

## RAILWAY NETWORK STATEMENT



### Document's revision control

Revision	Date	Contents / revision
1.0	20 Jan 2017	Kvarken Ports, Railway Network Statement 2018
2.0	19 Dec 2017	Kvarken Ports, Railway Network Statement 2019
3.0	8 Nov 2018	Kvarken Ports, Railway Network Statement 2020
3.1	4 Dec 2018	Kvarken Ports, Railway Network Statement 2020
3.2	12 Dec 2018	Kvarken Ports, Railway Network Statement 2020
4.1	26 Nov 2019	Kvarken Ports, Railway Network Statement 2021

# Kvarken Ports – Port of Vaasa

## City of Vaasa

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## 1. GENERAL INFORMATION

### Foreword

The Kvarken Ports – Port of Vaasa is located in the western part of the Vaskiluoto Island in the City of Vaasa. An oil harbour, a goods harbour, a passenger harbour and a coal harbour are located in the port area. These different parts of the port are divided into various areas and fenced off in the manner required by the International Ship and Port Facility Security Code.

The operation of the Kvarken Ports – Port of Vaasa includes the following services: vessel services, crane services, maintenance of stevedoring activities infrastructure, and establishing an operating environment for these services.

The vessel services include services for moorage and release of vessels, sales of water and land-based electricity, as well as waste services.

Crane services are provided with two 5-ton rail-mounted cranes and one 100-ton mobile crane.

Infrastructure maintenance encompasses the following activities: renting of land areas, renting and administration of the field, as well as storage and office premises, ownership, administration and maintenance of tracks.

With the help of the railway tracks, we provide our customers with good railway connections. At the Vaasa port area there are in total three tracks managed by the Kvarken Ports, two of which run parallel and one on its own. Also, the tracks belonging to the City of Vaasa are administrated by Kvarken Ports. The combined length of the tracks is about 2,7 kilometres. When travelling along the tracks, there are gates at the boundaries of the port area.

The Kvarken Ports have a safety permit granted by the Finnish Transport and Communications Agency (Traficom). The permit is valid until 11 October 2022.

This railway network statement has been prepared in accordance with the Directive 2012/34/EU of the European Parliament and of the Council. The network statement will be published on the web pages of the Finnish Transport Infrastructure Agency at [www.vayla.fi](http://www.vayla.fi) and on the web pages of the Kvarken Ports <http://www.kvarkenports.com>.

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### Period of Validity

This network statement shall be valid for the timetable period from 13 Dec 2020 to 11 Dec 2021. All alterations shall be recorded on the first page of this document.

### Contact Data

Kvarken Ports Ltd  
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FI-65170 VAASA, Finland

Traffic Superintendent:

Kristian Mäki-Jussila, telephone: +358 (0)40 047 9163, email: kristian.maki-jussila@kvarkenports.com

Managing Director:

Teijo Seppelin, , telephone: +358 (0)40 559 96 52, email: teijo.seppelin@kvarkenports.com

Port Superintendent:

Telephone: +358 (0). 040 567 2975, email: vaasaport@kvarkenports.com

## 2. RAILWAY NETWORK OF KVARKEN PORTS

The railway tracks of the Kvarken Ports and the City of Vaasa are presented in the railway track diagram attached and [on the web page](#). The gates at the points of harbour area borders (tracks 461 and 520) that are normally closed, must be opened.

Railway capacity can be applied only for the railway track R461. The railway tracks R521 and R522 are restricted from traffic from May 29, 2017 until further notice to re-establish safe train operations.

The tracks of City of Vaasa are under renovation 2019. Tracks can be operated in 2020.

Transport operation on the railway network of the Kvarken Ports and the City of Vaasa is always exchange work. The overall length of the rails is 2,689 metres.

The signals and markings, as well as, signal indications of the railway track comply with the instructions issued by the Finnish Transport Infrastructure Agency, and any interruptions to traffic caused by railway work shall be marked in accordance with the Agency's instructions

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(RATO 17, Instructions relating to signals and markings of railway tracks. The railway network is not electrified.

The maximum allowable axle weight of the rolling stock is 22.5 tons and the highest allowable speed is 20 km/h.

### 3. ACCESS CONDITIONS TO RAILWAY NETWORK

The access conditions to the railway network are described in the Rail traffic Act (in Finnish: Raideliikennelaki, 1302/2018) and in the Government Decree on the Timetable Period in Railway Traffic and Applying for Infrastructure Capacity (in Finnish: Valtioneuvoston asetuksessa rautatieliikenteen aikataulukaudesta ja ratakapasiteetin jakamisesta, 1308/2018).

General pre-requisites relating to the use of railway network:

1. conglomerate of railway enterprises shall have an operating license of a railway enterprise, granted by the Finnish Transport and Communications Agency Traficom, or a corresponding operating license issued within the European Economic Area.
2. Railway traffic operator shall have safety certification in accordance with the Railway Act, granted by or approved of the Finnish Transport and Communications Agency Traficom and the safety certification shall cover all the railway routes, on which railway traffic shall be operated.
3. The railway traffic operator has been granted railway capacity for the intended railway traffic.
4. The railway traffic operator has concluded an agreement with the Kvarken Ports (Port of Vaasa) and the City of Vaasa on the use of railway network.
5. Otherwise fulfil the preconditions for railway traffic operation decreed upon or determined by the Railway Act or based on it.
6. Rolling stock moving on the railway network shall have authorisation and it shall be recorded on the rolling stock register of the Finnish Transport and Communications Agency Traficom.

More information on the operating license issued by and on the safety certification granted by the Finnish Transport and Communications Agency Traficom is available in electronic form at the address:

<http://www.rautatiemarkkinoille.fi/luvat-ja-todistukset>.

In addition, when operating on the tracks of the Kvarken Ports and City of Vaasa, one shall comply with the safety instruction for operation and railway work on the railway network; the instruction will be issued to the railway traffic operators who have made an agreement on the use of the railway network.

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#### 4. SERVICES OFFERED ON THE RAILWAY NETWORK

Kvarken Ports do not offer services for the railway network users on the railway network. In the Vaasa harbour there are stevedoring services provided by an operator Blomberg Stevedoring Oy. The availability and use of services related in railway transportation must be negotiated with the service provider. The service provider must have a Service facility description that will be published at the Kvarken Ports' web pages. The service fee must equally apply to all railway companies.

There are no services offered for the railway network users on the railway network. Services at the port will be offered by the following operators:

#### 5. PRICING PRINCIPLES AND PRICES

The railway charges as depicted by the Railway Act, or additional charges, will not be invoiced from the railway enterprise for the use of the railway network in the schedule period.

Information on other charges relating to the port can be obtained from the Service price list of Kvarken Ports, available at the web pages: <http://www.kvarkenports.com>

#### 6. PRINCIPLES AND GROUNDS FOR GRANTING THE RIGHT OF USE FOR RAILWAY CAPACITY

The railway traffic operator shall conclude an agreement on the use of the railway network with the Kvarken Ports. Mr Kristian Mäki-Jussila will act as contact person.

Regarding the application for railway capacity, the requested monthly plan (application) shall be sent to Kvarken Ports and City of Vaasa as described in Operating and track works safety procedure. Railway capacity can be applied only for the railway track R461. The railway tracks R521 and R522 are restricted from traffic from May 29, 2017 until further notice to re-establish safe train operations. Capacity restrictions on tracks R500 and R502 - R505 can be removed in 2020.

If there is any overlapping in the monthly plans for railway capacity, the Kvarken Ports will aim at coordinating the applications in the best possible way. The Kvarken Ports has the right to propose alternative railway capacity. Possible disputes shall be handled by negotiating with the applicants. The negotiations are based on the fact that the railway track administrator shall provide the applicants of railway capacity the following information, without charge and in writing:

1) Railway capacity applied by the applicants for the same time period;

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- 2) Railway capacity granted preliminary for the applicants in said time period;
- 3) Alternative railway capacity proposed to the applicant;
- 4) Information on the grounds to be used for the granting of capacity.

The division of capacity in balanced and unbiased grounds will be taken into consideration in the negotiations. For urgent need of railway capacity, applications for free railway capacity can be sent for Mr Kristian Mäki-Jussila.

Railway works on the railway network can restrict the use of the railway network. The railway track administrator shall provide the applicants of railway capacity the information in a reasonable timeframe, without charge and in writing.

## 7. SETTLING OF DISPUTES AND APPEAL PROCEDURE

Any disputes relating to access to the railway network and the distribution of the railway capacity shall be settled first and foremost by negotiating. The administrator of the railway network has the right to settle the matter provided that the conditions for fairness and non-bias are fulfilled. If the party concerned is not satisfied with the decision made by the railway network administrator, they can appeal to the Rail Regulatory Body, based on Sections 151 and 153 of the Rail traffic Act. The Rail Regulatory Body acts in Finland under the Finnish Transport and Communications Agency (Traficom). More information on the regulatory body can be found on their web pages at [www.saantelyelin.fi](http://www.saantelyelin.fi). In addition to the Rail traffic Act, the handling of appeals is also decreed by the Administrative Procedure Act, 434/2003.

The responsibility for rail transport damages will be determined as decreed by Act on rail transport damages (in Finnish Raideliikennevastuulaki (113/1999)).





## SERVICE FACILITY DESCRIPTION: VAASA HARBOUR

VERSIONS	Version 1.0 27.11.2019
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<b>1. MAIN FEATURES OF THE SERVICE FACILITY</b>	
1.1 Introduction	<p>Oy Blomberg Stevedoring Ab has compiled this description of the service facility as required by the Rail Transport Act (1302/2018) and the Commission Implementing Regulation 2017/2177.</p> <p>Vaasa Harbour Freight Terminal is a terminal for goods traffic of the kind described in the directive 2012/34 appendix II section 2 b).</p> <p>Vaasa Harbour focuses on project operation as well as Agri bulk products.</p> <p>This service facility description has been published on the address <a href="http://www.blomberg.fi">www.blomberg.fi</a></p>
1.2 Service facility operator	<p>Oy Blomberg Stevedoring Ab Rahtitie 1 65170 VAASA</p> <p>CEO: Bernt Björkholm <a href="mailto:bernt.bjorkholm@batru.fi">bernt.bjorkholm@batru.fi</a> phone +358505919103</p>
1.3 Validity and updates	This service facility description has been compiled on 04.12.2019. The service facility description will be updated as necessary and is valid indefinitely.
<b>2. SERVICES</b>	
2.1 Names of services	Basic services are provided in the service facility as per the directive 2012/34 appendix II 2.
<b>3. SERVICE FACILITY DESCRIPTION</b>	
3.1 List of constructions	Warehouses: A,B,C,D,E,F,J,K,L,M,N,O,R,S,T,U,V,X,Z,Ä
3.1.1 Name and information of the construction	See appendix 1.
<b>4 CHARGES</b>	
4.1 Information on charges	The pricing is based on product type, efficiency of use and operating expenses related to the activities as well as agreed additional services

	associated to these. General market conditions of pricing are applied. There is no single price list, but the needs of the customer and the characteristics of the product define the basis of the pricing: quality of the product, turnover, efficiency of the activity and possible additional services form a basis for the pricing. The product amount as well as the length of contract, handling of the product, use of space, weight, volume, operational activity etc. affect the pricing and have an essential impact on costs.
4.2 Information on principles of discount schemes	Possible approving of discounts is based on volume as well as the characteristics of the product. Discounts are agreed upon separately.
<b>5 CONDITIONS FOR THE ACCESS TO SERVICES</b>	
5.1 Technical conditions for railway vehicles	Maximum axle weight for vehicles 22,5 tonne.
5.2 Possibility for self-supply of services	Not available.
5.3 Possible IT systems available and conditions of use	Not available.
<b>6 APPROVAL OF CAPACITY</b>	
6.1 Requests for access rights to services	Requests for access rights to services are processed according procedures stipulated by law and together with the service facility operator, customer and railway operator. The application for access rights should contain train arrival times and estimates of volumes, so that the appropriate resources can be prepared at the service facility for handling of the load.
6.2 Response to access requests	In the situation of shortage of capacity and conflicting requests for access, priority will be given to existing contracts. In these situations, the priority criteria of the Commission Implementing Regulation article 10 will be applied. In situations where a prolonged shortage of capacity is probable, the service facility operator aims to increase the total capacity.
6.3 Information on interim restrictions of capacity	Information on possible interim restrictions of capacity can be found on the address <a href="http://www.kvarkenports.com">http://www.kvarkenports.com</a>