

7.12.2018

Port of Hanko Ltd

NETWORK STATEMENT for the timetable period of 2020

Changes: Validity

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1 Validity and informing of changes

This Network Statement is valid for the timetable period of 2020, 15.12.2019 - 12.12.2020 and from 7.12.2018 with regard to network statements part 3, " *Safety instruction for shunting and rail work in the rail network*".

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 of Port of Hanko Ltd is described in the railway layout diagrams in Network Statement annex 1. The railway layout diagrams give information on the technical maximum speeds of the railway lines as well as on the control, management and signaling system devices.

The network of Port of Hanko Ltd is a second-class traffic control area.
The rail network does not have electrified railway lines.
The maximum speed in the rail network is 20 km/h.

The permitted metre load of rolling stock is 80 kN/m on a network.

The maximum axle weight of rolling stock on the rail network is 225 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 signaling 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.

Geometry of the network is presented in EU:s "Register of Infrastructure" (RINF).

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.

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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), with exception of steam locomotive and any rolling stock, which could cause a fire hazard.

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.

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

In Hanko and Lappohja, in the Port of Hanko Ltd's rail network (hereinafter Harbor's network), railway operator's personnel and companies doing rail work, must comply with the safety instructions given by the Port of Hanko Ltd (hereinafter Harbor).

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 is 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,
- 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 wagons.

Any faults and deviations related to the tracks and track devices as well as any issues that may compromise shunting work or the unloading or loading of wagons must be reported to the Harbor's ISPS duty officer, who will ensure that technical director of Harbor and other necessary parties (emergency number 112) are informed accordingly.

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The damage to the rail network or rolling stock during operation must be reported in 10 days by making written damage report. Report must be delivered to following address: bjorn.peltonen@portofhanko.fi

Damage report includes:

- Informant's name and contact information
- Where and when damage happened
- Short coverage of incidence and damages
- Short coverage of actions made because of incidence

Emergency situations

Incidents and accidents must first be notified to the general emergency number 112 and then:

- Harbor ISPS duty officer and technical director of Harbor
- Riihimäki train office 040-8660129. Train office communicates with rescue unit if necessary.
- VR Transpoint (Hanko unit) 040-8666663.
- Stevedoring Oy Hanko, terminal supervisor Jyrki Koivisto 040-5625384, when Koivisto not available Antti Paronen 040-7701556.

If any danger to a railway system is detected in a first class traffic control area, it must be reported also to a traffic control of the state-owned rail network.

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 (Trafi).

The points, stoppers and corresponding equipment must be returned in their defined starting positions. Defined starting position is marked in a sign of point or stopper.

Vagons remaining stationary must be ensured, if necessary, with stop blocks or method with equal effect.

In shunting rolling stock's brakes, must be in use. Wagons 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 shunting

Rail network access agreement is required to shunting in the network.

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Rail work

The party responsible for rail work must, before commencing the work and if necessary also during 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 Harbor.

The person responsible for rail work and the person responsible for rail work of the Harbor 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 Harbor.
- If necessary, speed restriction of 20 km/h must be set when speed restriction of the rail is over 20 km/h.
- In first class traffic controls area, must authorizations and notifications comply with Finnish Transport Agency's guidance.

Person responsible for rail work has automatically a permission for 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 ISPS duty officer, who notifies technical director.

Doing hot work, one must comply with Harbor's hot work plan. Hot work plan is in company's homepage www.portofhanko.fi, direct link: <http://portofhanko.fi/turvallisuus/tulityot/>.

Degraded operation

Forced opening of a switch by a train must be notified to the ISPS duty officer, who notifies the technical director of Harbor and rescue unit.

After a forced opening of a switch, the 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 shunting and rail work at the switch (if necessary by means of a stop plate). If there is no reason to prevent shunting or rail work, the person in question must ensure that shunting and rail work at the switch are carried out at a maximum speed of 5 km/h before an inspection carried out by network's maintenance (if necessary, a speed limit sign for a special site must be installed).

Maintenance or the person responsible for rail work must inform Harbor's technical director when 5 km/h speed restriction is lifted or any other restriction is put in place. Speed limit signs or any other restrictions must be removed or replaced accordingly.

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Contacts

Harbor's internal emergency number:

Weekdays 8-16 technical director: 040 051 4072

Other times ISPS duty officer (safety officer of Harbor): +358 10 235 5006

Harbor's numbers for announcements and requests:

Weekdays 8-16 technical director: 040 051 4072

Other times ISPS duty officer (safety officer of Harbor): +358 10 235 5006

Other Harbor contact:

Harbor guards: +358 10 235 5013

E-mail for technical director: bjorn.peltonen@portofhanko.fi

Traffic control contacts (Hyvinkää – Hanko):

Helsinki regional traffic management, 040 6625 057

backup contact, 040 6625 061

RAILI-contact, 040 6625 057

RAILI-shortnumber, 1983

E-mail: alueohjaus.helsinki@liikenteenohjaus.fi

Operating centre contacts (Hyvinkää – Hanko):

Helsinki operating centre, 04556 7 01171 03

backup contact, 040 673 7841

RAILI-contact, 7 01171 03

RAILI-shortnumber, 1400

fax. 0307 21312

E-mail: kayttokeskus.helsinki@kkeskus.fi

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 and agreement of rail network usage.

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 applying the safety certificate and rail operator license available on website <http://www.rautatiemarkkinoille.fi>.

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7 Agreement on the use of rail network

Through the agreement on the use of the rail network, the rail operator and, Harbor as the owner of the rail network, agree on rail operation on the rail network of Harbor.

The rail operator must inform the technical director of Harbor 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 eligible for an indeterminate duration. Harbor 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, Satama 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, appeal procedure

The rail operator is responsible for damage inflicted on the rail network, as well as for indirect damage caused by this damage on Satama.

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 Satama.

As the owner of the rail network, Satama 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 Länsi-Uusimaa.