State joint stock company “Latvian Railway”

PUBLIC USAGE RAILWAY INFRASTRUCTURE MANAGER

NETWORK STATEMENT 2007.

June 15, 2006

Foreword

Public usage railway infrastructure manager statement about planned services for 2007/2008 timetable period (hereinafter Network Statement) is published in accordance with Directive 2001/14/EC of the European Parliament and of the Council on the allocation of railway infrastructure capacity and levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as "Capacity and Infrastructure Charge Directive")

Network Statement describes network, access conditions, capacity allocation, services and charging system.

Network Statement consists of the following chapters:

1. General information
2. Access conditions
3. Infrastructure
4. Capacity allocation
5. Services
6. Charging system

This Network Statement is published for the use of applicants for capacity for each timetable period. The Network Statement 2007 is intended for the timetable period 27.05.2007- 24.05.2008.

State joint stock company "Latvian railway"

Riga, June 15, 2006

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TABLE OF CONTENTS

Appendixes

1. GENERAL INFORMATION

1.1. Introduction

Public usage railway infrastructure manager Network Statement is indended for applicants for capacity. The Network Statement describes the access conditions of public usage rail network where Infrastructure Manager (hereinafter IM) is state joint stock company "Latvian Railway", the services provided to operators, the basic principles of determining infrastructure charge and the capacity allocation procedure.

1.2. Objective

Network Statement provides detailed information to applicants for capacity of public usage railway network managed by state joint stock company "Latvian Railway" (hereinafter LDz). Network Statement describes the conditions which have to be met by operators who use this public usage railway infrastructure.

Network Statement is intended for the timetable period 27.05.2007- 24.05.2008. For each new train timetable period Network Statement will be regularly renewed but in the case of necessity – remade. All changes will be published in LDz internet home page www.ldz.lv

1.3. Legal framework

LDz publishes Network Statement for each train timetable period according Paragraph 28 of Law on Railways of LR and other laws and regulations taking into account the requirements of Directive 2001/14/EC about railway infrastructure capacity allocation and charging for the use of railway infrastructure and Directive 2004/49/EC about safety in Community railways and Council Directive 95/18/EC about railway undertaking licencing.

This Network Statement is prepared taking into account laws and regulations which were in force until June 1, 2006.

1.4. Legal status

Network Statement is informative document. It does not create any legal consequences for "Latvian Railway" and it does not give other persons the rights to claims.

LDz does not bear responsibility for the consequences due to errrors of spelling or wrong understanding of the text and is not responsible for the complaints regarding other railway networks which are not under the jurisdiction of LDz. LDz does not have to inform specially each operator about the changes in Network Statement; every person interested can find these changes in LDz home page www.ldz.lv

1.5. Structure of the Network Statement

The structure of the Network Statement is created similarly with structure of other EU public usage railway Infrastructure Managers' Network Statements in order to make it

easier for international operators to find information. Network Statement consists of six main chapters: Chapter 1 provides general information about Network Statement; Chapter 2 describes access conditions, including e.g. safety certificate and the operating licence; Chapter 3 describes the accessible rail network; Chapter 4 describes capacity allocation; Chapter 5 describes the services included in minimum service package and services for which the separate contracts have to be signed; Chapter 6 describes the infrastructure charge and the services provided.

1.6. Availability of Network Statement

Network Statement in Latvian is available in LDz home page www.ldz.lv. All the changes in this Network Statement are made also in this home page.

The printed version of Network Statement can be ordered from LDz. The price of the copy does not exceed the costs of making it. The price of this Network Statement is 10 LVL (without VAT), postage not included.

In order to book the printed version of Network Statement, contact:

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The persons who are interested in Network Statement but do not know Latvian, are required to ask information in the External relations department:

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The more detailed contact information can be found in LDz home page: www.ldz.lv

1.8. Abbreveations used in Network Statement

EU- European Union;
LDz – public usage railway infrastructure manager – state joint stock company "Latvian Railway"
LR – Republic of Latvia
TEN – The regulations Nr. 148 (27.04.1999) of the Cabinet of Ministers of Republic of Latvia "Regulations of railway technical operations"

2. ACCESS CONDITIONS

2.1. Legal framework

The access to public usage railway infrastructure is determined by Law on Railways and other regulations which are issued on the basis of it. The summary of these regulations is included in this section of Network Statement.

2.2. General access conditions

The rights to access the infrastructure are granted to commercial enterprises which can ensure the main conditions to perform train traffic and also to ensure the participation of railway specialists. In order to have access to railway infrastructure, the commercial enterprise has to fulfill the following requirements:

1) have an operating licence;
2) have a safety certificate;
3) have the capacity necessary for traffic;
4) sign a contract with Infrastructure Manager about the use of railway infrastructure;
5) observe Regulations of railway technical operations and to guarantee the safety of the traffic.

2.3. Operating licence

Operating licence for freight traffic is issued by State Railway Administration but for passenger traffic by Public Utilities Commission.

The operating licence can receive these operators who have submitted request to any of the mentioned organisations and who can ensure the basic conditions to perform train traffic and also to ensure the participation of railway specialists. The operator has to have perfect reputation and stable financial position in order to receive operating licence. Therefore the institution which will issue the licence will audit operator's:

- sufficiency of finacial resources;
- operating and management plans;
- the previous activities, professional adequacy and experience.

Licence applicant has to prove its professional adequacy by showing that:

- employees have the necessary knowledge and experience in order to guarantee the safe management of the activity indicated in licence;
- operator has qualified and appropriately trained railway specialists who can guarantee the safety and high level of quality of the services provided;
- its rolling stock and especially traction stock are safe.

The reputation of the licence applicant corresponds to the requirements of good reputation if:

- it has not been declared insolvent by the decision of court;
- its top management has not been punished for comitting of criminal offences;
- Licence applicant and its top management has not been repeatedly adminsitratively punished for the violation of employment, labour safety, taxes, customs, commercial activities and other regulatory acts of its business.

Operating licence is issued for five years.

The procedure how the operating licence is issued or canceled is determined by the regulations (05.01.99) of The Cabinet of Ministers of Latvia Republic "The regulations of licencing of railway operators" and in regulations (01.07.2001) of The Cabinet of Ministers of Latvia Republic "The regulations of licencing of public utilities."

2.4. Safety sertificate

Safety sertificate is issued by State Railway Technical Inspection on the basis of the conclusion made by LDz. Safety sertificate is issued to these operators who correspond to requirements of railway technical operations and implement safety requirements concerning staff, rolling stock and internal structure of the operator.

Safety sertificate is issued for the duration of two years.

The procedure how the safety sertificate is issued, suspended or revoked is established by the regulations of The Cabinet of Ministers of LR (12.10.2004) Nr 853 "The procedure of issuing, suspending and revoking of railway operations safety sertificate."

Safety licence

The persons who do not perform railway operations but who ensure the technological processes ordered by the operator or LDz, for example, manage, repair, build technical equipment of railway infrastructure, repair, build rolling stock, carry out manouvre works in the borders of stations, receive the safety licence instead of safety sertificate. Safety licence is issued by State Technical Inspection according to the regulations of The Cabinet of Ministers of LR (23.08.2005) Nr 616 "The procedure of issuing, suspending and revoking of railway operations safety licence."

Requirements to rolling stock

Only the rolling stock which is registered in the state rolling stock register can be used in the public usage railway infrastructure. The requirements for rolling stock used in railway network are laid down in section 36.1 of the Law on railways and section 3. of Regulations of railway technical operations.

The technical requirements which are applied to wagons used in public railway infrastructure in Latvia are laid down in "Instruction for wagon testing person" (Approved with LDz order Nr. RD-3/29 23.01.2006) and also in "Regulations of operation, registration and payments for the usage of freight wagons of other

countries" (approved in Commonwealth members authorized representative meeting on 24.05.1996) if the wagons are used in international traffic.

Staff qualification

In accordance with Law on railways, railway specialists who are involved in railway traffic shall have profound knowledge about the the appropriate management of work and Regulations of railway technical operations. The requirements and criteria of qualification requested, the procedure of testing of knowledge and skills, the procedure of issuing, extension and annulment of railway specialist licences and sertificates of professional competence, requirements to persons who perform the training of specialists, as well as training programms and register of technical means are established according regulations issued by LR Cabinet of Ministers Nr 360 "Regulations about railway specialists" (issued on 02.05.2006) and regulations Nr 236 "Regulations about rolling stock driver's (engine-driver's) instructor, rolling stock driver (engine-driver), rolling stock driver (engine-driver) assistant's qualification requirements and order of sertification."

The register of medical contraindications which do not allow to acquire the qualification of railway specialist and to perform these duties is indicated in the Regulations Nr. 466 "Medical contraindications which do not allow to acquire the qualification of railway specialist and to perform these duties" of LR Cabinet of Ministers, issued on 22.12.1998.

2.5. Infrastructure capacity necessary for railway operations

The information about capacity allocation and the procedure of submitting the request for capacity allocation and other questions concerning capacity allocation is laid down in Network Statement Section 4.

2.6. The agreement about the usage of railway infrastructure

After the receiving of operating licence, safety sertificate and infrastructure capacity, the operator has to sign a contract with LDz about the usage of railway infrastructure. The contract defines administrative and financial issues.

Operator can sign with LDz principal agreement about the long term usage of railway infrastructure which is longer than one calendar year taking into account the commercial interests of operator. Nevertheless such an agreement does not give the rights to operator to receive the capacity indicated in agreement for a longer period than one calendar year.

2.7. General agreement

General agreement is usually signed for five years. LDz in special cases can agree to longer or shorter time periods. The necessity of time periods which are longer than five years has to be substantiated by commercial agreement, specialised investments or risk.

3. INFRASTRUCTURE

3.1. Definition

This Network Statement referrs to public usage railway infrastructure which is managed by LDz. LDz is responsible for infrastructure maintenance and development.

3.2. Network description

3.2.1. Train paths and traffic operating points

Public usage railway infrastructure depending on its technical potential is divided in 3 categories according to railway infrastructure register.
LDz offers following wide gauge rail districts (including the station tracks and access tracks technologically connected with them) with operating length 1933,8 km :

State registration index of railway infrastructure	The name of railway line
01	Ventspils – Tukums 2
02	Tukums 2 – Jelgava
03	Jelgava – Krustpils
04	Krustpils – Daugavpils Passenger station
05	Daugavpils Passenger station– Indra – State border
06	Rīga Passenger station – Krustpils
07	Krustpils – Rēzekne 2
08	Rēzekne 2 – Zilupe – State border
09	State border – Kārsava – Rēzekne 1
10	Rēzekne 1 – Daugavpils Marshalling yard
11	Daugavpils Marshalling yard – Kurcums – State border
12	State border – Eglaine – Daugavpils Passenger station
13	Operating point 524.km – Operating point 401.km
14	Rīga – Jelgava
15	Jelgava – Liepāja
16	Jelgava – Meitene – State border
17	Rīga Passenger station – Lugaži – State border
18	Torņakalns – Tukums 2
19	Zemitāni – Skulte
20	Čiekurkalns – Rīga Krasta
21	Glūda – Reņģe – State border
22	Zasulauks – Bolderāja
23	State border – Vaiņode – Priekule – State border
24	Rīga Cargo – Ērgļi
25	Zemitāni – Šķirotava
26	Operating point 191.km – Operating point 524.km
27	Pļaviņas – Gulbene
29	Liepāja – Priekule*
36	Jaunkalsnava – Veseta
37	Daugavpils junction diversion
38	Rēzekne junction diversion

*- the traffic is closed due to technical reasons

LDz offers narrow gauge railway district with operating length 33,4 km:

State registration index of railway infrastructure	The name of railway line
32	Gulbene – Alūksne

Public usage railway infrastructure objects register is laid down in Appendix 1.
Public usage railway infrastructure network scheme is laid down in Appendix 2.

Public usage railway infrastructure network has 157 distribution points and 77 of them are opened to freight operations.
Stations where freight operations are made consist of 2 distribution stations (Šķirotava and Daugavpils), 4 district stations (Jelgava, Rēzekne, Krustpils, Gulbene).

Public usage railway infrastructure network has borders with other countries according to Cabinet of Ministers Regulations Nr 246 1996.07.02. about the establishing the places for crossing border and about the location of border crossing points on the LR border:
With Estonia – Lugaži;
With Russian Federation - Kārsava, Rēzekne, Zilupe;
With Republic of Belarus – Indra;
With Republic of Lithuania - Daugavpils, Eglaine, Kurcums, Meitene, Priekule, Reņģe, Vaiņode.

Public usage railway network has border with LR Limbaži region municipality railway – Skulte and with railway station of Freeport of Riga Authority – Rīga Krasta.

Customs control posts in border checkpoints : Indra, Kārsava, Rīga Passenger station luggage bureau, Zilupe, Šķirotava, Daugavpils, Rēzekne-2, Jelgava, Rīga cargo station.

Stations where railway technical maintenance operations are carried out: Daugavpils, Rēzekne, Šķirotava, Jelgava, Ventspils, Liepāja, Rīga Pasenger station.

Stations where train brakes are tested: Rīga Cargo station, Mangaļi, Ziemeļblāzma, Zemitāni, Pļaviņas, Gulbene, Saldus, Brocēni.

Stations where are located basic and circulation depots and locomotive teams recreation homes: Daugavpils, Rēzekne, Šķirotava, Jelgava, Ventspils, Liepāja.

Stations where passenger train locomotive teams recreation is provided: Rīga Passenger station, Saulkrasti, Sigulda, Valmiera, Ērgļi, Ogre, Lielvārde, Aizkraukle, Krustpils, Gulbene, Zilupe, Rēzekne, Daugavpils, Jelgava, Reņģe, Ķemeri, Tukums-2.

3.2.2. Technical characteristics of rail network

Track gauge
The track gauge on rail network is 1520 mm. Track gauge in narrow gauge line Gulbene – Alūksne is 750 mm.

The dimensions are determined according to Latvia State standard LVS 282:2000 "The dimensions of railway buildings approximation and rolling stock."

Axle loads

23,5 ton axle loads are permitted on public usage railway network.

Gradient

The maximum gradient in 1st category lines is 8,4 mm/m (line Daugavpils-Indra), in 2nd category lines – 9,9 mm/m (line Zemitāni-Skulte), in 3rd category lines – 12,6 mm/m (line Gulbene-Pļaviņas).

Speed

According to "Regulations of railway technical operations" the maximum allowed speed for passenger trains is 120 km/h and 80 km/h for freight trains. Speed restrictions for train traffic timetable which will be in force starting May 27, 2007 until May 24, 2008, are defined in LDz directive Nr DV1-3/264 issued on 17.05.05. "About train traffic speed" (Appendix 9)

Electrified lines

There are following electrified sections in public usage railway infrastructure:

- Rīga Passenger station– Jelgava;
- Torņakalns – Tukums 2;
- Rīga Passenger station – Zemitāni - Skulte;
- Rīga Passenger station – Aizkraukle;
- Zemitāni – Šķirotava.

The voltage of direct current of electrified lines is 3 kV.

Train length and weight standards

Train length and weight standards are indicated in Appendix 3.

3.2.3. Traffic control and safety systems

The equipment of lines of public usage railway infrastructure with train traffic control and safety systems are indicated in Appendix 4.

3.3. The utilized capacity of lines

The capacity of railway sections for the train traffic 2006-2007 is given in Appendix 5 and 6.

4. CAPACITY ALLOCATION

4.1. Legal framework

The public usage railway infrastructure capacity (hereinafter – capacity) is allocated in accordance with Paragraph 27 of Law on railways.

4.2. General issues

4.2.1. The Capacity to be allocated is made by maximum total amount of trains which are allowed in railway section taking into account the technical condition of the section, traffic speed and technological restrictions provided for its maintenance.

4.2.2. Infrastructure manager (hereinafter – IM) who is also the allocator of railway infrastructure capacity allocates the public usage railway infrastructure (hereinafter – infrastructure) capacity between operators on the basis of requests of operators (hereinafter - capacity request application) and approves the capacity allocation plan. If IM is also the operator, capacity is allocated by State Railway Administration.

4.2.3. As a result of capacity allocation, operator receives the right to use the public usage railway infrastructure in a particular section.

4.2.4. Capacity is allocated for the time period of 12 months and it begins on the first Sunday of May each year and finishes on the last Saturday of May of each year.

4.2.5. IM prepares the train traffic timetable (hereinafter – timetable) for one year on the basis of the approved capacity allocation plan.

4.3. The procedure of submitting and reviewing requests

4.3.1. In order to get access to railway infrastructure, operators submit capacity allocation request according to the request-form attached in appendix Nr 7.

4.3.2. Operators have to hand in capacity allocation request until October 15.

4.3.3. Operators have to attach to request:
- copy of railway operating licence;
- copy of railway operator safety sertificate;
- the analyses of accomplishment of previous year capacity allocation request according to data indicated in it;
- information about infrastructure usage payments in the previous capacity allocation period and guarantees if the former liabilities about infrastructure usage are not met;
- information about contract if operator wants to receive privileges according to conditions laid down in Paragraph 4.4.2.

4.3.4. If there are needed corrections or additions in capacity allocation request, capacity allocator informs about it operator in writing. After the receiving of notification, operator makes the necessary corrections or additions in capacity allocation request and hands in to capacity allocator during 7 days.

4.3.5. Applicants attach capacity request motivation to capacity allocation request. Applicants who do not have safety sertificate to operate in railway infrastructure districts applied for, may apply only for the part of the Capacity which is not allocated and have to attach motivated explanation to the request.

4.4. Capacity allocation criteria

4.4.1. Reviewing the requests of applicants the principles of capacity allocation expressed in section two of paragraph 27 of Law on railways.

4.4.2. In the Capacity allocation process, priority will be given to trains which will run on the basis of state railway traffic order contract according to section three of paragraph 27 of Law on railways or according to signed international agreements.

4.4.3. The following criteria also have to be observed when allocating capacity:
- the experience of cooperation between operator and IM;
- the planned regularity, intensity and duration of infrastructure usage;
- the compliance of the weight of train to the principles of effective use of the infrastructure.

4.5. Capacity allocation.

4.5.1. If the request of the operator can be fully met, operator has to be given all the Capacity required in the request.

4.5.2. If the Capacity request is bigger than the potential of the Capacity and request can be fulfilled only partially, then the operator is offered:
- to choose another time for the requested route of the train (if the time is indicated in application);
- other route than the one indicated in the application;
- to reduce the duration of passenger train passage by reducing the number of stops or otherwise;
- to reduce the total weight of passenger train or to use traction unit with better traction parametres;
- to increase the total weight of freight train or to use traction unit with better traction parametres;
- to disclaim some Capacity applied for.

4.5.3. If operator agrees to proposals laid down in section 4.5.2, operator is granted the Capacity agreed.

4.5.4. If operator does not agree to proposals of IM to modify its Capacity allocation during two weeks starting from the moment when it has been notified about partial meeting of the requirements expressed in its request, IM offers the operator to reach an agreement with other operators involved and to hand in to IM the agreement of the operators about the solution of the problem.

4.5.5. If operators can not reach an agreement during one month, IM allocates the capacity according to the procedure laid down in section 4.4.

4.5.6. If after the capacity allocation made according to the procedure laid down in section 4.5.5 there is left part of capacity which is not possible to allocate appropriately, the auction is carried out, using the bidding principle. If the capacity allocator carries out the auction, it is organized according to the procedure made by capacity allocator. The capacity in the auction is given to the operator who offers the highest price for the usage of infrastructure.

4.5.7. IM makes the decision about Capacity allocation and approves Capacity allocation plan until December 15. If the capacity allocator is State railway administration, it makes decision about capacity allocation and approves capacity allocation plan after examination of proposals about capacity allocation between operators submitted by IM and operators. These proposals about capacity allocation have to be submitted to state railway administration until December 8.

4.5.8. Unrequested and unallocated Capacity is retained by IM who allocates it on the basis of the applications of operators and observing the procedure and principles expresed in these Regulations.

4.6. Train traffic yearly timetable

4.6.1. The operator makes the yearly timetable (hereinafter – timetable) according to Capacity allocation plan.

4.6.2. Yearly timetable is technological document which establishes the procedure of train traffic.

4.6.3. IM has to observe the following train category priorities when making the timetable (they are ranked in order from the most significant to less significant):
- international passenger trains;
- speed (international) freight trains;
- domestic (regional) passenger trains;
- passenger trains which operate in the borders of suburban agglomeration;
- freight trains for traffic in closed routes;
- collecting and deporting trains;
- other trains.

4.6.4. IM prepares the timetable and informs operators about it no later than one month before it comes into effect.

4.7. Changes in timetable

4.7.1. IM has the rights to modify timetable according to planned repairs of the infrastructure or according to operators' requests submitted in writing if it does not influence the approved Capacity allocation plan.

4.7.2. If the changes in timetable affect the Capacity allocation plan, the changes in timetable can be made only when capacity allocator has made all necessary changes in Capacity allocation plan.

4.7.3. Operator has the rights to submit request in writing about the changes in capacity allocation request (for example, the use of other route or the enlargement of the current route, the change of place and time of stopping) for the trains which are already included in the accepted Yearly timetable.

4.7.4. The proposals for changes in timetable are submitted observing the following time limits:
- international passenger trains – at least 60 days before planned passage;
- domestic passenger trains – at least 25 days before planned passage;
- freight trains - at least 25 days before planned passage.

4.7.5. IM may accept the proposed modifications if they do not affect the interests of other operators.

4.7.6. If the modifications in timetable proposed by one operator affect the interests of other operators, then the operators have to negotiate a solution and have to submit to IM the agreement reached, taking into account the time limits set. The modifications are not accepted if the agreement is not reached in the time limits set.

4.7.7. If the operator does not use the route granted in timetable, IM has the rights to give this route to other operator.

4.7.8. The issues of train traffic revocation in timetable which are not adressed by these regulations are to be settled in the contracts about the usage of railway infrastructure.

4.8. IM actions in case of congested infrastructure

4.8.1. If the infrastructure is congested, IM analyses the usage of public railway infrastructure in order to detect Capacity shortages and to offer solutions or measures in order to prevent them.

4.8.2. IM can offer to operators to take part in activities which will increase Capacity in particular railway infrastructure sections.

4.8.3. If the railway infrastructure is congested, IM has the rights to reduce capacity or not grant capacity to tose operators whose train technical parameters do not ensure the effective usage of infrastructure.

4.8.4. The disagreements which arise between the operator and IM during the Capacity allocation process, are looked through according to Section 8 of Paragraph 31 of Law on railways. The decision of State railway administration can be judicially reviewed.

5. SERVICES

5.1. Services which are included in the charge for usage of public railway infrastructure

The following services are included in the charge for the usage of railway infrastructure:

- The maintenance of railway infrastructure objects:
  Systematic survey of all element technical conditions, carrying out of control measurements, the prevention of damages, regulation, greasing, change of materials and details or the prolongation of the term of their usage with profilactic means, carrying out of running repairs of track bed structure (main tracks, station tracks and infrastructure manager sidings, switches, sleepers and beams, ballasts, level crossings), track formations, engineering technical structures, railway land separation sections, boundary marks, protective plantations, train traffic management automatic systems, train telecommunications, electric supply network and equipment, rolling stock heated axle bearing recognition system equipment and contact system;
  The continous running, technical and sanitary maintenance, running repairs of railway infrastructure real estate objects (station buildings, pavilions, outhouses and household buildings and enginnering communications which ensure the functioning of station complex, buildings – passenger platforms and freight platforms used, grounds, ramps, platform toilet facilities, switchboxes, electric centralisation, traffic controller centralisation, route relay centralisation posts, repair technical district and other buildings which are necessary to ensure the frunctioning of IM).
- The development of railway infrastructure objects (renovation, reconstruction and building of new ones);
- Train traffic management:
  train traffic management according to train traffic timetable (train receiving, forwarding and passage in stations and railway districts) in the borders of IM;
  the organizing of efficient usage of railway infrastructure capacity in the borders of IM;
- Railway infrastructure management: management of economic and financial activities, management of railway infrastructure objects maintenance, technical and economical management of all types of repair and planning of buildings (the organising of buying of all necessary materials, staff training, organising of training of improvement of professional skills, preparing of regulatory documents, cooperation with credit institutions), performing the functions of representative, preparing economical and technical documentation and signing of contracts of economical activities and controling of the fulfillment of the contracts signed, coordination of organisational activities of labour safety, railway traffic safety, fire safety, evironment protection and others.

5.2. Services which are not included in charge for the usage of infrastructure but which are necessary for the organizing of operating process

- the forming and splitting up of trains, shunting works;

- wagon technical maintenance and repair*;
- the verifying and processing of train documents when trains arrive and are sent;
- the taking out of operator's detained trains (in case if client does not accept them for unloading) from the place of detention to station of destination;
- the taking of separate decoupled wagons from the place of leaving (decoupling) to station of destination;
- the accoutring and provision of rolling stock;
- the liquidation of consequences of accidents.

* The technical maintenance of wagons in trains (the testing of brakes of wagons, the repair of wagons without decoupling), the current repair of wagons with decoupling (for current repair using decoupling are sent wagons in which the damage has been detected during the operation and these damages are not possible to repair without decoupling) is made in technical maintenance services in Šķirotava, Rēzekne, Daugavpils, Ventspils, Jelgava and Liepāja stations.

The putting of wagons into operation is carried out in Rēzekne, Daugavpils, Šķirotava and Jelgava border station.

The wagon technical maintenance and repair in Riga passenger station is carried out by joint stock company "International passenger traffic."

These services are provided for additional payment according to signed contracts.

5.3. Additional services

LDz can offer the following additional services for additional payment:

- receiving, delivering, loading, unloading, sorting and storing of cargo;
- the preparing of freight wagons for loading;
- registering and processing of operating documents;
- weighing of wagons;
- the commercial examination of trains and wagons and repair of damages detected;
- the cleaning and washing of rolling stock;
- the control of transporting of dangerous cargoes;
- the help in driving of nonstandard trains;
- the providing of operator with preliminary information about the arriving of cargo and providing of other services of information;
- ensuring of train traction;
- the recreation of locomotive teams in team houses;
- the rent of real estate objects;
- rent of rolling stock and containers;
- provision of electricity;
- provision of fuel;
- services of telecommunications;
- the services of rolling stock technical inspection;
- the warming of locomotives;
- providing with additional information.

6. CHARGES

6.1. Legal framework

The charge for the usage of railway infrastructure is set according to principles laid down in Paragraph 11 and 12 of Law on railways and according to the Methodology approved by Public Utilities Commission decision Nr 17 (18.01.2006)

6.2. System to determine the charge

6.2.1. Services included in charge

The services which are included in the charge for the usage of railway infrastructure are laid down in Section 5.2

6.2.2. Principles to determine the charge

Charge for the usage of railway infrastructure is calculated according to costs which are caused by the activities of IM in order to make it possible to use the railway infrastructure.

Charge for the usage of railway infrastructure is set different for freight trains, passenger electric trains, passenger diesel trains, motrises, passenger trains with locomotives and narrow gauge trains. The charge is set for one train kilometer. Operator pays for the actually passed train kilometres which are determined by the length between the lines of railway stations axle.

The register of railway infrastructure sections and their length (km) is laid down in Appendix 8.

6.2.3. The amount of charge in case of congested infrastructure

IM has the right to establish mark-ups for the use of railway infrastructure sections during the period of congestion.

There are no planned mark-ups right now in the timetable period which begins on May 27, 2006 and ends on May 24, 2007.

6.2.4. Discounts

The procedure of establishing discount and also the amount of economically grounded discounts and the term of their usage is established bu IM after the harmonization with the establisher of railway infrastructure charge (Public utilities commission).

There are following discounts in force in 15 June 2006 for separate train categories (see paragraph 6.3.2.)

6.3. Tariffs

6.3.1. Charge for the usage of public railway infrastructure

For the train traffic period which begins on 28 May, 2006 and ends on May 26, 2007 Public Utilities Comission has established (decision Nr 96 of 12.04.2006) following charge for the use of public railway infrastructure (Ls for train km):

Train categories	Charge
Freight trains	4,62
Passenger electric trains	2,80
Passenger diesel trains, motrises	2,36
Passenger trains with locomotive (diesel locomotive and steam locomotive traction)	2,73
Narrow gauge trains	1,09

The charge for the train traffic period which starts on 27 May, 2007 and ends on 24 May, 2008 will established by Public utilities commission until 15 april, 2007.

6.3.2. The amount of discount

There are applied following discounts for the use of railway infrastructure on the moment of making the network statement:

1. Discounts for individual train categories:

Nr.	Train categories	Train numbers	Charge discount %
1.	Locomotives	4001 – 4998	95
2.	Service trains, incl.:		
2.1.	The wear-in of passenger trains, diesel and electric trains, trial trains and their locomotives which go to repairs or from repairs	5001 – 5098	95
2.2.	Track motor cars, towing vehicles and special self-propelled vehicle rolling stock	5101 – 5198	90
2.3.	Trains for the performing of operations for railway maintenance, technical maintenance, repair of buildings from wagons which are not working	5201 – 5298 5701 – 5948	90
2.4.	Track measurers, ultrasonic rail inspection cars and laboratory wagons	5951 – 5998	100
2.5.	Trains with empty passenger wagons, diesel and electric trains which go to passenger stops, technical stations and stopping points	5401 – 5698	95
2.6.	All types of snow cleaning and collecting machines	7901 – 7998	100
2.7.	Breakdown trains	8001 – 8048	100

2.8.	Fire fighting trains	8051 – 8098	100
	Trains with empty damaged wagons which go to plant and depot repair and modernisation with specially registered documents	9001 – 9098	90

6.4. The procedure of payments

Operators pay to LDz for the usage of public railway infrastructure for train kilometres travelled according to conditions which are laid down in contracts for the usage of public railway infrastructure.

Appendix 1

The register of railway infrastructure objects:

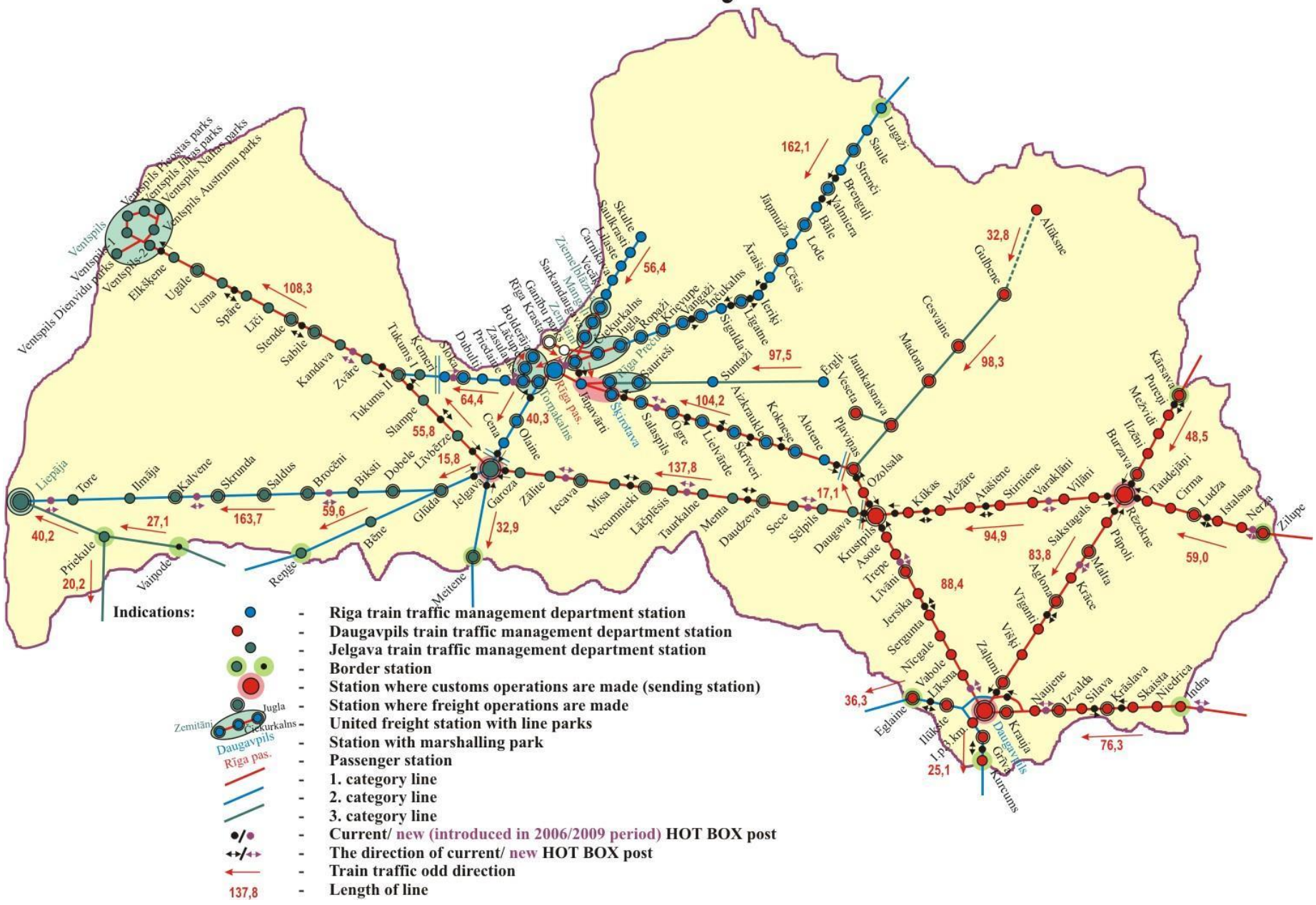
01.01.2006

Nr.	Title of railway infrastructure objects	Measurement	Total	Railway line category		
				I	II	III
1	2	3	4	5	6	7
1.	*Track facilities:*					
1.1	Railroads (extended length, not including districts where traffic is closed), total:	km	3382	2039	971	372
.	-main -station -other	km km km	2282 881 219	1170 706 163	791 141 39	321 34 17
1.2.	Switches	set	3512	2684	642	186
1.3.	Engineering technological buildings					
	-bridges -culverts	pieces pcs	675 840	338 455	247 234	90 151
1.4.	Level crossings	Cross.	586	305	185	96
1.5.	Protective plantations:					
	-reiterative and fir hedges -natural forests	ha ha	941 1657	464 1053	218 471	259 133
2.	*Electrotechnical facilities:*					
2.1.	Automatic block system, incl. DC	km km	1064 698	605 392	447 306	12 -
2.2.	Semi automatic block system	km	925	194	213	518
2.3.	Electric centralisation of switches	st. switches	160 2555	98 1796	58 691	4 68
2.4.	Uncentralised switches (incl. Melentyev closing system MLN)	st. switches	13 (10) 152 (108)		2 (2) 24 (24)	11 (8) 128 (84)
2.5.	Sorting hills mechanisation and automatisation equipment	st.	3	3	-	-
2.6.	Rolling stock heated axle recognition system /PONAB, DISK/	set st.	60 27	46 21	14 6	-
2.7.	Magistral network cables	km	2791	1848	943	-
2.8.	Contact system	km	257	85	172	-
2.9.	6, 10 kV high voltage electrical network lines	km	1396	1065	331	-
2.10.	Radio communication	km	1917	1106	586	225
3.	*Real estate facilities:*					
3.1.	Station buildings	pcs	180			
3.2.	Pavilions, outhouses	pcs	62			
3.3.	Passenger platforms, platforms, ramps		470			
3.4.	Freight/technical platforms, ramps	pcs	74			
3.5.	Passenger stopping points where are only platforms		23			

The maintenance of railway infrastructure is carried out on an ongoing basis and in whole length of railway lines, including districts where are made repairs and reconstruction (modernisation).

Appendix 2

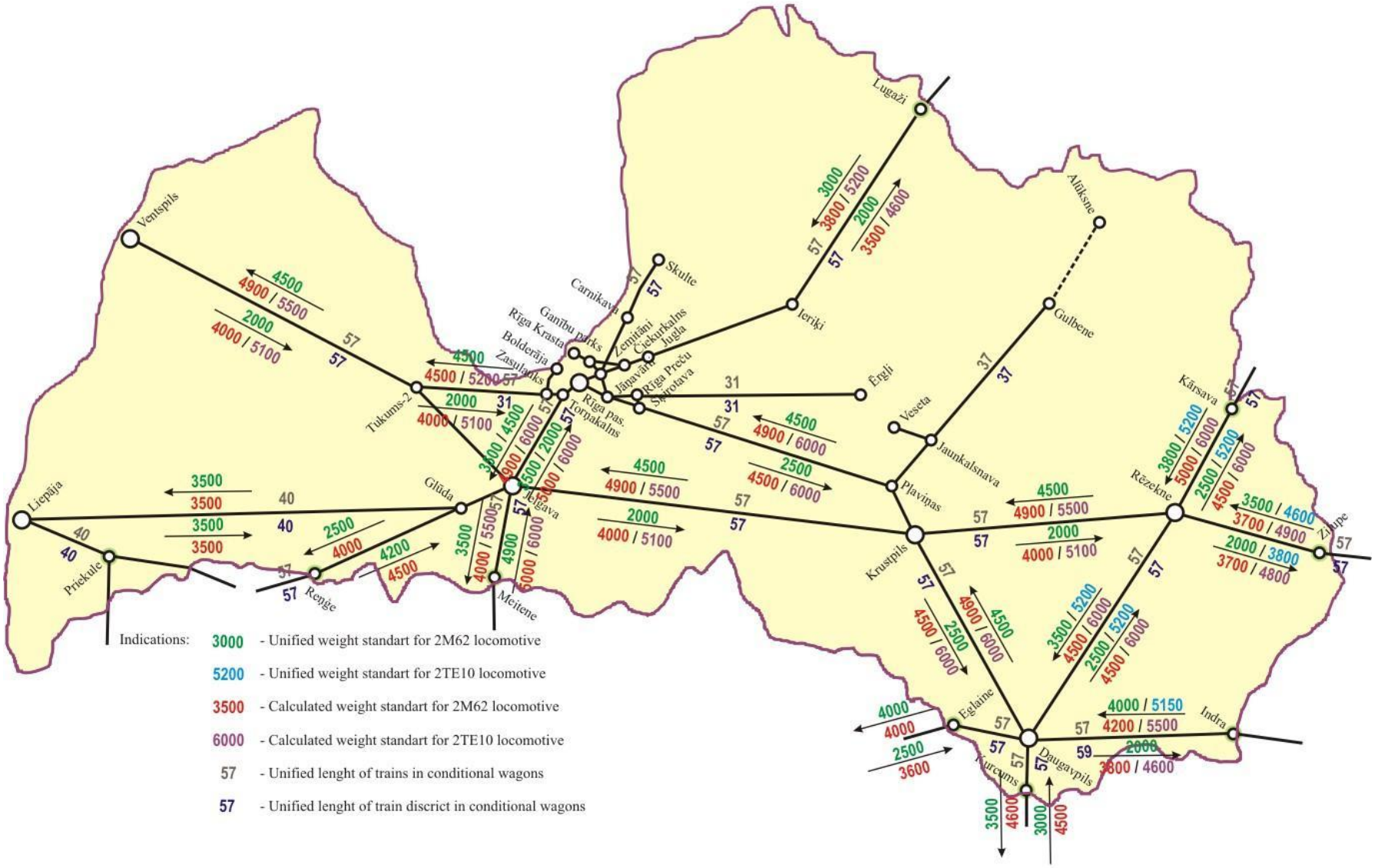
Latvian railway scheme



Appendix 3

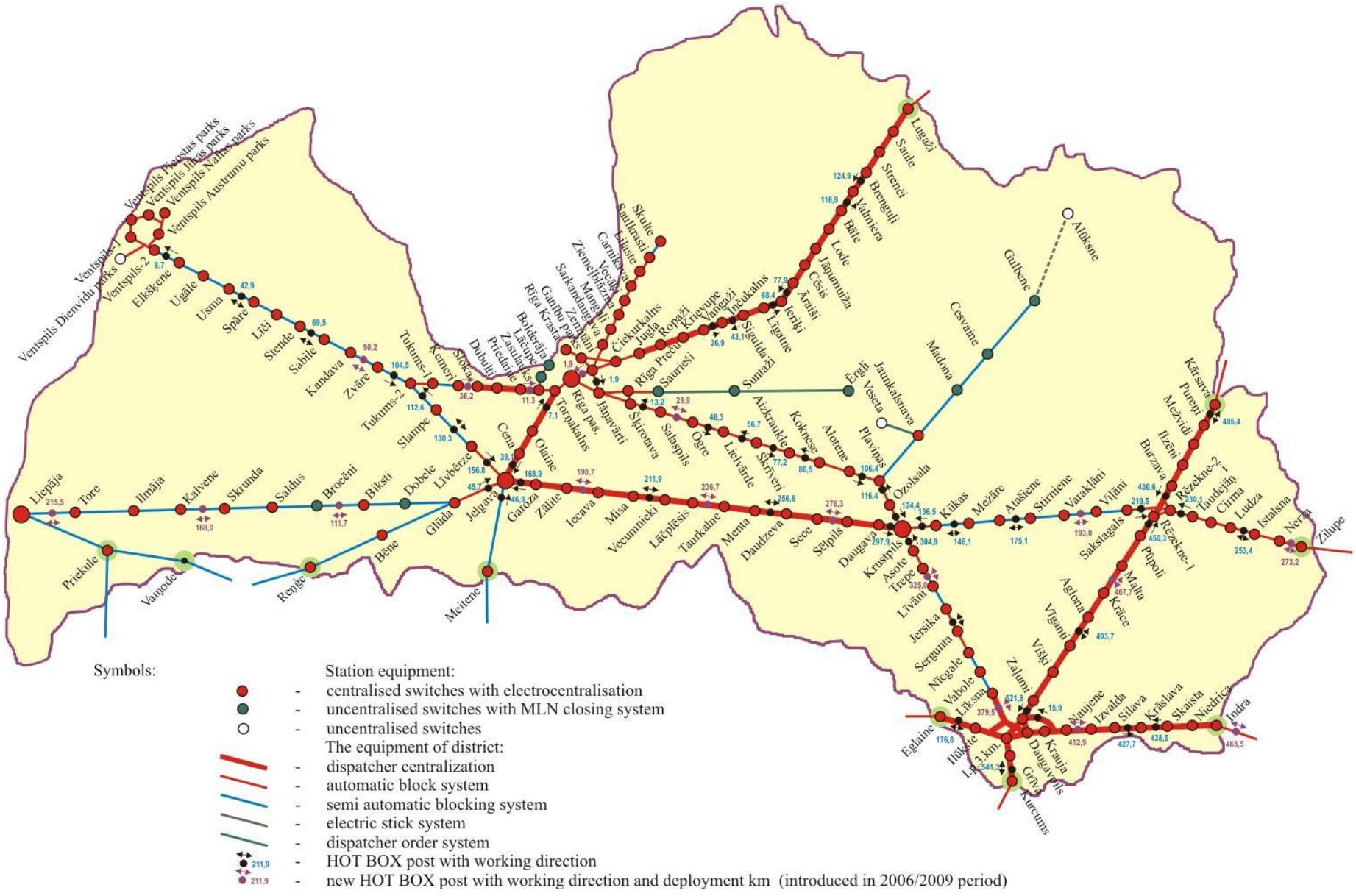
Latvian railway train weight and lenght standards

for timetable 2006-2007



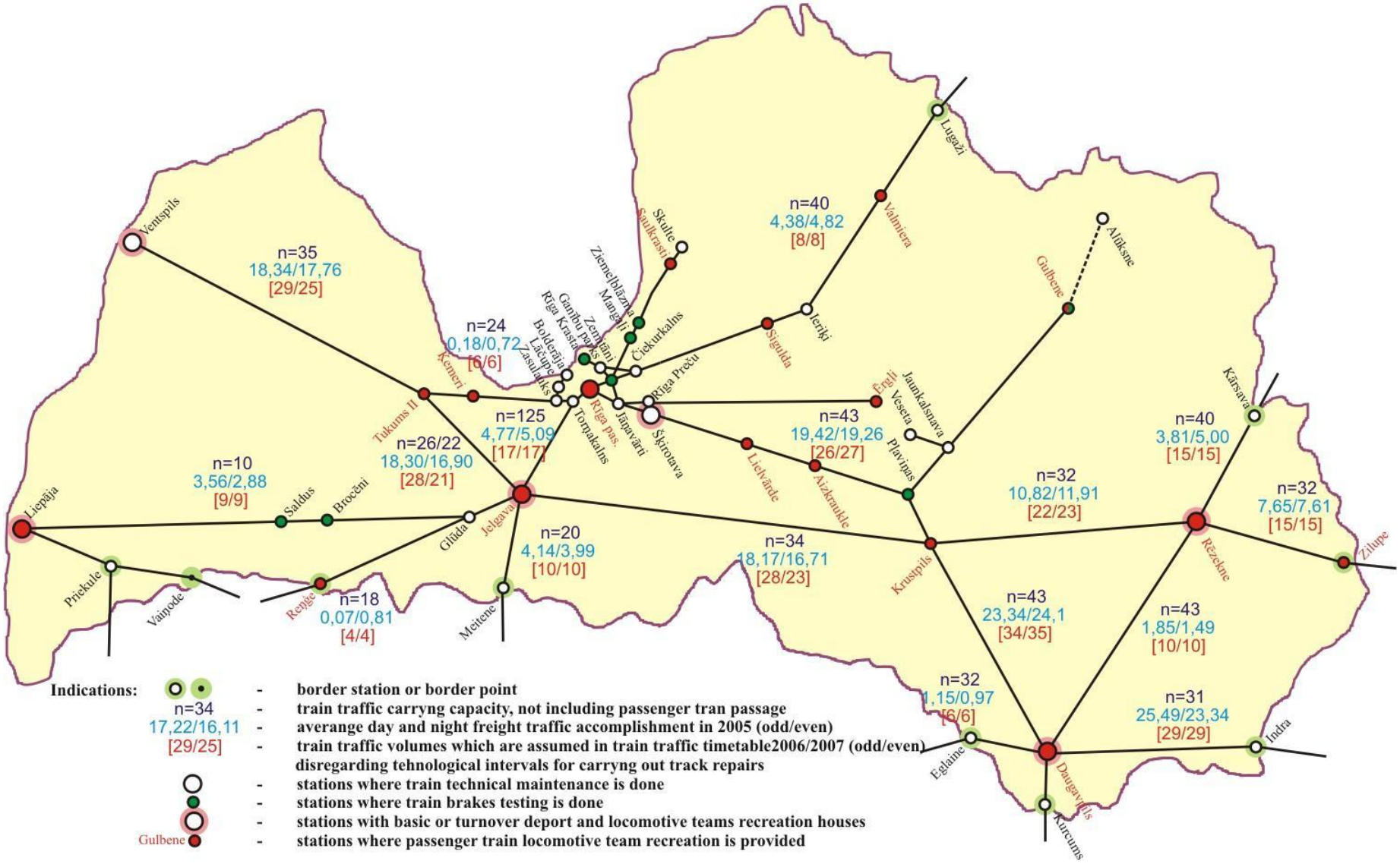
Appendix 4

Latvian railway districts equipment



Appendix 5

Train traffic indication for Timetable 2006-2007



Appendix 6

The capacity of public usage railway infrastructure in Latvia.

Nr.	Title of district	Railway infrastructure category	The standard of weight of freight trains according to traction capacity			Number of trains in timetable 2006-2007					Planned duration of gaps in next period in hours. (there/ back)***	Number of trains for new time-table*
			Type of traction	there	back	passenger			Freight*	Total*		
						International trains	Domestic trains	Electric trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	**Pļaviņas – Šķirotava**	**1.**	**2M62/ 2TE10**	**4900/ 6000**	**4500/ 6000**	**4/5****	**12/11****	**28/28****	**28/27****	**72/71****	**-**	**72/71****
1.1	**Pļaviņas – Šķirotava**	1.				4/5	12/11	0/0	28/27	44/43	-	44/43
1.2	Pļaviņas – Aizkraukle	1.				4/5	12/11	10/10	28/27	54/53	-	54/53
1.3	Aizkraukle – Lielvārde	1.				4/5	12/11	23/23	28/27	67/66	-	67/66
1.4	Lielvārde – Ogre	1.				4/5	12/11	28/28	28/27	72/71	-	72/71
1.5	Ogre – Salaspils	1.				4/5	12/11	28/28	28/27	72/71	-	72/71
2.	Salaspils – Jāņavārti	**1., 2.**	**-**	**-**	**-**	**0/0**	**0/0**	**31/31**	**18/18**	**49/49**	**-**	**49/49**
2.1	**Skulte – Zemitāni**	2.				0/0	0/0	15/15	0/0	15/15	-	15/15
2.2	Skulte – Saulkrasti	2.				0/0	0/0	22/22	0/0	22/22	-	22/22
2.3	Saulkrasti – Carnikava	2.				0/0	0/0	31/31	0/0	31/31	-	31/31
2.4	Carnikava – Vecāķi	2.				0/0	0/0	31/31	0/0	31/31	-	31/31
2.5	Vecāķi – Ziemeļblāzma	1.				0/0	0/0	31/31	8/8	39/39	-	39/39
2.6	Ziemeļblāzma – Mangaļi	1.				0/0	0/0	31/31	18/18	49/49	-	49/49
3.	Mangaļi – Zemitāni	**1., 2.**	**2M62/ 2TE10**	**3800/ 5200**	**3500/ 4600**	**1/1**	**13/13**	**0/0**	**9/9**	**23/23**	**-**	**23/23**
3.1	**Valga – Zemitāni**	2.				1/1	0/0	0/0	8/8	8/8	-	8/8
3.2	Valga – Lugaži	2.				1/1	3/3	0/0	8/8	13/13	-	13/13
3.3	Lugaži – Strenči	2.				1/1	3/3	0/0	8/8	13/13	-	13/13
3.4	Strenči – Valmiera	2.				1/1	4/4	0/0	9/9	14/14	-	14/14
3.5	Valmiera – Cēsis	2.				1/1	5/5	0/0	9/9	15/15	-	15/15
3.6	Cēsis – Sigulda	2.				1/1	14/14	0/0	9/9	23/23	-	23/23
3.7	Sigulda – Jugla	1.				1/1	14/14	0/0	9/9	23/23	-	23/23

* - indicated with collecting and moving out trains

** - 11/12 – there/back

***- the data for column will be published in November 2006

Appendix 6 continued

Nr.	Title of district	Railway infrastructure category	The standard of weight of freight trains according to traction capacity			Number of trains in timetable 2005-2006					Planned duration of gaps in next period in hours. (there/ back)***	Number of trains for new time-table*
			Type of traction	there	back	passenger			Freight*	Total*		
						International trains	Domestic trains	Electric trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
4.	**Zasulauks – Tukums-2**	**2.**	**2M62/ 2TE10**	**4500/ 5200**	**4000/ 5100**	**0/0****	**0/0****	**66/66****	**7/7****	**73/73****	**-**	**73/73****
4.3	Zasulauks – Dubulti	2.				0/0	0/0	66/66	7/7	73/73	-	73/73
4.4	Dubulti – Sloka	2.				0/0	0/0	41/41	7/7	48/48	-	48/48
4.5	Sloka – Ķemeri	2.				0/0	0/0	15/15	6/6	21/21	-	21/21
4.6	Ķemeri – Tukums-1	2.				0/0	0/0	13/13	6/6	19/19	-	19/19
4.7	Tukums-1 – Tukums-2	2.				0/0	0/0	12/12	6/6	18/18	-	18/18
5.	**Torņakalns – Jelgava**	**2.**	**2M62/ 2TE10**	**4900/ 6000**	**5000/ 6000**	**3/4**	**2/2**	**27/27**	**18/18**	**50/51**	**-**	**48/51**
5.1	Torņakalns – Olaine	2.				3/4	2/2	27/27	18/18	50/51	-	48/51
5.2	Olaine – Jelgava	2.				3/4	2/2	26/26	17/17	48/49	-	46/48
6.	**Sections of Rīga junction**											
6.1	Rīga – Torņakalns	1.				3/4	2/2	93/93	30/30	128/129	-	126/129
6.2	Torņakalns – Zasulauks	1.				0/0	0/0	66/66	12/12	78/78	-	78/79
6.3	Zasulauks – Bolderāja	1.				0/0	0/0	0/0	5/5	5/5	-	5/5
6.4	Zemitāni – Rīga	1.				0/0	13/13	31/31	0/0	44/44	-	46/46
6.5	Jāņavārti – Rīga	1.				4/5	14/13	28/28	30/30	76/76	-	77/77
6.6	Zemitāni – Jāņavārti	1.				0/0	0/0	0/0	43/43	43/43	-	44/44
6.7	Zemitāni (Brasa) – Čiekurkalns	1.				0/0	0/0	0/0	0/0	0/0	-	0/0
6.8	Rīga Krasta – Zemitāni (Brasa)	1.				0/0	0/0	0/0	14/14	14/14	-	14/14
6.9	Rīga Preču – Jāņavārti	1.				0/0	0/0	0/0	2/0	2/0	-	2/0
6.10	Rīga Preču – Šķirotava	1.				0/0	0/0	0/0	0/2	0/2	-	0/2

7.	**Ērgļi – Rīga Preču**	**3.**				**0/0**	**2/2**	**0/0**	**0/0**	**2/2**	**-**	**4/3**
7.1	Ērgļi – Suntaži	3.				0/0	2/2	0/0	0/0	2/2	-	3/3
7.2	Suntaži – Rīga Preču	3.				0/0	2/2	0/0	0/0	2/2	-	4/3

* - indicated with collecting and moving out trains
** - 11/12 – there/back
***- the data for column will be published in November 2006

Appendix 6 continued

Nr.	Title of district	Railway infrastructure category	The standard of weight of freight trains according to traction capacity			Number of trains in timetable 2006-2007					Planned duration of gaps in next period in hours. (there/ back)***	Number of trains for new time-table*
			Type of traction	there	back	passenger			Freight*	Total*		
						International trains	Domestic trains	Electric trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
8.	**Bigosova – Daugavpils**	**1.**	**2M62/ 2TE10**	**4200/ 5500**	**3800/ 4600**	**1/1****	**0/0****	**0/0****	**30/30****	**31/31****	**-**	**31/31****
8.1	Bigosova – Krāslava	1.				1/1	0/0	0/0	29/29	30/30	-	30/30
8.2	Krāslava – Daugavpils	1.				1/1	0/0	0/0	30/30	31/31	-	31/31
9.	**Daugavpils – Krustpils**	**1.**	**2M62/ 2TE10**	**4900/ 6000**	**4500/ 6000**	**1/1**	**5/4**	**0/0**	**33/34**	**39/39**	**-**	**39/39**
9.1	Daugavpils – Līvāni	1.				1/1	4/4	0/0	33/34	38/39	-	38/39
9.2	Līvāni – Krustpils	1.				1/1	5/4	0/0	33/34	39/39	-	39/39
10.	**Krustpils – Pļaviņas**	**1.**	**2M62/ 2TE10**	**4900/ 6000**	**4500/ 6000**	**4/5**	**12/11**	**0/0**	**28/27**	**44/43**	**-**	**44/43**
11.	**Posiņa – Rēzekne**	**1.**	**2M62/ 2TE116**	**3700/ 4900**	**3700/ 4800**	**2/2**	**2/2**	**0/0**	**16/16**	**20/20**	**-**	**20/20**
11.1	Posiņa – Zilupe	1.				2/2	0/0	0/0	15/15	17/17	-	17/17
11.2	Zilupe – Rēzekne	1.				2/2	2/2	0/0	16/16	20/20	-	20/20
12.	**Rēzekne – Krustpils**	**1.**	**2M62/ 2TE10**	**4900/ 5500**	**4000/ 5100**	**3/4**	**3/3**	**0/0**	**24/25**	**29/31**	**-**	**29/31**
13.	**Skangaļi – Rēzekne**	**1.**	**2M62/ 2TE10**	**5000/ 6000**	**4500/ 6000**	**3/3**	**0/0**	**0/0**	**16/16**	**19/19**	**-**	**19/19**
13.1	Skangaļi – Kārsava	1.				3/3	0/0	0/0	15/15	18/18	-	18/18
13.2	Kārsava – Rēzekne	1.				3/3	0/0	0/0	16/16	19/19	-	19/19
14.	**Rēzekne – Daugavpils**	**1.**	**2M62/ 2TE10**	**4500/ 6000**	**4500/ 6000**	**2/1**	**0/0**	**0/0**	**12/12**	**14/13**	**-**	**14/13**
14.1	Rēzekne – Aglona	1.				2/1	0/0	0/0	11/11	13/12	-	13/12
14.2	Aglona – Rēzekne	1.				2/1	0/0	0/0	11/11	13/12	-	13/12
15.	**Daugavpils – Obeliai**	**2.**	**2M62**	**4000**	**3600**	**0/0**	**0/0**	**0/0**	**7/7**	**7/7**	**-**	**7/7**
15.1	Daugavpils – Ilūkste	2.				0/0	0/0	0/0	7/7	7/7	-	7/7
15.2	Ilūkste – Obeliai	2.				0/0	0/0	0/0	6/6	6/6	-	6/6

* - indicated with collecting and moving out trains

** - 11/12 – there/back

***- the data for column will be published in November 2006

Appendix 6 continued

Nr.	Title of district	Railway infrastructure category	The standard of weight of freight trains according to traction capacity			Number of trains in timetable 2006-2007					Planned duration of gaps in next period in hours. (there/ back)***	Number of trains for new time-table*
			Type of traction	there	back	passenger			Freight*	Total*		
						International trains	Domestic trains	Electric trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
16.	**Daugavpils – Turmantas**	**2.**	**2M62**	**4600**	**4500**	**2/1****	**0/0****	**0/0****	**1/1****	**3/2****	-	**3/2****
16.1	Daugavpils – Grīva	2.				2/1	0/0	0/0	1/1	3/2	-	3/2
16.2	Grīva – Turmantas	2.				2/1	0/0	0/0	0/0	2/1	-	2/1
17.	**Gulbene – Pļaviņas**	**3.**	**M62**	**1300**	**1200**	**0/0**	**1/1**	**0/0**	**4/4**	**5/5**	**-**	**5/5**
17.1	Gulbene – Madona	3.				0/0	1/1	0/0	1/1	2/2	-	2/2
17.2	Madona – Jaunkalsnava	3.				0/0	1/1	0/0	2/2	3/3	-	3/3
17.3	Jaunkalsnava – Pļaviņas	3.				0/0	1/1	0/0	4/4	5/5	-	5/5
18.	**Gulbene – Alūksne**	**3.**				**0/0**	**5/5**	**0/0**	**0/0**	**5/5**	**-**	**5/5**
19.	**Krustpils – Jelgava**	**1.**	**2M62/ 2TE10**	**4900/ 5500**	**4000/ 5100**	**0/0**	**0/0**	**0/0**	**28/25**	**28/25**	**-**	**28/25**
19.1	Krustpils – Daugava	1.				0/0	0/0	0/0	27/24	27/24	-	27/24
19.2	Daugava – Vecumnieki	1.				0/0	0/0	0/0	27/24	27/24	-	27/24
19.3	Vecumnieki – Jelgava	1.				0/0	0/0	0/0	28/25	28/25	-	28/25
20.	**Jelgava – Ventspils**	**1.**	**2M62/ 2TE10**	**4900/ 5500**	**4000/ 5100**	**0/0**	**0/0**	**0/0**	**29/26**	**29/26**	**-**	**29/26**
20.1	Jelgava – Tukums-2	1.				0/0	0/0	0/0	28/22	28/22	-	28/22
20.2	Tukums-2 – Ventspils	1.				0/0	0/0	0/0	29/26	29/26	-	29/26
21.	**Jelgava – Joniškis**	**2.**	**2M62/ 2TE10**	**4000/ 5500**	**5000/ 6000**	**3/4**	**0/0**	**0/0**	**11/11**	**14/15**	**-**	**14/15**
21.1	Jelgava – Meitene	2.				3/4	0/0	0/0	11/11	14/15	-	14/15
21.2	Meitene – Joniškis	2.				3/4	0/0	0/0	10/10	13/14	-	13/14
22.	**Jelgava – Glūda**	**2.**	**2M62**	**4000**	**4500**	**0/0**	**2/2**	**0/0**	**16/16**	**18/18**	**-**	**18/18**
23.	**Glūda – Liepāja**	**2.**	**2M62**	**3500**	**3500**	**0/0**	**1/1**	**0/0**	**10/10**	**11/11**	**-**	**11/11**
23.1	Glūda – Saldus	2.				0/0	1/1	0/0	10/10	11/11	-	11/11
23.2	Saldus – Liepāja	2.				0/0	1/1	0/0	9/9	10/10	-	10/10

* - indicated with collecting and moving out trains

** - 11/12 – there/back

***- the data for column will be published in November 2006

Appendix 6 continued

Nr.	Title of district	Railway infrastructure category	The standard of weight of freight trains according to traction capacity			Number of trains in timetable 2006-2007					Planned duration of gaps in next period in hours. (there/ back)***	Number of trains for new time-table*
			Type of traction	there	back	passenger			Freight*	Total*		
						International trains	Domestic trains	Electric trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
24.	**Glūda – Mažeikiai**	**2.**	**2M62**	**4000**	**4500**	**0/0****	**1/1****	**0/0****	**5/5****	**6/6****	**-**	**6/6****
24.1	Glūda – Bēne	2.				0/0	1/1	0/0	5/5	6/6	-	6/6
24.2	Bēne – Reņģe	2.				0/0	1/1	0/0	4/4	5/5	-	5/5
24.3	Reņģe – Mažeikiai	2.				0/0	0/0	0/0	4/4	4/4	-	4/4
25.	**Vaiņode – Liepāja**	**3.**	**2M62/ M62**	**4000/ 2000**	**3500/ 1700**	**0/0**	**0/0**	**0/0**	**0/0**	**0/0**	**-**	**0/0**
25.1	Vaiņode – Priekule	3.				0/0	0/0	0/0	0/0	0/0	-	0/0
25.2	Priekule – Liepāja	3.				0/0	0/0	0/0	0/0	0/0	-	0/0
26.	**Priekule – Kalēti**	**3.**	**2M62/ M62**	**4000/ 2000**	**3500/ 1700**	**0/0**	**0/0**	**0/0**	**0/0**	**0/0**	**-**	**0/0**

* - indicated with collecting and moving out trains

** - 11/12 – there/back

***- the data for column will be published in November 2006

Appendix 7

Request

For the capacity allocation of Latvia public usage railway infrastructure

Nr.	Title of district	Planned number of trains	Periodicity in passenger traffic	Type of traction	Weight and length of trains	The speed of traction	Place of traction dislocation	Additional preparations for work	Train technical maintenance places	Special train passing regulations
	2	3	4	5	6	7	8	9	10	11

Explanatory notes:

1. In the column 2: The title of district is written according to procedure established in "Public infrastructure register": Operators who will change number of trains in the borders of one district have to additionally divide this district between the stations of this district where the number of trains changes.

2. In the column 3: Average number of trains in a day.

3. In the column 4: The train traffic conditions for season, months or days of a week are indicated and the preferable train timetable between destination stations of the district is added and if it is significant for the operator precise stopping point for each train is indicated.

4. In the column 5: The type of traction vehicle is indicated.

5. In the column 6: The weight of particular traction vehicle is indicated. The length is indicated by showing the number of wagons of passenger trains.

6. In the column 7: Practically possible speed of traction vehicle in the district (taking into account all restrictions).

7. In the column 8: The basic depot and district traction turnover place is indicated.

8. In the column 9: The length of operation for the preaparing of traction unit for movement. The time schedule by types of operations has to be added.

9. In the column 10: The technical maintenance station of the district is indicated.

10. In the column 11: Special operator's terms which influence schedule and conditions of traffic (if there are any) including more detailed explanation of these terms.

_____ _____ (date)

(name and signature) (name and signature)

Appendix 8

DIVISION OF RAILWAY INFRASTRUCTURE (TRACK SECTIONS) BY CATEGORIES

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Ventspils-1 - Tukums-2 (01)			**108 km**
Ventspils			
	1.	**5**	5
Ventspils-2			
	1.	**7**	7
Elkšķene			
	1.	**17**	11
St.p.Puze			
			6
Ugāle			
	1.	**10**	10
Usma			
	1.	**7**	7
Spāre			
	1.	**11**	11
Līči			
	1.	**8**	8
Stende			
	1.	**7**	7
Sabile			
	1.	**12**	7
St.p.Līgciems			
			5
Kandava			
	1.	**13**	5
St.p.Pūre			
			8
Zvāre			
	1.	**11**	11
TukumsII			
Ventspils Juras parks			
	1.	**3**	3
Ventspils Naftas parks			
	1.	**3**	3
Ventspils Austrumu parks			
	1.	**3**	3
Ventspils-2			
Ventspils			
	1.	**5**	5
Ventspils Austrumu parks			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Tukums II – Jelgava (02)			**56 km**
Tukums II			
	1.	**17**	11
St.p.Praviņi			
			6
Slampe			
	1.	**19**	5
St.p.Džūkste			
			4
St.p.Apšupe			
			10
Līvbērze			
	1.	**20**	7
St.p.Brakšķi			
			13
Jelgava			
Jelgava – Krustpils (03)			**138 km**
Jelgava			
	1.	**2**	2
Jelgava-2			
	1.	**12**	12
Garoza			
	1.	**8**	8
Zālīte			
	1.	**10**	10
Iecava			
	1.	**11**	11
Misa			
	1.	**9**	3
St.p.210.km.			
			6
Vecumnieki			
	1.	**16**	9
St.p.Birze			
			4
St.p.Goba			
			3
Lāčplēsis			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Lāčplēsis			
	1.	**9**	9
Taurkalne			
	1.	**11**	11
Menta			
	1.	**9**	5
St.p.256.km.			
			4
Daudzeva			
	1.	**8**	8
Sece			
	1.	**15**	9
St.p.Staburags			
			6
Sēlpils			
	1.	**7**	7
Daugava			
	1.	**11**	11
Krustpils			
Krustpils – Daugavpils (04)			**89 km**
Krustpils			
	1.	**9**	9
B.p.Asote			
	1.	**8**	8
Trepe			
	1.	**12**	12
Līvāni			
	1.	**11**	11
Jersika			
	1.	**10**	10
B.p.Sergunta			
	1.	**7**	7
Nīcgale			
	1.	**12**	6
St.p.Ruži			
			6
Vabole			
	1.	**5**	5
Līksna			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Līksna			
	1.	**7**	7
T.p.383.km.			
	1.	**5**	2
St.p.Mežciems			
			3
T.p.387.km.			
	1.	**3**	3
Daugavpils Pasažieru parks			
Daugavpils – Indra – State border (05)			**76 km**
Daugavpils Pasažieru parks			
	1.	**9**	9
Krauja			
	1.	**2**	2
St.p.401.km.			
	1.	**6**	6
Naujene			
	1.	**12**	6
St.p.Putāni			
			6
Izvalda			
	1.	**4**	4
Silava			
	1.	**9**	9
Krāslava			
	1.	**12**	12
Skaista			
	1.	**7**	7
Niedrīca			
	1.	**8**	8
Indra			
	1.	**7**	5
St.p.Robežnieki			
			2
Indra-eksp. (State border)			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Rīga Pas. – Krustpils (06)			**129 km**
Rīga Pasažieru			
St.p.Vagonu parks	1.	4	2
Jāņavarti			2
St.p.Daugmale	1.	4	2
Šķirotava			2
St.p.Gaisma	1.	10	1
St.p.Rumbula			2
St.p.Dārziņi			3
St.p.Dole			2
Salaspils			
St.p.Saulkalne	1.	16	5
St.p.Ikšķile			5
St.p.Jaunogre			5
Ogre			1
St.p.Pārogre	1.	17	1
St.p.Ciemupe			4
St.p.Ķegums			6
Lielvārde			6
St.p.Kaibala	1.	21	5
St.p.Jumprava			6
St.p.Dendrārijs			4
Skrīveri			6

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Skrīveri			
T.p.Muldakmens	1.	6	6
Aizkraukle	1.	4	4
Koknese	1.	12	12
Alotene	1.	8	8
Pļaviņas	1.	10	10
Ozolsala	1.	9	9
Krustpils	1.	8	8
Šķirotava			
Šķirotava C parks	1.	2	2
Šķirotava C parks			
Jāņavārti	1.	2	2
Krustpils – Rēzekne II (07)			**95 km**
Krustpils			
St.p.Zīlāni	1.	13	4
Kūkas			9
Mežāre	1.	11	11
Atašiene	1.	11	11
Stirniene	1.	16	16
Varakļāni	1.	8	8
Viļāni	1.	10	10
Sakstagals	1.	14	14
T.p.223.km.	1.	10	10
Rēzekne II	1.	2	2

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Rēzekne II – Zilupe – State border (08)			**59 km**
Rēzekne II			
	1.	**2**	2
Rēzekne II A parks	**1.**	**5**	5
Taudejāņi	**1.**	**5**	5
Cirma	**1.**	**12**	12
Ludza	**1.**	**9**	9
Istalsna	**1.**	**11**	11
Nerza			6
St.p.Briģi	**1.**	**11**	
			5
Zilupe	**1.**	**4**	4
Zilupe-eksp. (State border)			
State border – Kārsava – Rēzekne I (09)			**49 km**
Kārsava-eksp. (State border)			
	1.	**5**	5
Kārsava			2
St.p.Malnava	**1.**	**8**	
			6
Pureņi	**1.**	**8**	8
Mežvidi	**1.**	**10**	10
Ilzēni	**1.**	**7**	7
Burzava	**1.**	**7**	7
T.p.Kleperova	**1.**	**4**	4
Rēzekne I			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Rēzekne – Daugavpils (10)			**84 km**
Rēzekne I			
	1.	**11**	11
T.p.Pūpoli	**1.**	**8**	8
Malta			8
St.p.Vainava	**1.**	**12**	
			4
T.p.Krāce			6
St.p.Zalvezers	**1.**	**15**	
			4
St.p.Apsāni			5
Aglona			5
St.p.Ārdava	**1.**	**8**	
			3
Vīganti	**1.**	**7**	7
Višķi			6
St.p.Medupe	**1.**	**11**	
			5
Zaļumi			5
Kūdraine	**1.**	**7**	
			2
T.p.524.km.			1
St.p.525.km.	**1.**	**5**	
			4
Daugavpils Šķirošanas parks			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Daugavpils Šķir.– Kurcums – State border (11)			**25 km**
Daugavpils Šķirošanas parks			
	1.	**4**	4
B.p.3.km.			
	2.	**3**	3
Grīva			
	2.	**12**	12
Kurcums			
	2.	**6**	6
Kurcums-eksp. (State border)			
State border – Eglaine – Daugavpils Pas.(12)			**36 km**
Eglaine-eksp. (State border)			
	2.	**5**	5
Eglaine			
	2.	**7**	7
Ilūkste			
	2.	**11**	6
St.p.Sventa			
			5
T.p.191.km.			
	2.	**1**	1
T.p.192.km.			
	2.	**6**	2
St.p.7.km.			
			4
T.p.5.km.			
	2.	**2**	2
B.p.3.km.			
	1.	**4**	4
Daugavpils Pasažieru parks			
Track post 524.km – Track post 401.km (13)			**6 km**
T.p.524.km.			
	1.	**6**	6
T.p.401.km.			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Rīga – Jelgava (14)			**43 km**
Rīga pasažieru			
	1.	**3**	3
Torņakalns			
	2.	**19**	2
St.p.Atgāzene			1
St.p.BA Turība			3
St.p.Tīraine			4
St.p.Baloži			5
St.p.Jaunolaine			4
Olaine			
	2.	**12**	7
St.p.Dalbe			5
Cena			
	2.	**9**	3
St.p.Ozolnieki			4
St.p.Cukurfabrika			2
Jelgava			
Jelgava – Liepāja (15)			**180 km**
Jelgava			
	2.	**16**	7
St.p.50.km			2
St.p.Viesturi			4
St.p.Dorupe			3
Glūda			
	2.	**13**	5
St.p.Lāči			8
Dobele			

Title	Category Nr.	Length (km)	
		between division points	between stop points
Dobele			
	2.	21	7
St.p.Gardene			6
St.p.Bērzupe			8
Biksti	2.	27	8
St.p.Josta			11
St.p.Blīdene			8
Brocēni	2.	6	6
Saldus	2.	28	7
St.p.Lutriņi			4
St.p.Lašupe			7
St.p.Airīte			10
Skrunda	2.	23	6
St.p.Sieksāte			8
St.p.Rudbārži			9
Kalvene	2.	11	11
Ilmāja	2.	19	6
St.p.Padone			3
St.p.Durbe			3
St.p.Tadaiķi			7
Tore	2.	16	16
Liepāja			

Title	Category Nr.	Length (km)	
		between division points	between stop points
Jelgava – Meitene – State border (16)			**33 km**
Jelgava			
St.p.Dimzas	2.	28	8
St.p.Platone			6
St.p.Vēžukrogs			3
St.p.Brieži			4
St.p.Mazeleja			3
Meitene			4
Meitene-eksp. (State border)	2.	5	5
Rīga – Lugaži – State border (17)			**166 km**
Rīga pasažieru			
Zemitāni	1.	4	4
Čiekurkalns	1.	2	2
Jugla	1.	4	4
St.p.Baltezers	2.	13	7
Ropaži			6
Krievupe	2.	6	6
Vangaži	2.	5	5
Inčukalns	2.	6	6
St.p.Egļupe	2.	13	3
St.p.Silciems			4
Sigulda			6

Title	Category Nr.	Length (km)	
		between division points	between stop points
Sigulda			
	2.	**11**	11
Līgatne			
	2.	**10**	10
Ieriķi			
	2.	**10**	4
St.p.Melturi			
			6
Āraiši			
	2.	**9**	9
Cēsis			
	2.	**5**	5
Jāņmuiža			
	2.	**7**	7
Lode			
	2.	**9**	9
Bāle			
	2.	**7**	7
Valmiera			
	2.	**8**	8
Brenguļi			
	2.	**12**	12
Strenči			
	2.	**14**	3
St.p.Seda			
			11
Saule			
	2.	**9**	9
Lugaži			
	2.	**2**	2
Lugaži-eksp. (State border)			
Torņakalns – Tukums II (18)			**65 km**
Torņakalns			
	1.	**4**	4
Zasulauks			
	2.	**10**	1
St.p.Depo			
			1
St.p.Zolitūde			
			1
St.p.Imanta			
			3
St.p.Babīte			
			4
Priedaine			

Title	Category Nr.	Length (km)	
		between division points	between stop points
Priedaine			
	2.	**8**	2
St.p.Lielupe			
			1
St.p.Bulduri			
			3
St.p.Dzintari			
			1
St.p.Majori			
			1
Dubulti			
	2.	**10**	2
St.p.Jaundubulti			
			1
St.p.Pumpuri			
			1
St.p.Melluži			
			2
St.p.Asari			
			1
St.p.Vaivari			
			3
Sloka			
	2.	**9**	5
St.p.Kūdra			
			4
Ķemeri			
	2.	**21**	10
St.p.Smārde			
			7
St.p.Milzkalne			
			4
Tukums I			
	2.	**3**	3
Tukums II			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Zemitāni – Skulte (19)			**52 km**
Zemitāni			
	1.	**2**	2
T.p.Brasa			
	1.	**1**	1
Sarkandaugava			
	1.	**3**	3
Mangaļi			
	1.	**3**	3
Ziemeļblāzma			
	2.	**5**	3
St.p.Vecdaugava			2
Vecāķi			
	2.	**12**	3
St.p.Kalngale			4
St.p.Garciems			2
St.p.Garupe			3
Carnikava			
	2.	**7**	2
St.p.Gauja			5
Lilaste			
	2.	**11**	6
St.p.Inčupe			2
St.p.Pabaži			3
Saulkrasti			
	2.	**8**	2
St.p.Ķīšupe			3
St.p.Zvejniekciems			3
Skulte			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Čiekurkalns – Rīga Krasta (20)			**5 km**
Čekurkalns			
	1.	**2**	2
T.p.Brasa			
	1.	**1**	1
Rīga-Krasta Ganību parks			
	1.	**2**	2
Rīga-Krasta			
Glūda – Reņģe – State border (21)			**60 km**
Glūda			
	2.	**29**	7
St.p.Krimūnas			6
St.p.Auri			4
St.p.Apgulde			5
St.p.Penkule			7
Bēne			
	2.	**30**	11
St.p.Auce			13
St.p.Vadakste			6
Reņģe			
	2.	**1**	1
Reņģe-eksp. (State border)			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Zasulauks – Bolderāja (22)			**9 km**
Zasulauks			
	1.	**3**	3
Lāčupe			
	1.	**6**	6
Bolderāja			
Lačupe			
	1.	**2**	2
Iļģuciems			
State border – Vaiņode - Priekule – State border (23)			**47 km**
Vaiņode-eksp. (State border)			
			5
St.p.Kazlari			
	3.	**27**	5
St.p.Vaiņode			
			7
St.p.Elkuzeme			
			10
Priekule			
			9
St.p.Purmsāti			
	3.	**20**	7
St.p.Kalēti			
			4
Kalēti-eksp. (State border)			
Rīga Preču 2 – Ērgļi (24)			**90 km**
Rīga Preču			
			5
St.p.Acone	**3.**	**9**	
			4
Saurieši			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Saurieši			
			2
St.p.Cekule			
			3
St.p.Jaucekule			
			1
St.p.Ķivuļi			
			6
St.p.Bajāri			
	3.	**39**	3
St.p.Kangari			
			6
St.p.Remīne			
			5
St.p.Augšciems			
			4
St.p.Kārde			
			4
St.p.Sidgunda			
			5
Suntaži			
			6
St.p.Kastrāne			
			6
St.p.Vatrāne			
			3
St.p.Ķeipene			
			4
St.p.Plātere			
	3.	**42**	5
St.p.Taurupe			
			5
St.p.Līčupe			
			4
St.p.Baltava			
			5
St.p.Roplaiņi			
			4
Ērgļi			
Šķirotava Jāņavārtu parks			
	1.	**3**	3
Rīga Preču			
Šķirotava A parks			
	1.	**3**	3
Rīga Preču			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Zemitāni – Šķirotava (25)			**4 km**
Zemitāni			
	1.	**4**	4
Jāņavārti			
Track post 191.km. – Track post 524.km. (26)			**13 km**
T.p.191.km.			
	2.	**1**	1
T.p.1.km.			
	2.	**6**	4
St.p.Ļubiste			2
T.p.8.km.			
	2.	**4**	4
Gijantari			
	2.	**2**	2
T.p.524.km.			
T.p.192.km.			
	2.	**1**	1
T.p.1.km.			
T.p.383.km.			
	2.	**3**	3
T.p.8.km.			
Pļaviņas – Gulbene (27)			**98 km**
Pļaviņas			
	3.	**19**	9
St.p.Spīgana			10
Jaukalsnava			
	3.	**26**	6
St.p.Kalnsnava			7
St.p.Mārciena			13
Madona			
	3.	**14**	14
Cesvaine			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Cesvaine			
St.p.Dzelzava			8
	3.	**39**	7
St.p.Degas			
St.p.Jaungulbene			7
			7
St.p.Elste			
Gulbene			10
Liepāja – Priekule (29)			**40 km**
Liepāja			
St.p.Ālande			7
			5
St.p.Dubeņi			
St.p.Grobiņa			2
			4
St.p.Gavieze	**3.**	**40**	7
St.p.Susta			
			5
St.p.Krogzemji			4
St.p.Paplaka			
Priekule			6
Jaunkalsnava – Veseta (36)			**14 km**
Jaunkalsnava			
	3.	**14**	14
Veseta			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Daugavpils junction branch-lines (37)			
T.p.387.km.			
	1.	**3**	3
Daugavpils Šķirošanas parks			
Daugavpils D parks			
	1.	**1**	1
Daugavpils Pasažieru parks			
Daugavpils Pasažieru parks			
	1.	**3**	3
Daugavpils Šķirošanas parks			
T.p.5.km.			
	2.	**2**	2
Grīva			
Rēzekne junction branch-lines (38)			
Rēzekne II			
	1.	**3**	3
Rēzekne I			
T.p.223.km.			
	1.	**3**	3
Rēzekne I			
T.p.Kleperova			
	1.	**2**	2
Rēzekne II			

Title	Category Nr.	Length (km) between division points	Length (km) between stop points
Gulbene – Alūksne (32)			**33 km**
Gulbene			
	3.	**33**	4
St.p.Birze (narrow gauge)			2
St.p.Pūriņi			4
St.p.Stāmeriene			4
St.p.Kalniena			6
St.p.Dunduri			1
St.p.Paparde			3
St.p.Umernieki			4
St.p.Vējiņi			5
Alūksne			

Appendix 9

Directive "About establishing of train traffic speed"

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		Send/rec. track	
						Junction of station ends			
		Passenger trains	Freight trains			odd	even	odd	ev.
Rīga - Valga									
				Rīga - pas.	pār. nepār.	35/35*	-	35*	35*
				(*)In the borders of passenger platform for freight trains on main and receiving-sending tracks - 25km/h, incl. on tracks Nr.2 and Nr.9.					
Rīga - Zemitāni	Even odd	80	80	Zemitāni	Even odd	25/25	40/40	25	40
				(*) when deviating from main tracks Nr.3,5,6,11 - 25km/h.					
Zemitāni - Čiekurkalns	Even odd	70	70	Čiekurkalns	Even odd	100/70	70/70	40	40
5.km un 6. km	Even odd	70	60						
Čiekurkalns - Jugla	Even odd	100	80	J ugla	Even odd	100/80	100/80	40	40
Jugla - Ropaži	Even odd	100 120	80 80	Ropaži*	Even odd	80/80 40/40	100/80 100/80	40	40
				(*) on 4. track - 25.km/h.					
Ropaži - Krievupe	Even odd	100	80	Krievupe	Even odd	40/40 100/80	100/80 100/80	40 40	40 40
Krievupe - Vangaži	One track	120	80	Vangaži	One track	100/80 100/80	80/80 100/80	40 40	40 40
Vangaži - Inčukalns	Even odd	100 120	80 80	Inčukalns	Even odd	100/80	100/80	40	40
Inčukalns - Sigulda	Even odd	100	80	Sigulda	Even odd	40/40 100/80	100/80 100/80	40 40	40 40
Sigulda - Līgatne	One track	120	80	Līgatne	One track	100/80	100/80	40	40
Līgatne - Ieriķi	One track	100	80	Ieriķi	One track	100/80 *	100/80	40	40
				(*) crossing 75km 1pk-3pk - 80/80 km/h.					
Ieriķi - Āraiši	One track	100	80	Āraiši	Even odd	100/80	100/80	40	40
Āraiši - Cēsis	One track	100	80	Cēsis	Even odd	100/80 100/80	40/40 100/80	40 40	40 40
Cēsis - Jāņamuiža	Even odd	100	80	Jāņamuiža	Even odd	40/40 100/80	-	-	-
Jāņamuiža - Lode	One track	100	80	Lode	One track	100/80	100/80	40	40
Lode - Bāle	One t.	100	80	Bāle	One t.	100/80	100/80	40	40
Bāle - Valmiera	One t.	120	80	Valmiera	One t.	100/80	100/80	40	40

Valmiera - Brenguļi	One t.	120	80	Brenguļi	One t.	100/80	100/80	40	40

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		Send/rec. track	
						Junction of station ends			
		Passenger trains	Freight trains			odd	even	odd	ev.
Brenguļi - Strenči	One t.	120	80	Strenči	One t.	100/80	100/80	40	40
Strenči - Saule	One t.	120	80	Saule	One t.	100/80	100/80	40	40
Saule - Lugaži	One t.	120	80	Lugaži	One t.	100/80	100/80	40	40
Lugaži - Valga	One t.	100	80	Valga	Even odd	100/80 25/25	100/80 100/80	40 25	40 40
Rīga - Krustpils - Zilupe									
				Rīga pas.	Even odd	35/35*	-	35*	35*
Bypass from Rīga pas. to Šķirotava ("Ja"park)	One t.	100	80	(*)In the borders of passenger platform for freight trains on main and receiving-sending tracks - 25km/h, incl. on tracks Nr.2 and Nr.9.					
Rīga pas.-Šķirotava(*)	Even odd	80	70	Šķirotava (on main tracks)	Even odd	80/70	80/70	-	-
(*) 2.km.9.pk. - 5.km1.pk.	odd	100	80	Train receiving in "Ja"park.		-	-	25	40
(*)5.km2.pk.-5.km8.pk.	Even odd	60	60	Train receiving in "C"park.		-	-	40	40
				Train receiving in "A" park.		-	-	40	40
Šķirotava - Salaspils	Even odd	120	80	Salaspils*	Even odd	100/80	100/80	40	40
				(*)s/r track Nr.6 – 25 km/h.					
Salaspils - Ogre*	Even odd	120	80	Ogre*	Even odd	70/60	70/60	40	40
(*)27.km7.pk-28.km7.pk (*)28.km7.pk-29.km7.pk	Even odd	80 80	80 80	(*)s/r track Nr.12 – 25 km/h.					
Ogre - Lielvārde	Even odd	100 120	80 80	Lielvārde	Even odd	100/80	100/80	40	40
Lielvārde - Skrīveri*	Even odd	100	80	Skrīveri	Even odd	100/80 80/80	100/80	40	40
(*)53.km7.pk - 58.km 4.pk (*)64.km1.pk - 68.km10.pk	even	120	80						
Skrīveri - Aizkraukle	One t.	120	80	Aizkraukle	Even odd	100/80 80/80	100/80 100/80	40 40	40 40
Aizkraukle - Koknese	One t.	120	80	Koknese	One t.	100/80	100/80	40	40
Koknese - Alotene	One t.	120	80	Alotene	One t.	100/80	100/80	40	40
Alotene - Pļaviņas	One t.	120	80	Pļaviņas	One t.	100/80	100/80	40	40
Pļaviņas - Ozolsala	One t.	120	80	Ozolsala	One t.	100/80	100/80	40	40
Ozolsala - Krustpils	One t.	120	80	Krustpils	One t.	40/40	100/80	40	40

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Junction of station ends			
		Passenger trains	Freight trains			odd	even	odd	ev.
Krustpils - Kūkas*	One t.	120	80	Kūkas	One t.	100/80	100/80	40	40
Kūkas - Mežāre	One t.	120	80	Mežāre	One t.	100/80	100/80	40	40
Mežāre - Atašiene	One t.	120	80	Atašiene	One t.	100/80	100/80	40	40
Atašiene - Stirniene	One t.	100	80	Stirniene	One t.	100/80	100/80	40	40
Stirniene - Varakļāni	One t.	120	80	Varakļāni	One t.	100/80	100/80	40	40
Varakļāni - Viļāni	One t.	120	80	Viļāni	One t.	100/80	100/80	40	40
Viļāni - Sakstagals	One t.	120	80	Sakstagals	One t.	100/80	100/80	40	40
Sakstagals - Rēzekne-2	One t.	120	80	Rēzekne-2	One t.	100/80	100/80	25	25
Rēzekne-2 - Taudejāņi*	One t.	120	80	Taudejāņi	One t.	100/80	100/80	40	40
(*)228km9pk - 229km2pk	One t.	100	80						
Taudejāņi - Cirma*	One t.	120	80	Cirma*	One t.	100/80	100/80	40	40
(*)236.km 4.pk - 237.km 5.pk – even direction passenger trains - 70 km/h.									
Cirma - Ludza	One t.	100	80	Ludza	One t.	100/80	100/80	40	40
Ludza - Istalsna	One t.	100	80	Istalsna	One t.	100/80	100/80	40	40
Istalsna - Nerza	One t.	100	80	Nerza	One t.	100/80	100/80	40	40
Nerza - Zilupe*	One t.	100	80	Zilupe	One t.	40/40	40/40	40	40
(*)276.km1pk-277.km3pk	One t.	80	80						
Zilupe - State border*	One t.	120	80						
(*) 282.km5.pk	One t.	40	40						
Ventspils - Jelgava - Krustpils - Daugavpils - Indra, State border									
				Ventspils-1	One t.	50	-	25	25
Ventspils1 - Ventspils2	One t.	70	60	Ventspils-2	I	70/60	70/60	25	40*
					II	25	40*	25	40*
				For 2TE10M on main track in the junction of ends of even tracks on the direction of park "Nafta" 25 km/h.					
Ventspils2 - Elkšķene	One t.	90	80	Elkšķene	One t.	90/80	90/80	40	40
Elkšķene - Ugāle	One t.	90	80	Ugāle*	One t.	90/80	90/80	40	40
				(*) 4 s/r track - 25km/h.					
Ugāle - Usma	One t.	90	80	Usma	One t.	90/80	90/80	40	40
Usma - Spāre*	One t.	90	80	Spāre	One t.	80/60	40/40	40	40
(*)46.km1.pk-46.km7.pk	One t.	40	40						
Spāre - Līči*	One t.	90	80	Līči	One t.	90/80	90/80	40	40
(*)47.km9.pk-47.km10.pk. (*)52.km10pk-53.km2.pk	One t.	80 80	60 80						
Līči - Stende	One t.	90	80	Stende	One t.	90/80	90/80	40	40
Stende - Sabile	One t.	90	80	Sabile	One t.	90/80	90/80	40	40

Sabile - Kandava	One t.	90	80	Kandava	One t.	90/80	90/80	40	40
Kandava – Zvāre*	One t.	90	80	Zvāre	One t.	90/80	90/80	40	40
(*)91.km1.pk-91.km2.pk	One t.	80	80						

Appendix 9 Continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Junction of station ends			
		Passenger trains	Fraight trains			odd	even	odd	ev.
Zvāre - Tukums-2*	One t.	90	80	Tukums-2*	One t.	90/80	90/80	40	40
(*)101.km8-9pk	One t.	60	60	(*) 5.and 6.s/r track - 15km/h					
Tukums-2 - Slampe	One t.	90	80	Slampe	One t.	90/80	90/80	40	40
Slampe - Līvbērze	One t.	90	80	Līvbērze	One t.	90/80	90/80	40	40
Līvbērze - Jelgava*	One t.	90	80	Jelgava-1*	One t.	25/25	25/25	25	25
(*)163.km1pk.-163.km8pk.	One t.	60	40	Jelgava 2 *	One t.	80/80	25/25	25	25
(*)For trains which go from sorting park Jelgava-1 on bridge above Liepāja 165.km9.pk - 166.km1.pk - 15 km/h; on connecting passage Jelgava-2 in direction of Cena and Garoza - 25km/h; 2TE10M on s/r tracks Jelgava-2 -15km/h.; on switches 42/44 – for passenger trains - 40km/h;									
Jelgava - Garoza	One t.	90	80	Garoza	One t.	90/80	90/80	40	40
Garoza - Zālīte	One t.	90	80	Zālīte	One t.	90/80	90/80	40	40
Zālīte - Iecava	One t.	90	80	Iecava	One t.	90/80	90/80	40	40
Iecava - Misa	One t.	90	80	Misa	One t.	90/80	90/80	40	40
Misa - Vecumnieki	One t.	90	80	Vecumnieki	One t.	90/80	90/80	40	40
Vecumnieki - Lāčplēsis	One t.	90	80	Lāčplēsis	One t.	90/80	90/80	40	40
Lāčplēsis - Taurkalne	One t.	90	80	Taurkalne	One t.	90/80	90/80	40	40
Taurkalne - Menta*	One t.	90	80	Menta	One t.	90/80	90/80	40	40
(*)242.km 2pk	One t.	80	80						
Menta - Daudzeva	One t.	90	80	Daudzeva	One t.	90/80	90/80	40	40
Daudzeva - Sece	One t.	90	80	Sece	One t.	90/80	90/80	40	40
Sece - Sēlpils*	One t.	90	80	Sēlpils	One t.	90/80	90/80	40	40
(*)273.km4pk-277.km2pk	One t.	60	60						
Sēlpils - Daugava	One t.	60	60	Daugava	One t.	90/80	90/80	40	40
Daugava - Krustpils	One t.	100	80	Krustpils*	One t.	40/40	80/80	40	40
				(*)main track Nr.3 for all trains - 70km/h; (*)track Nr.8 - 25 km/h freight trains.					
Krustpils-Exc.p.Asote*	One t.	120	80	Exc.p.Asote	One t.	120/80	120/80	40	40
(*)304.km10.pk-306.km3.pk – odd direction for all trains - 70km/h									
Exc.p.Asote - Trepe	One t.	120	80	Trepe	One t.	100/80	100/80	40	40
Trepe - Līvāni	One t.	120	80	Līvāni*	One t.	80/60	80/60	40	40
				(*)5. s/r track - 15 km/h.					
Līvāni - Jersika	One t.	100	80	Jersika*	One t.	100/80	100/80	40	40
				(*)2. s/r track - 25 km/h.					
Jersika - Izm.p.Sergunta	One t.	120	80	Exc.p.Sergunta	One t.	120/80	120/80	40	40
Izm.p.Sergunta - Nīcgale	One t.	120	80	Nīcgale	One t.	100/80	100/80	40	40
Nīcgale - Vabole	One t.	120	80	Vabole	One t.	100/80	100/80	40	40
Vabole - Līksna	One t.	100	80	Līksna	One t.	100/80	100/80	40	40

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Station end junction			
		Passenger trains	Freight trains			odd	even	odd	ev.
Līksna - Postenis 383.km	One t.	120	80	Post 383.km	Even odd	80/80 100/80	80/80 100/80	-	-
Postenis 383.km - Postenis387.km	Even odd	80 100	60 80	Post 387.km	Even odd	40/40 100/80	40/40 100/80	-	-
Postenis 387.km - Daugavpils pas.	One t.	100	80	Daugavpils pas.*	One t.	70/70	70/70	40	40
				(*)5. s/r tracks - 15km/h					
Daugavpils-pas. - Krauja	One t.	100	80	Krauja*	vienc.	100/80	100/80	40	40
				(*) 2, 3 s/r tracks - 25 km/h					
Krauja - Post 401.km	One t.	100	80	Post 401.km	One t.	100/80	100/80	-	-
Postenis 401.km-Naujiene	One t.	120	80	Naujiene	One t.	100/80	100/80	40	40
Naujiene - Izvalda	One t.	120	80	Izvalda*	One t.	100/80	100/80	40	40
				(*) 4. s/r tracks - 25km/h.					
Izvalda - Silava	One t.	120	80	Silava	One t.	100/80	100/80	40	40
Silava - Krāslava	One t.	120	80	Krāslava	One t.	100/80	100/80	40	40
Krāslava - Skaista*	One t.	120	80	Skaista	One t.	100/80	100/80	40	40
(*)434.km4pk-436.km7pk	One t.	100	80						
Skaista - Niedrica	One t.	120	80	Niedrica	One t.	100/80	100/80	40	40
Niedrīca - Indra	One t.	120	80	Indra	One t.	100/80	100/80	40	40
Indra – State border	One t.	120	80						
(*)462.km3.pk	One t.	40	40						
State border (km 396,1) - Kārsava - Rēzekne - Daugavpils – Kurcums, State border with Lithuania									
State border (397km1pk.)- Kārsava*	One t.	100	80	Kārsava*	One t.	100/80	100/80	40	40
(*)401.km1.pk	One t.	40	40	(*)2TE-10M pa 2. ceļu		-	-	15	15
Kārsava - Pureņi	One t.	100	80	Pureņi	One t.	100/80	100/80	40	40
Purēni - Mežvidi	One t.	100	80	Mežvidi	One t.	100/80	100/80	40	40
Mežvidi - Ilzēni	One t.	100	80	Ilzēni	One t.	100/80	100/80	40	40
Ilzēni – Burzava*	One t.	100	80	Burzava*	One t.	100/80	100/80	40	40
(*)430.km5pk-431.km6pk	One t.	60	60	(*)2TE10M pa ceļu Nr 3		-	-	25	25
Burzava-Postenis Kļeperova	One t.	100	80	Post Kļeperova	One t.	100/80	-	-	-
Post Kļeperova -Rēzekne I	One t.	100	80	Rēzekne I*					
				For even trains	Even odd	100/80 40/40	100/80 40/40		

				For odd trains	Even odd	100/80 40/40	40/40 100/80		
				(*)2TE-10M, 2TE-10U –on track Nr.19 - 25 km/h					

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Station end junction			
		Passenger trains	Freight trains			odd	even	odd	ev.
RēzekneI-Postenis Pūpoli	Even odd	100	80	Pūpoli	Even odd	100/80 40/40	-	-	-
Postenis Pūpoli - Malta	One t.	100	80	Malta	One t.	100/80	100/80	40	40
Malta – Krāce*	One t.	100	80	Krāce	Even odd	40/40 100/80	-	-	-
(*)468.km1pk-10pk	One t.	70	70						
(*)474.km2pk -10pk	One t.	70	70						
Krāce – Aglona*	Even odd	120 60	80 40	Aglona	Even odd	100/80 100/80	40/40 100/80	40	40
(*)475.km9pk-480.km2pk	Odd	100	80						
Aglona - Vīganti	One t.	100	80	Vīganti	One t.	100/80	100/80	40	40
Vīganti - Višķi	One t.	120	80	Višķi*	One t.	100/80	100/80	40	40
				(*)3.s/r track - 25km/h					
Višķi - Zaļumi	One t.	100	80	Zaļumi	One t.	100/80	100/80	40	40
Zaļumi - Post 524.km	One t.	100	80	Post524.km	Even odd	80/80 100/80	80/80 100/80	-	-
Post 524. km - Daugavpils sort.	Even odd	40 120	40 80	Daugavpils sort.	Even odd	100/80 *	100/80	40	40**
				(*) On transition 13-15.		80/80	80/80	-	-
				(**) Freight trains from sorting park		-	-		25
Daugavpils sort. - Exc.p.3.km.	One t.	100	80	Exchange point 3.km (533.km7.pk)					
				switch Nr 1-5	One t.	80/80	80/80	-	-
				switch Nr 7	One t.	100*/80	100/80	-	-
				(*) on transition 7- 9(1/18) to main track Nr.2 (Eglaine) - 80 km/h					
				On track transition Nr.2-4 on II.main track		40/40	40/40	-	-
Izm.p.3.km - Grīva	One t.	100	80	Grīva	One t.	100/80	100/80	40	40
Grīva - Kurcums	One t.	100	80	Kurcums*	One t.	100/80	100/80	25	25
				(*) 3.s/r track - 25km/h					
Kurcums – State border with Lithuania (553.km10.pk.).	One t.	100	80						

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Station end juntion			
		Passenger trains	Freight trains			odd	even	odd	ev.
Rīga - Jelgava - Meitene – State border with Lithuania (km 75,9)									
				Rīga pas.	Even odd	-	40*	35*	35*
				(*)In the borders of passenger platform for freight trains on main and sending-receiving tracks - 25km/h, incl. on tracks Nr.2 and Nr.9.					
Rīga pas. - Torņakalns	Even odd	100	80	Torņakalns	Even odd	40/40	40/40	40	40
Torņakalns - Olaine	Even odd	100	80	Olaine	Even odd	80/80	100/80	40	40
Olaine - Cena	Even odd	100	80	Cena	Even odd	100/80	100/80	40	40
Cena - Jelgava*	Even odd	100	80	Jelgava-1*	Even odd	50/50*	25/25	25	25
(*)42.km5.pk-43.km10.pk	Even odd	50	50	(*)43.km 1.pk - 2.pk, metal bridge"A"track V- 40km/h – passenger trains, V-15km/h – freight trains.					
				Jelgava-2*	Even odd	-	50	-	-
(*)For trains which go from sorting park Jelgava-1 on bridge above Lielupe 165.km9.pk - 166.km1.pk - 15 km/h; on connecting passage Jelgava-2 in direction of Cena and Garoza - 25km/h; 2TE10M on s/r tracks Jelgava-2 -15km/h.; on switches 42/44 – for passenger trains - 40km/h;									
Jelgava - Meitene	One t.	120	80	Meitene*	One t.	100/80	100/80	40	40
On curves 44.km 6.pk - 44.km 9.pk	One t.	70	70	(*) 2TE10M - 2, 3 s/r track - 15 km/h;					
On curves 45.km 6.pk - 47.km 7.pk un 50.km 1.pk - 51.km 1.pk	One t.	80	70						
Meitene – State border with Lithuania (km 75,9)	One t.	120	80						
Jelgava - Reņģe – State border with Lithuania (km 119,4)									
				Jelgava	Even odd	-	25	25	25
Jelgava - Glūda	Even odd	80	80	Glūda*	Even odd	80/80 80/80	80/80 80/80	25 25	25 25
				(*) 3. un 5. s/r tracks - 15km/h					
Glūda - Bēne*	One t.	100	80	Bēne	One t.	25	25	25	25
(*)67.km 3.pk	One t.	40	40						
(*)88.km2.pk - 89.km3.pk	One t.	25	25						
Bēne - Reņģe*	One t.	100	80	Reņģe*	One t.	100/80	100/80	40	40
(*) 97.km - 101.km	One t.	70	70	(*) 2.s/r track				25	25

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Station end junction			
		Passenger trains	Freight trains			odd	even	odd	ev.
State border with Lithuania (km 162,4) Priekule - Liepāja									
State border(162,4) - Priekule *	One t.	40	40	Priekule	One t.	15/15	15/15	15	15
(*)167.km1.pk, 169.km8.pk 173.km4.pk, 179.km5.pk	One t.	25	25						
Priekule - Liepāja	One t.	15	15	Liepāja	One t.	40/40	-	15	15
Skuoda - Priekule (State border 225.5km)	One t.	40	40						
Glūda - Saldus -Liepāja									
				Glūda*	Even odd	80/80 80/80	80/80 80/80	25*	25*
				(*)3. and 5.s/r tracks - 15km/h					
Glūda - Dobele*	One t.	90	80	Dobele	One t.	80/80	80/80	40	40
(*) 62.km 8.-9.pk	One t.	60	60						
(*) 72.km 1.pk –5.pk	One t.	80	80						
Dobele - Biksti	One t.	80	80	Biksti	One t.	80/80	80/80	40	40
(*)74.km1.pk- 5.pk	One t.	80	80						
(*)92.km4.pk-9.pk	One t.	80	80						
Biksti - Brocēni	One t.	80	80	Brocēni	One t.	80/80	80/80	40	40
(*)104.km10.pk-106.km1.pk	One t.	80	80						
(*)109.km7.pk-110.km2.pk	One t.	80	80						
Brocēni - Saldus	One t.	80	80	Saldus	One t.	80/80	80/80	40	40
(*)122.km5.pk –7.pk	One t.	80	80						
Saldus - Skrunda*	One t.	80	80	Skrunda	One t.	80/80	80/80	40	40
(*)136.km9.pk-137.km6.pk	One t.	80	80						
(*)154.km 2.-3.pk	One t.	40	40						
(*)154km4pk-154km10pk	One t.	80	80						
Skrunda - Kalvene	One t.	80	80	Kalvene	One t.	80/80	80/80	40	40
(*)161.km4pk-162.km2.pk	One t.	80	80						
(*)163.km3.pk-10.pk	One t.	80	80						
(*)164.km8pk-166.km4.pk	One t.	80	80						
(*)167.km3.pk 9.pk	One t.	80	80						
(*)172.km1.pk – 173.km7.pk	One t.	80	80						
Kalvene - Ilmāja*	One t.	80	80	Ilmāja	One t.	80/60	80/60	40	40
(*)181.km1.pk-5.pk	One t.	70	70						
(*)182.km 6.-7.pk	One t.	70	70						
(*)182.km 8pk-183.km1.pk	One t.	80	80						

(*)185.km9pk-187.km4.pk	One t.	80	80						
Ilmāja - Tore	One t.	80	80	Tore	One t.	80/80	80/80	40	40
(*)188.km8pk-193.km4.pk	One t.	80	80						
(*)196.km4.pk-197.km4.pk	One t.	70	70						
(*)199.km1.pk-10.pk	One t.	70	70						
(*)200.km9pk-201.km4pk	One t.	70	70						
Tore - Liepāja	One t.	80	80	Liepāja	One t.	40/40	-	40	-
(*)212.km2pk-213.km1pk	One t.	70	70						
(*)215.km6pk-216.km2pk	One t.	80	80						
Torņakalns - Tukums									
				Torņakalns	Even odd.	60/60 100/60	50 50	40 40	40 40
Torņakalns -Zasulauks	Even odd.	100	60	Zasulauks	Even odd.	100/60 100/60	100/60 70/60	40 40	40 40
On curve1km 5pk	Even odd.	50	50						
On crossing 2.km10.pk	Even odd.	60	60						
Zasulauks - Priedaine	Even odd.	120	60	Priedaine	Even odd.	80/60	100/60	40	40
4.km 7.pk - 5.km 4.pk	Even odd.	80	60						

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Station end junction			
		Passenger trains	Freight trains			odd	even	odd	ev.
Priedaine - Dubulti*	even. odd	120	60	Dubulti	even. odd	40/40 40/40	40/40 70/60	40 40	40 40
(*)16.km 6.pk-17.km 6.pk	even. odd	90	60						
(*)17.km 7.pk -17.km 8.pk	even. odd	80	60						
(*)21.km 3.pk-21.km 4.pk	even. odd	40	40						
Dubulti - Sloka*	even. odd	100	60	Sloka	even. odd	80/60	40/40	40	40
(*) 26.km 7.pk - 8.pk	odd	40	40						
(*)28.km 4.pk - 5.pk	even. odd	80	60						
(*)31.km3.pk-32.km5.pk	even. odd	80	60						
Sloka - Ķemeri	One t.	80	60	Ķemeri	One t.	80/60	40/40	40	40
Ķemeri - Tukums-1	One t.	80	60	Tukums-1*	One t.	80/60	80/60	40	40
				(*) 4. sending track – 15 km/h.					
Tukums-1 - Tukums-2	One t.	80	60	Tukums-2	One t.	80/60	-	40	40
Ieriķi - Gulbene - (traffic is closed)*									
(*) In case of a necessity to use a breakdown train, fire fighting train or service train, the speed of traffic in district and station tracks is determined by Daugavpils track district Head of Rezekne department on the basis of the actual condition of track bed structure and the type of diesel locomotive provided.									
Pļaviņas - Gulbene - Vecumi – State border									
				Pļaviņas	I track III track	40/40 60/60	-	40	40
Pļaviņas - Jaunkalsnava	One t.	60	60	Jaunkalsnava*	One t.	60/60	60/60	40	40
				(*)2TE10M,2TE10U on tracks Nr 1,3 - 25 km/h					
Jaunkalsnava - Madona*	One t.	60	60	Madona*	One t.	60/60	60/60	40	40
(*)27.km1.pk - 34.km7.pk	One t.	80	60	(*)2TE10M, 2TE10U on tracks Nr.2,3,4 - 15 km/h					
Madona - Cesvaine*	One t.	60	60	Cesvaine*	One t.	60/60	60/60	40	40
(*)50.km10.pk - 59.km1.pk	One t.	40	40	(*)2TE10M, 2TE10U on tracks Nr 2 - 15 km/h					
Cesvaine - Gulbene*	One t.	60	60	Gulbene*	One t.	25/25	60/60	25	40
(*)88.km10pk - 98.km 9 pk	One t.	70	70	(*)2TE10M, 2TE10U on tracks Nr 3,4,5 - 15 km/h					
(*)88.km1.pk-88.km9.pk	One t.	60	60	(*) tracks Nr.4, 5, 6		-	-	25	25

2TE10M, 2TE10U in track section Pļaviņas - Jaunkalsnava with breakdown trains and fire fighting trains - 50 km/h; in section Jaunkalsnava - Gulbene - 40 km/h.

Appendix 9 continued

Directions, districts,sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main tracks		S/r track	
						Station end junction			
		Passenger trains	Freight trains			odd	even	odd	ev.
Jaunkalsnava Veseta	One t.	-	25	Jaunkalsnava	One t.	- / 25	- / 25	25	25
				Veseta	One t.	- / 25	- / 25	15	15
Gulbene - Vecumi – State border traffic is closed. In case of a necessity to use a breakdown train, fire fighting train or service train, the speed of traffic in district and station tracks is determined by Daugavpils track district Head of Rezekne department on the basis of the actual condition of track bed structure and the type of diesel locomotive provided.									
Jāņavārti - Ērgļi									
				Jāņavārti (Šķirotava st. "J" park)	One t.	60/50	-	40	40
Jāņavārti- Rīga Preču*	One t.	60	50	Rīga Preču	One t.	60/50	60/50	40	40
(*) on unguarded level crossing 6.km10.pk for all the trains-25km/h									
Rīga Preču - Saurieši	One t.	40	40	Saurieši*	One t.	40/40	40/40	25	25
				(*)3.s/r track- 15/15 km/h					
Saurieši - Suntaži	One t.	40	40	Suntaži	One t.	20/20	20/20	20	20
Suntaži - Ērgļi	One t.	50	50	Ērgļi*	One t.	-	20/20	20	20
				(*)2M62, M62, TEM2, ČME3-3, L		-		15	15
Zemitāni - Skulte									
Zemitāni - Sarkandaugava	even. odd	100	80	Zemitāni*	even. odd	70/70** 40/40		25	40
				(*) when deviating from main tracks Nr.3,5,6,11 -25km/h					
				(**) 50km/h - 5.km 4.pk - 9.pk for the ensuring of safety of employees in a curve where is not good visibility					
Sarkandaugava - Mangaļi *	even. odd	100 80	80 80	Sarkandaugava	even. odd	80/80 80/80	80/80 80/80	40 40	40 40
(*) 7.km8pk-8.km10pk even track and 9.km1pk-10.km8pk odd track		80	80						
				Mangaļi	even. odd	100/80 80/80	100/80 80/80	25 25	25 25
Mangaļi -Ziemeļblāzma	One t.	80	80*	Ziemeļblāzma	even. odd	80/80 80/80	40/40 80/80	40 40	40 40
(*) for freight trains 13.km 4pk-13.km6pk - 40km/h									
Ziemeļblāzma -Vecāķi	even. odd	100 100	60 80	Vecāķi	even. odd	100/80 100/80	100/80 100/80	25 40	25 40
Vecāķi - Carnikava	even. odd.	100	80	Carnikava	even. odd	80/80 80/80	80/80 80/80	-	-

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Station end junctions			
		Passenger trains	Freight trains			odd	even	odd	ev.
Carnikava - Lilaste	even. odd.	100	80	Lilaste	even. odd.	40/40 100/80	100/80 100/80	40 40	40 40
Lilaste - Saulkrasti	One t.	100	80	Inčupe (43.km9pk. switch Nr 2a Saulkrasti st.)	even. odd.	-	80/80 100/80	-	-
				Saulkrasti	even. odd.	100/80 40/40	100/80 100/80	40 40	40 40
Saulkrasti - Skulte	One t.	100	80	Skulte*	One t.	25	80	25	40
				(*) M62, TEM2, ČME3	One t.	60	60	25	40
State border with Lithuania (km 168,0) - Eglaine - Daugavpils									
State border - Eglaine	One t.	120	80	Eglaine*	One t.	100/80	100/80	40	40
				(*)3 s/r track - 25km/h					
Eglaine - Ilūkste	One t.	120	80	Ilūkste*	vienc.	100/80	100/80	40	40
				(*)4, 5, 6 s/r tracks - 15/15 km/h					
Ilūkste- Post 191.km	One t.	120	80	Post 191. km	One t.	100/80	100/80	-	-
Post 191.km - Post 192.km	One t.	100	80	Post 192. km	One t.	100/80	100/80	-	-
Post 192km - Post 5.km.	One t.*	120	80	Post 5.km	One t.	100/80	100/80	-	-
(*) If there is a necessity to go to closed Post192.km traffic lights "C" and ""CL" (after stopping before these traffic lights), all even trains from km. 192 Pk..5 until crossing km. 192 Pk..9 - 15km/h.									
Post 5. km – Exc.p.3.km	One t.	100	80	Exc.p.3.km	One t.	100/80	100/80	-	-
				On track crossing Nr 6-8 to 1. main track		40/40	40/40	-	-
Exchange point 3. km - Daugavpils-pas.	One t.	100	80	On track crossing Nr 7-9 to 1. main track		80/80	80/80	-	-
				Switch Nr. 3	One t.	70/70	70/70	-	-
				Daugavpils - pas.	One t.	40/40	40/40	40	40
Rīgas, Daugavpils, Rēzekne, Liepāja, Ventspils junction branch lines									
				C.p. Brasa	One t.	-/25	-	-	-
Brasa - Čiekurkalns	One t.	-	60	Čiekurkalns	One t.	-	-/50	40	25
(*) 1.km1pk-4pk - 15km/h									
Brasa - Rīga Krasta	One t.	-	60	Rīga Krasta	One t.	-/25	-/25	25	25
Bypass from Rīga pas. to Šķirotava ("J" park)	One t.	100	80	Šķirotava "J" park	One t.	-	60/60	-	-

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Station end junction			
		Passenger trains	Freight trains			odd	even	odd	ev.
Connecting tracks between st. Šķirotava parks:									
track Nr 3 st. Šķirotava	One t.	50	50						
track Nr 30 st. Šķirotava	One t.	25	25						
Šķirotava "A" park - Rīga Preču	One t.	25	25						
				Zemitāni	even. odd.	-	40/40	40	40
Zemitāni - Šķirotava	even. odd.	80	80	Šķirotava			25/40		25/40
Zasulauks - Lāčupe	One t.	-	60	Zasulauks	One t.	-	60/60	40	40
				Lāčupe	One t.	-/40	-/40	-/40	-/40
Lāčupe - Bolderāja	One t.	-	40	Bolderāja	One t.	-/40	-/25	-/40	-/25
				TEM2, M62, ČME3	One t.	40	25	15	15
Lāčupe - Iļģuciems	One t.	-	40	Iļģuciems	One t.	-/25	-/15	-/25	-/15
Daugavpils sort. - Daugavpils pas. (branch lines Nr.1)	One t.	100	80	Daugavpils sort.	One t.	80/80	80/80	40*	40*
				(*)freight trains -25m/h					
				Daugavpils pas.	One t.	70/70	70/70	40	40
Daugavpils pas. - Daugavpils sending park (branch line Nr.26)	One t.	30	30	Daugavpils pas.	One t.		-/30		
				Daugavpils sending park	One t.	-	-/30	30	30
Daugavpils pas. - Daugavpils sending park (branch line Nr.25)	One t.	30	30	Daugavpils pas.	One t.	-	-/30		
				Daugavpils sending park	One t.	-	30/30	30	30
Daugavpils sort. - Post 387. km (branch line Nr.10)	One t.	80	80	Daugavpils sort.	One t.	80/80	80/80	25	25
				Post387.km	One t.	80/80	80/80	-	-

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd tracks, section with one track	In station			
						Main track		S/r track	
						Station end junction			
		Passneger trains	Freight trains			odd	even	odd	ev.
Post 191. km - Post 524. km- Post 401. km									
				Post 191.km	One t.	40/40	40/40	-	-
Post 191. km - Post 1. km	One t.	40	40	Post 1.km	One t.	40/40	40/40	-	-
Post 1. km - Post 8.km	One t.	40	40	Post 8.km	One t.	40/40	40/40	-	-
Post 8. km - Gijantari	One t.	25	25	Gijantari	One t.	25/25	25/25	15	15
Gijantari - Post 524.km	One t.	25	25						
				Post 524.km	One t.	25/25	25/25	-	-
Post 524. km - Post 14. km	One t.	60	60						
Post 14.km - Post 401.km *	One t.	80	80	Post 401.km	One t.	70/70	70/70	-	-
Post 192. km - Post 1. km	One t.	40	40	Post 1.km	One t.	40/40	40/40	-	-
Post 8.km-Post 383.km (branch line Nr.6)	One t.	60	60	Post 383.km	One t.	40/40	40/40	-	-
				Post 8.km	One t.	40/40	40/40	-	-
Grīva - Post 5. km (branch line Nr 9)	One t.	30	30	Grīva	One t.	-	30/30	-	-
				Post 5.km	One t.	-	30/30	-	-
Rēzekne-1 - switch Nr.701 Rēzekne-2	One t.	40	40	Switch Nr.701 Rēzekne-2	One t.	-	40/40	-	-
				Rēzekne-1	One t.	40/40	-	-	-
Rēzekne-2 - Rēzekne-1	One t.	100	80	Rēzekne-2	One t.	25/25	-	25	-
				Rēzekne-1	One t.	40/40	-	-	-
Rēzekne-2 - Post Kleperova	One t.	40	40	Post Kleperova	One t.	40/40	-	-	-
				Rēzekne-2	One t.	-	40/40	-	40/25
Ventspils st.									
Connecting track Nr.34 on switch Nr.99 (on main track Ventspils 1-Ventspils 2) until switch Nr.155.	One t.	-	15						
Park "D" track Nr.3 (from switch Nr.1. until switch Nr.59)	One t.	-	25	"D"parks	One t.	25	25	25	25

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even tracks, odd racks, section with one track	In station			
						Main track		S/r track	
						Station end junction			
		Passenger trains	Freight trains			odd	even	odd	ev.
Ventspils-1 - Pieosta									
Ventspils st. Connecting track (from "B" park 61.sw.,63.sw. 65.sw.,69.sw)	One t.	-	15						
2. track, "B"park (from 69.sh. until 26.sw. "C"park)	One t.	-	25	"B"park	One t.	25	25	15	15
73. track (from 26.sw. "C"park until 9.sw."Pieosta" park)	One t.	-	25	"C" park soring -sending tracks 11 - 17	One t.	-	-	15	15
74. track (from 28.sw."C"park until 45.sh. "Pieosta"park)	One t.	-	25						
2. track "Pieosta" park (from 45.sw until 28.sw. "Pieosta"park)	One t.	-	15	"Pieosta" park	One t.	15	15	-	-
Ventspils-1 - Nafta									
Connecting track from"A", "B", "D" park to "Nafta "park (from 3.sw. "D"park until 103.sw. "Austrumi "park)	One t.	-	25	Ventspils	One t.	-	40	40	40
Ventspils-2 – Nafta									
Ventspils 2 - Nafta *	One t.	-	40	Austrumi	One t.	40	40	15	15
(*) 5.km 4.pk -7.pk	One t.	-	25	Nafta	One t.	15	15	15	15
Ventspils st. - Jūras parks									
Pieosta - Jūras parks*	One t.	-	25	Jūras parks	One t.	25	25	25	25
(*)75.connecting (from 45 sw. Pieosta park until 2.sw. Jūras park).	One t.	-	15						
(*) 76. connecting (from 28.sw. Pieosta park to 4 sw. Jūras parks).	One t.	-	15						
Jūras parks - Nafta	One t.	-	25						

1. The allowed speed of trains in main and sending-receiving tracks of stations have to be observed from entrance until exit switches (not the borders of stations).
2. The allowed speed of traffic for passenger trains with freight locomotives have to observe the speed allowed for passenger train but it is not allowed to exceed the constructive speed of locomotive.

Appendix 9 continued

Register of Riga junction suburban area electric trains maximum allowed speed on main and station tracks

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section	Stations	Even tracks, odd tracks, section with one track	In station			
		Main track			Main track		S/r track	
					Station end junction			
					odd	even	odd	ev.
Rīga - Saulkrasti - Skulte								
			Rīga pas.	even odd	35	-	35	35
Rīga - Zemitāni	even odd	80	Zemitāni*	even odd*	70	40	25	40
			(*)when deviating from main tracks Nr.3,5,6,11 - 25km/h					
			(*)odd track 5.km 4-9.pk - 50km/h.					
Zemitāni - Sarkandaugava	even odd	100	Sarkandaugava	even odd	80 80	80 80	-	-
Sarkandaugava - Mangaļi*	even odd	100 80	Mangaļi	even odd	100 80	100 80	25 25	25 25
(*)7km8pk - 8km10pk even track and 9km1pk - 10km8pk odd track		80						
Mangaļi - Ziemeļblāzma	One t.	80	Ziemeļblāzma	even odd	80 80	40 80	40 40	40 40
Ziemeļblāzma - Vecāķi	even odd	100	Vecāķi	even odd	100 100	100 100	25 40	25 40
Vecāķi - Carnikava	even odd	100	Carnikava	even odd	80 80	80 80	-	-
Carnikava - Lilaste	even odd	100	Lilaste	even odd	40 100	100 100	40 40	40 40
			Inčupe (43.km9pk - Saulkrastu st. switch Nr 2a)	even odd	-	80 100	-	-
Lilaste - Saulkrasti	even odd	100	Saulkrasti	even odd	100 40	100 100	40 40	40 40
Saulkrasti - Skulte	One t.	100	Skulte	One t.	-	40	-	40
Rīga - Ķemeri – Tukums-2								
Rīga pas. - Zasulauks	even odd	100*	Rīga pasažieru	even odd	-	40	-	35
(*) on curve - 1.km5pk.	even odd	50	Torņakalns	even odd	60 100	50 50	40 40	40 40
(*) on level crossing	even	60						

2.km10pk	odd							

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section: Main track	Station	Even tracks, odd tracks, section with one track	In station: Main track: Station end junction: odd	In station: Main track: Station end junction: even	In station: S/r track: Station end junction: odd	In station: S/r track: Station end junction: ev.
			Zasulauks	even odd	100 100	100 70	40 40	40 40
Zasulauks – Priedaine*	even odd	120	Priedaine	even odd	80	100	40	40
(*)4.km7pk - 5.km 4pk	even odd	80						
Priedaine - Dubulti*	even odd	120	Dubulti	even odd	40 40	40 70	40 40	40 40
(*)16.km6pk-17.km6pk	even odd	90						
(*)17.km7pk-17.km8pk	even odd	80						
(*)21.km3pk-21.km4pk	even odd	40						
Dubulti - Sloka*	even odd	100						
(*)26.km7pk-8pk	odd	40						
(*)28.km4pk-5pk	even odd	80						
(*)31.km3pk-32.km5pk	even odd	80	Sloka	even odd	80	40	40	40
Sloka - Ķemeri	one t.	80	Ķemeri	one t.	80	40	40*	40
			(*) entering u-turn (track Nr 5) -25 km/h					
Ķemeri - Tukums-1	one t.	80	Tukums-1	one t.	80	80	40	40
Tukums-1 - Tukums-2	one t.	80	Tukums-2	one t.	80	80	40	40
Rīga - Aizkraukle								
Bypass from Rīga pas. to Šķirotava ("Ja"parks)	one t.	100	Rīga-pasažieru	even odd	35	-	35	-
Rīga-pas. - Šķirotava*	even odd	80	Jāņavārti	even odd	100	100	-	-
(*)2.km9pk-5.km1pk	odd	100						
(*)5.km2pk-5.km8pk	even odd	60	Šķirotava	even odd	80	80	-	-
Šķirotava - Salaspils	even odd	120	Salaspils	even odd	100	100	40	40
Salaspils - Ogre*	even odd	120	Ogre	even odd	70	70	40	40
(*)27.km7pk-28.km7pk	even odd	80 80						

(*)28.km7pk-29.km7pk								

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section: Main track	Stations	Even tracks, odd tracks, section with one track	In station: Main track: Station end junction odd	Main track: even	S/r track: odd	S/r track: ev.
Ogre - Lielvārde	even odd	100 120	Lielvārde	even odd	100	100	40	40
Lielvārde - Skrīveri	even odd	100	Skrīveri	even odd	100 70	100 100	40	40
Skrīveri - Muldakmens	one t.	120	Muldakmens	even odd	-	100 80	-	-
Muldakmens - Aizkraukle	even odd	120	Aizkraukle	even odd		100 100		40 40
Rīga - Jelgava								
			Rīga-pasažieru	even odd	-	40	35	35
Rīga-pas. - Torņakalns	even odd	100	Torņakalns	even odd	40	40	40	40
Torņakalns - Olaine	even odd	100	Olaine	even odd	80	100	40	40
Olaine - Cena	even odd	100	Cena	even odd	100	100	40	40
Cena - Jelgava	even odd	100	Jelgava-1	even odd	50	-	25	-
Zemitāni - Šķirotava								
			Zemitāni	even odd	-	40	-	40
Zemitāni - Šķirotava		80						
			Šķirotava	even odd	25	-	25	-

Notes: 1. The allowed speed for train traffic in station main and sending-receiving tracks has to be observed from entrance until exit switches (not in the borders of stations)

2. For electric trains of type ER1 and ER2 with Nr. until 631 (including) the maximum allowed speed is 110 km/h, taking into account mutual interaction with track.