

Support for Implementing Measures for the South East Core Regional Transport Network Multi Annual Plan (EuropeAid/125783/C/SER/MULTI)

**SWEDISH NETWORK STATEMENT
"BEST" PRACTICE EXAMPLE**

prepared by
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1. Swedish Railway Market
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Info about Sweden

- Sweden has a population of 8.9 million people and a rail network covering 15,349 track kilometers of which the majority is single track. [Railway map link](#)
- It became a full member of the European Union, together with Austria and Finland, in 1995.

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Key stakeholders in the Swedish Rail Sector (2004)

Government	Ministry of Industry, Employment and Communications	Rikstrafiken (National Public Transport Agency)	Local Government Agencies
Regulatory bodies	Järnvägsinspektionen (The Swedish Railways Inspectorate)	Trafikledningen (Rail Traffic Administration)	Konkurrensverket (The Competition Authority)
Infrastructure manager	Banverket (Including Traffic Division for capacity distribution)		
Capacity Allocation	Banverket Traffic		
Railway Undertakings	Insolvent SJ	New Entrants Arlanda Express SK Tag Båstad Järnväg Citypendeln	New Entrants (cont) Svevaka Tågkompaniet Sydvästen

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Key stakeholders in the Swedish Rail Sector (2009)

- The Swedish Railways Inspectorate was a part of Banverket until 2004, when the Swedish Rail Agency was formed, taking over its responsibilities
- The Swedish Rail Agency changed name to Swedish Transport Agency (*Transportstyrelsen*) in 2009 after taking over road, aviation and shipping responsibilities

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Swedish Railway Market

- There are more than 28 valid licenses, and 25 active railway undertakings on the state network
- Besides Banverket there were about 700 other infrastructure managers holding a permit. The major part of these were small sidings at industrial production locations

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Swedish Railway Market

- Sweden is one of the leading countries in the EU in promoting market competition in rail passenger and freight services. Railway Undertakings have been granted access rights over and above the requirements set out in EU Directives.
- There has been a gradual liberalisation of passenger services in Sweden. In 1988 local authorities were provided with the freedom to issue open tenders for the provision of local passenger transport services. More recently long-distance loss-making SJ routes have been put out to tender by Rikstrafiken.

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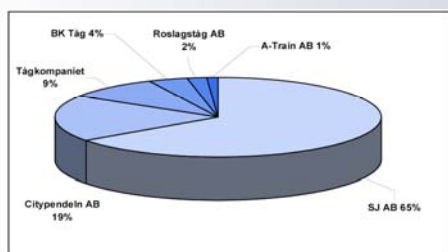
Swedish Railway Market

- Since 1996 the freight sector in Sweden has been liberalised and new operators have entered the market
- Independent operators have won an increasing number of the local passenger concessions since the start of the process, including the Stockholm area and the share of other railway undertakings in rail passenger transport journeys rose to 46% by 2002

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Market share of passenger transport (short-distance)



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Why Swedish NS?

- Swedish NS is one of the oldest NS
- It is not complicated for use
- It is checked by Regulatory body
- All procedures have "consensus ways developed"
- There is a political decision for TAC to be low. Their policy is: more clients → more revenue

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Network Statement 2009 1. General information

- Network Statement 2009 BANVERKET, Part 1, Edition 2008-03-07
- Network Statement 2009 BANVERKET, Part 2 – General Terms of Agreement, Edition 2008-03-07
- [Web page link](#)

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Network Statement 2009 1. General information

- NS is issued by Banverket. For the rest of the rail network, the infrastructure managers concerned must draw up and issue their own statement
- Banverket is a member of RailNetEurope
- Banverket has followed the RNE structure
- The period of validity for Network Statement 2009 is Dec.14, 2008-Dec. 12, 2009. This is the period covered by annual timetable 2009

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Network Statement 2009
1. General information

Contents:

1. General information
2. Conditions for access and traffic operations
3. Infrastructure
4. Allocation of capacity
5. Services
6. Charges

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Network Statement 2009
1. General information

Part 1 – Annexes:

- Annex 1 - Important regulations, etc
- Annex 2 - Gradients by line
- Annex 3 - List of Swedish infrastructure managers
- Annex 4 - Available capacity on sidings and heating posts (xls)
- Annex 5 - Highest permitted speed by line
- Annex 6 - Capacity allocation timetable
- Annex 7 - Prioritisation criteria

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Network Statement 2009
1. General information

Part 1 – Annexes:

- Annex 8 - Traffic calendar 2009
- Annex 9 - Station security
- Annex 10 - Contents of an application for capacity allocation
- Annex 11 - Information to be given before a train departs
- Annex 12 - Contact routes
- Annex 13 - Planned major engineering works
- Annex 14 - Track standard data (xls)

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Network Statement 2009
1. General information

Part 2 - General terms of condition:

1. General
2. Delivery and usage of service
3. Corrective actions when there is deviation from agreed-up delivery quality or other disruptions
4. Compensation for deviation from agreed-upon delivery quality
5. Reimbursement responsibility
6. Grounds for discharge
7. Insurance
8. Validity of contract

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Network Statement 2009
1. General information

Part 2 - Appendixes

1. Appendix 1 – Regulation regarding safety
2. Appendix 2 – Rules for handling accidents or near-accidents
3. Appendix 2.1 – Supporting documentation for ERIC cards
4. Appendix 3 – Routines for settlement of claims


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Network Statement 2009
1. General information

- Banverket is responsible for the information in the network statement in accordance with the requirements of the law.
- The Swedish Rail Agency may examine whether Banverket-s network statement has been drawn up in accordance with applicable regulations.

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Network Statement 2009
1. General information

Legal framework-1

- Directive 2001/14/EC (Article 3)
- The Railway Act, through which the EC directive is implemented, came into force on 1 July 2004
- The provisions of the Railway Act are amended by the Railway Ordinance (2004:526) and by regulations issued by the Swedish Rail Agency

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Network Statement 2009
1. General information

Legal framework-2

- These statutes and certain parts of the industrial legislation, including the Competition Act (1993:20), form the central regulatory background to the railway sector
- The Swedish Rail Agency`s regulations about access to railway infrastructure (JvSFS 2005:1)

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Network Statement 2009
1. General information

Cooperation between infrastructure managers

- Banverket consults with Swedish infrastructure managers about times for the allocation process.
- Banverket also constructs timetables jointly with Inlandsbanan AB, Arlandabanan and the Öresund Consortium.

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Network Statement 2009
2. Conditions for access and traffic operation

- An agreement for track usage with Banverket is required
- Traffic organizers (an operator who is entitled to organise but not operate rail traffic) can apply also for train path
- All applications have to be submitted to Banverket. Banverket then requests capacity from other IMs
- Swedish rail agency – when there is a disagreement

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Network Statement 2009
2. Conditions for access and traffic operation

Operating rights

National passenger services:

- The Railway Ordinance states that SJ AB is entitled to carry out and organize passenger services on Banverket's rail network!
- RUs are entitled to perform and organize night train or charter services that are run on commercial basis.
- The regional authorities are entitled to operate and organize LOCAL AND REGIONAL passenger services within the country
- A-Banan Projekt AB is entitled to operate and organize services between Stockholm Central and Rosersberg

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Network Statement 2009
2. Conditions for access and traffic operation

Right to operate and organise traffic in certain cases

- If neither SJ AB nor a transport principal applies for paths on a particular part of the rail network, another party may, subject to a special decision by the government, gain the right to operate and organise passenger services on that part.
- Banverket may decide that another party may operate passenger services of insignificant volume, such as services with historic railway vehicles, on rail networks managed by the state.

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Network Statement 2009
2. Conditions for access and traffic operation

Operating rights

International passenger services:

- International alliances of RUs with their registered offices in EEA (European Economic Area) States or Switzerland may, with the purpose of operating international services between the member states, operate through passenger services on the rail network, provided that the services operate between EEA states or Switzerland where the undertakings have their registered offices.
- If an undertaking in the alliance has its registered office in Sweden it is also entitled to operate services between Sweden and another EEA state or Switzerland where a company in the alliance has its registered office.

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Network Statement 2009
2. Conditions for access and traffic operation

Operating rights

National and international freight services:

- RUs with their registered offices in EEA or in Switzerland are entitled to operate on the Swedish rail network
- RUs with their registered office other than Sweden may convey freight that is loaded or unloaded in Sweden **ONLY IF THE CORRESPONDING RIGHT IS GRANTED IN THE OTHER STATE TO RUs WITH THEIR REGISTERED OFFICE IN SWEDEN!!!**

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Network Statement 2009
2. Conditions for access and traffic operation

Permits

The Swedish Rail Agency may grant different forms of permits that wish to operate on Swedish railway infrastructure:

- a license
- a special permit
- authorization
- a safety certificate, part A and part B

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Network Statement 2009
2. Conditions for access and traffic operation

License

- is the part of the permit that is issued for those companies that provide traction power and conduct rail services, and which have their registered office or base in Sweden
- The appraisal checks professional knowledge, financial soundness and good reputation for this activity and that, by means of insurance or other equivalent arrangement, the company covers the liability for damages that may arise as a consequence of rail services.
- **Licences issued in the EEA or in Switzerland are also valid in Sweden**

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Network Statement 2009
2. Conditions for access and traffic operation

Special permits

- A special permit may be granted to companies that intend to operate, within Sweden, only:
 - local or regional passenger services on separate railway infrastructure
 - regional freight services
 - traffic relating to the maintenance of railway infrastructure, or
 - services of insignificant volume, such as services with historic railway vehicles or other similar rolling stock.

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Network Statement 2009
2. Conditions for access and traffic operation

Authorisation

- Authorisation is a permit for an organisation or a company that intends to organise but not itself operate rail services
- Holders of this permit may apply for infrastructure capacity to Banverket and other infrastructure managers
- Possible candidates for authorisation are major purchasers of freight transport and county councils

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Network Statement 2009
2. Conditions for access and traffic operation

Safety certificates

- The safety certificate shows that the company has a safety control system that satisfies the Swedish safety requirements and has rolling stock that is either approved in Sweden and/or fulfils the EU interoperability requirements.
- The safety certificate also shows that the company has liability insurance which meets the Swedish requirements.
- Companies that operate rail services in the EU/EEA/Switzerland only need a license and a safety certificate Part A, supplemented with a safety certificate Part B for each country where the activity is carried on.

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Network Statement 2009
2. Conditions for access and traffic operation

Insurance

- Applicants are also required to have adequate insurance, In Sweden they require the costs of SEK 300 M/year (~30 M Euro/year) which can constitute a significant barrier to entry (NS 2009-Part 2)

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Network Statement 2009
2. Conditions for access and traffic operation

Applications for capacity

- A framework agreement is an agreement for the use of infrastructure which relates to a period longer than a timetable. Banverket may enter into such agreements with railway undertakings or traffic organisers.
- The track access agreement sets out conditions for the traffic and lays down which of Banverket's controlling documents the party to the agreement must follow. The conditions also contain rules about the parties responsibilities, consultation and exchange of information, among other things

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Network Statement 2009
2. Conditions for access and traffic operation

Operational rules

- Banverket is responsible for the Operational rules and their availability on website
- Swedish Rail Agency is responsible for TRI (Traffic Safety Instruction)
- Special permit from Banverket is needed for exceptional transport
- Swedish Rail Agency exercises surveillance over the carriage of DG

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Network Statement 2009
2. Conditions for access and traffic operation

- The approval process for vehicles is governed by the Railway Act and the Railway Ordinance. Swedish Rail Agency must give approval before it is used.
- The railways office for personnel certification issues a certificate similar to a driving license. Training of personnel with duties that are important to safety are examined by the Swedish Rail Agency

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Network Statement 2009
3. Infrastructure

- In addition to RNE structure there is a chapter 3.5.1 Facts about the rail network 2006
- That chapter provides a table with summary of transport facts, punctuality, comfort factor and infrastructure-related train disruptions

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Network Statement 2009 4. Capacity Allocation

Description of the process

- allocation process, with the aim of creating a one-year annual timetable for the period 14 December 2008 to 12 December 2009
- adjustment process, with the aim of adjusting the annual timetable for the period 14 June 2009 to 12 December 2009
- ad hoc process, with the aim of updating the one-year annual timetable to meet new capacity demands.

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Network Statement 2009 4. Capacity Allocation

Allocation process

- Applications for capacity received not later than 14 April 2008
- The allocation process results in a *final timetable*
- In the final timetable, capacity is allocated for the period 14 December 2008 to 13 June 2009 with times accurate to within one the minute
- For the period 14 June 2009 to 12 December 2009, capacity is allocated with a tolerance of ± 5 minutes for the train path departure station, for an operating station with traffic interchange or for the start and end of engineering works

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Network Statement 2009 4. Capacity Allocation

Adjustment process

- This process deals with notice of adjustment required or new applications for capacity received not later than 5 January 2009, and which relate to the period 14 June 2009 to 12 December 2009
- The adjustment process is therefore an ad hoc applications round for capacity relating to that period
- The adjustment process results in an *adjusted timetable*. In the adjusted timetable, capacity is allocated with times accurate to the minute

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Network Statement 2009 4. Capacity Allocation

The ad hoc process

- Applications for capacity received after 14 April 2008 are dealt with in the ad hoc process or the adjustment process
- The applications are processed differently depending on when they arrive in relation to the various stages of the process. Four scenarios exist
- In the ad hoc process, applications are generally dealt with in the order in which they are received

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Network Statement 2009 4. Capacity Allocation

Coordination

- The purpose of coordination is to reconcile the capacity needs of the applicants in order to create an annual timetable free from conflicts of interest. During the coordination process, Banverket may contact the applicants informally or invite them to attend coordination meetings

Conflict resolution

- If it appears that a conflict of interest would not be resolved during coordination, the applicants involved in the conflict may ask for conflict resolution at a given time.

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Network Statement 2009 4. Capacity Allocation

Congested infrastructure

- If a conflict of interest has not been resolved during conflict resolution, Banverket must declare the affected part of the infrastructure overloaded
- Banverket notifies the applicants of the decision and publishes it on Banverket's website Banportalen
- The decision must contain information about the part of the infrastructure that is the subject of the conflict of interest, at what times, what parties are involved, whether conflict resolution has taken place and the reason why the conflict of interest could not be resolved
- If the infrastructure is declared overloaded, a capacity analysis must be done and a capacity enhancement plan must drawn up

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Network Statement 2009 4. Capacity Allocation

Prioritization criteria and process

- The purpose of Banverket's prioritisation criteria is to assess the socio-economic benefit of different conflict solutions where conflicts of interest arise. Banverket does this by classifying transportation tasks with similar social benefit as "train path products" (major commuter train, fast freight, standard long-distance, etc.). In his application, the applicant states which train path product applies to each individual train according to this classification
- Every train path product belongs to one of four priority classes A to D, where A has the highest priority.
- For support there are also "association products" which rate the socio-economic effect of factors such as the network of the traffic, its connection needs and production engineering factors

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Network Statement 2009 4. Capacity Allocation

Prioritization criteria and process

- To support prioritisation there are certain measurement parameters for the annual timetable, for example key figures. Among other things these show how well a *draft annual timetable* meets the applicants requirements and how the trains have been prioritised in the annual timetable in question
- If it was not possible to resolve a conflict of interest by coordination and possible conflict resolution, Banverket will unilaterally apply the prioritisation criteria after the relevant part of Banverket's rail network has been declared congested

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Network Statement 2009 4. Capacity Allocation

Prioritization criteria and process

The prioritization criteria are applied in such a way that:

- conflicts, including secondary conflicts, are identified
- applicants affected by these conflicts are identified
- Banverket identifies the alternative solutions to the conflict which the applicant or Banverket wishes to have appraised when the prioritization criteria are applied
- the respective conflict resolution is rated with regard to train path products, association products, adapted priority and key figures
- the solution which, in the opinion of Banverket, represents the greatest socio-economic benefit is chosen, with regard to the prioritization criteria

[Link to Annex 7](#)

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Network Statement 2009 5. Services

The services

- **Minimum package of access services (train path).** The minimum package corresponds to a train path. A train path includes the right to utilise the allocated capacity (tracks and points), traffic control, necessary information etc.
- **Track access services and access to neighbouring facilities** includes access to track capacity for holding and train formation, as well as access to freight terminals, station buildings and so on.
- **Additional services** includes services that Banverket offers in connection with the above access services, relating, for instance, to train formation, special loads etc.
- **Extra services** includes, for instance, services such as the provision of extra information and access to telecommunication networks.

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Network Statement 2009 5. Services

- Banverket offers minimum packages of access services in the form of the train path:
 - Train path for passenger traffic
 - Train path for freight traffic
 - Train path for service trains
 - Train path for a works train movement

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Network Statement 2009 6. Charges

- The Railway Act defines two types of charge for the use of railway infrastructure:
 - marginal cost based charges and
 - special charges

Marginal-cost-based charges

- According to the Railway Act, all railway undertakings that use the infrastructure must pay a charge which corresponds to the cost incurred as a direct consequence of the movement of rail vehicles.

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Network Statement 2009 6. Charges

- As far as the railway is concerned, under Swedish transport policy the traffic is subject to charges that correspond to the short-term socio-economic marginal cost.
- The MC based charges also include the extra charges that may be levied for the use of congested infrastructure

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Network Statement 2009 6. Charges

Special charges:

- Charge for a contribution to covering the fixed costs of the infrastructure: The charge must be compatible with a socio-economically efficient use of the railway. This means that the charge must not be so high that those market segments that can pay at least the MC based charge are prevented from using the infrastructure
- A charge levied for infrastructure that has been added as a special project with financing conditions and other conditions that involve requirements that the charges should cover all or parts of operation, maintenance and capital costs of the installation. This charge may be set higher than is compatible with a socio-economically efficient use of the railway.

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Network Statement 2009 6. Charges

Discount

- To promote the development of new rail service or the use of significantly under-used lines, the Railway Act allows time-limited discounts under certain conditions.

Booking charges

- All or a portion of the charge made for the use of infrastructure may be levied even if the capacity is not utilized.

Charges for services

- Must be calculated on the basis of the cost of providing the service and according to the actual cost

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Network Statement 2009 6. Charges

Minimum packages of access services

1) Train path charges (SEK):

- for a passenger service: 0.25/trainkm
- for a freight service: 0.25/trainkm
- for a service train: 0.25/trainkm
- for a works train movement: 0.25/trainkm

1 Euro ~ 10.9 SEK

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Network Statement 2009 6. Charges

2) Crossing charge for freight traffic that pass over the Oresund Link

- A charge of SEK 2325 per crossing is made for freight traffic passing over the Oresund link. The charge is billed monthly for the operated traffic reported.

3) Additional special charge for passenger traffic

- Special charge of SEK 0.0078 per gross tonne-km is levied for all passenger traffic.

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Network Statement 2009 6. Charges

4) Marginal-cost-based charges incurred by the operation of traffic:

- Track charge: 0.0029 SEK/gross tonne-km
- Accident charge: 0.65 SEK/train-km
- Emission charge: diesel-powered loco-hauled trains: SEK 0.39/litre of diesel fuel
- Emission charge, diesel-powered multiple-unit trains: SEK 0.22/litre of diesel fuel

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Network Statement 2009 6. Charges

Track access to services facilities

- Use of equipment to supply traction electricity - included in minimum access package
- Access to track capacity at platforms for the exchange of passengers or at a platform for minor servicing - included in the train path


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Network Statement 2009 6. Charges

- Access to track capacity in a freight terminal charge: SEK 0/hour and per 100 metres of track
- Marshalling yard charge: SEK 0/hour and per 100 metres of track
- Track or track area for train formation charge: SEK 0/hour and per 100 metres of track

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Network Statement 2009 6. Charges

- External links:
- [Calculator for fee calculation](#)
- EICIS 

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Next NS

- Network Statement 2010 – published
- There are 2 Change notifications for NS 2010
- New Annex 18: Map service
- [Link to Map service](#)

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Thank you for your attention!

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