

# 5. Services

## 5.1 Introduction

Cf. the Railway Regulations, Ch. 4.

This chapter describes the services which Bane NOR offers its customers. The chapter is structured in the same manner as the overview of services in the Railway Regulations, Ch. 4. These services are divided into the following categories:

- Minimum access package
- Access to additional technical areas and services at these
- Additional services
- Ancillary services

RUs' use of the services is regulated by Bane NOR's standard terms and conditions applicable at all times. These standard terms and conditions are specified in the ATS, Annex 1. See Annex 2.3.1 of the ATT, Annex 1 [Standard terms and conditions](#).

Bane NOR supplies a range of other services to RUs in addition to these services. Section 5.6 provides information on which other services Bane NOR makes available to RUs at any time. This information does not constitute a legally binding obligation for Bane NOR. The fact that a service is referred to in section 5.6 does not mean that RUs are entitled to demand that Bane NOR should make this service available to RUs. Bane NOR makes decisions on which other services are to be offered to RUs at any time. There must be a special agreement between Bane NOR and RUs for RUs to be entitled to use such other services.

## 5.2 Minimum access package

Cf. the Railway Regulations, § 4-1.

RUs are given access to the basic service package by concluding an ATS with Bane NOR.

The basic service package includes the following:

- a) processing infrastructure capacity applications
- b) the right to use allocated capacity
- c) use of rail infrastructure, including points and crossings
- d) traffic control, including signalling, regulation, processing and communication and gathering of information about rail services
- e) use of power supply equipment for traction current, where available
- f) all other information that is necessary to implement or operate the service for which capacity is allocated – this includes electronic announcements, route diagrams and traffic rules issued by Bane

NOR, but limited to the sections on which the RU in question is permitted to operate.

Traffic control as referred to in letter d) also includes communication between the train (driver) and the traffic control centre/traffic controller at stations on sections without centralised control by means of GSM-R telephones. Other use of GSM-R telephones comes under ancillary services. Any costs associated with traffic management or staffing at stations on sections without line block systems (sections without centralised control, cf. Network Statement, Ch. 3.2.3) in connection with the operation of both regular trains and extra trains are covered by the basic service package.

As regards the use of power supply equipment as specified in letter e), RUs are given the right to use this, where available, by concluding ATs with Bane NOR. See Ch. 3.3.2.6 for information on which parts of the rail network have contact lines.

### **5.2.1 GSM-R equipment for vehicles**

RUs are responsible for acquiring GSM-R equipment and ensuring that it is installed properly on board their vehicles. The GSM-R equipment must be compliant with the guidelines specified in Annex 3.3.3.3. The train driver's terminal must be an 8W cab radio with an external aerial and external power supply as required by UIC EIRENE.

Contact: [oss@banenor.no](mailto:oss@banenor.no)

### **5.2.2 Bane NOR's electronic distribution system**

RUs themselves are responsible for linking to Bane NOR's distribution system for announcements (FIDO) and acquiring equipment designed to receive announcements from Bane NOR (PC or tablet). The link must be able to receive announcements prior to departure from the rail-head station and en route at points where it is possible to receive signals from the Internet or a mobile network.

See [Traffic rules for the rail network \(TJN\)](#), Chs. 1 and 2

Contact: [fido@banenor.no](mailto:fido@banenor.no)

### **5.2.3 Route diagrams**

Route diagrams for the current timetable period can be downloaded free of charge from the customer portal on the Bane NOR website:

<http://www.banenor.no/kundeportal/ruter-og-sportilgang/>

Contact: [oss@banenor.no](mailto:oss@banenor.no)

## **5.3 Access to service facilities and supply of services**

Upon application, RUs have the right to use additional technical areas run by Bane NOR and the services provided at these, as described in the Railway Regulations, § 4-2.

RUs must consult the proprietor of the additional technical area for access to and services at additional technical areas not operated by Bane NOR. Access to tracks administered by Bane NOR up to other parties' additional technical areas forms part of the basic service package, cf. Ch. 5.2.

The Network Statement includes information on Bane NOR's additional technical areas and additional technical areas belonging to others.

**Services as described in the Railway Regulations, § 4-2 include the following:**

### **5.3.1 Access to service facilities**

Cf. the Railway Regulations, § 4-2, anyone operating additional technical areas must provide access – including track access – to all RUs on non-discriminatory terms to the following facilities and services provided at these:

#### **5.3.1.1 Passenger stations**

This service provides the RU's passengers with access to public spaces in station buildings and other facilities. These public spaces include platform roofs and shelters for general use for passengers, lounges, reception halls, waiting rooms and toilets, as well as access to service buildings, platforms and car parks. Passenger platforms for boarding and leaving trains form part of the railway infrastructure pursuant to the Railway Regulations, § 4-1 letter c) and are covered by the basic service package even when passenger platforms are next to or adjacent to a station with passengers. The same is applicable to access points for passengers, including access for passengers on foot on arrival and departure, as well as safety and technical equipment at stations which is used for the operation of the rail infrastructure.

Station services include all services/elements linked with/attribution to the operation and maintenance of the station, such as external and internal cleaning, corrective and preventive external and internal maintenance, external and internal lighting, other electrical services (including platform heating), operation and maintenance of technical facilities (e.g. lifts, ventilation systems, heating, alarm systems), caretaker services, own and hired security services, clearing and gritting platforms and access areas, maintenance of green areas and car parks, etc.

Station services also include communicating travel information and appropriate areas for ticket sales. The list is not exhaustive. The content of station services will vary from station to station depending on the standard, size, etc. Facilities at each individual station are described in Annex 3.6.1.2 Stations.

Bane NOR defines standards, etc. at stations in accordance with the regulations in the ATS, section 9.1.5. The train companies are unable to opt out of some of the service elements/some of the facilities offered/supplied at individual stations.

#### **5.3.1.2 Freight terminals**

The service comprises traffic management (management of train/locomotive/wagon movements, plus trucks at the terminal); issuing of licences to operators for provision of services at the terminal; ICT solutions (including TOS); sweeping and cleaning and other cleaning of the terminal area; maintenance of tracks, catenaries, signalling systems and other technical equipment; access/gate

control and other security; external lighting and other electrical systems (including points heating); snow clearing/gritting (clearing of tracks, clearing and gritting of loading lanes and area for storage of load carriers).

The list is not exhaustive. The content of terminal services will vary from terminal to terminal depending on the standard, size, etc. There is further differentiation between two categories of freight terminals; on the one hand combination/wagon loading terminals, and timber terminals on the other.

Freight ramps for loading and unloading of freight form part of the railway infrastructure pursuant to the Railway Regulations, § 4-1 c) and are covered by the basic service package, even when freight ramps are next to or adjacent to a freight terminal. The same is true of access routes for freight, including access by road.

If terminal tracks are owned by Bane NOR, the access service is also applicable to the use of the terminal tracks.

Bane NOR does not itself provide services for shunting at the terminal and/or for loading and unloading of freight trains. However, Bane NOR has preapproved terminal operators who can supply shunting, loading and unloading services. RUs themselves must enter into contracts with one of the prequalified operators/suppliers of terminal services. The scope and content of the services offered varies from one terminal to another.

Information on which suppliers are present at the terminals is provided at [www.godsterminaler.no](http://www.godsterminaler.no)

Access tracks to the freight terminals are open to trains 24 hours a day, 365 days a year. Terminal opening hours for receipt and dispatch freight, including arrival and departure of lorries, may vary.

Information is provided for each individual thought concerning the ownership of port terminals with rail links.

For further information on freight terminals and the services offered by these, see Ch. 3.6.2 and Annex 3.6.2.1.

### **5.3.1.3 Marshalling yards and train formation facilities, including shunting facilities**

RUs are entitled to use Bane NOR's shunting areas by concluding an ATS with Bane NOR. This also includes access to the shunting area.

Safety and technical equipment at sorting sidings and marshalling yards are part of the railway infrastructure pursuant to Ch. 5.2 and are covered by the basic service package.

For further information about shunting areas, see Annex 3.6.3.2.

### **5.3.1.4 Storage sidings**

RUs may access tracks up to holding sidings and storage areas by concluding an ATS with Bane NOR. The need for stabling is established via the annual capacity allocation process.

This service includes «parking» of both passenger trains and freight trains. Stabling of rolling stock for freight is not priced at the moment. Bane NOR will devise practical solutions in consultation with the

railway undertakings. Stabling (i.e. parking) of passenger trains will be priced at full cost including a reasonable profit.

Traction current must not be used when stabling, unless the stabling area has preheating facilities suitable for the rolling stock.

For further information on the location and ownership of holding sidings, contact [oss@banenor.no](mailto:oss@banenor.no)  
Information on holding sidings – see Annex 3.6.3.2.

#### **5.3.1.4.1 Use of sidings for vehicle storage**

##### **5.3.1.4.1.1 Short-term storage**

Any RU needing a track for storage of vehicles used in the RC's daily and regular operations must report this need during the capacity allocation process, cf. Ch. 4.

##### **5.3.1.4.1.2 Long-term storage**

RUs that need track space for long-term storage of vehicles must discuss this requirement with the OSS, [oss@banenor.no](mailto:oss@banenor.no)

Requests should be accompanied by the following information:

- need for track space, in metres
- any need for additional services (e.g. electricity for heating trains)
- preferred storage location
- axle load

#### **5.3.1.5 Maintenance facilities**

##### **5.3.1.5.1 Marshalling yards**

A marshalling yard is the track area which constitutes a maintenance facility, as well as installations, facilities, functions and services, including ramps and platforms, which are to be regarded as part of the maintenance facility and are directly linked with the operation of the facility.

RUs are given the right to use tracks up to marshalling yards by concluding an ATS with Bane NOR. Upon application to Bane NOR, RUs are entitled to use Bane NOR's marshalling yards, along with any services provided there by Bane NOR.

For further information about marshalling yards, see Annex 3.6.3.2.

##### **5.3.1.5.2 Workshops**

The workshops in Norway that repair vehicles are owned by Bane NOR. A list of all workshops can be found in Annex 5.3.1.5.2.

[Mantena](#) is responsible for operational planning and production at the workshops listed below. For

information on the workshops, production equipment, services and contact information, see [Annex 5.3.1.5.2](#)

### **The seven biggest workshops/buildings administered by Bane NOR Property are:**

#### **5.3.1.5.2.1 Bergen**

The workshop in [Bergen](#) is located in the station area and carries out maintenance, repairs and modifications to Type 69 power cars and preparation, straightforward maintenance and inspections of long-distance trains. Planned maintenance of stock operating on the Flåm Line is carried out during the summer season. More information on the workshop in Bergen can be found in Annex 3.6.3.2.

#### **5.3.1.5.2.2 Grorud**

The workshop in [Grorud](#), Oslo maintains and repairs electric locomotives, diesel locomotives/shunting locomotives. More information on the workshop in Grorud can be found in Annex 3.6.3.2.

#### **5.3.1.5.2.3 Kvaleberg**

The workshop in [Kvaleberg](#), in Stavanger performs all planned and corrective maintenance on Type 72s. This includes bogie replacement, wheel replacement and other heavy maintenance. Straightforward service maintenance is also carried out on Type 7 wagons, sleeping cars if necessary. More information on the workshop in Kvalaberg can be found in Annex 3.6.3.2.

#### **5.3.1.5.2.4 Lodalen**

The workshop in [Lodalen](#), Oslo carries out stoppage-based maintenance, repairs of el-18 locomotives, Type 73/73B power cars, Type 69G and 71 airport trains and passenger coaches. The workshop is also able to wash, thaw, rotate and lift individual wagons, locomotives and 71/73. More information on the workshop in Lodalen can be found in Annex 3.6.3.2.

#### **5.3.1.5.2.5 Marienborg**

The workshop in [Marienborg](#) is located approx. 2 km south of Trondheim Central Station. The marshalling yard is located next to the station. Stoppage-based maintenance and repairs are carried out for Type 92 and Type 93 diesel power cars, Di 4 diesel locomotives, passenger coaches belonging to the Nordland Line and component production. More information on the workshop in Marienborg can be found in Annex 3.6.3.2.

#### **5.3.1.5.2.6 Skien**

The workshop in [Skien](#) is located next to the railway station. The maintenance hall and marshalling yard have a train wash, car lifts, overhead crane, toilet emptying facilities and thawing and flushing options. More information on the workshop in Skien can be found in Annex 3.6.3.2.

#### **5.3.1.5.2.7 Sundland**

The workshop in [Sundland](#) in Drammen has maintenance halls with car lifts, overhead cranes, a wagon wash and toilet emptying facilities, and it carries out wheel turning, sawing, external washing and weighing of stock. More information on the workshop in Sundland can be found in Annex 3.6.3.2.

### **5.3.1.6 Other technical facilities, including cleaning and washing facilities**

Annex containing a list of services at other technical facilities, including cleaning and washing facilities – see Annex 3.6.5.

### **5.3.1.7 Maritime and inland port facilities**

Bane NOR does not offer port services.

### **5.3.1.8 Relief services**

Bane NOR does not offer relief services.

### **5.3.1.9 Refuelling facilities**

RUs are entitled to use railway infrastructure up to fuelling facilities, where available, by concluding an ATS with Bane NOR. After applying, RUs are entitled to a fuel supply from such facilities as are managed by Bane NOR and are operational.

A list of refuelling facilities is provided in Annex 3.6.5.

For use of facilities owned by Bane NOR, contact the OSS, [oss@banenor.no](mailto:oss@banenor.no)

## **5.3.2 Supply of services in service facilities**

### **5.3.2.1 Shunting**

Bane NOR does not offer shunting at present. If necessary, Bane NOR can arrange contact with a company that may be able to undertake shunting. Contact: [oss@banenor.no](mailto:oss@banenor.no)

### **5.3.2.2 Other services**

Bane NOR offers no other services at additional technical areas.

## **5.4 Additional services**

If Bane NOR provides any of the additional services described in the Railway Regulations, § 4-4, Bane NOR must provide these to RUs if RUs apply for them.

RUs must consult the party providing the service in order to obtain additional services provided by any party other than Bane NOR.

**Additional services offered by Bane NOR include the following:**

### **5.4.1 Traction current**

Cf. the Railway Regulations, § 4-4 (1), letter a).

Bane NOR will provide a power supply for train operation, including the purchase of energy for train operation and the sale of this energy on to RUs. Energy is provided to all RUs who request it. Bane NOR supplies converted electricity for train operation via its Energi unit.

The Norwegian Water Resources and Energy Directorate (NVE) has granted Bane NOR a licence for the sale of electricity to the national Norwegian rail network.

Calculation of electricity consumption for train operation can be carried out either using energy meters in the traction units, or by using reported gross kilometre tonnages and key indicators for conversion from gross kilometre tonnage to energy consumption. The key indicators vary according to several factors, such as type of traction unit, line section and service pattern.

The principles and requirements linked with settlement and calculation of prices for electricity for train operation are specified in «Bane NOR's standard terms and conditions for settlement of 16 2/3 Hz energy». These provide a complete overview of how energy supplied is to be billed and how the energy costs are to be distributed. The document also specifies requirements for the reporting of consumption data and invoicing terms.

The valid version of «Bane NOR's standard terms and conditions for settlement of 16 2/3 Hz energy» can be accessed via the Bane NOR customer portal:

<http://www.banenor.no/kundeportal/jernbanen-i-norge/tjenester-og-priser/tilleggstjenester/strom-til-to-gframforing/> or directly at <http://trv.jbv.no/energiavregning/Hovedside>.

## **5.4.2 Services for trains**

### **5.4.2.1 Preheating of passenger trains**

Cf. the Railway Regulations, § 4-4 (1), letter b).

Bane NOR offers RUs access to preheating facilities for preheating trains. Information on train preheating facilities and train heating systems will be provided in separate tables for each station, cf. Annex 3.6.1.2.

The following connection types are used:

- For 1000 V systems: Connection type in accordance with UIC 552.
- For 400 V systems: Connection in accordance with UIC 554-1 plate IV, connection type 463-6 with pilot contact.

The need for preheating facilities is reported in advance in connection with the capacity allocation process, see Ch. 4.2.1.1.2. Contact the OSS if there is a need to establish new preheating facilities.

Contact: [oss@banenor.no](mailto:oss@banenor.no)

### **5.4.2.2 Filling trains with water**

#### **5.4.2.2.1 Filling trains with water (drinking and washing water for passengers)**

For a list of stations and marshalling yards with facilities for filling up water, cf. Annex 3.6.5.

The need for access to water pumps is reported in connection with the capacity allocation process, see Ch. 4.2.1.1.2.

#### **5.4.2.2 Filling trains with water (large volumes in a short time)**

For a list of stations with facilities for rapid filling of large volumes of water, cf. Annexes 3.6.5 and 3.6.1.2.

The need for access to water cranes during train operation is reported in connection with the capacity allocation process, see Ch. 4.2.1.1.2.

#### **5.4.2.3 Disposal of waste from toilets**

For further information about disposing of waste from toilets, see Annex 3.6.5.

### **5.4.3 Services for exceptional transports and dangerous goods**

Cf. the Railway Regulations, § 4-4 (1), letter c).

#### **5.4.3.1 Services relating to specialised transport arrangements**

To verify whether a specialised transport arrangement is feasible, Bane NOR offers the RU the opportunity to simulate the transport in a computer program.

Contact: Bane NOR's specialised transport function, [spesialtransporter@banenor.no](mailto:spesialtransporter@banenor.no)

#### **5.4.3.2 Services relating to the transportation of dangerous goods**

Bane NOR does not offer any particular services related to the transportation of dangerous goods.

The ADR/RID regulations provide further guidelines for the transportation of dangerous goods and can be viewed at: <https://www.dsb.no/lover/farlige-stoffer/>

For more information about RID, see OTIF: [www.otif.org](http://www.otif.org)

## **5.5 Ancillary services**

If Bane NOR provides any of the ancillary services described in the Railway Regulations, § 4-5, Bane NOR must provide these to RUs if RUs apply for them.

RUs must consult the party providing the service in order to obtain ancillary services provided by any

party other than Bane NOR.

**Ancillary services as described in the Railway Regulations, § 4-5 include the following:**

### **5.5.1 Access to telecommunications networks**

Cf. the Railway Regulations, § 4-5 (1), letter a).

Bane NOR does not provide access to telecommunications networks other than those required in connection with train operation, cf. section 5.2.

### **5.5.2 Provision of supplementary information**

Cf. the Railway Regulations, § 4-5 (1), letter b).

RUs requiring information in addition to that provided in the Network Statement and other available sources should contact the OSS: [oss@banenor.no](mailto:oss@banenor.no)

### **5.5.3 Technical inspection of rolling stock**

Cf. the Railway Regulations, § 4-5 (1), letter c).

Bane NOR does not normally offer technical inspection of rolling stock, but it may do so in exceptional cases, e.g. when starting traffic after an incident or similar when restoring traffic. If necessary, contact [oss@banenor.no](mailto:oss@banenor.no)

### **5.5.4 Ticketing services in passenger stations**

Cf. the Railway Regulations, § 4-5 (1), letter d).

Bane NOR does not offer ticket sales to passengers at stations, but it offers the option of hiring space for ticket sales and/or ticket machines.

### **5.5.5 Specialised heavy maintenance services**

Cf. the Railway Regulations, § 4-5 (1), letter e).

Bane NOR does not offer specialised heavy maintenance services supplied at maintenance facilities designed for high-speed trains or other types of rolling stock requiring special facilities.

## **5.6 Other ancillary services**

This chapter provides a summary of the other services which Bane NOR provides to RUs which are not

covered by the Railway Regulations, Ch. 4. There must be a special agreement between Bane NOR and RUs for RUs to be entitled to use such other services.

### 5.6.1 Rescue trains

A train set is stationed at Lodalen (close to Oslo S) for the transportation of rescue teams to accident sites and evacuation of injured and uninjured passengers to an assembly point as a consequence of fire, train wreck, etc. This train will serve the central Eastern Norway region.

Emergency response on the mountain section of the Bergen Line consists of rescue trains – NSB Berging og beredskap jernbane AS has three passenger carriages based in Ål.

Contracts:

- An agreement has been concluded with Geilo Red Cross for equipment, crews and GPS trails in winter.
- Finse 1222 – Agreement on accommodation and catering in a crisis and emergency response situation.
- Vatnahalsen Hotell – Agreement on accommodation and catering in a crisis and emergency response situation.
- Agreement with the local fire service along the track on training and equipment for earthing the catenary system.

An emergency response wagon is also stationed in Mo i Rana. This belongs to Recovery and Emergency Response but is operated by Bane NOR personnel in Mo i Rana.

Deployment of the rescue train is decided upon by the rescue department in cooperation with the traffic controller and executed by Bane NOR's operations control.

### 5.6.2 Recovery of wrecked rolling stock

Bane NOR has established a recovery service on sections managed by Bane NOR which is to be used in the event of breakdowns/rolling stock accidents resulting in blockage of the train path.

Bane NOR has an agreement with a qualified recovery company and bears the cost of standby. The traffic controller is authorised to summon the recovery company. In the event of recovery jobs, the party causing the damage or triggering the assignment will be billed in the form of a claim of recourse from Bane NOR in each individual case.

RUs are requested to ensure that technical information necessary for recovery of rolling stock (e.g. descriptions of lifting points, braking systems, electrical systems, etc.) is communicated to the company that has a contract with the RC regarding recovery services.

For further information on recovery services, contact Bane NOR: [oss@banenor.no](mailto:oss@banenor.no)

### 5.6.3 Firefighting trains

Bane NOR can undertake to run firefighting trains behind trains that have a greater than normal risk

of combustion. A request for a firefighting train is made at the same time as the infrastructure capacity application and should be sent to the same address, cf. Ch. 4, section 4.2.1.1.2.

Flatbed wagons for transporting rescue vehicles on the railway line are based in Bergen and Voss.

### **5.6.4 Tank wagons containing water for extinguishing fires along the railway line**

Bane NOR can choose to park water wagons at stations near line sections where it is known from experience that there is a greater than normal risk of combustion and access to water may be difficult.

Water wagons/containers are located in Alnabru, Hønefoss, Ål, Myrdal, Voss, Hamar, Dombås and Støren. Water wagons have been ordered and are being constructed for emergency response in Dunderland.

### **5.6.5 Snow clearance locomotive**

In winter, Bane NOR stations a diesel locomotive at Myrdal Station on the Bergen Line, primarily for the purposes of snow clearance. A snow coordinator is stationed in Finse during the winter season.

No snow clearance locomotive is stationed on the Nordland Line. This can be ordered from Hamar at short notice. There is a Beilhack snowblower at Dunderland.

### **5.6.6 Assistance locomotives**

NSB has stationed Di8 diesel locomotives at Ål Station and in Bergen on the Bergen Line in order to provide assistance in the event of mechanical breakdown, traction current failure, etc.

### **5.6.7 Training services**

The Norwegian Railway Directorate (JDIR) is responsible for training services throughout the entire rail sector via the Norwegian Railway Academy.

Contact: Norwegian Railway Academy <https://jernbaneskolen.no/>

Otherwise, the railway undertakings are responsible for implementing the training required in laws and regulations.

### **5.6.8 Transportation of freight to locations with no roads**

In accordance with established practice, Bane NOR is able to carry out sporadic freight transports to locations with no roads along the Bergen Line and the Flåm Line, provided that there are no railway companies wishing to carry out these transports on a commercial basis.

For more information about these transport arrangements, contact [oss@banenor.no](mailto:oss@banenor.no)

### **5.6.9 Rental of premises, buildings and areas**

Bane NOR owns a large number of buildings that are not used for or linked with railway purposes, e.g. service buildings, service kiosks, storage buildings, office buildings, commercial buildings, holiday homes/decommissioned stations, side areas. A list of buildings and areas can be obtained by contacting Bane NOR.

The buildings and areas can be rented out if Bane NOR is not using them itself.

Contact: [eiendom@banenor.no](mailto:eiendom@banenor.no)

### **5.6.10 Baggage trolleys at stations**

On sections where RUs pay a special price for priority station services, the cost of purchasing and operating baggage trolleys is included in this. At other stations, RUs requiring baggage trolleys have to pay for the purchase and operation of these themselves.

### **5.6.11 Library services**

Bane NOR has its own specialist library of railway-related literature. RUs can access relevant services via agreements. It is possible to visit the library (Viten) in Oslo during normal office hours.

Visiting address: Bane NOR, Stortorvet 7, Oslo.

Contact: Email: [viten@banenor.no](mailto:viten@banenor.no)

### **5.6.12 Feasibility studies of rolling stock and cargo, including gauge simulations**

Bane NOR offers to carry out feasibility studies for applicants requiring information on expected running time for specific types of trains or expected running time between specific connections, technical compatibility between rolling stock and railway infrastructure, etc.

For Bane NOR to be able to carry out a feasibility study, the person ordering the study must provide the necessary information. See Chs. 4.2.1.1.2 and 5.5.6.13.

In general, it is emphasised that the more information that can be given, the higher the quality of the feasibility study.

The applicant's request for a feasibility study is not considered to be a route request. Communicated results of the feasibility study are not binding for Bane NOR during the capacity allocation process. Routes based on the results of the feasibility study must be applied for in the usual way; see Ch. 4.

To verify whether a new vehicle can be operated on the rail network, Bane NOR offers the applicant the opportunity to simulate operation of the vehicle in a computer program.

Contact: [oss@banenor.no](mailto:oss@banenor.no)

### 5.6.13 Estimation of basic running time for (new) vehicle types

If requested, Bane NOR can estimate the basic running times of various new types of rolling stock. Bane NOR has the relevant information about the route to be serviced. Whoever requests these services must make information pertaining to specific rolling stock available, including:

Traction properties for towing unit(s) Mass distribution on towing/non-towing axles

- Length of rolling stock
- Deceleration characteristics
- Speed limits for the rolling stock

Contact: [oss@banenor.no](mailto:oss@banenor.no)

### 5.6.14 Rental of vehicles

Bane NOR possesses a number of vehicles, including light rail motor tractors and locomotives. If it has spare capacity, Bane NOR can rent out these units for long or short periods.

Contact: [oss@banenor.no](mailto:oss@banenor.no)

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