo.kananen\(at\)ouluport.com](mailto:sampo.kananen(at)ouluport.com)

Risto Niva, tel. 044 7032 782

risto.niva@ouluport.com