

9.2.2021

NAANTALI HARBOR NETWORK STATEMENT 2021

New Version	Replaced Version	Change/Inspection
9.2.2021	4.12.2019	The maximum speed in network has been changed

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Emergency, Port service 24/7: port service, 044 733 4550
 Other contacts (weekdays 08-16), harbor technical expert: 044 733 4608

Published 9.2.2021, Jukka Kylmäoja, Technical expert.

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1 Validity and informing of changes

This Network Statement is valid for the timetable period of 2021, 13.12.2020 - 11.12.2021.

Informing of changes

An entry of changes will be recorded on the first page of this Network Statement.

2 Rail network

Description, type and extent of rail network

The rail network has been described in the railway layout diagrams. The railway layout diagrams give information on the technical maximum speeds of the railway lines as well as on the control, management and signaling system devices. Railway layout diagram is shown in Annex 1.

In the network, there is a transfer area for shunting. Detailed description of transfer area is on the next chapter 3 "Safety instruction for shunting and rail work in the rail network, transfer area".

The rail network doesn't have electrified lines.

Rail network is entirely on second class traffic control area.

The maximum speed in network is 20 km/h.

On the rail network, the maximum axle weight of rolling stock is 225 kN. Rolling stock operated on state-owned rail network maximum axle weight must be in accordance with the permit issued by the Finnish Transport Infrastructure Agency (Väylävirasto).

Maximum metric weight on the network is 80 kN/m.

The signs, markings and signaling devices of the rail network are identical and have the same meanings as what the Finnish Transport Infrastructure Agency (Väylävirasto) instructs for the state-owned rail network.

Interruptions in traffic caused by work on the rail network are marked in accordance with instruction RATO 17, "Radan merkit ja merkinnät" (Signs and markings on railways) issued for the state-owned rail network.

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The smallest radius of curvature in the switch areas of the rail network is 150 m, and the smallest radius of curvature in the tracks is 200 m.

The longitudinal gradient of the tracks in the rail network over a distance of at least 20 m is at the most 16‰.

The arc of the cross-overbend is minimum 5000 m on the on hill top and on the on dell.

Conditions for the use of the rail network.

Rail operation requires the signing of an agreement on the use of the rail network, as specified under item 7.

Rail operation must comply with the instructions given under item 3, Safety instruction for shunting work and rail work in the rail network.

Restrictions in the use of the rail network

A steam locomotive and rolling stock, which could cause a fire hazard, must not be used for rail operation.

Transportation of dangerous goods (VAK) is prohibited.

Work relating to the maintenance of the rail network may restrict the use of the rail network.

Requirements concerning rolling stock

The rail network can be operated with all rolling stock which has a commissioning permit and which has been entered in the rolling stock register of the Finnish Transport and Communication Agency (Liikenne- ja viestintävirasto, Traficom) with exception of steam locomotives and rolling stock, which could cause a fire hazard.

Priority rules for operation on the rail network

The rail network is a second class traffic control area, where the units agree between themselves on the traffic sequence if necessary.

Changes in the rail network

No changes are being planned to the number of tracks in the rail network or to their level of traffic operations.

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3 Safety instruction for shunting and rail work in the rail network

This instruction must be followed in shunting and in rail work in the rail network of Port of Naantali.

If necessary, the communication with the traffic control of the state-owned rail network must comply with the instructions Finnish Transport Infrastructure Agency (Väylävirasto) concerning procedures in the state-owned rail network.

The operation language used must be Finnish.

In this instruction, rail work means work (including maintenance work), which:

- is carried out so that a machine or its part may extend to the reach of the free area of the track,
- influences the structure of the track,
- is carried out on a safety device,
- requires the suspension of shunting work due to occupational safety or otherwise affects shunting work, or
- influences the unloading or loading of wagons.

Any faults and deviations related to the tracks and their devices as well as any issues that may compromise shunting work or unloading or loading of wagons, must be reported to the Port Security Officer, who will ensure that authorities are informed accordingly (emergency 112), if necessary. Port Security Officer also reports to the Harbor Technical Expert.

In cases of accidents concerning rolling stock or track, railway undertaking must report in writing within 10 days from event. Accident reports to e-mail: jukka.kylmaoja@portofnaantali.fi

Report must include:

- Informants name and contact information.
- Where and when incident happened.
- Short description of incident and extent of damages.
- Short description of actions after incident.

Emergency situations

Accidents and hazards must first be notified to the general emergency number 112 and then to the Port Security Officer.

Any risks concerning state owned rail network must be informed to the traffic control of Finnish state rail network.

Competences and qualifications

The rail operator and the party responsible for rail work must ensure that their personnel carrying out traffic safety tasks have a valid qualification for the task in question.

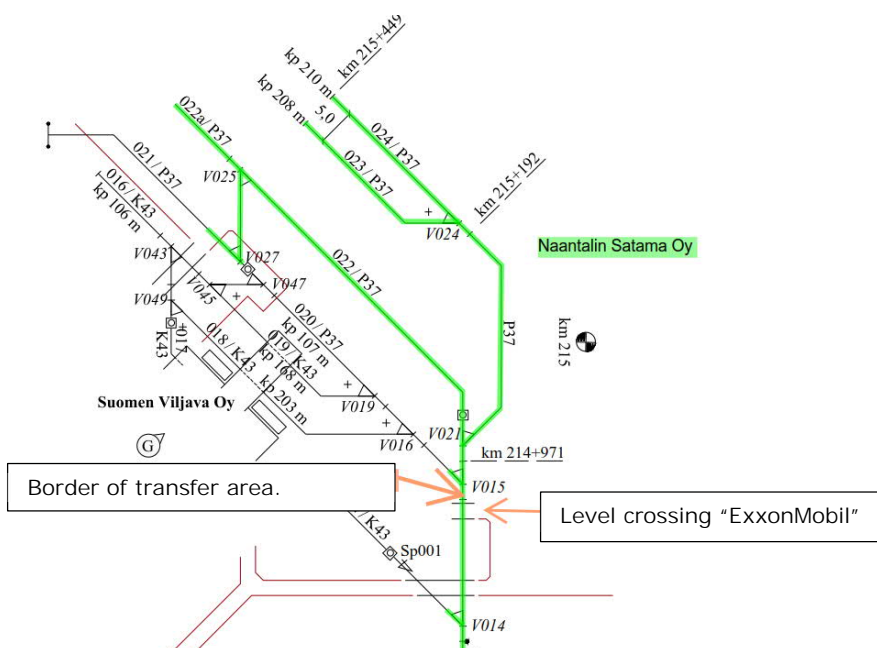
Person guarding level crossing without any warning device or controlling road traffic must have a "Tieturva I" qualification.

Transfer area

Transfer area is an area for loading and unloading rolling stock, not for transportation or shunting.

Work done in transfer area must comply, when applicable, safety regulations of Port of Naantali.

Before starting transfer work in the transfer area, the one responsible for transfer must place a stop-sign (seislevy) on a border of transfer area. The purpose of stop-sign is preventing anyone entering transfer area. Also, transfer work must be prevented leaving the area. The border of transfer area is close to the level crossing of ExxonMobil and switch V015.



After the transfer work the one responsible for transfer must ensure that the transfer area is safe for traffic and the stop-sign is removed.

Service brake of rolling stock must be in use in transfer work.

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Transfer work in transfer area must be done only with railway rolling stock.

Wagons must not be left preventing road traffic crossing rails. Areas of switches must be left free.

Shunting work

Shunting work must take place in accordance with the instructions of the Finnish Transport Infrastructure Agency (Väylävirasto) concerning shunting work in the state-owned rail network, and the regulations of the Finnish Transport and Communication Agency (Liikenne- ja viestintävirasto, Traficom).

The staying of rolling stock in place must be ensured, if necessary by means of stoppers or in a similar manner.

Service brake of rolling stock must be in use in shunting work.

Wagons must not be left preventing road traffic crossing rails. Areas of switches must be left free.

Permission to shunting

Permission to shunting is granted to those railway undertakings who have network access agreement with Port of Naantali.

Rail work

The party responsible for rail work must, before commencing the work and if necessary also during the work, provide its personnel participating in rail work with instruction concerning this document, the circumstances of the work in question and the work-related hazards.

Rail work must comply with the maintenance plan of Port of Naantali, safety guide of Port of Naantali and guide for use of personal protective equipment in harbor area.

Hot work must be done in accordance with guide by Port of Naantali, "Tulityöt satama-alueella": www.portofnaantali.fi

The party responsible for rail work

The party responsible for rail work must:

- Ensure that rail work does not constitute any risks to traffic.
- If necessary, prevent traffic by means of stop plate(s).
- Ensure that before rail operations are permitted, the area that was subject to rail work is in a condition conforming to the maintenance plan of Port of Naantali.

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Permission to rail work

Permission to rail work must be applied from Port of Naantali two weeks before commencing rail work. Apply must be directed to technical expert and traffic manager of Port of Naantali (etunimi.sukunimi@portofnaantali.fi).

Ad hoc rail work must be applied from technical expert by telephone, before commencing the work.

Information of rail work

Commencing the rail work, influences to the network inducted by rail work, duration of rail work and ending the rail work must be informed to technical expert and port service. Also, contact information and changes in contact information of person responsible for rail work must be informed to technical expert and port service.

Degraded operation

A failure in a warning device at a level crossing of a railway must be notified to the maintenance of Port of Naantali and port service.

Forced opening of a switch must be notified to the maintenance of Port of Naantali and port service.

After a forced opening of a switch, the driver, the person responsible for shunting or rail work, must visually inspect whether the switch can be used for rail operation.

Based on the inspection, the person responsible for shunting or rail work, must prevent shunting and rail work at the switch (if necessary by means of a stop plate). Or if there is not any reason to stop traffic at the switch, he must ensure that units don't surpass 5 km/h (if necessary by means of a speed limit sign for a special site).

Maintenance of Port of Naantali inspects forced opened switch and informs technical expert and port service of removing the speed limit or setting another restriction on site.

4 Rail charges

No rail charges are charged on the rail network.

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5 Right of use of service facilities, provision of services

In a harbor network, service place administrator who wants a description of his service placed publicly available in a network statement 2022, must provide an information of a link to description of service or an data ready for publication, which can be included in network statement by 28.8.2020 at the latest.

Service place description can be provided as data ready for publication in a template found through a link: <https://vayla.fi/ammattiliikenne-raiteilla/rautateiden-verkkoselostus/rataverkon-palvelun-tarjonta#.XPD7a-SP4uU> Service place description must be provided in Finnish and English versions.

6 Access to the rail network

The rail network can be used for rail operations by all rail operators which have safety certificate and a network access agreement.

Rail operators must have a sufficient liability insurance prescribed by the Finnish Transport Act, or other corresponding arrangement.

Application for safety certificate and rail operator license

Information applying the safety certificate and rail operator license available on website <http://www.rautatiemarkkinoille.fi>.

7 Agreement on the use of rail network

Through the agreement on the use of the rail network, the rail operator and Port of Naantali, as the owner of the rail network, agree on rail operation on the rail network specified in this Network Statement.

The rail operator must inform the Manager of Port of Naantali of its need to conclude an agreement on the use of the rail network no later than 30 days before the beginning of the intended rail operation.

Rail operation must not be started before the agreement has been signed.

The agreement on the use of the rail network is used for agreeing that the rail operator undertakes to follow the safety instructions of the owner of the rail network stated under item 3 of this Network Statement and the restrictions and requirements on the exercising of rail traffic stated under item 2.

The agreement on the use of the rail network is valid for the existing timetable period.

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Port of Naantali may terminate the agreement on the use of the rail network with immediate effect if the rail operator does not comply with the terms and conditions stated in the agreement on the use of the rail network.

The rail operator must notify if it no longer has a need for rail operation, and the date when the rail operation finishes. The date of finishing of rail operation notified by the rail operator is also a notice of the termination of the agreement on the use of the rail network. If necessary, Port of Naantali announces of a need to update or amend the agreement on the use of the rail network.

8 Applying for rail capacity

Rail capacity is not shared in the rail network.

9 Responsibilities, dispute resolution, appeal procedure

The rail operator is responsible for damage inflicted by the rail operator on the rail network as well as for indirect damage caused by this damage on Port of Naantali.

The party carrying out rail work is responsible for damage inflicted by the party on the rail network as well as for indirect damage caused by this damage on Port of Naantali.

As the owner of the rail network, Port of Naantali is responsible if it neglects a duty or responsibility belonging to the ownership of the rail network, when such neglect causes direct damage to the rail operator's rolling stock or load carried on the rolling stock.

Any disputes must primarily be settled by negotiation.

Any dispute which cannot be settled by negotiation must be settled in a manner prescribed for other disputes in the Finnish Transport Act (Section 152).

Other disputes are to be resolved in the District Court of Varsinais-Suomi.

10 Contacts

Port of Naantali:

Emergency number of harbor:

Weekdays 08-16 harbor technical expert: 044 733 4608

Other times port service 044 733 4550

Port numbers for announcements and requests:

Weekdays 08-16 harbor technical expert: 044 733 4608

Other times port service 044 733 4550

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Personnel of port:

Technical expert: Jukka Kylmäoja, jukka.kylmaoja@portofnaantali.fi, 044 733 4608
Port service 24/7: port service, valvojat@portofnaantali.fi, 044 733 4550
Traffic manager: Liisa Majuri, liisa.majuri@portofnaantali.fi, 050 339 0579
Port director: Yrjö Vainiala, yrjo.vainiala@portofnaantali.fi, 050 464 9915

Maintenance of Port of Naantali:

NRC Group Finland Ltd:
On call duty: 030 743 363 or 040 862 5635 (Hannu Riipinen)
Maintenance supervisor: Kimmo Katajaniemi, 040 862 7762

Traffic control of state network:

District traffic control, Raisio-Naantali:

Aura, 04556 7 01122 01
backup, 040 6625 032
aura@liikenteenohjaus.fi

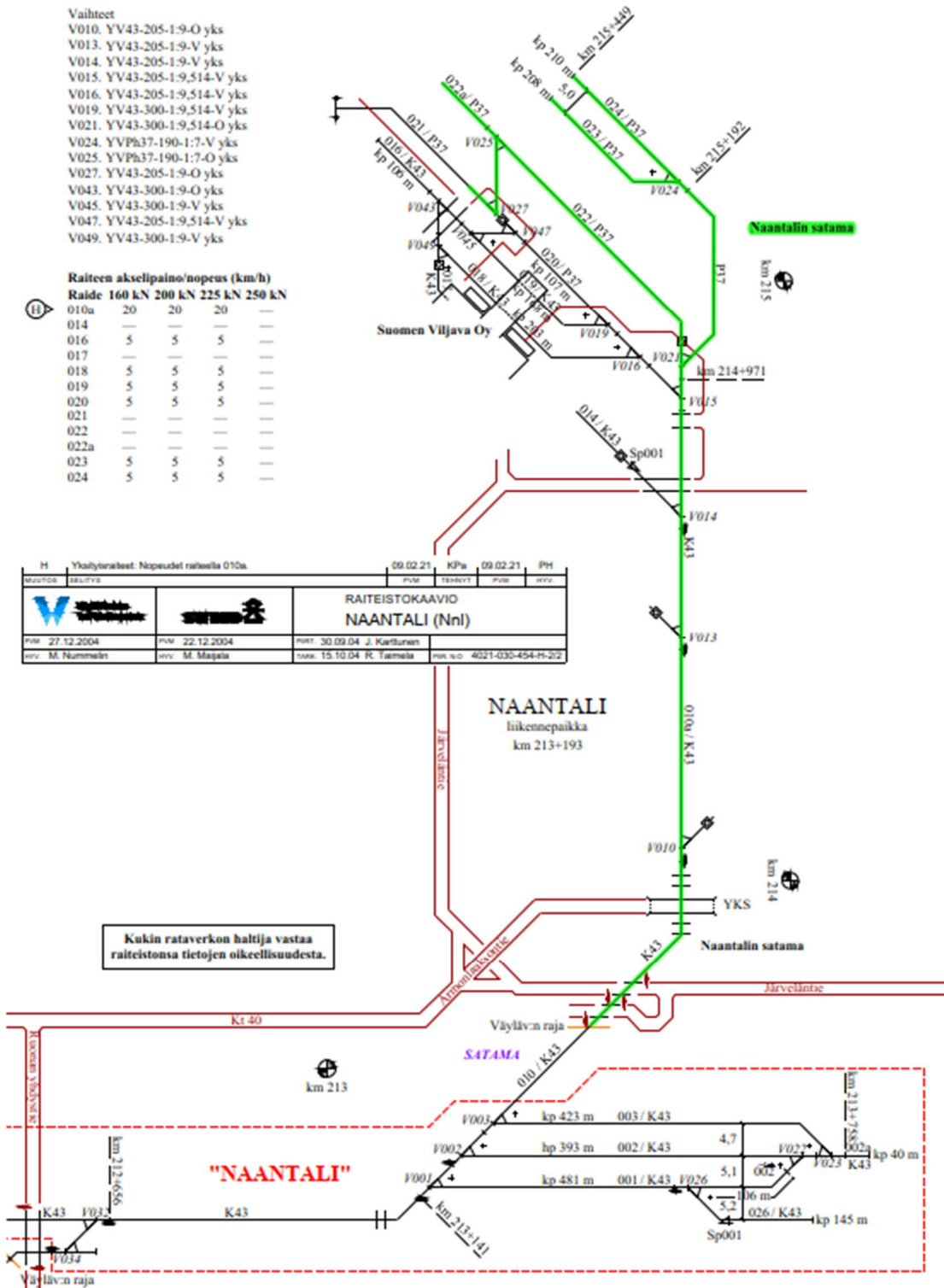
Annex 1, Railway layout diagram

- Vaihteet
- V010. YV43-205-1-9-O yks
 - V013. YV43-205-1-9-V yks
 - V014. YV43-205-1-9-V yks
 - V015. YV43-205-1-9-514-V yks
 - V016. YV43-205-1-9-514-V yks
 - V019. YV43-300-1-9-514-V yks
 - V021. YV43-300-1-9-514-O yks
 - V024. YVPh37-190-1-7-V yks
 - V025. YVPh37-190-1-7-O yks
 - V027. YV43-205-1-9-O yks
 - V043. YV43-300-1-9-O yks
 - V045. YV43-300-1-9-V yks
 - V047. YV43-205-1-9-514-V yks
 - V049. YV43-300-1-9-V yks

Raitteen akselipaino/nopeus (km/h)

Raide 160 kN 200 kN 225 kN 250 kN

010a	20	20	20	—
014	—	—	—	—
016	5	5	5	—
017	—	—	—	—
018	5	5	5	—
019	5	5	5	—
020	5	5	5	—
021	—	—	—	—
022	—	—	—	—
022a	—	—	—	—
023	5	5	5	—
024	5	5	5	—



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RAUTOTIE	RAUTOTIE	RAUTOTIE	RAUTOTIE	RAUTOTIE	RAUTOTIE	RAUTOTIE	RAUTOTIE	RAUTOTIE	RAUTOTIE	RAUTOTIE	RAUTOTIE
RAITEISTOKAAVIO NAANTALI (Nnl)											
Pik. 27.12.2004		Pik. 22.12.2004		Pik. 30.09.04 J. Karttunen		Pik. 15.10.04 R. Tammela		Pik. 15.10.04 R. Tammela		Pik. 15.10.04 R. Tammela	
Kuv. M. Nuutila		Kuv. M. Nuutila		Kuv. M. Nuutila		Kuv. M. Nuutila		Kuv. M. Nuutila		Kuv. M. Nuutila	
Pik. 15.10.04 R. Tammela		Pik. 15.10.04 R. Tammela		Pik. 15.10.04 R. Tammela		Pik. 15.10.04 R. Tammela		Pik. 15.10.04 R. Tammela		Pik. 15.10.04 R. Tammela	

Kukin rataverkon haltija vastaa raitteistonsa tietojen oikeellisuudesta.