

Port of Hanko

## **NETWORK STATEMENT for 2020 timetable period**

Modified component:

- Period of validity.
- Koverhar tracks in Lappohja replaced, taken into use on 30 October 2019
- Track diagrams for the Port of Hanko have been updated, mention of track diagram Appendix 1 has been removed from the network statement. Track diagrams are available on the company's website
- The Traffic Management Procedures instructions replaces the previous safety instructions for railway network shunting and track work (Chapter 3)

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## 1 Validity and notification of changes

This network statement is valid for the 2020 timetable period, from 15/12/2019 to 12/12/2020, with the exception of the Traffic Management Procedures instructions in section 3 of the Network Statement, which are valid from 6 November 2019.

### Notification of changes

The changes shall be noted on the front page of this Network Statement.

## 2 Railway network

### Railway network description, quality and scope

The Port of Hanko's railway network is described in the track diagrams for Hanko and Lappohja <https://portofhanko.fi/turvallisuus/verkkoselostus/>. They provide information on the maximum technical speeds for the tracks and the control, command and signalling system equipment.

The Port of Hanko's railway network is a second-class traffic control area.

There are no electrified tracks in the network.

The maximum speed is 20 km/h. One exception to this rule is the track section 161/162 between Lappohja and Koverhar, where the maximum speed is 35 km/h.

The weight per lineal metre for the network is 80 kN/m.

On the railway network, the maximum axle weight for the rolling stock is 225 kN, or alternatively the vehicle travelling from/to the state-owned railway network is to be operating in accordance with a licence granted for the state-owned railway network by the Finnish Transport Infrastructure Agency.

The signs on the track are the same as those given by the Finnish Transport Infrastructure Agency for the state-owned railway network.

Interruptions to operations caused by work carried out on the railway network are marked in line with the instructions 'RATO 17, Track signs and signals', issued for the state-owned railway network, with the exception of the General Warning signal, which in the Port of Hanko means the following: when the rolling stock comes to a General Warning signal, the train air signal *train coming* must be given.

The geometry data for the rail network is presented in the EU's Centralised Rail Infrastructure Register (RINF).



### Prerequisites for using the railway network

Railway operations require the signing of an access agreement for the railway network in accordance with section 7.

Operations must comply with the Traffic Management Procedures instructions in Section 3.

### Restrictions on railway network use

Steam locomotives and rolling stock which could pose a fire hazard are not permitted to operate.

Work related to maintenance of the railway network may involve restrictions to railway network access.

Railway network tracks may not be used to unnecessarily park (store) the rolling stock of a railway undertaking.

For exceptional transports, infrastructure managers must be notified no later than two weeks before their arrival. Instructions given by the Infrastructure Manager for these transports must be complied with.

Carriages labelled as containing hazardous goods may not be transported into the railway network without the permission of the Infrastructure Manager.

### Rolling stock requirements

All rolling stock which has an authorisation and has been entered into the Finnish Transport and Communications Agency's rolling stock register may operate on the railway network.

### Priority rules for railway network operations

The railway network is a second-class traffic control area, meaning that the units involved shall agree between themselves where necessary on the order of operations.

### Railway network changes

There are plans to change either the number of tracks on the railway network or their operability.



### 3 Instructions for Traffic Management Procedures

The Traffic Management Procedures instructions must be followed by railway operators and railway workers at Hanko and Lappohja traffic stations in areas administered by the Infrastructure Manager (hereinafter the Port network) for the Port of Hanko (hereinafter the Port). These instructions are available on the company's website at [www.portofhanko.fi](http://www.portofhanko.fi).

### 4 Track fees

There is no track fee for the railway network.

### 5 Access to service points and provision of services

The Infrastructure Manager does not have its own service.

### 6 Access to the railway network

All railway operators holding a safety certificate and having signed a railway network access agreement may operate on the railway network.

Railway operators must have adequate liability insurance, in line with the Railway Act, or other similar arrangements.

#### Application for a safety certificate and railway undertaking operating licence

Information on applying for a safety certificate and operating licence is available free of charge at <http://www.rautatiemarkkinoille.fi>.

### 7 Access agreement for the railway network

The railway operator makes agreement with Hanko Port (the Infrastructure Manager) on operating within the Port network.

The railway operator shall inform the Port's Technical Manager of its need to sign a access agreement at least 30 days before the intended operations are set to begin.

Operations may not start until the access agreement has been signed.

The access agreement involves the railway operator committing to comply with the instructions on traffic management procedures set out in section 3 of the network statement, as well as with the restrictions and requirements on railway operations set out in section 2.

The access agreement is valid until further notice. The Port may terminate the access agreement immediately if the railway operator does not comply with the agreement's terms and conditions. The railway operator shall give notification if it no longer needs to operate within the network and the time at which its operations will terminate. The date of the termination of operations indicated by the railway operator is at the same time a notice of termination of the access agreement. Where needed, the Port shall give notification of the need to make necessary updates and changes to the access agreement.

## 8 Applying for rail capacity

Rail capacity is not shared on the railway network.

## 9 Responsibilities, settlement of disputes and appeal procedure

A railway operator is liable to compensate the Infrastructure Manager for any damage caused to the network. A railway undertaking is not obliged to compensate for indirect damage.

The Infrastructure Manager is responsible for ensuring that the infrastructure of the railway yards is in working condition and in accordance with the relevant regulations. The Infrastructure Manager is liable to compensate the railway undertaking for damage caused by inadequate maintenance of the railway network or by defective or inadequate fairways, tracks or equipment that is used for rail traffic.

Any disputes arising from the agreement that the parties to the agreement cannot resolve by negotiation shall be submitted to the arbitration tribunal in Helsinki in accordance with the arbitration rules of the Central Chamber of Commerce. The place of arbitration is Helsinki and the language is Finnish.

Disputes may be referred to the regulatory body in so far as the matter falls within its competence.