

PORT OF PORI LTD PRIVATE RAILWAY: NETWORK STATEMENT 2020



Revision A
Updated 5.12.2019

PORT OF PORI – PORIN SATAMA OY

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PORT
CLEVER MOVE
PORI

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1. General

1.1 Overview

The publication of the network statement has been stipulated in the Rail Transport Act (1302/2018). A network statement is published for every working timetable period. This network statement regarding the working timetable period 2020 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 [Updated Network Statement](#) and as a link on the Finnish Transport Agency's website at [Finnish Transport Agency web page](#).

1.4 Contact information

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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 Rail Traffic Act (1302/2018).

3.2 General prerequisites for using the railway network

1. The railway traffic operator must have a safety authorisation granted or approved by the Finnish Transport Safety Agency, in accordance with the Rail Traffic Act.
2. The railway traffic operator and Port of Pori has network operational agreement.
3. The railway traffic operator has the allocated railway capacity for planned traffic.

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 and Communications Agency's regulation on the transport of dangerous goods by rail.

3.4 Insurance requirement

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

4. Allocation of the railway capacity

The legal framework for requesting and allocating rail capacity is described in Directive 2012/34/EU73 of the European Parliament and of the Council establishing a single European railway, in the Rail Transport Act (1302/2018)74 and in the Government Decree on the Timetable Period in Railway Traffic and Requesting Infrastructure Capacity (1308/2018).

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](#).

Only service provided by Port of Pori is storage sidings at the moment. ([Link to the service description](#))

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

In Port of Pori is one services provider, Oy Hacklin Ltd. ([Link to service description](#))

6. Pricing

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

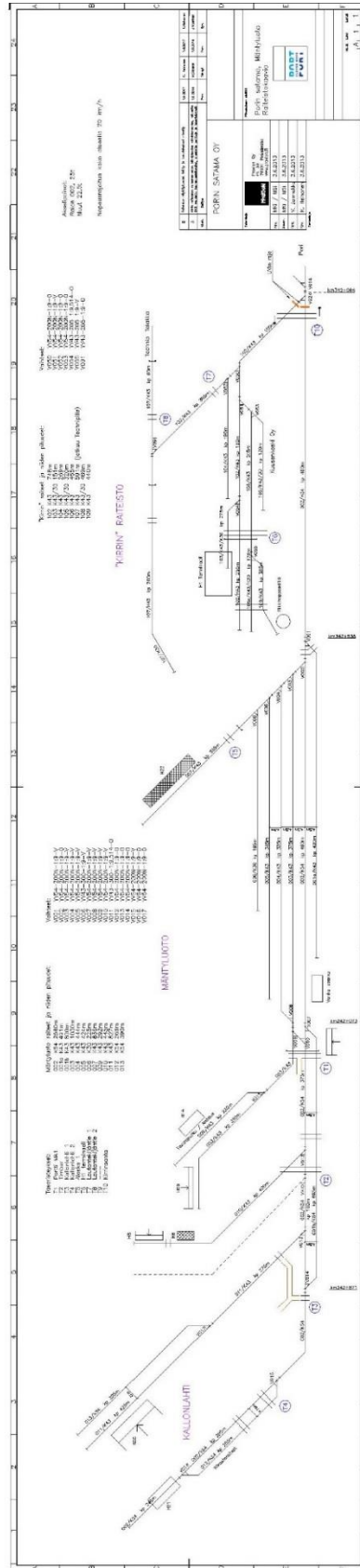
7. Procedures for settlement of disputes and appeals

The procedures set out in Sections 72 and 73 of the Finnish Railway Act are followed in the settlement of disputes and appeals related to the right of access to and use of the railway network and the services of Port of. ([Rautatielaki 1394/2015](#))

Appendix 1 Mäntyluoto railway diagram ([link to Port of Pori web page](#))

Appendix 2 Tahkoluoto railway diagram ([link to Port of Pori web page](#))

8. Appendix 1



Railway diagram: Mäntyluoto

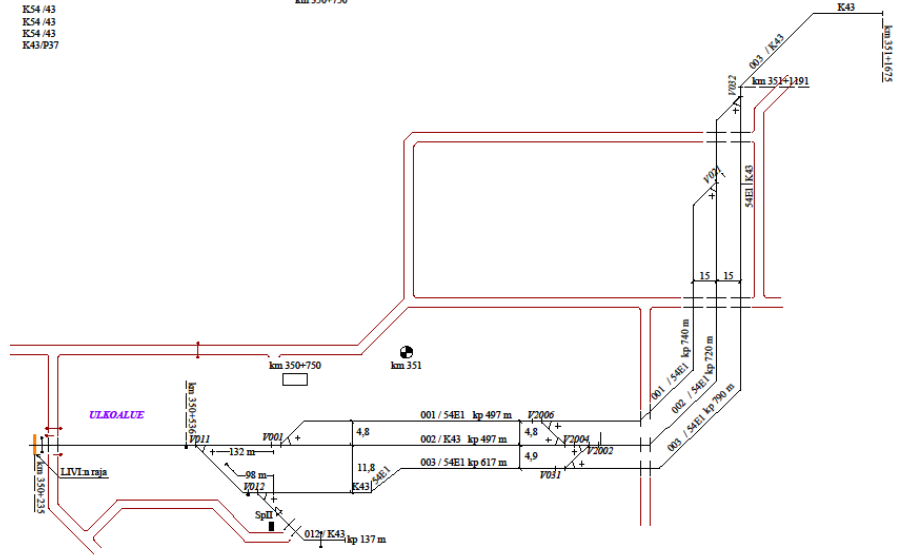
9. Appendix 2

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

Raidepinnat
 001 142m K54/43
 002 187m K54/43
 003 161m K54/43
 012 171m K43/P37
 Yht. 5083m

TAHKOLUOTO (Tko)

liikennepaikka
 km 350+750



— Päärada
 — Sivuraide

	Raidepinnat, uusi tie ja ylikäytävä lisäty. 003/P37 muutos 54E1	12.10.2018	KHe		
	Sp1 raitteensuunta ja vakuuslaitteiden poistettu	23.8.2018	KHe		
	R002 vaihteeseen V2004 jälkeisen urakidon nanto 54E1 kiskoksi	28.6.2018	KHe		
MUUTOS	SELITYS	PVM	TEHNYT	PVM	HYV.
		RAITEISTOKAAVIO TAHKOLUOTO (Tko)			
PVM 11.6.2018	PVM	PIRT. 17.5.2018 ANI			
HYV. KHe	HYV.	TARK.	PIR. NO	3800-72-2002 2	

Railway diagram: Tahkoluoto