

THE PORT OF HELSINKI LTD RAILWAY NETWORK STATEMENT

The timetable period of 2019

Table of contents

- 1 General information
 - 1.1 Introduction and objective
 - 1.2 Legal status
- 2 Access conditions
 - 2.1 Access requirements
 - 2.1.2 General access requirements
 - 2.1.2 Contracts
 - 2.1.3 Personnel
 - 2.1.4 Rolling stock
 - 2.2 Operational regulations and instructions
- 3 The railway network
 - 3.1 Description of the railway network
 - 3.2 The characteristic features of the railway network
 - 3.3 Connected railway networks
- 4 Capacity allocation
 - 4.1 Description of process
 - 4.2 Special measures to be taken in case of a disturbance
 - 4.3 Exceptional transport and dangerous goods
- 5 Services
 - 5.1 Services free of charge
 - 5.2 Services supplied by others
 - 5.2.2 Refuelling facilities for locomotives
 - 5.2.3 Freight terminals
- 6 Charges

Appendices:

Appendix 1: Map of Vuosaari Harbour

Appendix 2: Vuosaari Harbour's railway network chart

1 General information

Infrastructure manager

Port of Helsinki Ltd

Port of Helsinki Ltd

PO Box 197

00141 HELSINKI

Contact persons:

Traffic Manager Andreas Slotte

Tel. +358 (0)500 606 907

andreas.slotte@portofhelsinki.fi

Port of Helsinki Ltd

PO Box 197

00141 HELSINKI

Security Expert Tero Hinttaniemi

Tel. +358 (0)40 334 1489

tero.hinttaniemi@portofhelsinki.fi

Port of Helsinki Ltd

PO Box 197

00141 HELSINKI

1.1 Introduction and objective

Network statements are governed by the Railway Act (304/2011). This network statement concerns the timetable period of 2019. Timetable periods are determined according to the Government Decree No 1490/2015. The timetable period of 2019 begins on 9 December 2018 and ends on 14 December 2019. Network statements are published once during every timetable period or more frequently, if necessary.

The network statements are published on the websites of the Port of Helsinki and the Finnish Transport Agency. The network statements are only published in digital format. The publishing languages are Finnish and English.

www.portofhelsinki.fi/en

www.liikennevirasto.fi/web/en

1.2 Legal status

A network statement is an informative document, published for those requesting for rail capacity. The information published in this network statement will not affect any other instructions or regulations issued by the Port of Helsinki Ltd. Furthermore, the information pertaining to the other parties indicated in the network statement may change during the timetable period.

2 Access conditions

2.1 Access requirements

2.1.1 General access requirements

General requirements for using the railway network

1. The railway company or international grouping of railway companies must have an operating licence issued by the Ministry of Transport and Communications in accordance with the Railway Act or a corresponding operating licence issued in the European Economic Area.
2. The railway operator must have a safety certificate in accordance with the Railway Act, issued or approved by the Finnish Transport Safety Agency.
3. The railway operator must have adequate, valid liability insurance.

More information on how to apply for an operating licence and a safety certificate can be found, for example, at:

<http://www.rautatiemarkkinoille.fi/luvat-ja-todistukset> (in Finnish)

2.1.2 Contracts

The Port of Helsinki Ltd requires that any operator wishing to use the harbour railway network sign a rail transport contract with the Port of Helsinki Ltd.

2.1.3 Personnel

The qualification requirements for the personnel are defined by the same regulations that govern the Finnish Transport Agency's railway network.

2.1.4 Rolling stock

The rolling stock must comply with the same requirements as when operating in the Finnish Transport Agency's railway network.

2.2 Operational regulations and instructions

The Finnish Transport Safety Agency has granted the Port of Helsinki a railway network safety permit, which is valid until 27 January 2023.

The instructions on rail transport within the Port of Helsinki's railway network have been specified in Vuosaari Harbour's safety management system, Vuosaari Harbour's safety instructions for shunting operations and track maintenance, and, with regard to harbour safety, in Vuosaari Harbour's safety instructions.

2 The railway network

3.1 Description of the railway network

The railway network of Vuosaari Harbour consists of 11 kilometres of track and 27 points. Nine of the harbour's 13 level crossings are guarded. The harbour tracks in Vuosaari

form the Port of Helsinki's privately owned network and is located on the Kerava-Vuosaari harbour line, approximately between kilometres 51 and 53. The boundary between the section owned by the Finnish Transport Agency and the section owned by the Port of Helsinki is located at kilometre 51+789.09. The harbour railway network will be divided into an eastern, central and western network. The eastern network will include tracks 110–116, the central network will include tracks 119–123, 126 and 127, and the western network will include tracks 131–135, 137–143, 145 and 150–153.

With regard to the technical characteristics of the traffic control system and railway traffic safety, tracks south of the boundary mark (on the harbour's side) within the points area must be managed by the same traffic control, even though the tracks are privately owned. Therefore, the Port of Helsinki and the Finnish Transport Agency have signed an agreement on transports taking place on private track sections within the points area. The agreement also includes the principles governing the cooperation between the agreement parties on the use and development of the railway network connected to Vuosaari Harbour.

More detailed information has been provided in the attached railway network chart of Vuosaari Harbour. (Appendix 2)

3.2 The characteristic features of the railway network

The technical features of the railway network can be found in the attached chart. The maximum allowed speed in Vuosaari Harbour's railway network is 20 km/h.

3.3 Connected railway networks

Vuosaari Harbour's railway network is connected to the Finnish Transport Agency's Kerava-Vuosaari line. A connecting track to the metro line owned by the Helsinki City Transport also exists.

4.1 Description of process

The Port of Helsinki Ltd will not conduct a separate capacity allocation for as long as the railway network is only being used by a single operator. If other railway companies request access to the harbour rail capacity, the following procedure will apply:

Once the Finnish Transport Agency has granted access to its own rail network as far as Vuosaari Harbour, the capacity applicant must contact the Port of Helsinki to apply for access to Vuosaari Harbour's railway network.

In case of any problems, the manager of Vuosaari Harbour will decide on the capacity allocation.

4.2 Special measures to be taken in case of a disturbance

The Port of Helsinki Ltd has the right to temporarily discontinue, either completely or in part, the capacity of a network section that is out of commission due to a technical malfunction, an accident or damage to the railway network, or another reason.

4.3 Exceptional transport and dangerous goods

An operator wishing to conduct exceptional transport must negotiate this with the Port of Helsinki separately.

Dangerous goods may be transported within Vuosaari Harbour's rail network. The Act on the Transport of Dangerous Goods (719/1994, as amended) concerning all transport modes, the Government Decree on the Transport of Dangerous Goods by Rail (195/2002, as amended) and Trafi's regulation on the carriage of dangerous goods by rail must be adhered to in railway transport.

The appendices of Trafi's regulation contain detailed provisions on, for example, the classification of dangerous goods, packaging, required documentation, equipment and approval of vehicles,

transport permit, excepted quantities, marking in the bill of lading and on the packages and placarding and marking of vehicles/wagons.

The Port of Helsinki Ltd will expect regular reports on the transport quantities of dangerous goods in a manner agreed separately, as well as commitment to the Port of Helsinki's principles regarding the management of dangerous goods transport.

A railway operator will also be obliged to participate in Vuosaari Harbour's emergency drills.

5 Services

5.1 Services free of charge

The train loading bays in Vuosaari Harbour's rail network can be used free of charge when transporting goods to an area managed by the harbour operator in question.

5.2. Services supplied by others

The availability and use of services must be negotiated and agreed upon with the provider of the services in question. A service provider has the right to charge a fee for the services provided, and the same fee must apply to all railway companies and be reasonable in respect of the costs incurred from the service production.

5.2.1 Refuelling facilities for locomotives

Vuosaari Harbour has a refuelling facility for locomotives that is owned by the Port of Helsinki Ltd, but the operation of the refuelling facility has been transferred over to VR Transpoint Oy with an agreement. According to Section 34 of the Railway Act (304/2011), a railway undertaking, a company providing rail transport services or other entity (service provider) is obligated to provide a railway transport operator with services

related to the accessibility to the railway network, as indicated in Section 2 of Appendix II in Directive 2012/34/EU of the European Parliament and of the Council.

Refuelling equipment are included in this list.

5.2.2 Freight terminals

The railway network of Vuosaari Harbour includes freight terminals that vary in operation and are owned and operated by different operators.

Finnsteve Oy Ab

<http://www.finnsteve.com/>

Nurminen Logistics Oyj

<http://www.nurminenlogistics.com>

6 Charges

Railway undertakings will not be charged an infrastructure charge defined in the Railway Act or any additional charges.

Any charges and changes to them regarding the railway network are confirmed in the Port of Helsinki's annually published price list, and notifications are provided in the network statement regarding the railway transport charges.