

# PORT OF PORI LTD PRIVATE RAILWAY: NETWORK STATEMENT 2020



Updated on 15.10.2018

**PORT OF PORI – PORIN SATAMA OY**

Merisatamantie 4  
FI-28880 Pori, Finland

info@portofpori.fi  
www.portofpori.fi

VAT: FI26473535  
UN Locator code: FIPOR



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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 2019 is valid from 15.12.2019.

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

### 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 28.1.2018–27.1.2023.

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 Publication, validity and amendments

This network statement is intended for the working timetable period 15.12.2019 – 12.12.2020.

The current network statement can be found on the website of the Port of Pori at [Porin satama ajantasainen verkkoselostus](#) and as a link on the Finnish Transport Agency's website at [Liikenneviraston sivut](#).

### 1.4 Contact information

Port of Pori Ltd  
Merisatamantie 4  
28880 PORI

[www.portofpori.fi](http://www.portofpori.fi)  
[info@portofpori.fi](mailto:info@portofpori.fi)

Contact persons:

Sari De Meulder, Managing Director, 0400-568501

Kai Heinonen, Development Manager, 044-7012616

### 1.5 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. More specific rail-based axle weights are shown on the railway diagrams.

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.

Traffic between railway networks must be in compliance with [the Port of Pori's safety regulations for railway work](#).

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

Port of Pori Ltd does not provide cargo handling services. Cargo handling can be provided by operators at the port whose contact information can be found on the Port of Pori's website at the section [Partners](#).

The services available at the Port of Pori can be found on the website [Port of Pori services](#).

## 6. Pricing

The railway company will not be charged any track fees, service fees or surcharges, as specified in the Railway Act.

Appendix 1 Mäntyluoto railway diagram

Appendix 2 Tahkoluoto railway diagram

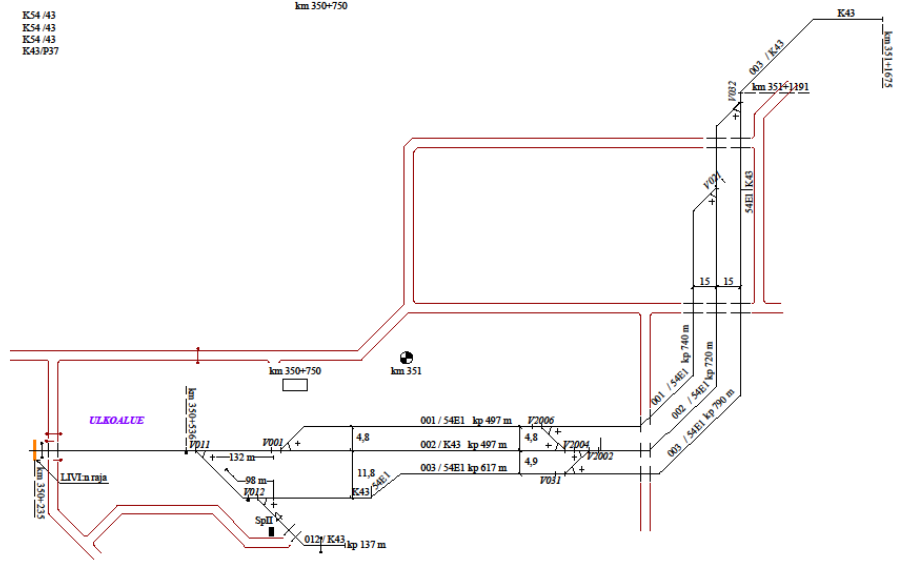


8. Appendix 2

Vaihteet  
 V001. YV43-205-1-9-V  
 V011. YV43-205-1-9-O  
 V012. YV43-205-1-9-O  
 V021. YV54-200N-1-9-O  
 V031. YV54-200N-1-9-V  
 V032. YV54-200N-1-9-V  
 V2002. YV43-205-1-9-V  
 V2004. YV43-205-1-9-O  
 V2006. YV54-200N-1-9-O  
 Perussento suoralle  
 V001

Raidepinnukset  
 001 142m K54/43  
 002 187m K54/43  
 003 1619m K54/43  
 012 171m K43/P37  
 Yht. 5083m

TAHKOLUOTO (Tko)  
 liikemerkkinä  
 km 350+750



— Päälise  
 — Sivulise

	Raidepinnukset, uusi tie ja ylikäytävä lisätyt. 003/P37 muutos 54E1	12.10.2018	KHe		
	Sp1 raiteensuunta ja vakuussuuntalaitte poistettu	23.8.2018	KHe		
	R002 vaihteiden V2004 jälkeisen urakidon nanto 54E1 kiskoksi	28.6.2018	KHe		
MUUTOS	SELITYS	PVM	TEHNYT	PVM	HYV.
	<b>PORT</b> CLEVER MOVE <b>PORI</b>		<b>VR TRACK</b>	RAITEISTOKAAVIO TAHKOLUOTO (Tko)	
PVM	11.6.2018	PVM	PIIRT. 17.5.2018 ANI		
HYV.	KHe	HYV.	TARK.	PIR.NO	3800-72-2002 2

Railway diagram: Tahkoluoto