

# 1. General information

## 1.1 Introduction

Bane NOR is the IM on the Norwegian rail network and has prepared and published Network Statement 2019, the 16th edition.

## 1.2 Objective

The purpose of the Network Statement is to provide the RU and other applicants with necessary information on access to and use of the Norwegian rail network, as well as other railway-related services provided to the RU.

Directive 2012/34/EU has been implemented in Norwegian law by means of the Railway Regulations and the Licensing Regulations.

The Network Statement consists of a main document which describes the infrastructure in addition to the general conditions for operating services on the rail network. The Network Statement also includes [annexes](#) containing further detailed information.

The Network Statement also includes useful links to publications and other relevant websites.

## 1.3 Legal framework

The requirement for establishment of a Network Statement is stipulated in the Railway Regulations, § 5-1. More detailed requirements for the contents of the Network Statement are stipulated in the Railway Regulations, § 5-2.

Requirements concerning access to and use of the Norwegian rail network, including the IM's other railway-related services, are specified in the Railway Regulations.

Norwegian laws and regulations applicable to the railways are available on the NRA website at [www.sjt.no](http://www.sjt.no) Some of these laws and regulations have been translated into English. These translations are not official. Other Norwegian laws and regulations are available at [www.lovdاتا.no](http://www.lovdاتا.no)

## 1.4 Legal status

### 1.4.1 General remarks

As far as Norwegian legislation is concerned, the Network Statement is purely for information. This means that information in the Network Statement does not constitute legally binding obligations for Bane NOR.

When the ATS refers to specific sections in the Network Statement, this is not a legally binding obligation for Bane NOR unless the ATS specifically indicates that it is a legally binding obligation for Bane NOR.

The Network Statement is issued in two languages – Norwegian and English. Document content is the same in both languages. If there is any conflict between the Norwegian version and the English version, the Norwegian text takes precedence.

Reference is made in a number of sections to Norwegian legislation and traffic rules issued by Bane NOR. Parts of the legislation, as well as the traffic rules, are only available in Norwegian.

## **1.4.2 Liability**

The information provided by Bane NOR in the Network Statement must be correct. Bane NOR nevertheless assumes no liability as a consequence of errors.

Any errors that may be detected during the period of validity of the Network Statement will be corrected and announced on the Bane NOR website as described in Ch. 1.6.2.

Bane NOR's objective is to provide services in compliance with the service description provided in the Network Statement.

The Network Statement may include information on planned changes during the period following the expiry of the document's validity period, cf. Ch. 1.6 below. Such information is not binding for Bane NOR.

The Network Statement refers to a certain extent to descriptions provided in other documents issued by Bane NOR. If Bane NOR is to make changes to documents which affect the rights or obligations of the RU, such changes must be sent to the RU for consultation before these changes are implemented.

## **1.4.3 Appeals procedure**

The RU and any other applicants that feel they have been treated unfairly, subjected to discrimination or have otherwise had their interests violated in any other way may submit an appeal to the NRA in accordance with the Railway Regulations, § 11-2. This is particularly applicable to decisions made by the IM, the RU or the party running additional technical areas with regard to:

- a) the draft and final version of the Network Statement
- b) criteria established in the Network Statement
- c) the allocation process and the results of this
- d) the charging scheme
- e) the level or structure of infrastructure charges which the applicant must or may have to pay
- f) schemes for access in accordance with the Railway Regulations, §§ 2-1, 2-5 and 2-6
- g) access to services, collection of charges and payment for services in accordance with the Railway

Regulations, § 12-2 and the Railway Regulations, Ch. 4

h) framework agreements concluded

Pursuant to the Railway Regulations, § 11-2 (2), the NRA must notify relevant parties of its decision on the matter within six weeks of having received all relevant information.

## 1.5 Structure of the Network Statement

RNE has compiled a common structure for the structure and content of Network Statement's (the Network Statement Common Structure). This Network Statement is compliant with RNE's Network Statement Common Structure.

The latest version of the Network Statement Common Structure is dated 7 February 2017 and can be found at [www.rne.eu](http://www.rne.eu)

## 1.6 Validity and updating process

### 1.6.1 Validity period

Network Statement 2019 is applicable to:

- Access to and use of infrastructure, delimited by Timetable R19
- Processing of capacity-demanding programmes for Timetable R19; this is also applicable if processing takes place before the start of Timetable R19

The Network Statement is published 12 months prior to the timetable period to which it applies and is valid for one timetable period.

Timetable R19 commences on Sunday, 9 December 2018 and ends on Saturday, 14 December 2019.

These dates have been established in accordance with the provisions of EU Directive 2012/34/EU.

### 1.6.2 Updating process

Bane NOR will use a supplement to Network Statement 2019 to announce any amendments or additions occurring after the publication of this Network Statement.

Amendment of a public regulation referred to in the Network Statement will only be announced by means of a supplement to the Network Statement if:

- the amendment is not published in Norsk Lovtidend (Norwegian Law Gazette) , and
- The amendment may lead to restrictions in the use of railway infrastructure according to the basic service package, cf. the Railway Regulations, § 4-1 - cf. Ch. 6.1.1.

## 1.7 Publishing

Network Statement 2019 and annexes will be available in both hardcopy format and electronically on the Bane NOR website, where it can be downloaded for free. The Network Statement will always be available in two languages, both Norwegian and English. Document content is the same in both languages. If the two versions do not match, the Norwegian version will take precedence.

The Network Statement will be sent free of charge to RUs that have concluded ATs with Bane NOR.

The annual publication of the Network Statement is announced in Norsk Lysningsblad and EU official journals.

## 1.8 Contacts

### 1.8.1 Bane NOR

Bane NOR can provide RUs with more detailed information on topics referred to in Network Statement 2019 upon request.

Bane NOR's contact address:

<b>Bane NOR</b>	
Postal address	Postbox 4350, N-2308 HAMAR
Office address	Posthuset, Biskop Gunnerus' gate 14, 0185 Oslo
Email	<a href="mailto:network.statement@banenor.no">network.statement@banenor.no</a>
Internet	<a href="http://www.banenor.no">www.banenor.no</a>

### 1.8.2 OSS, Norway

Railway infrastructure administrators and railway capacity allocation authorities in EU member states have worked together to compile an OSS function that acts as a network of customer contact points within the scope of RNE. An RU can get in touch with an OSS with a view to applying for infrastructure capacity in an international rail network, and the OSS will then start the entire international coordination process.

The OSS will work on the basis of contact with an RU and after a meeting with the managers involved:

1. Coordinate the handling of capacity-demanding applications for each requested international section within RNE in such a manner as to ensure that the applications are included correctly in the annual capacity allocation process.
2. Oversee and safeguard the customer's optimum infrastructure capacity for the entire international infrastructure. Coordination of this process will mainly be carried out by means of simulation with RNE's PCS system.

Bane NOR's OSS:

<b>Bane NOR</b>	
Postal address	Postboks 4350, N-2308 HAMAR
Office address	Posthuset, Biskop Gunnerus' gate 14, 0185 Oslo
Email	<a href="mailto:oss@banenor.no">oss@banenor.no</a>
Telephone	05280/+47 22 45 50 00

### 1.8.3 OSS, international

Link to international OSS: <http://www.rne.eu/organisation/oss-c-oss/>

## 1.9 Rail Freight corridors

In 2010, the European Parliament and Council stipulated rules for the establishment of a European rail network for competitive freight, comprising international freight corridors. The intention is to ensure that reliable, high-quality rail freight services are achieved, permitting competition with other modes of transport.

The primary objective with initiating [913/2010/EU](#) was to enhance the services offered by IMs to international freight operators. A number of measures have helped to establish the concept of corridors: the first railway package, the TEN-T (Trans-European Transport Network) programme, a partnership between the member states and instant messages within the scope of ERTMS, as well as the placement of TAF TSI (Technical Specifications for Interoperability for Telematics Applications for Freight).

With this directive, the EU wishes to act in the following main areas corresponding to the harmonisation process:

- improve coordination between IMs
- improve conditions for access to infrastructure
- guarantee sufficient priority for freight trains
- improve intermodality along corridors

In order to achieve these objectives, the EU has established nine international rail freight corridors (RFCs) in the EU's rail network, see <http://www.rne.eu/rfc-corridors>

A detailed description of freight corridor 3 - ScanMed RFC, in which Bane NOR participates, is available at [ScanMed RFC](#)

## 1.10 RailNetEurope - international cooperation between Infrastructure Managers

### RailNet Europe (RNE)

was set up in January 2004 on the initiative of a number of European IMs and RUs. This is a non-profit organisation involving IMs and RUs and is dedicated to facilitating international traffic in the European railway infrastructure.

### RNE's objectives

RNE is obliged to facilitate international traffic in the European railway infrastructure. RNE supports RUs in their international activities (both freight and passenger trains) and works to enhance the efficiency of IMs' processes. As a trans-European association, RNE plays a central part in encouraging industry to comply with harmonised, transparent and non-discriminatory rules in the international railway business.

Members of RailNetEurope work together to harmonise international rail transport conditions and introduction of a clearer business approach in order to promote European railway business across Europe, to the benefit of the entire rail industry.

### **RNE's tasks**

RNE works daily to simplify, harmonise and optimise international railway processes with European routes, sales (including Network Statements), traffic management and aftersales services (such as reporting). These tasks are performed by four permanent working groups and ad hoc project groups coordinated by RNE's head office, which is based in Vienna, Austria. RNE's international working groups and committee strive to implement seamless, transboundary railway services throughout Europe, such as joint standards for data exchange, simplification of interpersonal communication between traffic control centres and procedures relating to timetables and new railway products.

### **Coordination of freight corridors**

Following the publication of the Rail Freight Directive 913/2010 for a European rail network for competitive freight, RNE has also been given a mandate to become a service supplier and supplier of expert support for corridor organisations in the fields of development, operating methods, processes and development of operating tools. This mandate was extended in 2014 in order to achieve stronger harmonisation of the implementation approaches of the various freight corridors. RNE's tasks now also include ensuring that harmonised processes and tools are used by the various corridors to the advantage of both RUs and applicants that are not RUs, as well as infrastructure administrators that are part of several freight corridors. The freight corridors also participate in RNE's annual general meeting and have been offered associate membership of RNE.

RNE also supports its members with regard to compliance with the European legal framework. IT tools are also streamlined and harmonised, at the same time as RNE's own IT systems are being gradually rolled out throughout Europe.

### **RNE network**

RailNetEurope is currently a partnership of 35 IMs; members, associate members or candidate members. In total, their rail networks represent more than 230,000 km.

## **1.10.1 One Stop Shop (OSS)**

European IMs and capacity allocation bodies constituting RNE have established a network of OSSs which operate as contact points for customers within RNE.

### **ONE Europe - ONE Service**

RNE has established an OSS contact point in each member state. Each customer can choose their OSS contact point if necessary with regard to international rail services.

Customers of RNE's members offering international rail services can make use of RNE's OSS services.

A network of contact points provides guidance to customers throughout the entire spectrum of procedures: network access, planning of efficient international rail transport, international train path

management (ITPM) and review of staff performance according to train operation. Response times have been standardised at a customer-friendly level – achievement of targets for these service levels is being tested.




OSS experts in respect of sales and timetables are combining their expertise in these fields in order to serve customers together with OSS contact points.

IT tools can assist applicants by providing price estimates for the use of rail infrastructure, coordinating international rail enquiries, ordering and delivery processes and tracking international trains in real time.

A list of OSS contacts can be found at: [www.rne.eu/organisation/oss-c-oss/](http://www.rne.eu/organisation/oss-c-oss/)

### 1.10.2 RNE tools

The RailNetEurope website includes information on the systems (tools) below:

	<a href="#">Path Coordination System (PCS)</a>	PCS (formerly Pathfinder) is a system for application for and coordination of international train paths. <a href="http://pcs.rne.eu">http://pcs.rne.eu</a>
	<a href="#">Charging Information System (CIS)</a>	CIS (formerly EICIS) is a system for supplying price information in accordance with customers' needs. <a href="http://cis.rne.eu/">http://cis.rne.eu/</a>
	<a href="#">Train Information System (TIS)</a>	TIS (formerly Eurotrails) is a system which provides real-time information on international trains <a href="http://tis.rne.eu/">http://tis.rne.eu/</a>

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<http://networkstatement.jbv.no/> - **Network statement**

Permanent link:

[http://networkstatement.jbv.no/doku.php?id=ns2019en:general\\_information](http://networkstatement.jbv.no/doku.php?id=ns2019en:general_information)

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