



# **Port of Kokkola Ltd. Railway service description 2022**



**Updated 14. 12.2021**

**Published 15. 12.2021**



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## 1 Validity and information of amendments

This network report is valid for the scheduling period 2022, 11.12.2021 - 9.12.2022.

The changes will be recorded on the front page of this online statement and communicated at the port's operational weekly meeting.

## 2 Railway network

### 2.1 Description of the railway network, its quality and extension

The railway network is described in the Rail Yard Diagram <https://portofkokkola.fi/wp-content/uploads/2019/06/Kokkolan-Satama-raiteistokaavio-11062019.pdf>

On the network, the maximum axle load of the equipment is 22.5 kN or the state's railway/infrastructure equipment in accordance with the authorisation granted to the state network by the Finnish Transport Infrastructure Agency.

On the railway network:

- the maximum speed allowed is 20 km/h,
- the maximum weight per metre allowed is 80 kN/m,
- the minimum radius of curvature of the rails and switches is 190 m,
- the slopes of an angle on the railway network is at most 2.5 ‰ on a distance of at least 20 m, with the exception of rail numbers 205 and 207 where the slopes of an angle is 5.3 ‰,
- the curve radius of the rails is minimum 500 m,
- the maximum height of equipment moving on the stretch between switches V179 and V177 as measured from the top of the rail, is 4.6 m, and
- the maximum height of equipment moving on rail 203 as measured from the top of the rail is 5.2 m.

There are no electrified parts of the railway network.

The railway network of the area is of second-class traffic control.

The railway network markings and signs are similar and mean the same as directed by the Finnish Transport Infrastructure Agency for state railway network.

Interruptions to shunting due to work performed on the railway network are noted in accordance with directive RATO 17 - Rail Signs and Markings, issued for the state network.

### 2.2 Conditions for using the infrastructure

The replacement work requires the conclusion of an operating agreement in accordance with the operating agreement for the network in section 7 and a cooperation agreement in accordance with the port order of the Port of Kokkola.

When performing shunting and related communication, article 3 of the safety regulations of Port of Kokkola, regarding shunting and work on the rails, apply.



### 2.3 Limitations on the operation of the network

Steam engines and such equipment that may cause fire hazard must not be used on the network.

### 2.4 Requirements for equipment

All equipment having an authorisation for placing in service and which is entered into the equipment register of the Traficom's fleet register.

### 2.5 Priority rules for the operation of the infrastructure

The network is a second-class traffic control area, so the units agree on the order of operation if necessary, by themselves.

### 2.6 Changes in the network

No changes are foreseen to the number or usage of the rails of the network.

## 3 Infrastructure change and infrastructure safety guidelines

This guide must be followed in the exchange and work on the rails at the Ykspihlaja traffic location of the network of Port of Kokkola.

In these regulations work on the rails refers to works (also maintenance works) which:

- are done so that the machine or part of it may extend into the open space reaching 3.1 m (RSU) from the central point of the rail
- affect the structure of the rails,
- are done to the safety equipment,
- requires the interruption of shunting for work safety reasons or otherwise affect the shunting, or
- affect the discharging or loading of wagons.

No shunting or work on the rails on the railway network may be initiated without a functioning Virve telephone.

The operative language is Finnish.

The railway operator and the body responsible for the railway work shall ensure that their staff are qualified for the task in question and are familiar with the operation of the port railway network.



### 3.1 Accidents, incidents, problems, and disturbances

Incidents, problems and incidents detected on the network shall be reported

- Via PRO24 notifications and/ or by e-mail to [satama@portofkokkola.fi](mailto:satama@portofkokkola.fi).

Besides, considering the urgency of the matter, it is also important to inform the Operational Supervisor by phone (reserve Development Manager). The Operational Supervisor is responsible for informing the necessary parties.

Emergencies include all accidents and serious incidents affecting the rail system.

For all emergencies on the Port railway network, including rail-related emergencies, an alert shall be made by telephone as follows:

- **In the event of an accident :**
  1. Public emergency number 112.
  2. Operational Supervisor (Reserve: Development Manager)
- **In serious contingent situations:**
  1. To the Operational Supervisor. Reserve: Development Manager

Anyone on the network must record the telephone number of the Operational Supervisor and the Development Manager on their own phone for emergencies. At the same time, it is recommended to save 112 Finnish telephone applications on the phones of people operating in the area. If necessary, the operator will inform the operator and/or the railway contractor of the situation.

When you arrive first at the scene of an accident or fire, remember that the order of operation is always determined by the situation. Don't rush without considering helping so as not to compromise your own safety.

- assess the situation
- rescue those in immediate danger
- call alert number 112
  - Tell me who you are and what's happened
  - please tell us the port part of the destination
  - do not hang up the phone until you have permission to
- call the operating Operational Supervisor (reserve Development Manager)
- perform initial shutdown/ give first aid if necessary

if possible, guide rescue personnel to the scene of the accident.

The operating master must be notified of the malfunction of the Virve telephone.



### 3.2 Procedures for restoring operating conditions

The port reacts to disturbances and faults, taking into account the severity and urgency of the situation. In the case of accidents and serious incidents, immediate corrective measures shall be initiated without delay. The restoration of operating conditions shall be carried out as follows:

- Assessment of damage to the railway network
- Planning/ordering demolition
- Identify the course of events and collect documents
- Track and track rolling stock clearance work (permitted by public authorities where appropriate)
- Assessment of damage to the network of the accident area
- Measures to restore and check roadworthiness
- Investigation into the incident and investigation of the causes
- Reporting to Traficom.
- Corrective actions

Development Manager and Operation Supervisor are responsible for the investigation regarding the port, as well as the railway operator and other operators involved in the event.

### 3.3 Shunting

When shunting must comply with what the port and the railway operator have instructed about the shunting on the railway network and Traficom's regulations.

The railway operator must participate in the planning and weekly operational meetings organised by the Port of Kokkola and provide the Port of Kokkola with information on which tracks and when it is carrying out shunting by 2 p.m. on a daily basis. The notification must be submitted on the previous working day.

Switches and derails and similar equipment must be returned to their initial position after use. The initial positions are marked on the switches and derails with markings.

When shunting, the breaks of the equipment must be used, with the exception on rails 204, 205 and 207, where shunting may be done without the use of the breaks of the equipment.

Wagons must not be left so that they obstruct the traffic on fire lanes, railway crossings, areas that are meant for use as road crossings, or on switch areas.

Wagons must not be left so that they obstruct the traffic on fire lanes, railway crossings, areas that are meant for use as road crossings, or on switch areas. The visibility requirement shall always be left sufficiently visible in the direction of the rail, sufficient visibility shall be left on the vehicle so that the vehicle can be viewed at a sufficient distance from the vehicles. If, exceptionally, due to the unloading or loading of the wagons it is necessary to deviate from the visibility of the opening space, crossing the track shall be protected by a safety person, stop plate or technically preventing the crossing of the track.

Shunting as a push movement, the shunting of the unit must be confirmed, e.g. by means of a headlightor flashlight used by the look-in-depth operator to warn other traffic from the





approaching shunting unit by targeting the object to be warned. Alternatively, the final signal lights of the equipment may also be used in the unit.

Work on the rails shall be ensured in the case of the discharge, loading, maintenance, and maintenance of railway so that there is no danger to workers or to shunting.

1. shall turn/lock the switches into a protective position implemented by the Port
2. Prevent replacement work on stop sign implemented by port
3. Use a safety person responsible for alerting persons working on and/or near the rails to an imminent hazard. A person defined as a safety person shall not have any other duties at the same time ed. in addition to that. We need to familiarise safety person with his mission.

### 3.4 Permission for shunting and reporting of shunting

Before the shunting units move into the area, the unit must announce in the KIP-RAIDE talk group and have at least 30 seconds in the KIP-RAIDE talk group. Port Tower info back reads the message. If no countdown has been heard within 30 seconds, the unit has the right to leave the area for shift work.

The party responsible for the shift work shall immediately move to the KIP-RAIDE talk group after receiving it from the Traffic Control, the traffic stop command shall be taken by the unit to the KIP-RAIDE talk group for the same additional instructions. The traffic control also issues a command to cancel the stop command.

Shall from the info point at Port Tower ask for the opening of gate S4 when they arrive on the railway network and the closing of the gate when they depart from the railway network, shall give notification of arriving shunting unit to the info point at Port Tower in the KIP-RAIDE talk group before the unit starts off and does not begin shunting before it has received the acknowledgement of the notification from the info point at Port Tower

#### Shunting at switch V210 and on rails 203, 205 and 207

For shunting to be done at switch V210 and on rails 203, 205 and 207 in connection with the wagon tippler a separate instruction has been issued, in which the personnel that will do shunting there, must be trained before performing shunting.

For the use of the key box in relation to switch V210, permission must be acquired from operator of the wagon tippler.

The operator of the wagon tippler must be informed of the termination of the shunting and the exit from the area, as well as of the termination of the permission to use the key box.

#### Replacement work on tracks 090, 091 and 092

Shunting on rails 090, 091 and 092 is subject to a permit. The permit may be requested by the KIP-RAIDE group in the Port Tower Info. A permit must also be requested when leaving by rail 090 to rail 044b. The movement must not be started before permission is given.





### 3.5 Work on the rails

Railway work may be carried out under the authority of a person designated responsible for the port's railway work and by an operator to whom the person designated responsible for the port's railway work has authorised the railway work. The Port shall issue a work permit in writing.

The person responsible for railway work must participate in the planning and weekly operational meetings organised by the Port of Kokkola and agree on which tracks and when the railway work will be carried out

Before starting work on the line, the responsible party must familiarise itself with the conditions of the work in question and the hazards associated with the work.

The maintenance plan of the Port of Kokkola must be followed in the railway work.

### 3.6 The tasks of the person in charge of the work on the rails

Permission for railway work is granted by the Port of Kokkola, which is given in writing.

The person in charge for the work on the rails:

- shall ensure that the work on the rails is adequately protected, so that there is no danger to the shunting,
- shall turn/lock the switches into a protective position, if possible,
- if necessary, prevent shunting with a STOP sign, or if the port so orders, use a safety person.
- ensure that before allowing shunting, the area where the work on the rails was performed is in the condition required by the maintenance plan of the port.
- inform of the start and termination of the work on the rails to the person of Port of Kokkola who is in charge of work on the rails, or act according to the instructions issued by that person.

The person in charge of shunting, having received the SDS message regarding the necessity to enter the KIP-RAIDE talk group, must immediately enter the KIP-RAIDE talk group

### 3.7 Ensuring that stationary carriages are stationary

It is the responsibility of the railway operator to ensure that wagons, whether loaded, unloaded or parked, are left in place on the rails. Staying in place can be accomplished by using the scotches, applying a sufficient amount of wagon brakes, or according to a jointly prepared instruction.

Based on the risk assessment carried out, guidelines and their orientation plans are prepared and approved by the Port of Kokkola, as decided in the risk assessment.



### 3.7.1 Ensuring that freight wagons remain stationary on different tracks

#### **Tracks 038, 046, 069, 088, 077, 079, 091 and 092.**

The stability of the domestic freight wagon is ensured by a functioning parking brake. Two parking brakes are attached to the wagon group at the t the Kokkola end. The position of international traffic or domestic wagons which cannot be secured by the parking brake shall be ensured by placing a double-stop scotches at both ends of the wagon or group of wagons.

#### **Tracks 082, 083, 084, 085 and 086**

The stability of the freight wagons is ensured by placing the scotches on both sides of the wagon bogie or axle at the end of Kokkola side.

#### **Track 170**

The stability of the freight wagons is ensured by placing the scotches on both sides of the wagon bogie or axle at the end of port side.

#### **Tracks 172 and 174**

The stability of the freight wagons is ensured by placing the scotches on both sides of the wagon bogie or axle at the end of the Kokkola or harbor side.

#### **Track 175**

The stability of the freight wagons is ensured by placing the scotches on both sides of the wagon bogie or axle at the end of port side.

#### **Tracks 177, 178, 180, 181, 208 and 209.**

The stability of the domestic freight wagon is ensured by a functioning parking brake. Two parking brakes are attached to the wagon group at the end of Kokkola side.

The stability of international traffic or domestic freight wagons which cannot be ensured by the parking brake shall be ensured by placing a double- scotches wagon or a group of wagons at both ends.

#### **Track 202**

The stability of the freight wagons is ensured by placing the scotches on both sides of the wagon bogie or axle at the end of Kokkola side.

#### **Tracks 201, 204, 210 and 212**

The stability of the freight wagons is ensured by placing the scotches on both sides of the wagon bogie or axle at the end of the Kokkola or harbor side.

#### **Track 203**

During the unloading process, it is ensured that the wagon group rests on the air brakes at the alignment mark. In exceptional situations, the wagons are kept in place by placing the scotches on both sides of the wagon bogie or axle at the end of Rwt side.



### **Track 206**

The stability of the domestic freight wagon is ensured by a functioning parking brake. Two parking brakes are attached to the wagon group at the end of Kokkola side.

### 3.7.2 Ensuring the stationary of wagons during transfer work

In cases where the port or terminal operator moves the wagons during loading or unloading, a risk assessment shall be carried out to ensure that the wagons remain stationary throughout the process, together with the track, the port and terminal operator and the Port of Kokkola

### 3.8 Work involving fire

A written permission for work involving fire must be received in accordance with the plan for work involving fire of the port.

### 3.9 Degraded situations

#### Malfunction of a warning signal at a road crossing

The malfunction of a warning signal at a railway road crossing must be reported to the operational supervisor.

During the malfunction the speed at the start of crossing the road crossing must not exceed 10 km/h.

#### Opening a switch by driving

The operative supervisor must be informed when opening a switch by driving.

After opening a switch by driving the driver, the person in charge of shunting or the person nominated by Port of Kokkola to be in charge of the work on the rails, shall visually check if shunting or work on the rails can be done on the switch.

Based on the check the person doing the check must prevent shunting and work on the rails on the switch (if necessary, by a Stop sign) or, if he does not recognize the cause, which prevents shunting or the work on the rails, make sure that shunting and work on the rails are done at a maximum speed of 5 km/h before a check done by the person nominated by the port to be in charge of the work on the rails (if necessary, a sign limiting the speed on the special area in question shall be erected).

#### Leakages in rolling stock

If the wagons detect that the goods are leaking, the wagon system must be stopped and, as an immediate corrective measure, must be used to block the leakage. In other respects, we will act as if in an emergency. Appointed responsible person for the work on rails designated asintima for trackworkv to check and authorisewhether replacement and/or track work can be carried out on the track and in a switch.



### Fires in rolling stock

If a fire is detected in the equipment, the shunting must be stopped and placed in a location that does not cause any harm to the rest of the environment. In other respects, we will act as if in an emergency. Appointed responsible person for the work on rails designated as intima for rail work to check and authorise whether replacement and/or rail work can be carried out on the rail and in a switch.

During the disturbance, the speed at the start of crossing the level crossing shall not exceed 10 km/h.

## 4 Rail charge

There is no track fee on the network.

## 5 Access to service facilities and provision of services

### 5.1 Port of Kokkola service station rail car dump (RWTT)

#### 5.1.1 Service Location

##### RWTT Tipping Trailer

The Rail Wagon Tippler Terminal is intended for unloading bulk products of wagons. The site information will be published as part of the Port of Kokkola railway network report. The contact details of the service provider are specified in the railway network report of the Port of Kokkola and its validity is the same as in the railway network report. The information will be updated as part of the Port of Kokkola railway network report.

#### 5.1.2 Services

The train car dump is located on Kokkola Port's Deep Harbor at number 203 and is available on all days of the year, all year round.

The Rail Wagon Tippler Terminal (RWTT) is used to unload bulk products from train wagons, which are further shipped from the Port of Kokkola. The RWTT also includes a train carriage transfer and terminal building and arrangement tracks 205 and 207 with safety equipment.

#### 5.1.3 Payments

Pricing shall be based on the type of product, the efficiency of use and the operating costs incurred as a result of the operation, and any related ancillary services agreed upon.

Pricing uses general market-based pricing methods. There is no single price list, but the customer's needs and product characteristics determine the pricing criteria at any given time: product quality, turnaround time, operational efficiency and possible additional services form the basis for pricing. Pricing is influenced by volume and length of contract, handling of goods, use of space, weight, volume, operational activities, etc., which have a significant impact on costs.



Pricing is discussed separately with each customer in the content of the offer, taking into account the seasonal situation and the occupancy rate.

#### 5.1.4 Terms of Use

The use of the RWTT shall be agreed upon as part of an overall logistic or other transportation contract with the Port of Kokkola.

Prior to commencing operation, the operating instructions and operation of the RWTT shall be trained by those working with it. Arrangements for training should be made with the Port of Kokkola. The operating instructions contain technical information on the use of the equipment and on the corresponding wagons.

#### [Port order of the Port of Kokkola](#)

#### 5.1.5 Granting of License

The license for the RWTT shall be applied for at the Port of Kokkola as part of a comprehensive logistic or other contract of carriage. The granting of a license shall be determined as part of an overall logistic or other contract of carriage, subject to consultation between the Parties.

There must be a separate agreement with the Port of Kokkola for the operation of the train wagon dump facility and it must be approved in coordination with other port operations.

Outages related to the operation of the train dump truck are announced at the Port of Kokkola weekly meeting

## 5.2 Port of Kokkola service station KS 6 unloading and loading of railway wagons

### 5.2.1 Services

Unloading and loading point for KS6 wagons

The wagon unloading area is intended for unloading bulk products of wagons from below and the loading point for loading wagons from above.

The site information will be published as part of the Port of Kokkola railway network report

The contact details of the service provider are specified in the railway network report of the Port of Kokkola and its validity is the same as in the railway network report. The information will be updated as part of the Port of Kokkola railway network report

### 5.2.2 Service Location

The unloading and loading point for KS6 wagons is located on the 088 General Harbor of the Port of Kokkola and is available on all days of the year, all year round.

The unloading of KS6 wagons and unloading and loading of bulk products from the wagons at the place of loading, which are still being shipped or have been carried by ship through the Port of Kokkola.



### 5.2.3 Payments

Pricing shall be based on the type of product, the efficiency of use and the operating costs incurred as a result of the operation, and any related ancillary services agreed upon.

Pricing uses general market-based pricing methods. There is no single price list, but the customer's needs and product characteristics determine the pricing criteria at any given time: product quality, turnaround time, operational efficiency and possible additional services form the basis for pricing. Pricing is influenced by volume and length of contract, handling of goods, use of space, weight, volume, operational activities, etc., which have a significant impact on costs.

Pricing is discussed separately with each customer in the content of the offer, taking into account the seasonal situation and the occupancy rate.

### 5.2.4 Terms of Use

The dismantling of KS6 wagons and the use of the loading place shall be agreed upon as part of a comprehensive logistics or other transport contract with the Port of Kokkola.

Prior to commencement of operations, the operating manuals and operations at the unloading and loading point of the KS6 wagons shall be trained for those working with it. Arrangements for training should be made with the Port of Kokkola. The operating instructions contain technical information on the use of the equipment and on the corresponding wagons.

[Port order of the Port of Kokkola](#)

### 5.2.5 Granting of License

The license must be applied for at the Port of Kokkola as part of a comprehensive logistics or other transportation contract. The granting of a license shall be determined as part of an overall logistic or other contract of carriage, subject to consultation between the Parties.

There must be a separate agreement with the Port of Kokkola for the operation of the train wagon dump facility and it must be approved in coordination with other port operations.

Downtime related to KS6 unloading and loading operations will be announced at the Port of Kokkola Operative Weekly Meeting

## 5.3 Port of Kokkola service station KS3

### 5.3.1 Service Location

Service station for railway wagons KS3

The KS3 service station is intended for unloading bulk products carried on a wagon.

The site information will be published as part of the Port of Kokkola railway network report



The contact details of the service provider are specified in the railway network report of the Port of Kokkola and its validity is the same as in the railway network report. The information will be updated as part of the Port of Kokkola railway network report

### 5.3.2 Services

The KS3 service station is located at the Port of Kokkola's General port at 046 and is available on all days of the year throughout the year.

The KS3 service station is used for unloading bulk products from train wagons, which are further shipped from the Port of Kokkola.

### 5.3.3 Payments

Pricing shall be based on the type of product, the operating efficiency and the operating costs and related ancillary services agreed upon.

Pricing uses general market-based pricing methods. There is no single price list, but the customer's needs and product characteristics determine the pricing criteria at any given time: product quality, turnaround time, operational efficiency and possible additional services form the basis for pricing. Pricing is influenced by volume and length of contract, handling of goods, use of space, weight, volume, operational activities, etc., which have a significant impact on costs. Pricing is discussed separately with each customer in the content of the offer, taking into account the seasonal situation and the occupancy rate.

### 5.3.4 Terms of Use

The use of the KS3 demolition wagon for railway wagons shall be agreed upon as part of a comprehensive logistics or other transport contract with the Port of Kokkola.

Before starting the operation, the operating instructions and the operation must be trained by those who work with it. Arrangements for training should be made with the Port of Kokkola. The operating instructions contain technical information on the use of the equipment and on the corresponding wagons.

[Port order of the Port of Kokkola](#)

### 5.3.5 Granting of License

The license for the KS3 demolition wagon for railway wagons must be applied for at the Port of Kokkola as part of a comprehensive logistics or other transport contract. Licensing is defined as part of the overall logistics or otherwise

## 5.4 Access to service locations

The right of use must be applied for from the Port of Kokkola as part of an overall logistics or other transport agreement. The granting of a licence shall be determined as part of an overall logistics or other transport contract on the basis of consultations between the parties. Access to the service facility is granted by the Port of Kokkola. Access to the service facility is granted for a scheduling period at a time or for a fixed period of time. If the granted need to use the service facility decreases, the Port of Kokkola must be notified. In this case, access to the service facility may be granted to another operator and/or during the service.





Contact information for applying for a license can be found in section 10 of this document Contact information.

The minimum number of applications for a license must be 10 working days before the need to use the service location, and the application must be submitted in writing. The Port of Kokkola will give its answer on the last 10 working days after receiving the application. The application may be in free form, but it must be dealt with at least as follows:

- Owner, quality and characteristics of the cargo (Material Safty Data Sheet)
- Service location/line capacity to be searched
- Planned total volume and delivery plan
- Planned time of use of the service location
- Contact persons and applicant's signature
- Other information deemed necessary

There must be a separate agreement with the Port of Kokkola on the operation of service locations, and the operations must be successfully coordinated with other port operations. The wagons shall be located in the places indicated by the Port on the rail. As a rule, the seats of the wagons on the rail are indicated in the order in which trains arrive in the Ykspihlja railway yard. An exception to this provision may be made on a case-by-case basis.

Primarily, service points on the port's rails are reserved for the flow of cargo loaded or unloaded onto ships. In situations where there are several service needs at the same time and there is a conflict regarding the use of the service location, the Port is obliged to consult operators and cooperate in seeking a functional solution. However, if no solution can be found in cooperation, the Port will retain the right to resolve the matter concerning the use of the service facility as it deems best.

Operational plans and interruptions related to service locations and tracks will be announced at the Operational Weekly Meeting of the Port of Kokkola. In unexpected and unforeseeable situations, the operators will be informed without delay in an appropriate manner.

The right to use service facilities must be applied for for the first time for the 2023 scheduling period for the current contract. For new activities, you must apply for access to service locations already during the scheduling period 2022.

## 5.5 Operators of the Port of Kokkola

An Operator operating on the Port of Kokkola Ltd's rail network who maintains a service site and wishes to make the description of their service available to the public in the Port Statement shall provide the link to the description or the relevant ready-to-publish information.

[M Rauanheimo Oy](#)

[Koukku Shipping Oy](#)

[Baltic Tank Ltd](#)



The site description can be provided as a ready-to-publish information using the template available at <https://vayla.fi/ammattiliikenne-raiteilla/rautateiden-verkkoselostus/rataverkon-palvelun-tarjonta#.XZrPtfkzaUm>. The site description must be provided in the Finnish and English versions

## 6 Access to the railway network

All operators of railway traffic that have a safety certificate and have concluded a cooperation agreement in accordance with the port regulations of Port of Kokkola as well as the agreement of usage of the network operational agreement may use the railway network.

### 6.1 Application for the safety certificate and the operating concession of a railway company.

The safety certificate shall be applied from the Finnish Transport Safety Agency (Traficom) and the operation concession from the Ministry of Transport and communications (<http://www.rautatiemarkkinoille.fi/luvat-ja-todistukset>).

## 7 The Network Operational Agreement

By the Network Operational Agreement the operator of railway traffic and Port of Kokkola agree on shunting on the railway network of Port of Kokkola.

The operator of railway traffic shall inform the Chief Executive Officer of Port of Kokkola of their need to conclude an operational agreement at least 30 days prior to commencing the intended shunting.

Before concluding an operational agreement between the operator of railway traffic and Port of Kokkola traffic a cooperation agreement in accordance with the port regulations of Port of Kokkola must be concluded.

Traffic may not be commenced before the operational agreement has been signed.

In the operational agreement the parties agree that the operator of railway traffic will commit themselves to complying with the safety regulations in accordance with item 3 issued by Port of Kokkola concerning shunting and work on rail, as well as the limitations to and requirements of the performance of railway traffic, as described in item 2.

The operational agreement shall be made for an indefinite period. Port of Kokkola can terminate the operational agreement with immediate effect, if the operator of railway traffic does not comply with the terms and conditions mentioned in the operational agreement.

The operator of railway traffic must notify if they do not have any need for traffic anymore and the time when the traffic stops. The notice of the time of termination of the railway traffic by the operator of railway traffic will at the same time be a notice of termination of the operational agreement.



If needed, Port of Kokkola will inform of any necessary updates to the operational agreement and of any necessary amendments to it. The user agreement template is attached.

## 8 Application for rail capacity

The allocation of infrastructure capacity takes place in the same way as the application for and allocation of service facilities.

## 9 Responsibilities and settlement of disputes and appeal procedure

Damages for personal and material injuries caused by rail traffic shall be governed by the rail traffic liability law (113/1999, as amended). Other damage shall be compensated in accordance with appropriate legislation on damages. Neither party is liable for compensation for consequential or indirect damage unless the liability for compensation is based on a regulation in binding legislation, or the damage is deliberately caused or the result of gross negligence.

The owner of the railway network, Port of Kokkola Ltd., is liable for any direct damage caused to the material, or the cargo on the said material, of the operator of railway traffic, which is due to negligent performance of any task or responsibility for which the owner of the railway network is liable.

All disputes must primarily be settled through negotiations.

Any dispute, which has not within six (6) months of the dispute having been registered, been settled in negotiations shall be settled as provided for in the Finnish Railways Law.

Other disputes shall be settled by the district court of of Ostrobothnia.

## 10 Contact details

E-mail Port of Kokkola [satama@portofkokkola.fi](mailto:satama@portofkokkola.fi)

### **Applications for the use of the port of Kokkola's service location and railway capacity, as well as the operating agreement and the cooperation agreement.**

Managing Director Torbjörn Witting 358 (0)40 5119 595 [torbjorn.witting@portofkokkola.fi](mailto:torbjorn.witting@portofkokkola.fi)

Development Manager Jyrki Roukala +358 (0)44 7809133 [jyrki.roukala@portofkokkola.fi](mailto:jyrki.roukala@portofkokkola.fi)

PRO24 access rights Jyrki Roukala +358 (0)44 7809 133 [jyrki.roukala@portofkokkola.fi](mailto:jyrki.roukala@portofkokkola.fi)

### **Matters relating to operation and maintenance on the network**

Teemu Petäjävuoari, Operational Supervisor +358(0)40 4882 855 [teemu.petajavuori@portofkokkola.fi](mailto:teemu.petajavuori@portofkokkola.fi)

Development Manager Jyrki Roukala +358 (0)44 7809 133 [jyrki.roukala@portofkokkola.fi](mailto:jyrki.roukala@portofkokkola.fi)

### **The person(s) designated responsible for the port's trackwork;**

Teemu Petäjävuoari, Operational Supervisor +358(0)40 4882 855 [teemu.petajavuori@portofkokkola.fi](mailto:teemu.petajavuori@portofkokkola.fi)

Technical Manager Tapio Lampinen + 358 (0)40 5575 928 [tapio.lampinen@portofkokkola.fi](mailto:tapio.lampinen@portofkokkola.fi)



## 11 Operational agreement of the railway network for the period 2022

### Parties to the agreement

Port of Kokkola Ltd.

Actor X

By this agreement Actor X, the operator of railway traffic, and the owner of the railway network, Port of Kokkola Ltd. Agree on the shunting on the railway network of Port of Kokkola Ltd.

### Amendments to the validity, termination, as well as update and amendment to the Agreement

The Agreement is valid for an indefinite period.

Port of Kokkola Ltd. can terminate this Agreement with immediate effect, if the operator of railway traffic does not comply with the terms and conditions mentioned in this Agreement.

The operator of railway traffic must notify if they do not have any need for shunting anymore and the time when the shunting stops. The notice of the time of termination of the shunting by the operator of railway traffic will at the same time be a notice of termination of this operational agreement.

If needed, Port of Kokkola Ltd. will inform of any necessary updates to the operational agreement and of any necessary amendments to it.

### Shunting on the railway network of Port of Kokkola Ltd.

Both parties:

- Cooperation agreement signed between the Port of Kokkola and Operator X

The operator of railway traffic:

- shall comply with the limitations to and requirements of the performance of railway traffic, as described in item 2. of the railway network report, as well as the safety regulations issued by Port of Kokkola Ltd.
- shall acquire the Virve telephones necessary for shunting from the info point at Port Tower and submit the identifier of the talk group of the Virve telephone(s) they have acquired, for SDS-messages that will be sent to the units,

### Signatures

Kokkola \_\_\_\_\_. \_\_\_\_\_. 20\_\_\_\_

Port of Kokkola Ltd.

Name

Function

Actor X

Name

Function

