



Network statement 2022

CONTENTS

1	Validity and informing of changes	2
2	Rail network.....	2
2.1	Description, type and extent of rail network.....	2
2.2	Features of network	2
2.3	Conditions for the use of the rail network	2
2.4	Restrictions in the use of the rail network	2
2.5	Requirements concerning rolling stock.....	3
2.6	Priority rules for shunting on the rail network	3
2.7	Changes in the rail network.....	3
3	Safety instruction for shunting and rail work in the rail network.....	3
3.1	Emergency situations	3
3.2	Competences and qualifications.....	3
3.3	Shunting work.....	4
3.4	Permission to shunting.....	4
3.5	Rail work.....	4
3.6	Permission to rail work.....	4
3.7	Informing about rail work.....	4
3.8	Hot work	5
3.9	Degraded operation	5
3.10	Right of use of service facilities, provision of services	5
3.11	Access to rail network.....	5
3.12	Application for safety certificate and rail operator license	5
3.13	Agreement on the use of rail network	6
3.14	Responsibilities, dispute resolution, appeal procedure	6



1 VALIDITY AND INFORMING OF CHANGES

This Network Statement is valid for the timetable period of 2022
12.12.2021 - 10.12.2022.

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

2 RAIL NETWORK

2.1 Description, type and extent of rail network.

Network is in trafficplace of Kotka. It consist of point V874 and tracks 875 and 876.

Network is depicted in Finnish Transport Infrastructure Agency's railway diagram.

2.2 Features of network

- The rail network does not have electrified railway lines.
- The maximum speed in the rail network is 20 km/h.
- The network is a second-class traffic control area.
- The permitted axle load is in max. 300 kN and metre load is max.100 kN/m.
- The minimum radius of curve, in switch is 150 m.
- The minimum radius of track is 150 m.
- Maximum longitudinal slope is maximum 2,5‰
- The minimum radius of track rounding arc is 500 m.

The signs on the network have the same meanings as the signs for the state owned rail network.

Interruptions in traffic caused by work on the rail network are marked with signs.

2.3 Conditions for the use of the rail network

Shunting requires signing of an agreement, as specified under item 6, on the use of the rail network.

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

2.4 Restrictions in the use of the rail network

As Item 2, Rail network describes.

Work relating to the maintenance of the rail network, and restrictions of movement and residence given by Ministry of the Interior in regulation 480/2018 (<https://www.finlex.fi/fi/>) and according activities, may restrict the use of the rail network.



2.5 Requirements concerning rolling stock

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

2.6 Priority rules for shunting on the rail network

The rail network is a second-class traffic control area.
When necessary units agree between themselves on the traffic sequence.

2.7 Changes in the rail network

No changes are being planned.

3 SAFETY INSTRUCTION FOR SHUNTING AND RAIL WORK IN THE RAIL NETWORK

In Kotka trafficplace, at Tanking Terminal Kotka Ltd:s network, operator must comply with these safety instructions.

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 or influences the devices of unloading the wagons.
- requires the suspension of shunting or suspension of unloading the wagons due to occupational safety or otherwise effects on unloading the wagons.

The operation language is Finnish.

Any faults and deviations related to the tracks and track devices as well as any issues that may compromise shunting work or the unloading of wagons must be reported to CEO tel.0445599518 and terminal supervisor tel. 0413175242, who ensure that other necessary parties are informed.

3.1 Emergency situations

Incidents and accidents must first be notified to the general emergency number 112 and then to CEO tel.0445599518 and terminal supervisor tel. 0413175242.

3.2 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.



3.3 Shunting work

Shunting work must take place in accordance with regulations concerning shunting work in the state-owned rail network, and the regulations of government agencies.

Vagons remaining stationary must be ensured.

In shunting rolling stock's brakes, must be in use.

3.4 Permission to shunting

Rail network access agreement is required to shunting in the network.

3.5 Rail work

Rail work is allowed for those who have a maintenance agreement with Tanking Terminal Kotka Ltd.

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 Tanking Terminal Kotka Ltd.

The person responsible for rail work must:

- Ensure the securing of rail work so that there is no danger to shunting or unloading the wagons.
- If necessary, prevent shunting and stop unloading the wagons.
- Ensure that before shunting is permitted, the area that was subject to rail work is in a condition conforming to the maintenance plan of Tanking Terminal Kotka Ltd.

3.6 Permission to rail work

Operators who have a maintenance agreement with Tanking Terminal Kotka Ltd. have a permission to rail work.

3.7 Informing about rail work

Person responsible for rail work must inform as soon as possible as follows: nikita.ushakov@tankingterminalkotka.fi and terminal@tankingterminalkotka.fi and office@tankingterminalkotka.fi. about changes during rail work:

- usability of rails
- duration of rail work
- termination of rail work and
- contact information of party responsible for rail work.



3.8 Hot work

Permission for hot work must be applied from terminal supervisor tel. 0413175242.

3.9 Degraded operation

A forced opening of a switch must be informed to a CEO tel.0445599518 and terminal supervisor tel. 0413175242.

After a forced opening of a switch, it must visually inspected, whether the switch can be used for rail operation.

Based on the inspection must shunting and rail work at the switch be prevented. If there is no reason to prevent shunting or rail work, it must be ensured that shunting and rail work at the switch are carried out at a maximum speed of 5 km/h.

3.10 Right of use of service facilities, provision of services

Tanking Terminal Kotka Ltd. has no services on the rail network.

If the holder of service facility on a network of Tanking Terminal Kotka Ltd. wants a description if it's services published in Tanking Terminal Kotka Ltd.'s network statement 2023, it must provide a link to description or provide publishable information which can be published in network statement at the latest on 27.8.2021.

Description of service facilities can be provided via link <https://vayla.fi/ammattiliikenne-raiteilla/rautateiden-verkkoselostus/rataverkon-palvelun-tarjonta#.XPD7a-SP4uU> There is an template for publishing. Description of service facilities must be published in Finnish and English languages.

3.11 Acces to rail network

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

Rail operators must have a sufficient liability insurance or other corresponding arrangement.

3.12 Application for safety certificate and rail operator license.

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



3.13 Agreement on the use of rail network

Shunting must not be started before the agreement has been signed. CEO provides an template of an agreement.

The agreement on the use of the rail network is used for agreeing that the rail operator undertakes to follow what is stated under item 3 of this Network Statement, the safety instructions of shunting and rail work, safety instructions of the owner of the rail network and the restrictions and requirements on the exercising of rail traffic stated under item 2. The clearing of accidents/incidents is also agreed in an agreement on the use of the rail network.

The agreement is signed for timetable periods. Tanking Terminal Kotka Ltd. may terminate the agreement 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.

Tanking Terminal Kotka Ltd. announces of a need to update or amend the agreement on the use of the rail network.

3.14 Responsibilities, dispute resolution, appeal procedure

The rail operator is responsible for damage inflicted on the rail network, and on **Tanking Terminal Kotka Ltd.**

The work operator is responsible for damage inflicted on the rail network, and on **Tanking Terminal Kotka Ltd.**

As the owner of the rail network, **Tanking Terminal Kotka Ltd.** 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 and track capacity disagreements are primarily settled by negotiation.

Any dispute which cannot be settled by negotiation must be settled in a manner prescribed for other disputes enacted in the Rail Transport Act 152 § (<https://www.finlex.fi/fi/>).

Other disputes are to be resolved in the District Court of Kymenlaakso.

Contact
Tanking Terminal Kotka Oy
CEO Nikita Ushakov
Tel. 0445599518