

1. General information

1.1 Introduction

The Norwegian National Rail Administration (NNRA) has produced and published this Network Statement 2016, the 13th edition.

The Network Statement is primarily aimed at Railway Undertakings planning to operate on the Norwegian rail network. The Network Statement contains information mainly about the infrastructure, capacity allocation, access conditions, charges and different services.

1.2 Objective

The Network Statement's purpose is to inform Railway Undertakings, the authorities and other interested parties about the state's rail network in Norway in addition to the terms and the conditions for using it.

The Network Statement consists of a main document, which describes the infrastructure as well as the general conditions regarding access to and operation on the network. In addition, the Network Statement contains an appendix section with further detailed information.

Finally, the Network Statement includes useful links, for example to publications and relevant websites.

1.3 Legal Framework

The requirement to implement a Network Statement is founded in section 2-1 of the Allocation Regulations. The more detailed requirements of the document's content are derived from section 2-2 of the Allocation Regulations.

The Network Statement contains references to a number of Norwegian statutes and regulations. The relevant legislation is accessible via the website of the Norwegian Railway Inspectorate – also with English translation. Some of the statutes and regulations have been translated to English. These translations are not official. Cf. www.sjt.no/English/Rules-and-regulations/.

Other Norwegian statutes and regulations are available at www.lovdato.no

The Network Statement refers to a number of statutes and regulations: These are listed in Annex 1.3.

1.4 Legal Status

1.4.1 General Remarks

According to Norwegian Law the Network Statement is an informative document.

When Network Statement is used as an annex to the access agreement, the Network Statement will be legally binding between the contracting parties at those points where the access agreement refers directly to Network Statement.

This document is issued in two languages – Norwegian and English. The content of the document is intended to be the same in both languages. If a discrepancy should occur, the Norwegian text shall be used to settle the matter.

In a number of sections, reference is made to Norwegian legislation and to operational rules issued by NNRA. Some of these documents and legislation are only available in Norwegian.

1.4.2 Liability

Requests for publishing of NNRA's infrastructure, available infrastructure capacity and searches for this as well as prices for various services are covered by Section 2-1 and 2-2 of the Allocation Regulations, cf. Annex 1.3.

The information provided by NNRA in the Network Statement is intended to be correct.

NNRA is in any case not responsible for possible mistakes.

Possible errors which are observed during the Network Statement's validity period will be corrected and announced on NNRA's website as described in Ch. 1.6.2.

NNRA's objective is to provide services in accordance with the performance criteria that are specified in the Network Statement.

The Network Statement may include information about planned modifications after the expiration of the document's period of validity, cf. Ch. 1.6 below. This kind of information is not binding for NNRA.

The Network Statement refers to some extent to descriptions provided in other documents issued by NNRA. If NNRA plans to make modifications in these documents that concern RUs' rights or obligations, NNRA will submit the relevant modifications to the RUs' for comments in accordance with the "Instructions for Official Studies and Reports" before the modifications are implemented, cf. Annex 1.3.

1.4.3 Appeal Procedure

The network statement and the criteria therein, allocation of infrastructure capacity, including arrangements with respect to access in accordance with The Rail Regulations section 2-1, the charging system, the level or structure of infrastructure charges which are or may become payable by the applicant, framework agreements concluded or other circumstances where the applicant believes his rights under these regulations have been violated, may be appealed to the Norwegian Railway Authority, except as regards the principles underlying the charging system, which may be appealed to the ministry. Such appeals shall be decided within two months of all necessary information being produced.

Right of appeal as a consequence of the Allocation Regulations §9-4. Such appeals shall be decided under the rules of the Public Administration Act of 10 Feb 1967.

1.5 Structure of Network Statement

The Network Statement is produced in accordance with a structure agreed upon by all members of RailNetEurope (RNE).

Thus, the intention is that you will find the same kind of information under the same section/article/heading in every Network Statements.

The document "RNE - Guide for development of a common structure and the implementation of Network Statements" (dated 01.04.2009 Zagreb/Croatia) is the basis for the current Network Statement.

RNE - cf. Annex 1.3.

1.6 Validity and Updating Process

The Network Statement is associated with the railway infrastructure and is administered by NNRA.

1.6.1 Validity Period

Network Statement 2016 applies to:

- Access to and use of infrastructure, restricted by the 2016 Timetable.
- The managing of capacity-intensive programs for the 2016 Timetable. This also applies if the managing occurs before the commencement of the 2016 Timetable.

The Network Statement will be released twelve months prior to the timetable period it applies to and is valid for one timetable period.

The 2016 Timetable will commence Sunday 13 December 2015 and will end on Saturday 10 December 2016. These dates have been specified in accordance with EU Directive 2001/14/EC¹⁾. The information in Network Statement 2015 which applies to the period after 12 December 2015 is approximate.

1.6.2 Updating Process

With the assistance of an addendum to Network 2016, NNRA will announce any changes or additions that, due to necessary circumstances, have arisen after the release of this Network Statement.

Changes to a public regulation that is referred to in the Network Statement will only be announced with the assistance of an addendum to the Network Statement if:

- The change is not published in the Norwegian Law Gazette²⁾, and

- The change (potentially) introduces restrictions in the use of the railway infrastructure in accordance with the Basic Package, cf. EU Directive 2001/14/EF, annex II, see chapter 6.1.1.

NNRA is continually working on improving its provision of services. Continual consultation with interested parties is frequently agreed for many of the procedures that are described in the Network Statement. The results of these consultations will be incorporated into the Network Statement's future editions.

1.7 Publishing

Network Statement 2016 is available in paper format and via the Internet where an updated version including Annexes is available at any time in both Norwegian and English. The Network Statement is sent free-of-charge to companies that have entered into an ATS/cooperative agreement with NNRA. Other interested parties may obtain this from NNRA's websites ³⁾.

The annual release of the Network Statement is announced in the Official Norwegian Gazette and in the EU's Official Journal

1.8 Contacts

1.8.1 Norwegian National Rail Administration

When requested, NNRA can provide railway undertakings with more detailed information about topics mentioned in Network Statement 2016.

Please contact:

Norwegian National Rail Administration	
Mail address	P.O. Box 4350, N-2308 HAMAR
Visiting address	Stortorvet 7, Oslo
E-mail	network.statement@jbv.no
Internet	www.jernbaneverket.no

1.8.2 One Stop Shop, Norway

Rail infrastructure managers and the rail allocation authorities in the EU member states have together established a One-Stop-Shop function that functions as a network of customer contact points within the RNE framework. When seeking to apply for a train path/line allocation in an international railway network an RU can contact a One-Stop-Shop which will then commence the entire international coordination process.

Based on the contact with an RU and after a meeting with the involved managers, the One-Stop-Shop will:

1. Coordinate the handling of capacity-intensive applications for each requested international line

within the RNE in such a manner that the applications will be correctly included in the annual Capacity Allocation process.

2. Assist with and safeguard the customer's optimal train path for the entire international infrastructure. Coordination of this process is primarily carried out by simulating RNE's PCS system

Contact at the Norwegian National Rail Authority's One Stop Shop:

Norwegian National Rail Administration	
Mail address	Postboks 4350, N-2308 HAMAR
Visiting address	Stortorvet 7, Oslo
E-mail	oss@jbv.no
Telephone	+47 224 57 771
Telefax	+47 224 57 999

Link to the international OSS: http://www.rne.eu/index.php/oss_network.html

1.9 RailNetEurope - international cooperation between infrastructure managers

In 2010 the European Parliament and the Council laid down rules for the establishment of a European rail network for competitive freight, consisting of international freight corridors.

The aim is to achieve reliable and good quality railway freight services to be able to compete with other modes of transport.

The main objective to initiate [Regulation 913/2010/EU](#) (hereinafter: "the Regulation") was to improve the services provided by the infrastructure managers (hereinafter: „IMs") to international freight operators. Several initiatives have contributed to the creation of the corridors' concept: the 1st railway package, the TEN-T (TransEuropean Transport Network) programme, cooperation among Member States (MS) and IMs within the framework of ERTMS, and the deployment of TAF TSI (Technical Specifications for Interoperability for Telematics Applications for Freight).

Through the Regulation the European Union would like to act in the following main areas corresponding to the process of harmonization:

- improving coordination among IMs
- improving the conditions of access to infrastructure
- guaranteeing freight trains' adequate priority
- improving intermodality along the corridors

In order to reach these goals, the European Union designated 9 international rail freight corridors (RFC) in the EU rail network. The main parameters of the RFC corridors are included in the table below (Regulation 1316/2013/EU):

9 Rail Freight Corridors	Member States	Principal routes (1)	Date established
1 Rhine-Alpine	NL, BE, DE, IT	Zeebrugge-Antwerpen/Amsterdam/Vlissingen (2)/Rotterdam-Duisburg-[Basel]-Milano- Genova	By 10 November 2013

9 Rail Freight Corridors	Member States	Principal routes (1)	Date established
2 North Sea – Mediterranean	NL, BE, LU, FR, UK (2)	Glasgow (3)/Edinburgh (3)/Southampton (3)/Felixstowe (3)-London(2)/Dunkerque (2)/Lille (2)/Liège (2)/Paris (2)/Amsterdam (2)-Rotterdam-Zeebrugge (2)/Antwerpen-Luxembourg-Metz-Dijon-Lyon/[Basel]-Marseille (2)	By 10 November 2013
3 Scandinavian Mediterranean	SE, DK, DE, AT, IT, NO	Stockholm/[Oslo] (2)/Trelleborg (2)-Malmö-København-Hamburg-Innsbruck-Verona-La Spezia (2)/Livorno (2)/Ancona (2)/Taranto (2)/Augusta (2)/ Palermo	By 10 November 2015
4 Atlantic	PT, ES, FR, DE (2)	Sines-Lisboa/Leixões —Madrid-Medina del Campo/Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz – Strasbourg (2)/Mannheim (2) Sines-Elvas/Algeciras	By 10 November 2013
5 Baltic – Adriatic	PL, CZ, SK, AT, IT, SI	Swinoujscie (2)/Gdynia-Katowice-Ostrava/Žilina-Bratislava/Wien/Klagenfurt-Udine-Venezia/ Trieste/ /Bologna/Ravenna Graz-Maribor-Ljubljana-Koper/Trieste	By 10 November 2015
6 Mediterranean	ES, FR, IT, SI, HU, HR (2)	Almería-Valencia/Algeciras/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Milano-Verona-Padova/Venezia-Trieste/Koper-Ljubljana-Budapest Ljubljana (2)/Rijeka (2)-Zagreb (2)-Budapest-Zahony Hungarian-Ukrainian border)	By 10 November 2013
7 Orient/East-Med	CZ, AT, SK, HU, RO, BG, EL, DE (3)	—Bucureșt-Constanța Bremerhaven (3)/Wilhelmshaven (3)/Rostock (3)/Hamburg (3)-Praha-Vienna/Bratislava-Budapest -Vidin-Sofia-Burgas (3)/Svilengrad (3) (Bulgarian-Turkish border)/Promachonas-Thessaloniki-Athína-Patras (3)	By 10 November 2013
8 North Sea – Baltic (4)	DE, NL, BE, PL, LT, LV (3), EE (3)	Wilhelmshaven (2)/Bremerhaven/Hamburg (2)/Amsterdam (2)/Rotterdam/Antwerpen-Aachen/Berlin-Warsaw-Terespol (Poland-Belarus border)/Kaunas-Riga (3)-Tallinn (3)	By 10 November 2015
9 Rhine-Danube (5)	FR, DE, AT, SK, HU, RO, CZ	Strasbourg-Mannheim-Frankfurt-Nürnberg-Wels Strasbourg-Stuttgart-München-Salzburg-Wels-Wien-Bratislava-Budapest-Arad-Brașov/Craiova-București-Constanța Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha-München/Nürnberg	By 10 November 2013

(1) '/' means alternative routes. In line with the TEN-T guidelines, the Atlantic and the Mediterranean corridors should in the future be completed by the Sines/Algeciras-Madrid-Paris freight axis which crosses the central Pyrenees via a low elevation tunnel.

(2) (+) Routes marked with + shall be included in the respective corridors at the latest 3 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation.

(3) Routes marked with * shall be included in the respective corridors at the latest 5 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation.

(4) (°) Until the realisation of a Rail Baltic line in 1 435 mm nominal track gauge, the specificities of different track gauge systems shall be taken into account in the establishment and operation of this corridor.

(5) (‡) The creation of this corridor shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation. The section «Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha» shall be established by 10 November 2013.«

The detailed description of the Rail Freight Corridors in which Jernbaneverket is involved is found on the following websites: [ScanMed RFC](#)

1.10 RailNetEurope - international cooperation between Infrastructure Managers

RailNetEurope (RNE) was created in January 2004. As a non-profit making association of Infrastructure Managers and Allocation Bodies (IMs/ABs), it is dedicated to **facilitating International Traffic** on the European Rail Infrastructure.

RNE's aims

RNE's aims are to provide support to Railway Undertakings (RUs) in their international activities (both for freight and passengers) and increase the efficiency of the IMs' processes. Together, the Members of

RailNetEurope are harmonising international rail transport conditions and introducing a corporate approach to promote the European railway business for the benefit of the entire rail industry across Europe.

RNE's tasks

RNE's tasks are carried out by [four standing working groups](#) and by ad-hoc project groups coordinated by the [RNE Joint Office](#), which is based in Vienna, Austria. In the end of 2010 RNE has additionally received the mandate to become the service provider of choice and expert support provider for corridor organisations in the areas of developing and operating methods, processes and developing and operating tools.

RNE network

Currently, RailNetEurope [is a partnership of 36 IMs/ABs](#), who are either full or associated members, or candidate members. All in all their rail networks add up to well over 230 000 km. In its daily work, **RailNetEurope** strives to **simplify, harmonise and optimise international rail processes** such as:

- [Europe-wide timetabling](#),
- [common marketing & sales approaches](#) (including [Network Statements](#)),
- co-operation between IMs in the field of operations,
- [train information exchange in real time across borders](#),
- after-sales services (e.g. reporting).

1.10.1 One Stop Shop (OSS)

European rail infrastructure managers and capacity allocation bodies that set up RNE have established a network of One Stop Shops, OSS, operating as Customer Points within RNE.

ONE Europe - ONE Service

RNE has established one OSS contact point in every member country. Each customer can choose its favoured OSS contact point for all its needs regarding international rail services.

From the initial questions related to network access to international path requests and performance review after a train run – all these issues and more are handled by one contact point for the whole international train journey at the customers' convenience. Customers of RNE Members who run international rail services can therefore make use of the RNE One Stop Shop's bundle of services:

A network of contact points guiding customers through the whole range of procedures: gaining network access, planning of efficient international rail transport, international train path management (ITPM) and performance review after train operation. Response times have been standardized at a customer-friendly level – the attainment of these service levels is currently being tested.

OSS experts drawn from sales and timetabling merge their expertise in these fields to serve customers together with the OSS contact points.

IT tools further assist applicants by giving price estimates for rail infrastructure use, by coordinating international train path ordering and supply processes, and by tracking & tracing international trains in real time.

List of OSS contact persons available at: http://www.rne.eu/oss_network.html

1.10.2 RNE Tools

The website of RailNetEurope provides information on the RailNetEurope systems below.

	Path Coordination System (PCS)	PCS (formerly Pathfinder) is a system for the application for and coordination of international timetables.
	Charging Information System (CIS)	CIS (formerly EICIS) is a system for the provision of price information on user charges.
	Train Information System (TIS)	TIS (formerly Europtirails) is a system that provides real-time information on international trains

1.11 Glossary

RNE has created an easy-to-use, English-language Glossary of terms related to Network Statement. The Internet page offers a more extensive glossary of terms relevant to the Network Statement. Visit http://www.rne.eu/ns_glossary.html or directly to [the Network Statement Glossary](#).

Please note the Legal Disclaimer, that the available material is for information purposes only and that definitions are not legally-binding.

1.11.1 Abbreviations

ATS	Agreement on Track Access and Use of Services
DSB	Norwegian Directorate for Civil Protection
IM	Infrastructure Manager
JD	Ministry of Justice and Public Security
MoT	Ministry of Transport and Communications
NNRA	Norwegian National Rail Administration

NRA	The Norwegian Railway Authority
NSB	Norges Statsbaner AS
RNE	RailNetEurope
RU	Railway Undertaking
TJN	Traffic Rules for the Norwegian National Rail Administration's Network

1.11.2 Definitions

Assisting locomotive - Towing engine

Border crossings - The point, (possibly the station) where a cross-border railway connection crosses to another infrastructure manager. The expression is only used when crossing national borders

Chief conductor - The person who has to attend to passengers' safety on the train and while getting on and off the train, evacuation, etc.", cf. Train Operation Regulations §6-3

Contact pressure from pantograph - Expression for the pressure that the pantograph (current collector) exerts on the contact wire

Evacuation Train - A train set intended for the evacuation of passengers from wrecked trains."

Exceptional consignments - A train can be regarded as an exceptional transport when the load's and/or the rolling stock's total weight, load per meter, the profile of the load or other circumstances require that special precautionary rules be taken when running the train." Cf. UIC Code 502, Annex 1.3.

Fire fighting train - A train set furnished with fire extinguishing equipment and intended for extinguishing fires

Main timetable change - The date when all of the timetables are issued in a new, revised edition

Maximum Line speed - The maximum speed that is permitted on a particular stretch of track

Model of pre-planned train paths - A model consisting of train paths in the system, developed so as to be able to keep traffic flowing on stretches of track with very high capacity utilisation. Due to the structure of the national railway network, with Oslo Central Station as the "hub" of a wheel and long stretches of single track, changes in the model of pre-planned train paths will affect train timetables throughout Norway. In addition to the Oslo area, models of pre-planned train paths have been developed for the Jærbanen Railway Line and the Vossebanen Railway Line

Operative Capacity allocation - Allocation of infrastructure capacity outside of the Capacity Allocation process. Operative capacity allocation entails an allocation of residual capacity", cf. Residual Capacity

Performance schemes - Cf. EU Directive 2001/14 art.11 and "The Allocation regulations" § 4-7 "Performance scheme" - cf. Annex 1.3

Salvage Train - Train set intended for salvaging wrecked trains. The salvage train usually consists of an equipment wagon and a crew coach. The equipment wagon contains equipment for lifting and rerailling trains, extra couplings, etc.

Station - Railway regulated area for train stops in accordance with the national timetable which facilitates safe boarding and exiting for travellers and passengers

Rail-mounted maintenance machines - Machines that are employed to perform infrastructure work

Rescue Train - Cf. Evacuation Train

Residual Capacity - Unoccupied (free) track capacity in the network that has not been allocated for running trains or as access track for infrastructure work in the established timetable

The (Norwegian) National Transport Plan - A Report (White paper) to the Norwegian Parliament (Stortinget) prepared by the Ministry of Transport and Communications. The report presents the Norwegian government's national transport policy. It is also a strategic plan for the development of the comprehensive system for road, rail, air and sea transport

Timetabling process - (obsolete definition) Capacity allocation process" (synonyms)

Track access agreement - see Allocation Regulations § 8-1 (see Network Statement, Ch..1.3 and 2.4.2)

Train Consist - A list that identifies the particular wagon units in a train, among other things" - cf. Train

Operation Regulations §4-4 - Annex 1.3, incl. Operational Rules for the NNRA's Railway Network - Sec. 4.1.4 ⁴⁾

White periods - Time of the day when infrastructure capacity has been reserved for maintenance work

¹⁾

DIRECTIVE 2001/14/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification

²⁾

ref. <http://www.lovddata.no/info/lovtidend.html>

³⁾

<http://www.jernbaneverket.no/no/Marked/Informasjon-for-togselskapa/>

⁴⁾

Cf. <http://www.jernbaneverket.no/no/Marked/Leverandorinfo/Trafikkregler-for-Jernbaneverkets-nett/>

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Last update: **2017/03/21 08:35**