

4. Capacity allocation

4.1 Introduction

Cf. the Railway Regulations, Chs. 8 and 9.

Bane NOR allocates infrastructure capacity to applicants. This chapter describes how applicants should proceed when applying for infrastructure capacity, and how Bane NOR allocates infrastructure capacity.

Customers and Services, Timetable is the owner and specialist in charge of the capacity allocation process.

Bane NOR's decisions on allocation of infrastructure capacity are single decisions, cf. the Railway Regulations, § 1-2 (10). This is applicable when distributing infrastructure capacity to RUs and to applicants other than RUs.

4.1.1 Stakeholders involved in the capacity allocation process

RailNetEurope (RNE) – establishes dates for the timetable period. This is normally applicable to one year. See www.rne.eu

Bane NOR – in its capacity as capacity allocation authority and IM respectively. See Ch. 1.8.2.

OSS – that can assist RUs with all queries linked with applying for infrastructure capacity.

RUs and other applicants – an RU or an international Federation of RUs or physical or legal entities, such as competent authorities in accordance with Regulation (EC) no. 1370/2007 on public passenger transport services by rail and by road, which have a non-profit or business interest in being allocated infrastructure capacity, cf. the Railway Regulations, § 1-3, letter j).

NRA – the appeal authority for Bane NOR's capacity allocation process.

4.2 Description of the process

Tactical capacity allocation prepares the annual timetable.

Operational capacity allocation is related to the valley timetable at any given time. Ad hoc applications are dealt with during this phase, cf. Ch. 4.3.2.



Tactical and operational capacity allocation are described above.

4.2.1 Tactical capacity allocation

Capacity allocation is carried out in accordance with guidelines specified in laws and regulations, in addition to internal guidelines relating to the capacity allocation process.

The capacity allocation process describes in logical sequence the subprocesses, or phases, which are involved from the start of the process up to the implementation of timetable changes (route changes).

The capacity allocation process is divided into four phases:

- Update planning criteria
- Apply for infrastructure capacity
- Allocate infrastructure capacity
- Implement timetable

A detailed description of the process with milestones (dates and deadlines) will be presented to RUs and IMs at the start of the planning process.

Tactical capacity allocation stakeholders are:

- Bane NOR, Timetable: Allocates infrastructure capacity
- RU: Applies for infrastructure capacity
- Bane NOR, railway manager: Reports the need for infrastructure capacity to workers on the track for Timetable by means of technical planning requirements for track

Activities for planning requirement updating

No.	Activity - Reference
1	The period for the timetable is decided by RNE (RailNetEurope)
2	Bane NOR (Customers and Services, Timetable) prepares a letter and memo that are sent to the RU and IM. This gives notice of the start of the process and includes a detailed description of the process with milestones (dates and deadlines).
3	Bane NOR implements and/or takes into account amendments to laws and regulations of significance to capacity allocation - railway legislation
4	Bane NOR checks the content of framework agreements - - The Railway Regulations, Ch 7
5	Bane NOR updates the Network Statement with the amendments of significance to the planning process. These include changes to infrastructure services of a permanent or temporary nature in accordance with a separate description, plus any modifications that of service level (diesel refuelling, facilities for pre-heating trains, etc.)
6	Bane NOR considers new route models. The basic route model is used as a starting point for this procedure. The basic route model is amended as required, e.g. in the event of major changes to the infrastructure.
7	Bane NOR, railway manager prepares technical planning requirements for track and sends the applications to Bane NOR, Timetable. - 4.2.1.1.1
8	Customers and Services, Timetable processes the applications for technical planning requirements for track and submits these to the RU
9	Customers and Services, Timetable prepares any preplanned train paths and reports the results to the RU
10	RC's internal application process: The RU assesses the need for infrastructure capacity. - 4.2.1.1.2

No.	Activity - Reference
11	Start-up meeting with the RU and Bane NOR, railway manager. Review of technical planning requirements for track and any other relevant issues.
12	The RU sends an infrastructure capacity application to Customers and Services, Timetable - See the Railway Regulations, Ch. 8 and the Network Statement, Ch. 4.2.1.1.2
13	Customers and Services, Timetable compiles the technical planning requirements for track and infrastructure capacity applications from the RU

4.2.1.1 Requirements for the capacity requests during the application phase

4.2.1.1.1 Technical planning requirements for track

All changes to infrastructure services must be reported in accordance with the deadlines specified in the capacity allocation process. Any needs for modifications arising after the timetable has been established or implemented must be reported and the RU notified according to Ch. 1.6.2.

Reporting of technical planning requirements for track must include:

- capacity modification measures that will be in effect before the timetable is implemented
- capacity modification activities that will occur while the timetable is in force

Measures/activities that may have a permanent or temporary impact on capacity may include:

- Double tracks - new tracks or restrictions on the use of existing tracks
- Passing loops/running tracks/secondary tracks - new tracks, removal or length modifications
- Traffic control systems/safety facilities - new systems or modifications to their mode of operation
- Speed profile - modifications to the standard gauge («± gauge» or «k-gauge»)
- Track access - need for «white periods» (for maintenance, inspection and/or infrastructure works), etc.
- Platforms - length and height changes
- Restrictions to the chances of utilising the infrastructure as a consequence of amendments to the legislation and factors linked with any exemptions from this

4.2.1.1.2 Requirements for infrastructure capacity applications - procedure

Infrastructure capacity applications must be submitted in compliance with deadlines specified in the capacity allocation process. Any needs for modifications arising after the timetable has been established or implemented must be reported according to Ch. 4.3.2.

Infrastructure capacity applications must be submitted via the Bane NOR webportal BEST-L

For international coordination of infrastructure capacity applications, see Ch. 1.8.2.

Contents of infrastructure capacity applications:

RUs' applications must take the form of a complete route proposal.

If Bane NOR is to be able to verify or design the route, the application must contain the minimum information required for the design work.

This minimum information includes:

- **Train type**
Passenger train, freight train, empty train, light engine, service train, etc.
- **Route and running days**
The preferred departure time from the train's railhead station, and where applicable the preferred arrival time at the train's terminal station if this is given priority
- **Stopping pattern and stopping activities**
With the minimum preferred stopping time
- **Preferred location for replacement of personnel**
Applies to all categories of train personnel; drivers, train attendants, assistant guards, kiosk personnel, and the required layover for this purpose
- **Vehicle**
- **Any assisting locomotive required, and over which route**
- **Determinative running speed**
- **Train size**
For freight trains, the preferred coupled train weight, total length in metres and axle load are specified. For passenger trains, the number of standard stock units and total length in metres are specified.
- **Temporary rolling stock turning**
- **Documentation on permits for new rolling stock**

Terminal capacity requirements, including

- Preferred loading/unloading times
- Need for terminal facilities (end ramp/side ramp, etc.)
- Need for lifting equipment
- Preferred time at the terminal between loading and unloading

Need for track capacity

For stabled/parked rolling stock during operational breaks. Information on preferred location and the need for track length is requested.

Need for access to train heating systems (preheating facilities) in connection with stabling of trains

The order must include a track number, any preheating facility number, days/dates and times.

If the need refers to a location which has no train heating system at the time of ordering, this should be specifically highlighted and ordered especially from oss@banenor.no

When using special vehicles (demonstration rolling stock, steam locomotives, etc.) the vehicle's performance on gradients must also be specified. Any need for «technical breaks» along the way (for lubrication, inspection, filling with water, etc.) should be stated along with the preferred duration of the break and the greatest distance between the technical brakes, measured in kilometres.

4.2.1.1.3 Phasing in new vehicles

If a new vehicle is to be introduced on a route and this vehicle's performance or capacity is a necessary condition for running this route, the necessary vehicle approval and technical data must be

obtained by the time of the infrastructure capacity application. Alternatively, RUs must make it clear that the permit application process is in progress and that such a permit will be available before the timetable is established.

If a new vehicle is intended to replace another vehicle on existing routes, it is recommended that RUs apply for infrastructure capacity suitable for both existing and new vehicles.

The reason for this provision is that the train's operating characteristics may have a very large impact on the national rail network, which mainly consists of single tracks and has many steep gradients.

4.2.1.2 Contents of Bane NOR's first route proposal draft

Bane NOR's first draft of the which timetable must include:

- Route diagram
- Capacity description:
 - Line capacity
 - Track capacity, including the location for assigned capacity for stabled/parked rolling stock during operational breaks
 - Terminal capacity
- List of trains applied for, with any remarks. Such remarks may include:
 - Rejection of infrastructure capacity applied for (with reasons)
 - Restriction (tonnage/length)
 - Layover periods for exchange of personnel/loading and unloading times
- Potential conflicts

Certain changes may be made after the first draft as a result of feedback after the consultation.

4.3 Schedule for path requests and allocation process

Schematic overview of processes and important deadlines for applications for track access and infrastructure planning.

Specified date format below: «dd.mm». A description of deadlines of activities is provided in Ch. 4.3.

FOM	TOM	Prosess / Aktivitet
2017		
10.12		Timetable R18 implemented
22.12		Latest date for announcement of start-up of timetable R19.
2018		
8.1		Preplanned train paths (PaPs) for international freight services R19 published. Search period for infrastructure capacity begins
2.3		First proposal for technical planning requirements for track (TPRT) for R19 published
15.3		Start-up meeting R19 with RUs and other applicants.
9.4		Comments on the first proposal for TPRT R19 must be received by Bane NOR before 09.00.
9.4		Last day for infrastructure capacity applications for R19.
2.7		Route proposal and updated proposal for TPRT for R19 published.

FOM	TOM	Prosess / Aktivitet
2.7	6.8	Proposal R19 for consultation with RUs and other applicants.
6.8		Comments on the route proposal and updated proposal for TPRT R19 must be received by Bane NOR before 09.00.
6.8	31.8	Coordination period.
20.8		Times for international traffic applied for via PCS, including preplanned train paths (PaPs) for international freight traffic, are determined. Also applicable to national train paths as feeder traffic to/from PaPs.
3.9		Last day to submit a demand for dispute resolution
3.9	14.9	Dispute resolution period
21.9		Timetable and TPRT R19 decided.
15.10		Timetable and TPRT R19 published.
16.10		First day for applications for ad hoc routes for timetable R19.
9.11		Last day to notify RU which will be in charge of transport if applications for infrastructure capacity have been received other applicants and not RUs.
9.12		Timetable R19 implemented.
21.12		Latest date for announcement of start-up of timetable R20.

For information on the procedure in the event of unforeseen maintenance work, please see Ch. 4.5.

4.3.1 Schedule for working timetable

Main timetable change for national and international services – December 2018

Timetable R19 is valid from 9.12.2018 to 14.12.2019.

Capacity is distributed for the entire timetable (R19).

Bane NOR must give its final response to the RUs' infrastructure capacity applications in the regular capacity allocation process for R19 by 21 September 2018.

A detailed description of the planning process, including deadlines, will be announced in a separate letter to applicants.

4.3.2 Schedule for train path requests outside the timetabling process (ad hoc requests)

Cf. the Railway Regulations, § 8-7.

Residual capacity can be allocated either for running extra trains or for infrastructure works.

Prioritisation criteria for operational capacity allocation

The residual capacity is allocated in the order in which infrastructure capacity applications are received.

Contact point for residual capacity applications (and for cancelling trains)

Outside of the capacity allocation process, communication must normally take place between Bane

NOR's traffic control centres (operational route office and train management) and the RUs' transport management.

All circumstances that depart from the established timetable must be discussed, e.g. changes to planning requirements concerning vehicles, speed limits, cancellation of trains, adjustment of assigned infrastructure capacity, running of extra trains, extra train stops, etc.

Changes of a permanent or long-term nature must be handled by Customers and Services, Timetable.

When a train path is returned to Bane NOR and redistributed during a timetable period – because an RU has been shut down during a timetable period, for example – Bane NOR will announce when such a train path will become available and set a deadline for applying for the infrastructure capacity. Applications for infrastructure capacity cleared in this way are submitted as ad hoc applications. Bane NOR will implement an allocation process which means that all applicants with an interest in using the infrastructure capacity will have equal opportunities to apply for it.

The following principles and criteria are applicable to such allocations:

- The applicant's actual train path requirements, either based on agreements concluded for transport services or based on the applicant's prospects of concluding such agreements. This criterion has a 30% weighting
- Short- and long-term consequences of the allocation, with emphasis being placed on factors such as predictability for transport service users and a robust and stable service offering. This criterion has a 30% weighting
- Optimum utilisation of the infrastructure, including the extent to which train paths allocated previously have been used. This criterion has a 20% weighting
- Environmental considerations, including energy-efficient rolling stock. This criterion has a 20% weighting

In the event of an application conflict, Bane NOR will:

- undertake an objective review and assessment of information and documentation received in connection with the relevant applications: this will include obtaining documentation or otherwise seeking to verify undocumented information submitted by the applicants, particularly if the information is of key significance to the allocation decision;
- prepare documentation while dealing with the case, describing what assessments form the basis for the allocation, including information on how the applications have been assessed on the basis of the principles and criteria for allocation;
- provide the applicants with written reasons for Bane NOR's allocation decision and information on how allocation has taken place in accordance with the specified principles and criteria for allocation, including the assessments that form a basis for the allocation

4.3.2.1 Ad hoc application

Applications for ad hoc capacity are submitted via Bane NOR's web portal BEST-K. This includes instructions on how the tool is used and the minimum information that is required for the application.

4.3.2.2 Bane NOR's response deadline for RUs (for ad hoc applications)

Cf. the Railway Regulations, § 8-7.

Bane NOR must respond to ad hoc applications for infrastructure capacity as soon as possible and within five working days at the latest.

4.3.2.3 Notification of infrastructure capacity application

Special deadlines are agreed in the case of large and/or complicated applications and/or specialised transport arrangements. RUs are advised to provide notification to Bane NOR of the application well in advance, even if not all the details are in place. Receipt of notification gives the same priority with regard to allocation of residual capacity as an ad hoc application.

A notification of an ad hoc application for infrastructure capacity should include the following information:

- approximate date(s) on which the train(s) is/are to run
- train type
- the section(s) on which the train(s) is/are to run
- the need for stabling/parking vehicles

Contact point – see Ch. 4.3.2 above

4.3.2.4 Content of the Bane NOR response

Bane NOR's response to ad hoc applications for infrastructure capacity and/or notification of an infrastructure capacity application must be sent to the applicant and include a reference to the application or notification.

If the application/notification can be accommodated in full, it is sufficient to state this.

If the application/notification either cannot be accommodated at all or cannot be accommodated in full, Bane NOR must also provide information in its response about an alternative time and train path.

Bane NOR's response will be sent in BEST-K.

As well as responding to an applicant, Bane NOR will – when an application is received – announce the infrastructure capacity allocated as described in the Train Operation Regulations/Traffic rules for the rail network.

Main activities for ad hoc requests

No.	Activity
1.	Operational wagon router receives application in BEST-K from RU's transport management
2.	Operational wagon router coordinates the application with other activities or needs
3.	Any need for prioritisation is clarified with the RUs and track managers involved
4.	Operational wagon router prepares and distributes necessary announcements

4.4 Allocation process

Cf. the Railway Regulations, Chs. 8 and 9.

Bane NOR processes the allocation and coordination processes as one continuous, integrated process. This process is called «Allocate infrastructure capacity».

Activities when allocating infrastructure capacity

No.	Activity
1	Bane NOR (Customers and Services, Timetable) prepares a draft timetable. Allocates infrastructure capacity on the track, at stations and terminals/marshalling yards.
2	If necessary, Customers and Services, Timetable makes minor adjustments to the timetable on the basis of changes to the track access needs of Infrastructure division, track managers.
3	Bane NOR submits a first draft of a new timetable to RUs
4	Holds a timetable conference with RUs and IMs
5	RUs and IMs carry out a final evaluation and submit their requests/comments to Customers and Services, Timetable
6	Customers and Services, Timetable reviews the station staffing needs (applicable to «K stations» on sections with centralised traffic control and stations on sections without centralised traffic control)
7	Bane NOR's dispute resolution scheme comes into force immediately after activity 3 and in parallel with activities 4-6, Cf. the Railway Regulations, § 9-2 and the Network Statement, Ch. 4.4.2.
8	Establish a timetable: Customers and Services, Timetable prepares the final planning requirements for the timetable

Activities on implementation of a timetable

No.	Activity - Reference
1	Customers and Services, Timetable carries out quality control of the timetable.
2	Prepare data for announcement of the timetable in the planning tool TPS for transfer to FIDO. Cf. the Train Operation Regulations
3	Update Bane NOR's own information and traffic control systems
4	Distribute information from the route database to agreed interfaces among external recipients (RUs, etc.)
5	Prepare and publish route diagrams on the Bane NOR website

4.4.1 Coordination process

Cf. the Railway Regulations, § 9-1.

The purpose of coordination is to create a timetable that has no conflicts of interests so that all applications can be approved. If it is not possible to approve all applications, the IM must coordinate the applications, cf. the Railway Regulations, § 9-1.

The process is implemented as follows:

Bane NOR first contacts applicants with mutual interests in order to clarify and document the content of the applications and their actual requirements for the train paths applied for.

Bane NOR invites the applicants to individual meetings. When all information and documentation is in place, Bane NOR prepares a proposed solution in accordance with priority criteria:

1. Coordination of international/transboundary traffic

2. The applicant's actual train path requirements, either based on agreements concluded for transport services or based on the applicant's prospects of concluding such agreements
3. General societal concerns

The proposal is sent to the applicants involved. If Bane NOR's proposed coordination is not agreed to by the parties, Bane NOR is obliged to declare the route congested – cf. the Railway Regulations, § 9-3 – and then to allocate infrastructure capacity according to prioritisation criteria, cf. the Railway Regulations, § 9-5.

4.4.2 Dispute resolution process

Cf. the Railway Regulations, § 9-2.

Bane NOR's dispute resolution scheme comes in force in response to written complaints from applicants who disagree with proposals for timetables after coordination has been carried out.

The process with milestones (dates and deadlines) is reported to applicants and IMs at the start of the planning process, i.e. 11 months before the main timetable change.

When a line is declared to be congested, Bane NOR will allocate infrastructure capacity in accordance with guidelines as specified in section 4.4.3.3.

4.4.2.1 Deadline for submitting complaints

Complaints must be submitted as soon as possible after Bane NOR has sent out the first draft of a new timetable to the applicants.

Complaints that are submitted more than 15 working days prior to the date specified by Bane NOR for establishment of a timetable will not be considered.

The exact deadlines will be stated in a detailed progress plan to be announced 11 months before the timetable is implemented.

4.4.2.2 Complaint content and address - counterpart

The complaint should include the following elements:

A reference to which trains and/or which operating schedule the complaint applies (sufficient to identify the complaint with a time and line).

A description of the solution in which the applicant thinks the dispute resolution process ought to conclude:

- for the applicant personally
- for the other applicant(s) whose allocated infrastructure capacity will be modified if the applicant's complaint is accommodated
- a justification for the complaint

The complaint is submitted to Bane NOR, Customers and Services, Timetable, which distributes copies of the complaint to all other applicants. The complaint is submitted by email to oss-rutebestilling@banenor.no

4.4.2.3 Other applicants' optional duty to act - deadline

Within two working days after having received a copy of the complaint, applicants whose infrastructure capacity will be modified if the applicant's complaint is accommodated, must have submitted any response they may have to the first applicant's complaint to Bane NOR, Customers and Services, Timetable.

The response must refer to and identify the original complaint, cf. Ch. 4.4.2.2.

The response is sent to oss-rutebestilling@banenor.no

4.4.2.4 Bane NOR's processing of the complaint

Bane NOR evaluates the complaint and any responses and makes its decision on the basis of guidelines specified in laws, regulations and the Network Statement, as well as the substance of the complaint and responses.

Bane NOR's decision must be in writing, stating reasons. The decision is communicated to the complainant and other applicants who have been involved in the process within 10 working days of receipt of the complaint, in accordance with section Ch. 4.4.2.1.

Otherwise, the rules of the Public Administration Act concerning individual measures for the IM's case management in connection with decisions on infrastructure capacity allocation are applicable, unless specified otherwise in the Railway Regulations, cf. the Railway Regulations, § 1-2 (9).

4.4.2.5 Appealing Bane NOR's decision - effects of such an appeal

Cf. the Railway Regulations, § 11-2.

Bane NOR's decisions on infrastructure capacity allocation can be appealed to the NRA. Such appeals have no suspensive effect.

4.4.3 Congested infrastructure: Definition, priority criteria and process

Cf. the Railway Regulations, Ch. 9.

4.4.3.1 Definition of congested infrastructure

Cf. the Railway Regulations, § 9-3.

4.4.3.2 Congested lines (in Norway)

The following lines and junctions are considered to be congested:

- *Oslo S - Ski*
between 06.30 and 09.00, and between 15.00 and 17.30 on working days
- *Oslo S - Lysaker*
between 06.30 and 09.00, and between 15.00 and 17.30 on working days
- *Lillestrøm - Kløfta (the Main Line)*
between 18.00 and 23.30 on working days
- *Lillestrøm - Kongsvinger*
between 12.00 og 24.00 on working days
- *Oslo Central station*
between 06.30 and 09.00, and between 15.00 and 17.30 on working days

4.4.3.3 Prioritisation criteria (in the event of congested infrastructure)

The following prioritisation criteria must be applied pursuant to the Railway Regulations, § 9-5 in the event of congested infrastructure:

1. services included in contracts with the state concerning public service provision
2. national and international freight transport
3. specific type of service on lines as specified in § 8-8, second paragraph
4. passenger transport in general

If applications are submitted for more infrastructure capacity within a priority category in accordance with the Railway Regulations, § 9-5 (1) than there is capacity available, or if applications for more train paths are submitted than there is capacity available in accordance with the Railway Regulations, § 9-5 (2), Bane NOR will allocate infrastructure capacity in such a manner that safeguards the importance of the transport service to the community as far as possible in relation to any other service that is excluded.

If there is any conflict which the above guidelines fail to resolve, or if a priority other than that pursuant to the Railway Regulations, § 9-5 involves higher overall utilisation of the total infrastructure capacity, Bane NOR will use the socio-economic model method to value the infrastructure capacity, as described in Annex 4.4.2. The results of the socio-economic analysis will be prioritised highly in the evaluation of which alternative will be given priority.

4.4.4 Impact of framework agreements

Cf. the Railway Regulations, Ch. 7 and the Network Statement, Ch. 2.3.1.

4.4.4.1 Impact on the Gardermoen Line (Etterstad-Gardermoen section)

(Reference: JBV case 03-1458 document 4).

In 2000, Bane NOR concluded a contract with Flytoget for the line between Etterstad and Gardermoen, which gives Flytoget «the necessary priority so that it can have regular departures up to 6 times an hour in each direction. Regular means that the departures must be distributed evenly throughout the hour.»

This agreement was revised in 2003 and will expire on 1 January 2030. Bane NOR entered into the Norwegian National Rail Administration's obligations pursuant to the agreement on 1 January 2017.

As Etterstad is not a station, but merely a point on a line, the agreement has a corresponding impact on the Oslo S-Etterstad line.

4.5 Allocation of capacity for maintenance, renewal and enhancements

Capacity for maintenance, renovations and capacity enhancement measures are taken into account in tactical and operational capacity allocation – see Chs. 4.2.1 and 4.3.2.

4.6 Non-usage/cancellation rules

Cf. the Railway Regulations, §§ 6-7, 9-4 and 10-2.

Allocated infrastructure capacity can be cancelled free of charge up to 60 days before the train's departure time. Cancellations or non-usage taking place after this time will be subject to reservation charges pursuant to Ch. 6.4.2. Allocated infrastructure capacity cannot be cancelled less than 72 hours before the train's departure time.

Applicants who reapply in the capacity allocation process for infrastructure capacity which, due to reasons for which Bane NOR cannot be blamed, have utilised less than 80%, surrender priority to other RUs that are applying for the same infrastructure capacity.

If an RU does not use its assigned infrastructure capacity over the course of one month (31 calendar days), Bane NOR may withdraw the unused capacity giving five working days' notice in writing.

Otherwise, when allocating infrastructure capacity Bane NOR can take into account the fact that previously allocated infrastructure capacity is not used.

4.7 Exceptional transports and dangerous goods

4.7.1 Specialised transport arrangements

The applicant is obliged to state whether the transport that it wants to run has a load of such a nature that it must be run as a specialised transport, using either a regular train or an extra train.

Specialised transport arrangements are defined in the glossary/definitions.

Deadlines for application for specialised transport arrangements

Specialised transport arrangements must be reported to the capacity allocation process as far as possible if, due to the load's size or other circumstances, they may have consequences with regard to the infrastructure capacity on the relevant section.

Permits for specialised transports can be obtained by contacting Bane NOR's OSS function: email spesialtransporter@banenor.no. In the case of applications outside the capacity allocation process, an administrative processing time in excess of five days must be expected, cf. Ch. 4.3.2.2 above.

Auxiliary tools for processing applications for specialised transport Auxiliary tools for processing applications for specialised transport are a supplementary service, cf. Ch. 5.4.3.1.

4.7.2 Dangerous goods

Dangerous goods in connection with the capacity allocation process

In the capacity allocation process, Bane NOR assumes that all freight trains carry dangerous goods.

Dangerous goods when operating trains

The RUs must notify Bane NOR of all transport of dangerous goods according to TJN, Ch. 4.

4.8 Special measures to be taken in the event of disturbance

Cf. the Railway Regulations, § 10-4.

In the event of disruptions, it is in the common interest of Bane NOR and the RUs to restore the intended rail services, punctuality and regularity as quickly as possible. Possible measures for achieving this include prioritising trains, cancelling trains and rerouting trains.

4.8.1 Principles

Good punctuality and regularity are important requirements for Bane NOR's and the RUs' reputations and financial situations and are a crucial requirement for optimum capacity utilisation.

One crucial requirement for good punctuality is that agreed planning requirements must be met, cf. section 4.2.1.1.1 above. This is particularly important in the Eastern Norway region and in the vicinity of Bergen, Stavanger and Trondheim, where there is heavy rail traffic and a high level of rail network capacity utilisation. This must be taken into consideration in the short-term route planning.

Critical delays in a capacity context will vary according to the different line sections and depend on a number of factors such as distances between passing loops, the length of passing loops, the type of safety installation, etc., as well as capacity utilisation and technical requirements for routes.

Of the above causes related to technical requirements for routes, critical delays in the Oslo area are

defined as delays in excess of 3 minutes.

4.8.1.1 Priority rules in the event of irregularities in rail services

The purpose of priority rules is to provide guidelines for uniform responses and hence predictability in the handling of irregularities.

However, based on experience and a comprehensive evaluation, a traffic controller must make sure that the services are returned to normal as quickly as possible (general reduction in irregularities).

Where necessary, the traffic controller must ensure coordination and corresponding privatisations with other affected central control areas. This is particularly important for trains that are run in transit through the Oslo area.

Officers in the service areas must work in cooperation with relevant RUs to compile action cards to the extent necessary to ensure that major service irregularities are handled consistently.

Detailed prioritisation rules are determined simultaneously with the timetable in question.

4.8.2 Operational regulation

The following guidelines have been provided for use by Bane NOR's operational traffic control in order to restore designated rail services as quickly as possible in the event of disruptions.

4.8.2.1 Operational guidelines in the event of delays

As a general rule, trains that are on time must be continue to be on time.

The need for rotation of vehicles and the impact of this rotation on implementation of the timetable means that this principle must sometimes be departed from.

The further guidelines for exceptions are related to the timetable valid at any given time and are issued by Bane NOR just before each new timetable period. The RUs will be informed of the planned formulation of these guidelines during their participation in the capacity allocation process.

4.8.2.2 The traffic controller's right to depart from the operational guidelines due to local conditions

Traffic controllers may depart from operational guidelines when this is deemed to be justified. Examples of such situations may be as follows:

- when adherence to the guidelines may result in greater danger or damage, e.g. because trains which must be held back according to the guidelines would remain standing at a point on the line where they are vulnerable to landslides
- when adherence to the guidelines may result in further disruptions, e.g. if trains which must be held back according to the guidelines would be stopped at a point on the line where they cannot be started up again without difficulty (steep slope, slippery rails, danger of being snowed in,

etc.)

- when an RU requests it and the exception would have no impact on other RUs or planned/ongoing infrastructure works

4.8.2.3 Special measures in the event of disruption

Cf. the Railway Regulations, § 10-4.

The Railway Regulations, § 10-4, state that if disruptions arise in rail services because of technical faults or accidents, Bane NOR must implement all the necessary measures to restore the normal situation; as well as the other situations in which Bane NOR can or must undertake measures as a consequence of disruptions, including Bane NOR's ability to withdraw infrastructure capacity and requisition the RC's vehicle in order to restore the normal situation.

When the right of requisition is exercised, the net operation-related costs will only be approved if the RU subject to the requisition, or any other party for which the RU is liable, is not responsible for the cause of the irregularity that has given rise to the requisition.

The costs of exercising Bane NOR's right of requisition will be charged to the party that causes the disruption to rail services.

4.8.3 Foreseen problems

Cf. the Railway Regulations, § 9-5.

Predicted problems in the form of reduced infrastructure capacity must be resolved on the basis of the same prioritisation criteria as in the case of congested infrastructure, but in such a way that service trains running for the purpose of helping to restore the limited infrastructure capacity are given priority over other trains.

Bane NOR and the RUs involved can agree jointly on a different solution.

4.8.4 Unforeseen problems

Cf. the Railway Regulations, § 9-5.

When infrastructure capacity is limited, the same prioritisation criteria apply as when the infrastructure has been declared to be congested, but in such way that service trains running for the purpose of helping to restore the limited infrastructure capacity are given priority over other trains.

For routes and irregularities for which Bane NOR has compiled action cards, these will be followed unless all the parties involved can jointly agree to a different solution.

By «limited infrastructure capacity», we mean that it is not possible to run the rail services intended for the line in question, e.g. because centralised traffic control on the line has failed, points cannot be used or just one track can be used on a double track section.

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Last update: **2017/12/21 19:12**