

## RAILWAY NETWORK STATEMENT



### Document's revision control

Revision	Date	Contents / revision
1.0	20 Jan 2017	City of Vaasa, Railway Network Statement 2018
2.0	19 Dec 2017	City of Vaasa, Railway Network Statement 2019
2.1	13 Dec 2018	City of Vaasa, Railway Network Statement 2019



***Table of Contents***

*Table of Contents* ..... 2

1. GENERAL INFORMATION ..... 3

    Foreword..... 3

    Period of Validity..... 3

    Contact Data ..... 3

2. RAILWAY NETWORK OF CITY OF VAASA ..... 3

3. ACCESS CONDITIONS TO RAILWAY NETWORK..... 4

4. SERVICES OFFERED ON THE RAILWAY NETWORK..... 5

5. PRICING PRINCIPLES AND PRICES ..... 5

6. PRINCIPLES AND GROUNDS FOR GRANTING THE RIGHT OF USE FOR RAILWAY CAPACITY ..... 5

7. SETTLING OF DISPUTES AND APPEAL PROCEDURE..... 6

**Appendix 1 Railway lay-out diagram**



## **1. GENERAL INFORMATION**

### **Foreword**

The railway tracks of the City of Vaasa are located in the local district of Vaskiluoto. The national highway E12 and the Kvarken Ports - Port of Vaasa is located in the vicinity of the railway. Logistical rail connections are secured for the enterprises in the area, and the overall logistic system of the city is supported with the help of the railway tracks. The railway management of the City of Vaasa comprises the following services: design, construction and maintenance of infrastructure. The City of Vaasa itself is not a railway transport operator.

The City of Vaasa's safety permit has ceased in November 2018. The safety permit was not renewed because the railway network administered by the City of Vaasa is closed from traffic. The aim is to renovate the tracks during the year 2019 in order to able transport operation. The corresponding data will be updated in the railway network statement 2020 at a later stage, and inquiries relating to the status can be directed to Mr. Teijo Seppelin.

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 Agency (Finnish Transport Infrastructure Agency as of 1 Jan 2019) at [www.liikennevirasto.fi](http://www.liikennevirasto.fi) and on the web pages of the City of Vaasa at [www.vaasa.fi](http://www.vaasa.fi).

### **Period of Validity**

This network statement shall be valid for the timetable period from 9 Dec 2018 to 14 Dec 2019. All alterations shall be recorded on the first page of this document.

### **Contact Data**

Kirkkopuistikko 26A  
FI-65100 VAASA, Finland

**Director of Logistics Development Unit (Logistiikan kehittämissyksikön johtaja):** Teijo Seppelin,  
telephone: +358 (0)40 5599 652, email: [teijo.seppelin@vaasa.fi](mailto:teijo.seppelin@vaasa.fi)

## **2. RAILWAY NETWORK OF CITY OF VAASA**

The railway tracks of the City of Vaasa are presented in the railway track diagram attached. The railway tracks of the City of Vaasa begin at the railway operating point of Vaskiluoto, at the rail



## City of Vaasa

13 December 2018

4

R500, in the second rail bond from the railway grade crossing towards the direction of railway point V415 of Vaskiluoto, and end at the railway operating point of Vaskiluoto, at the rails administered by the Kvarken Ports – Port of Vaasa (Vaasan Satama), at the rail R520, in the first rail bond outwards from the gate of the port area at the railway point V520.

**The railway tracks of the City of Vaasa are restricted from traffic from May 29, 2017 until further notice to re-establish safe train operations. The objective is to restore the railway tracks in summer 2019 so that the capacity restrictions can be removed in September/October 2019.**

At the location, where the rail of the City of Vaasa is connected to the rail of the Port of Vaasa, there is a port that is usually closed, but can be opened. Transport operation on the railway network of the City of Vaasa is always exchange work. The overall length of the rails is 1,640 metres.

The signals and markings, as well as, signal indications of the railway track comply with the instructions issued by the Finnish Transport Agency, and any interruptions to traffic caused by railway work shall be marked in accordance with the Agency's instructions (RATO 17, Instructions relating to signals and markings of railway tracks. No ploughing signs for maintenance are applied on the railway tracks of the City of Vaasa. The railway network is not electrified.

The maximum allowable axle weight of the City of Vaasa's 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 Railway Act (in Finnish: Rautatielaki, 304/2011) and in the Government Decree on the railway traffic schedule period and distribution of railway capacity (in Finnish: Valtioneuvoston asetus Rautatieliikenteen aikataulukaudesta ja ratakapasiteetin jakamisesta, 1490/2015).

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

1. In accordance with the Railway Act, a railway enterprise or an international conglomerate of railway enterprises shall have an operating license of a railway enterprise, granted by the Ministry of Transport and Communications, 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 Safety Agency and the safety certification shall cover all the railway routes, on which railway traffic shall be operated.



## City of Vaasa

5

13 December 2018

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 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 Safety Agency.

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

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

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

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

There are no services offered for the railway network users on the railway network of the City of Vaasa.

### **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.

### **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 City of Vaasa. Mr Teijo Seppelin will act as contact person.

Regarding the application for railway capacity, the requested monthly plan (application) shall be sent to Mr Teijo Seppelin. **The railway tracks of the City of Vaasa are restricted from traffic from May 29, 2017 until further notice to re-establish safe train operations. The objective is to**



**restore the railway tracks in summer 2019 so that the capacity restrictions can be removed in September/October 2019.**

If there is any overlapping in the monthly plans for railway capacity, the City of Vaasa will aim at coordinating the applications in the best possible way. The City of Vaasa 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;
- 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 Teijo Seppelin.

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 72 and 73 of the Railway Act. The Rail Regulatory Body acts in Finland under the Finnish Transport Safety Agency (Trafi). 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 Railway 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)).