

PORT OF PORI LTD

NETWORK STATEMENT 2018

OWNER OF PRIVATE RAILWAY



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1. General

1.1 Overview

The publication of the network statement has been stipulated in the Railway Act (304/2011) and Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area. A network statement is published for every working timetable period. This network statement regarding the working timetable period 2018 is the first network statement published by the Port of Pori.

This network statement describes the infrastructure of the railway network of the Port of Pori as well as its connection to the railway network. Port of Pori Ltd is applied to join the railway network. The Port of Pori is responsible for freight traffic in the port area, within the port structures of Mäntyluoto and Tahkoluoto.

1.2 Legal status

The Port of Pori is the owner of the private railway, with a safety authorisation granted by the Finnish Transport Safety Agency. The authorisation is valid for the period 28.1.2013–27.1.2018.

The Port of Pori has the exclusive right to make decisions regarding railway traffic on the area it owns and manages, from the Finnish Transport Agency's railway section to the port.

1.3 Validity and amendments

The network statement is valid for the specified season, and it is published at least four months before the deadline of the railway capacity applications, i.e. 12 months before the change of the working timetable period. This network statement is intended for the working timetable period 10.12.2017 – 8.12.2018.

1.4 Publication

The network statement will be published on the Finnish Transport Agency's website at www.liikennevirasto.fi and on the port's website at www.portofpori.fi

1.5 Contact information

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1.6 Collaboration between the users of the railway network

As the owner of the railway network, the Port of Pori has an agreement with the Finnish Transport Agency regarding the traffic locations at Mäntyluoto (Mno) and Tahkoluoto (Tko).

The maintenance of the railway has been outsourced, with a designated maintenance agreement.

Railway traffic operators will sign an agreement directly with the owner of the goods, or with the Port of Pori.

The Port of Pori will sign agreements regarding the use of the railway network with all users of the railway.

Users of the railway are obliged to co-operate with the Port of Pori regarding the safety of the railway network.

The Port of Pori will notify the railway network users regarding any usage restrictions of the railway.

2. Railway network

2.1 Railway network overview

The railway network of the Port of Pori is located in two different areas of the port: Mäntyluoto and Tahkoluoto.

A Finnish Transport Agency's railway with a permitted axle weight of 25 tonnes leads to Mäntyluoto, while a railway with a permitted axle weight of 22.5 tonnes leads to Tahkoluoto.

The rail width is 1524 mm and the total length is approx. 16 km.

The railway has a speed limit of 20km/h.

The railway diagrams are attached to the network statement.

Diesel locomotives are permitted in the port area.

There is no traffic control in the port area.

3. Access to the railway network

3.1 Using the railway network

The prerequisites for access to a railway network are described in the Railway Act (304/2011) as well as the Government Decree on the Working Timetable Period for Railway Traffic and the Allocation of Railway Capacity (1490/2015)

3.2 General prerequisites for using the railway network

1. The railway company or the international syndicate of railway companies must have a railway company operating licence granted by the Ministry of Transport and Communications in accordance with the Railway Act, or an equivalent licence granted in the European Economic Area.
2. The railway traffic operator must have a safety authorisation granted or approved by the Finnish Transport Safety Agency, in accordance with the Railway Act.
3. The railway traffic operator must have liability insurance.
4. A railway traffic operator using the railway network of the Port of Pori must have a signed co-operation agreement with Port of Pori Ltd.

3.3 Traffic regulations and instructions

Traffic regulations have been specified in the safety management system of the Port of Pori's railway traffic, as well as in other safety instructions issued by the Port of Pori.

Railway network users must act in compliance with the safety instructions issued by the Port of Pori. These instructions can be found on the port's website.

Port regulations are adhered to at the Port of Pori.

Dangerous goods:

All railway transport must be in compliance with the Act on the Transport of Dangerous Goods (719/1994 and later amendments), as well as the Decree on the Railway Transport of Dangerous goods (195/2002 and later amendments), as well as the Finnish Transport Safety Agency's regulation on the transport of dangerous goods by rail.

Special RID agreements can be adhered to regarding the transportation of dangerous goods between countries who have signed this agreement.

3.4 Insurance requirement

Every traffic operator must have suitable liability insurance for their operations.

4. Allocation of the railway capacity

Railway use has been addressed in the Government Decree 1489/2015.

The railway capacity allocated to the national railway network provides sufficient capacity also for the port area.

Planning the usage of the railway of Port of Pori Ltd will be carried out in collaboration with the port operators, with the flexible and cost-efficient handling of the clients' (the owners') flow of goods through the Port of Pori as the starting point. Traffic planning will be carried out during the regular operative meetings and annual planning held with the operators.

The owner of the railway network, Port of Pori Ltd, has the right to make changes to the plans; and Port of Pori Ltd will have the final say regarding any exceptional or urgent use of the railway capacity, in compliance with the usage conditions of the Finnish Transport Agency's railway.

5. Services provided to railway companies

Freight transport carried out on the railway network owned by the Port of Pori is intended for cargo to be loaded on or dismantled on ships.

The use of the railway network is included in the cargo-specific cargo payment, which is specified annually in the Port of Pori service price list. The cargo payment will be charged from the owner of the cargo, not the railway traffic operator.

For any products that are not loaded on or dismantled on a ship, and for the transportation of which the port's railway network is used, a cargo payment will be charged from the owner of the cargo, in accordance with the service price list.

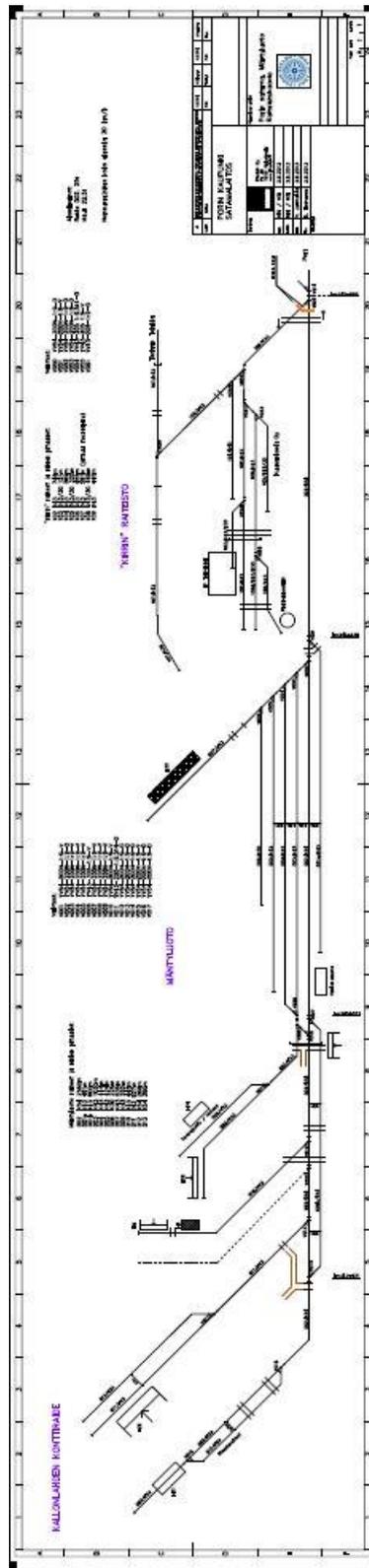
6. Track fee

The railway company will not be charged any track fees or surcharges.

Appendix 1 Mäntyluoto railway diagram

Appendix 2 Tahkoluoto railway diagram

7. Appendix 1



Railway diagram: Mäntyluoto

