

Borealis Polymers Oy

NETWORK STATEMENT for the timetable period of 2027

New Version	Replaced Version	Change/Inspection
8.1.2026	3.1.2025	Validity

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Published 8.1.2026, Manager, Operations PO-BC, Jari Koivumäki

1 Validity and informing of changes

This Network Statement is valid for the timetable period of 2027, 13.12.2026 - 11.12.2027.

Informing of changes

An entry of changes will be recorded on the first page of this Network Statement.

2 Rail network

Description, type and extent of rail network

The rail network of Borealis Polymers Ltd is described in the railway layout diagrams of Sköldvik. The railway layout diagrams give information on the technical maximum speeds of the railway lines as well as on the control, management and signaling system devices.

The network of Borealis Polymers Ltd is a second-class traffic control area.
The rail network does not have electrified railway lines.
The maximum speed in the rail network is 10 km/h.

The permitted metre load of rolling stock is 80 kN/m on a network.

The maximum axle weight of rolling stock on the rail network is 225 kN, or with rolling stock operated from/to the state-owned rail network in accordance with the permit issued by the Finnish Transport Infrastructure Agency (Väylävirasto) to the state-owned rail network.

The signs, markings and signaling devices of the rail network are identical and have the same meanings as what the Finnish Transport Infrastructure Agency (Väylävirasto) instructs for the state-owned rail network.

Interruptions in traffic caused by work on the rail network are marked in accordance with instruction RATO 17, "Radan merkit ja merkinnät" (Signs and markings on railways) issued for the state-owned rail network.

Geometry of the network is presented in EU:s "Register of Infrastructure" (RINF).

Conditions for the use of the rail network

Rail operation requires the signing of an agreement on the use of the rail network, as specified under item 7.

Rail operation must comply with the instructions given under item 3, Safety instruction for shunting work and rail work in the rail network.

Restrictions in the use of the rail network

A steam locomotive and rolling stock, which could cause a fire hazard, must not be used for rail operation.

Work relating to the maintenance of the rail network may restrict the use of the rail network.

Requirements concerning rolling stock

The rail network can be used for operating all rolling stock which has a commissioning permit and which has been entered to the European Vehicle Register EVR maintained by the European Railway Agency (ERA), with exception of steam locomotive and any rolling stock, which could cause a fire hazard.

Priority rules for operation on the rail network

The rail network is a second-class traffic control area, where the units agree between themselves on the traffic sequence if necessary.

Changes in the rail network

No changes are being planned to their level of traffic operations.

3 Safety instruction for shunting and rail work in the rail network

Shunting and rail work in Borealis Polymers Ltd's rail network (hereinafter Borealis network) in Sköldvik traffic place, railway operator's personnel and companies doing rail work, must comply with the safety instructions given by Borealis Polymers Ltd (hereinafter Borealis). Shunting and rail work must also take place in accordance with the instructions of the Finnish Transport Infrastructure Agency (Väylävirasto) concerning shunting work in the state-owned rail network, and the regulations of Finnish Transport and Communication Agency (Liikenne- ja viestintävirasto, Traficom).

The communication with the traffic control of the state-owned rail network must comply with the instructions of the Finnish Transport Agency (Väylävirasto) concerning procedures in the state-owned rail network.

The operation language is Finnish.

In this instruction, rail work means work (including maintenance work), which:

- is carried out so that a machine or its part may extend to the reach of the free area of the track,
- influences the structure of the track,
- is carried out on a safety device,
- requires the suspension of shunting work due to occupational safety or otherwise affects shunting work, or
- influences the unloading or loading of wagons.

Any faults and deviations related to the tracks and track devices as well as any issues that may compromise shunting work or the unloading or loading of wagons must be

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reported to shift foreman of Borealis petrochemical plant's olefin production 050-3794 043.

The damage to the rail network or rolling stock during operation must be reported in 10 days by making written damage report. Report must be delivered to Borealis maintenance e-mail: lasse.inget@borealisgroup.com (Lasse Inget 050-3794 046).

Damage report includes:

- Informant's name and contact information
- Where and when damage happened
- Short coverage of incidence and damages
- Short coverage of actions made because of incidence.

Emergency situations

Incidents and accidents must first be notified to the general emergency number 112 and/or Neste rescue service, 2222 (010-4582222), and then to shift foreman of Borealis petrochemical plant's olefin production 050-3794 043 and Borealis 24/7 alert contact person 050-379 4100.

In a case of chemical accident or chemical incident, take also contact to Borealis VAK safety adviser Janne Lassila 050-3794022.

If any danger to a railway system is detected in a first class traffic control area, it must be reported also to a traffic control of the state-owned rail network.

Competences and qualifications

The rail operator and the party responsible for rail work must ensure that their personnel carrying out traffic safety tasks have a valid qualification for the task in question.

Shunting work

The shunting unit, working on tracks for petrochemical products, (tracks 210, 211 and 212) doesn't have ATEX protection.

The points, stoppers and corresponding equipment must be returned in their defined starting positions. Defined starting position is marked in a sign of point or stopper.

Vagons remaining stationary must be ensured, if necessary, with stop blocks or method with equal effect.

In shunting rolling stock's brakes, must be in use.

Wagons must not be left in place so that they prevent traffic on fire roads or railway level crossings.

Permission to shunting

Railway undertaking having a rail network access agreement with Borealis Polymers Ltd. has a permission to shunting in the network of Borealis Polymers Ltd.

Access to tracks for petrochemical products (tracks 210, 211 and 212) requires permission from shift foreman of Borealis petrochemical plant's olefin production.

Rail work

The party responsible for rail work must, before commencing the work and if necessary also during the work, provide its personnel participating in rail work with instruction concerning this document, the circumstances of the work in question and the work-related hazards.

Rail work must comply with the maintenance plan of Borealis Polymers Ltd.

The person responsible for rail work must:

- Ensure the securing of rail work so that there is no danger to traffic.
- If necessary, prevent traffic by means of stop plate(s).
- Ensure that before rail operations are permitted, the area that was subject to rail work is in a condition conforming to the maintenance plan of Borealis Polymers Ltd.

Person responsible for rail work has a permission for rail work.

The beginning of rail work, its impacts on the use of the tracks, the duration of the work, the completion of the work and the contact information on the person carrying out the work in question and any changes in this information must be notified as soon as possible to the shift foreman of Borealis petrochemical plant's olefin production.

The hot work must be authorized by the organization which is responsible for the hot work area.

Degraded operation

Forced opening of a switch must be notified to the shift foreman of Borealis petrochemical plant's olefin production.

After a forced opening of a switch, the driver, the person responsible for shunting or the person responsible for rail work must visually inspect whether the switch can be used for rail operation.

Based on the inspection, the train driver, the person responsible for shunting work or the person responsible for rail work must prevent shunting and rail work at the switch (if necessary by means of a stop plate). If there is no reason to prevent shunting or rail work, the person in question must ensure that shunting and rail work at the switch are carried out at a maximum speed of 5 km/h before an inspection carried out by Borealis network's maintenance (if necessary, a speed limit sign for a special site must be installed).

Maintenance or the person responsible for rail work must inform to the shift foreman of Borealis petrochemical plant's olefin production, when 5 km/h speed restriction is lifted or any other restriction is put in place. Speed limit signs or any other restrictions must be removed or replaced accordingly.

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There are no railway crossings with warning devices in the rail network of Borealis Polymers Ltd.

Contacts

Neste rescue service, 2222 (010-4582222)
Shift foreman of Borealis petrochemical plant's olefin production 050-3794 043.

Other issues, (weekdays 08-16) Borealis Polymers Ltd's safety engineer Lasse Lassila 050-3794 022 or HSE chief Mats Roos 050-3794 258.

Traffic control's contact details:
Sköldvik, 04556 7 03135 11
Backup number 050 321 5209
Shortnumber, 1951
fr-skoldvik@fintraffic.fi

4 Rail charges

No rail charges are charged on the rail network.

5 Right of use of service facilities, provision of services

In a Borealis Polymers Ltd's network, service place administrator who wants a description of his service placed publicly available in a network statement 2027, must provide an information of a link to description of service or an data ready for publication, which can be included in network statement by 31.8.2026 at the latest.

Service place description can be provided as data ready for publication in a template found through a link: <https://vayla.fi/ammattiliikenne-raiteilla/rautateiden-verkkoselostus/rataverkon-palvelun-tarjonta#.XPD7a-SP4uU> Service place description must be provided in Finnish and English versions.

6 Access to the rail network

The rail network can be used for rail operations by all rail operators which have a safety certificate and agreement of rail network usage.

Rail operators must have a sufficient liability insurance prescribed by the Finnish Transport Act, or other corresponding arrangement.

Application for safety certificate and rail operator license

Information applying the safety certificate and rail operator license available on website <http://www.rautatiemarkkinoille.fi>.

7 Agreement on the use of rail network

Through the agreement on the use of the rail network, the rail operator and Borealis Polymers Ltd, as the owner of the rail network, agree on rail operation on the rail network of Borealis Polymers Ltd.

The rail operator must inform its need to conclude an agreement on the use of the rail network with Borealis Polymers Ltd. (Jari Koivumäki, Manager, Operations PO-BC, 050 -3790 156) no later than 30 days before the beginning of the intended rail operation.

Rail operation must not be started before the agreement has been signed.

The agreement on the use of the rail network is used for agreeing that the rail operator undertakes to follow the safety instructions of the owner of the rail network stated under item 3 of this Network Statement and the restrictions and requirements on the exercising of rail traffic stated under item 2.

Borealis Polymers Ltd. may terminate the agreement on the use of the rail network with immediate effect, if the rail operator does not comply with the terms and conditions stated in the agreement on the use of the rail network. The rail operator must notify if it no longer has a need for rail operation, and the date when the rail operation finishes. The date of finishing of rail operation notified by the rail operator is also a notice of the termination of the agreement on the use of the rail network. If necessary, Borealis Polymers Ltd. announces of a need to update or amend the agreement on the use of the rail network.

8 Applying for rail capacity

Rail capacity is not shared in the rail network.

9 Responsibilities, dispute resolution, appeal procedure

The rail operator is responsible for damage inflicted on the rail network, as well as for indirect damage caused by this damage on Borealis Polymers Ltd.

The party carrying out rail work is responsible for damage inflicted by the party on the rail network as well as for indirect damage caused by this damage on Borealis Polymers Ltd.

As the owner of the rail network, Borealis Polymers Ltd. is responsible if it neglects a duty or responsibility belonging to the ownership of the rail network, when such neglect causes direct damage to the rail operator's rolling stock or load carried on the rolling stock.

Any disputes must primarily be settled by negotiation.

Any dispute which cannot be settled by negotiation must be settled in a manner prescribed for other disputes in the Finnish Transport Act (Section 152). Other disputes are to be resolved in the District Court of Itä-Uusimaa.