



TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

Operating on the railways



To the reader

This brochure provides a brief description of the Network Statement issued by the Swedish Transport Administration (Trafikverket). The information relates primarily to our services, how to gain access to them and how to proceed (from there).

A new Network Statement will be valid every year at midnight on the second Saturday of December. Certain text may be changed in line with the update each year and the amendments we issue. The Network Statement that is published on the website of the Swedish Transport Administration takes precedence over this brochure.

For more information in English, please visit our website: [Network Statement](#). You will find forms and instructions for application only in Swedish; do not hesitate to contact us if you need any help. On our website you will also find the correct charge of each service in this brochure.

Contact

If you have any views on this brochure, or on the Network Statement itself, please do not hesitate to contact us by e-mail at:
networkstatement@trafikverket.se

If you have any queries regarding our services, or about operating on the railways, please contact our customer services via e-mail:
kundservice.jarnvag@trafikverket.se

The Network Statement – NS

The railways form an important part of Sweden's infrastructure. In order to function effectively, the railways have to be developed based on the needs that arise. The Swedish Transport Administration discusses this with the transport sector and public authorities in order to create transport systems that are beneficial to society.

Our operations are directed by a number of ordinances and acts. One of these is the Swedish Railway Act (2004:519) which is based on EU directive 2012/34/EU and specifies that the infrastructure manager must establish a description of its railway network.

The Network Statement contains information about our railway network, how to apply for capacity, the services and charges that apply during a timetable period and the contractual obligations that are relevant in order to operate traffic on the railway network.

The Network Statement is divided into 7 chapters, and to these there are a number of annexes containing information on traffic updates, planned engineering works, priority criteria and reports that have to be submitted prior to train departures:

- Chapter 1 – general information and current contact information.
- Chapter 2 – requirements on applicants and principles for the right to operate traffic.
- Chapter 3 – the infrastructure, for example track gauge, loading gauge, gradient, speed and communication systems. To help visualize this, there is a map service.
- Chapter 4 – the process for the allocation of capacity and the rules for application for infrastructure capacity and services. There is also information on where the application forms can be found.
- Chapter 5 – the services within the four categories: minimum package of access services (train path), access to service facilities and supply of services, additional services and ancillary services.
- Chapter 6 – information on charging principles and tariffs for the calculation of each charge.
- Chapter 7 – general terms and obligations.

Each year, a new issue of the Network Statement is drafted. It serves as the basis for applications for track capacity in the form of services for future timetables. Changes in the Network Statement are dealt with through amendments and published on our website, where the latest version always is available. If a change affects the traffic, or those who use the services, the Swedish Transport Administration consults the actors in the transport industry.



Operating on the railways

A potential operator on the Swedish railway system requires the following:

- safety management system
- insurance
- permit from the Swedish Transport Agency (Transportstyrelsen)
- Track Access Agreement with the Swedish Transport Administration.

In addition, the operator is subject to the provisions of the Swedish Railway Act, and general laws and regulations for work environment, order and safety.

Vehicles that are to operate on the Swedish rail network must be approved by the Swedish Transport Agency. They must be fitted with GSM-R vehicle equipment for communication with the traffic centre.

When operating on stretches of line with ERTMS, the train protection system ETCS is also required.

Personnel who perform transport services or spend time in the track area must be trained in conformance with laws and regulations.

The Network Statement specifies operating conditions for the annual timetable. When an application for services is made, consideration must be given to these conditions.

A certain capacity of the available infrastructure is used for major planned track engineering works

and for pre-arranged international train paths. On stretches of line that are in high demand, there are plans for congested lines that show how the capacity is assigned.

The infrastructure is also presented visually in our map service, which in principle presents the properties of the railway network in geographical terms.

If international transportation is needed, there is a cooperation facility within RailNetEurope, which provides assistance with applications for international railway capacity. Contacts can be found at www.rne.eu.

Every year, different parts of the infrastructure are developed in order to increase the capacity on the railways. In the Network Statement, a description is given of major changes that are to be made during the course of the year, such as new stretches of line, new travel centers for passenger interchanges or extensions to railway yards in order to improve the possibilities for train meetings.

On certain stretches of line with little or no traffic, we have decided to discontinue the maintenance to the benefit of lines with higher demands. If an operator applies for capacity on one of the sections of line with low operation levels, we make an inspection and then specify the conditions that have to be met by the transport services concerned.



Performance scheme

In order to prevent disturbance in the railway system, we apply a system with delay and cancellation charges linked to the train path service (see page 8). This is an incentive model which give both the infrastructure manager and the users of the infrastructure possibilities to take reasonable steps to prevent disruptions. When the train path cannot be used in the agreed way, and where this causes cumulative delays or cancelled trains, a quality charge is levied.

The fee is based on cumulative delays and cancelled train compared with the timetable. The responsibilities are determined on the basis of a reason code. Charges for cumulative delays is a both double- and single directed model, while charges for cancellations are fully bidirectional. In the double-direction model the charges is refunded by both parties and in the single-direction model they are only refunded by the Swedish Transport Administration.

Performance scheme apply only during normal operating conditions, when the conditions for a meaningful application exists.



Applying for services

The services described in the Network Statement is offered to railway undertaking and traffic organizers or other applicants. When applying for a train path, a permit is needed in order to be able to operate rail traffic.

Railway capacity is limited, and is divided between those who apply for services in order to gain access to the infrastructure. We produce a timetable based on the applications and reserve capacity by allocating the operators a certain amount of time to use it. Maintenance work also requires capacity, and is therefore inserted in the timetable.

How and when the capacity is to be divided is to a large extent regulated by Swedish law. It is stipulated that a timetable will include a period of one year, specifying how the capacity is distributed and what it will be used for.

Several of this legal regulation comes from the EU ordinances, which form the basis for the international cooperation within the EU. One example of this is the fact that a party applying for capacity at more than one infrastructure manager, only need to submit an application to one of the managers.

Allocation of capacity between the applicants is performed in two phases. First of all, a one year timetable is created and then the remaining available capacity is processed and distributed in the order in which the applications are received. The first phase is called the allocation process and the second the ad hoc process.

You should use the e-service on our website to apply for services on our network, for example train path and access to service facilities. In the application you must specify how the capacity will be used and which kind of service is required. You should also specify the type of vehicle to be used.

Allocation of services

The diagram (Figure 1) shows how the applications are dealt with in the allocation process for the annual timetable – from the time that the applications are received until the point where a timetable is adopted. The purpose is to coordinate the needs of the applicants for capacity and to create annual a timetable without any conflicts of interest. This work is conducted in the following stages:

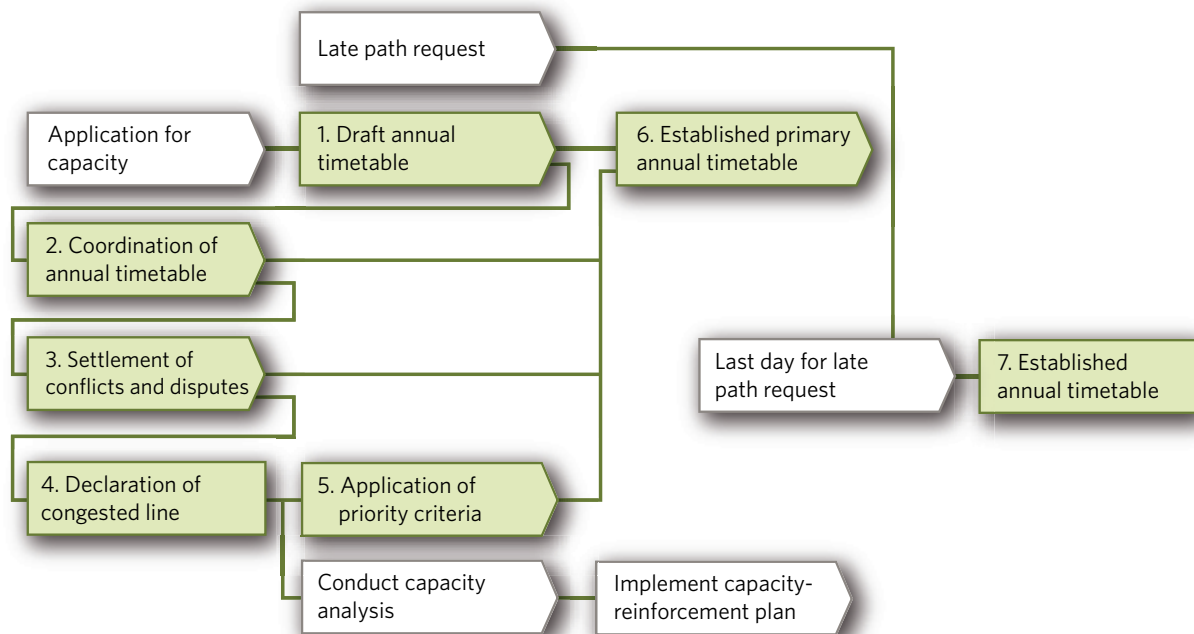


Figure 1. The allocation process.

1. With the applications as a starting point, we publish a draft timetable. This is based on applications received for train paths and other services, both national and international, as well as our planned track engineering works and the need for spare capacity. On the basis of this proposal, the applicants can express their views. If all the applicants are satisfied with the draft, the primary timetable is established.
2. If, on the other hand, the comments made indicate conflicts of interest, the next stage will be to try and solve them by means of coordination. The primary timetable is established if the coordination is successful.
3. If the coordination fails to succeed, the applicants can make a written request for the dispute to be settled by the Swedish Transport Administration. If the parties solve the dispute, the primary timetable can be established.
4. If the conflict of interest has not been solved during either the coordination or the dispute settlement process, we declare this part of the infrastructure concerned to be congested. It is one of the conditions we must apply if we are to resolve a conflict of interest.
5. We adopt the timetable through the use of cost-benefit calculations.
6. In September a primary timetable will be established and then we begin the process with the applications from the late path request.
7. Finally, in November, the annual timetable is established.

On our web site, you can find both established timetable and established capacity reinforcement plans.

If the decision on capacity allocation by the Swedish Transport Administration is queried, the party applying for the capacity can appeal against the decision to the Swedish Transport Agency.

The body that has applied for services is the contracting party and may not transfer the services to any other body. On the other hand, a traffic organiser can appoint a railway undertaking to perform the transport services.



Train path

The train path is our most central and comprehensive service. There are three versions: for passenger traffic, freight traffic and service trains.

The service covers the track capacity that is required in order to operate a train between two places and provide the possibility for stops of up to 60 minutes at intermediate stations.

The service includes traffic control and access to power supply as well as the traffic information that is supplied to applicants and/or the traffic organizers before, during and after the train path. We provide information on times, tracks, traffic incidents, forecasts and the terms and conditions for traffic operations.

We will

- control traffic in a smooth and flexible manner in accordance with the timetable
- provide traffic information to applicants and passengers before, during and after the train path
- ensure that traffic quickly reverts to the timetable in the event of disturbances
- process ad hoc applications for train paths within 5 days.

Train path for passenger traffic

- 5.2.1 (section in the Network Statement)

The train path for passenger services includes the use of platforms adjoining the train path applied for, and traffic information to passengers in the form of loudspeaker announcements and signs, as well as via the internet.

In most cases, the service is applied for in combination with the holding service, which is used before and after the train path service.

Train path for freight traffic - 5.2.2

This service is often applied for in combination with the holding service and services for the access to marshalling yard or loading area. If the train path covers the transport of dangerous goods, a message should be given.

Train path for service train - 5.2.3

The service is used to move traction units or passenger service vehicles without passengers. It may, for example, involve vehicle movements to facilitate turn-around.

For the train path service

- Apply for capacity via the e-service on our website (also ad hoc).
- Inform us of any changes to the allocated train path.
- Before the train departs, report the traction unit, passenger coaches and freight wagons, as well as the driver's telephone number, to us.
- Provide information on electricity and diesel consumption.
- Follow the terms and conditions of the track access agreement and the Network Statement, and cooperate in the event of disturbances in order to minimize the effects on other traffic.

Reservation charge

A reservation charge is imposed for agreed train paths that are cancelled, if the railway undertaking is directly responsible for the cause of the cancellation. The charge is based on the capacity allocated and the reason for cancellation and is calculated based on the whole stretch of the agreed train path.

The charge depends of when the cancellation is made.

For agreed capacity that is cancelled acute, a quality fee will be charged, but no reservation charge.

Different operating conditions

Our lines vary in standard owing to their history, and consequently different operating conditions:

- *The reference gauge* limits the size of the vehicles that can operate on a certain stretch of line.
- *The line category* indicates how heavy vehicles that can operate on a certain stretch of line.

Other important properties that influence accessibility are, for example, the track gradient, power supply and permitted speed.

Dangerous goods can be transported on practically the entire railway network and are dealt with in line with laws and ordinances concerning the transport of dangerous goods.

Transport conditions and transport permits for exceptional transports – 5.4.3.1

When a planned transport exceeds the technical norms for our railway network – or is particularly power consuming – railway undertakings and traffic organizers must apply for and obtain a decision of:

1. transport conditions, which specify the way in which the shipment can be implemented
2. the train path, which contains the correct conditions for the shipment
3. the transport permit, which means that the safety-related measures according to the transport conditions have been taken.

Applications for transport conditions and transport permits are made via the e-service on our website. The stretches of line in the conditions are monitored on a continuous basis with respect to changes in the infrastructure.

We will

- produce documents and basic input data
- describe how the train can be operated in a safe way
- allocate a train path based on the prerequisites that have been drawn up.

Conditions for test runs with vehicles – 5.5.6.1

In order to conduct a test run on our facilities, all data concerning the vehicle and its performance must be submitted to the Swedish Transport Administration on a special form, no later than one month prior to the date of the planned test run. After assessing the consequences, we will make a decision regarding the conditions that are to apply to the test run. The conditions will be attached to the application for track capacity.

We will

- submit conditions for the test run of railway vehicles
- produce data for the test run and investigate possible sections of lines
- submit technical opinions
- participate in the test run if so required



Storage sidings

In order to maximize utilisation of the infrastructure, all time spent on the track must be planned. An application for holding is required for the holding of vehicles, apart from the one hour stop per intermediate station that may be included in the train path. At certain tracks for holding purposes there may also be train and locomotive heating posts.

Tracks for holding – 5.3.1.4

The tracks needed during a stop, over and above the 60 minutes per intermediate station that is included in the train path, must be applied for separately as holding. The application shall include the time for the holding and the track length needed. The service includes the allocated tracks and information on the conditions for holding, as well as any deviations from the adopted timetable. Tracks for holding at a platform is normally granted to allow passengers to board and disembark, and for catering replenishment and minor operational maintenance.

Tracks to intermodal terminals – 5.3.1.2

The service offers capacity on tracks adjoining an inter-modal terminal. The service is applied for and allocated as holding (see 5.3.1.4).

We will

- provide traffic information for holding, deviations and traffic incidents
- ensure that a holding area is available.

Connection to electricity when holding railway vehicles – 5.4.2.1

The service is offered to operators who at the same time apply for holding of vehicles on the adjacent track. Depending on availability and space, electricity can be supplied via a heating post or a catenary. The variants offered are:

- train heating posts, 1000 V
- locomotive heating posts, 230 V
- diesel locomotive heating posts, 400 V
- extended pantographs.

We will

- provide information on access to electricity for railway vehicles
- book allocated locations for holding
- ensure that heating posts are available.

Access to loading area – 5.3.1.2

Included in this service are tracks and an adjacent area, up to 12 meters wide, for the loading of goods into or from rail transport vehicles. At certain places, there is also a loading dock. The user of the service is responsible for all cleaning and snow clearance. Storage in this area is not permitted.

We will

- provide information on the conditions
- allocate capacity, if possible
- ensure that the track at the loading area is available.

The service has following provisions:

- it is linked to arriving or departing train numbers
- the area must be left empty and cleaned
- those using the service are obliged to participate in the coordination organized by the Swedish Transport Administration.

Tracks for long-term holding – 5.3.1.4

On tracks that have a lower maintenance level, and which are normally not in use, vehicle holding is possible for longer periods of time. These tracks are used only for this purpose. When the vehicles are put back into service, we need a certain period of time to inspect the track quality before vehicles can be moved.

We will

- provide information on the conditions for the service
- ensure that capacity is available as ordered.

For all services that concern holding:

- submit an application for all holding that is not included in the train path
- contact us if the application concerns long-term holding or specific requirements
- for other applications, use the e-service on our website
- inform us about any changes in requirements.

Train formation

Several of the following services have been developed to avoid capacity shortages and to allow logistics to function at our stations.

Access to marshalling yards - 5.3.1.3

Our marshalling yards are large freight handling yards where, with the aid of marshalling humps and automatic point systems, it is possible to sort wagons and form new trains. Some of them have track braking system and an increased level of security which requires special education and ID06 (a compulsory ID).

The service includes the use of agreed tracks and catenaries with the facilities that belong to the marshalling yard. It can be heating posts and brake testing facilities.

The application is linked to an, at the marshalling yard, arriving train path.

We will

- allocate the service in consultation with the applicants
- plan and deliver arriving and departing train paths
- provide traffic information when the service is used.



Train formation services – 5.3.2.1

Train formation services include marshalling, shunting and other related services for the planning and coordination of vehicle movements and for the formation and splitting-up of trains at train formation locations.

When applying for the service *access to marshalling yard*, the applicant must state how the service *shunting* will be operated and by whom.

Access to brake testing facilities – 5.3.1.6

We offer access to the brake testing facility in Skandiahamnen (Gothenburg). The service includes the opportunity to recharge air for train braking systems, check for leaks and conduct brake tests. Training is needed in order to use the facility.

We will

- plan and ensure availability



Other services

Services outside the application for track access have been gathered under the heading “other services”. In the Network Statement they are referred to as “additional services” and “ancillary services”.

Traction current – 5.4.1

The Swedish Transport Administration purchases electricity and offers railway undertakings and transport organizers environmentally-friendly traction current and heating at cost price. The ordering of electricity is included in the application for the relevant service.

We will

- provide information on the service
- reach agreement on prices and conditions for the supply of electricity.

Additional traffic information for passengers – 5.5.2.1

The service will be developed and formulated in dialogue between the Swedish Transport Administration and the railway undertaking or the traffic organizer.

We will

- agree on what information is included
- provide the possibility to share the information.

Access to digital traffic and railway network information – 5.5.2.2

The service gives applicants and traffic operators access to railway-related traffic information as well as information about the railway network for use in their own systems and applications. For more information about the service, see Trafikverket’s website.

We will

- make it possible to receive information.



General Terms and Conditions

Our General Terms and Conditions include provisions for all services. The services will be provided and used in conformance with our established timetable as well as any additions and amendments in line with the decision on ad hoc capacity allocation.

In the Track Access Agreement (TRAV), or in other agreements, further specifications may be given concerning what applies with respect to the contracted services.

On implementation of the service

If the contracting party realises that a service will not be used in accordance with the terms and conditions it was originally allocated, the Swedish Transport Administration shall be informed immediately. Allocated services shall be cancelled if they are no longer needed.

In the event of a deviation from agreed use

The Swedish Transport Administration employs a system of performance scheme with delay and cancellation charges (see page 5).

If the Swedish Transport Administration causes engineering works to be cancelled or started too late, the contracting party, on diversion of a train path, shall pay charges in accordance with the originally allocated train path.

If a service is used without it having been allocated, the customer, in addition to the charge for the service, may be subject to towing costs and any other costs for which we may demand compensation.

Help in the event of a disruption

The parties to the agreement shall mutually:

- cooperate to ensure that the disruption affects the traffic as little as possible
- exchange information concerning forecasts and planned measures for the traffic so that passengers and freight customers receive rapid and accurate information
- always consult each other in the event of major disruptions, in order to determine which traffic measures are to be taken.

After this, final traffic information can be given to passengers and freight customers.

The Swedish Transport Administration will endeavour to ensure that:

- both call-out and fault correction times are, if possible, at most one (1) hour
- it will be possible for passengers to be evacuated within two (2) hours of the request by the contracting party (quicker in city areas).



The Swedish Transport Administration will:

- if the disturbance cannot be remedied within one hour from when it occurred, inform the contracting party of how the remedial work is progressing
- if acute measures do not fully remedy the disturbance, draw up and communicate a forecast for the remedial work
- in the case of weather warnings or similar from SMHI (the Swedish Meteorological and Hydrological Institute), for example, or MSB (the Swedish Civil Contingencies Agency), that could have a serious impact on rail traffic, inform the contracting party of planned measures in good time ahead of the bad weather (preferably 48 hours).

Compensation in the event of damage

The parties shall compensate each other for any material damage they may have caused. There are regulations governing the damage for which the respective parties are liable with respect to vehicles, loads, railway network and certain obstacles on the track for which the Swedish Transport Administration has right of disposition. This includes certain trees, blocks of rock and snow masses, as well as other obstacles that are reported to us, but for which remedial measures have been delayed.

In some cases, the Swedish Transport Administration can be responsible for financial damage caused to the contracting party. That responsibility is governed by the Rail Traffic Act.





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