

1. General information

1.1 Introduction

Jernbaneverket (The Norwegian National Rail Administration) has produced and published this Network Statement 2017, the 14th 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 EU has adopted Directive 2012/34 / EU establishing a single European railway area that Norwegian government aims to implement in Norwegian law with effect from January 1st 2016. This will probably mean that as of January 1st 2016 will be changes in the underlying rules Network Statement is based on.

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

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 (Agreement on Track Access and Use of Services - ATS -), 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 Jernbaneverket. Some of these documents and legislation are only available in Norwegian.

1.4.2 Liability

Requests for publishing of Jernbaneverket'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 Jernbaneverket in the Network Statement is intended to be correct. Jernbaneverket 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 Jernbaneverket's website as described in Ch. 1.6.2.

Jernbaneverket'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 Jernbaneverket.

The Network Statement refers to some extent to descriptions provided in other documents issued by Jernbaneverket. If Jernbaneverket plans to make modifications in these documents that concern RUs' rights or obligations, Jernbaneverket 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.

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.

The appeal shall be decided under the rules of the Public Administration Act of 10 Feb 1967.

1.5 Structure of Network Statement

The International Association of railway infrastructure managers in Europe, RailNetEurope (RNE) has prepared a Common Structure for Network Statement's structure and content. Jernbaneverket follows this structure for Network Statement.

The latest version of Network Statement Common Structure is dated 10 March 2015 and can be found at www.rne.eu.

1.6 Validity and Updating Process

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

1.6.1 Validity Period

Network Statement 2017 applies to:

- Access to and use of infrastructure, restricted by the 2017 Timetable.
- The managing of capacity-intensive programs for the 2017 Timetable. This also applies if the managing occurs before the commencement of the 2017 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 2017 Timetable will commence Sunday 11 December 2016 and will end on Saturday 9 December 2017. These dates have been specified in accordance with EU Directive 2001/14/EC.

1.6.2 Updating Process

With the assistance of an addendum to Network 2017, Jernbaneverket 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.

1.7 Publishing

Network Statement 2017 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 document content is the same in both languages. By discrepancy between the two versions, the Norwegian version shall prevail.

The Network Statement is sent free-of-charge to companies that have entered into an ATS/access agreement with Jernbaneverket.

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 Jernbaneverket

When requested, Jernbaneverket can provide railway undertakings with more detailed information about topics mentioned in Network Statement 2017.

Please contact:

Jernbaneverket	
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 Jernbaneverket's One Stop Shop:

Jernbaneverket	
Mail address	P.O. Box 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	www.rne.eu/index.php/oss_network.html

1.9 Rail Freight Corridors

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 (Trans- European 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	10 November 2013
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)	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	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	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	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)	10 November 2013

9 Rail Freight Corridors	Member States	Principal routes (1)	Date established
7 Orient/East-Med	CZ, AT, SK, HU, RO, BG, EL, DE (3)	— Bucurest-Constant Bremerhaven (3)/Wilhelmshaven (3)/Rostock (3)/Hamburg (3)-Praha-Vienna/Bratislava-Budapest — Vidin-Sofia-Burgas (3)/Svilengrad (3) (Bulgarian-Turkish border)/Promachonas-Thessaloniki- Athina-Patras (3)	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)	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-Braşov/Craiova-Bucureşti-Constanţa Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha-München/Nürnberg	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) (°) Frem til realiseringen av en Rail Baltic linje i en 435 mm nominell sporvidde, skal det som særpreger ulike sporvidde systemer tas i betraktning ved etablering og drift av denne korridoren.

(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. was created in January 2004 on the initiative of a number of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs) who wished to establish a common, Europe-wide organisation to facilitate their international business.

Aims RNE is committed to facilitating international traffic on the European rail infrastructure. It provides support to Railway Undertakings (RUs) in their international activities (both for freight and passengers) and strives to increase the efficiency of the IMs'/ABs' processes. As a trans-European

association, RNE plays a pivotal role in encouraging the industry to follow harmonised, transparent and non-discriminatory rules in the international railway business. Together, the Members of RailNetEurope are making international rail transport conditions more uniform and introducing a corporate approach to promote the European railway business for the benefit of the entire rail industry across Europe.

A coordination platform for the Rail Freight Corridors (RFCs) In November 2013 the first six Rail Freight Corridors (RFCs) became operational and a network of Corridor One-Stop Shops (C-OSSs) was established. In November 2015 three additional RFCs were officially launched. RNE has provided support to the IMs concerned from the beginning and is now the coordination platform of the RFCs as regards operational business. RNE's tasks include ensuring that harmonised processes and tools are applied on various corridors to the benefit of Applicants, and of IMs and ABs that are part of several RFCs. As a consequence the RFCs have become Associate Members of RNE.

An umbrella organisation In its day-to-day work, RNE's task is to simplify, harmonise and optimise international rail processes such as Europe-wide timetabling, sales (including Network Statements), traffic management and after-sales services (e.g. reporting). These tasks are carried out by four standing working groups and by ad-hoc project groups co-ordinated by the RNE Joint Office, which is based in Vienna, Austria. RNE international working groups and boards are striving to make seamless cross-border rail services across Europe a reality - whether this is by creating common standards for data exchange, easing inter-personal communication between traffic control centres or agreeing timetabling procedures for new train path products. RNE also provides support to its Members as regards compliance with the European legal framework. Last, but not least, dedicated IT tools are also being streamlined and harmonised wherever necessary, and RNE's own IT systems are gradually being rolled out across Europe.

RNE network Currently, RailNetEurope is a partnership of 35 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.

1.10.1 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 standardised 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 Path Coordination System (PCS)

PCS is a web application provided by RNE to Infrastructure Managers (IMs), Allocation Bodies (ABs), Rail Freight Corridors (RFCs), Railway Undertakings (RUs) and non-RU Applicants, which handles the communication and co-ordination processes for international path requests and path offers. PCS also assists RUs and non-RU Applicants in their pre-co-ordination tasks related to train path studies and international train path requests. RNE provides a PCS Integration Platform (PCS IP), a direct communication channel between PCS and the domestic systems of RUs and IMs/ABs allowing two-way data interchange. With this module, one of the major obstacles to the use of PCS in the freight business has been eliminated: RUs and IMs/ABs no longer have to provide the same information about an international train path request twice (once in the national system and once in PCS) - it is now possible to automatically synchronize the international train path request data between national systems and PCS.

In November 2013 PCS was ready to be the tool for handling (publish, request, allocate) Pre-arranged Paths (PaPs) according to the RFC Regulation 913/2010. In the meantime, the system is continuously being improved based on the experiences of RUs, IMs and RFCs, in order to make PaP process for freight trains faster and more flexible.

For more information, please visit the website <http://pcs.rne.eu/> or write to the helpdesk: support.pcs@rne.eu

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

	RNE	RailNetEurope http://www.rne.eu/
	Path Coordination System (PCS)	PCS (formerly Pathfinder) is a system for the application for and coordination of international timetables http://pcs.rne.eu/
	Charging Information System (CIS)	CIS (formerly EICIS) is a system for the provision of price information on user charges http://cis.rne.eu/
	Train Information System (TIS)	TIS (formerly Europtirails) is a system that provides real-time information on international trains http://tis.rne.eu/

Charging Information Systems (CIS)

CIS is an infrastructure charging information system for Applicants provided by Infrastructure Managers (IMs) and Allocation Bodies (ABs). The web-based application provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths within minutes. It is an umbrella application for the various national rail infrastructure charging systems. Future developments of the CIS aim to implement a RFC route-based estimate of infrastructure charges according to the RFCs' requirements.

For more information, please visit the website <http://cis.rne.eu/> or write to the helpdesk: support.cis@rne.eu

Train Information System (TIS)

1. TIS (Train Information System) is an easy-to-use, web-based application, which visualizes international trains from origin to destination. It supports international train management by delivering data concerning international passenger and freight trains along RNE Corridors and Rail Freight Corridors. Following the request of some internationally active Railway Undertakings TIS is now processing a defined amount of national trains as well in order to simplify data exchange and optimise the information process. Additionally, a specific function has been developed for Terminals along the corridors so that they can take advantage of the TIS information exchange as well. TIS delivers real-time train data directly to the users via internet and generates reports based on historical data. The two TIS products are based on the same raw data. The real-time train information overview gathers, centralizes and publishes information on train running on most of the Rail Freight Corridors.

Current participants: ÖBB (Austria), Infrabel (Belgium), NRIC (Bulgaria), HŽ (Croatia), SŽDC (Czech Republic), Banedanmark (Denmark), SNCF Réseau (France), DB Netz (Germany), GYSEV, MÁV (Hungary), RFI (Italy), CFL (Luxembourg), Jernbaneverket (Norway)*, PKP PLK (Poland), IP (Portugal), CFR (Romania)*, ŽSR (Slovakia), SŽ (Slovenia), ADIF (Spain), Trafikverket (Sweden), Switzerland, Prorail (The Netherlands), HS1* (Great Britain). (*Contract signed, implementation in progress.)

Data portfolio:

- current and past train location (train running information message)
- agreed daily timetable information (contracted timetable message)
- delay information and reasons for delay (delay reason message)

2. The reporting function enables the monitoring and analysis of train and delay information Data portfolio:

- punctuality and delay analysis
- data quality analysis
- system performance analysis

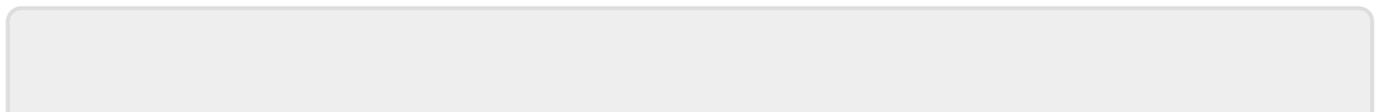
In the meantime, TIS has been optimised and is now able to process both in-bound and outbound TAF TSI messages from/to the IMs, and outbound TAF TSI messages to the RUs directly. Data Interfaces:

- Raw data exchange to RU and IM based on TAF/TAP TSI messages

Currently, TIS applicants are IMs, RUs and Terminal Operators.

TIS may be accessed via: <http://tis.rne.eu/>

The helpdesk may be contacted by email: support.tis@rne.eu



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