

State joint stock company “Latvian Railway”

PUBLIC USAGE RAILWAY INFRASTRUCTURE MANAGER

NETWORK STATEMENT

2010

June 15, 2009

Foreword

Public usage railway infrastructure manager statement about planned services of public usage railway infrastructure manager for 2010/2011 timetable period (hereinafter Network Statement) is published in accordance with Railway law of the Republic of Latvia, European Council Directive 91/440/EEC of 29 July 1991 on the development of the Community's railways (amendments in Directives 2001/12/EC; 2004/51/EC; 2006/103/EC; 2007/58/EC), European Council Directive 95/18/EC of 26 February 2001 on the allocation of railway infrastructure capacity and levying of charges for the use of railway infrastructure and safety certification (amendments in Directives 2004/49/EC; 2007/58/EC), Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the conventional rail system (amendments in Directives 2004/50/EC; 2007/32/EC), Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways (amendments in Directives 2008/110/EC), Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains in Community's railway system, as well as regulations of Cabinet of Ministers No.539 (27.06.2006.) "Regulations on public usage railway infrastructure allocation" and regulations of Cabinet of Ministers No.461 (06.06.2006.) "Regulations on public usage railway infrastructure manager statement (network statement) contents and publishing procedure".

(hereinafter referred to as "Capacity and Infrastructure Charge Directive")

Network Statement describes railway infrastructure, network, capacity allocation, services provided to operators and charging system principles provided to operators.

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 is intended for the timetable period 30.05.2010 - 28.05.2011.

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1. GENERAL INFORMATION

1.1. Introduction

Public usage railway infrastructure manager Network Statement is intended 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 30.05.2010- 28.05.2011. 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 Directives.

This Network Statement is prepared taking into account laws and regulations which were in force until June 1, 2009.

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 errors 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

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 financial 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 committing of criminal offences;
- Licence applicant and its top management has not been repeatedly administratively 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. If a holder of licence performs his obligations and meets the provisions of the licence, it can be prolonged after the deadline of its period of validity upon new registration.

The procedure how the operating licence is issued or canceled is determined by the regulations No.4 (05.01.99) of The Cabinet of Ministers of Latvian Republic “The regulations of licencing of railway operators” (with amendments 22.07.2003. of CM regulations No.407) and in regulations No.664 (30.08.2005) of The Cabinet of Ministers of Latvia Republic “The regulations of licencing of public utilities.”

2.4. Safety certificate

In order to obtain accessibility rights for public service railway infrastructure and to guarantee safe services in definite infrastructure sections, an operator should receive safety certificate consisting of A and B parts before commencement of traffic.

A part of safety certificate State Railway Technical Inspection or the respective institution of European Union member state issues to operator which has developed and maintains safe traffic system.

B part of safety certificate State Railway Technical Inspection issues to operator that meets Latvian regulations in the field of technical maintenance and safety requirements for personnel, rolling stock and internal structure of the operator, and that has a valid A part of the safety certificate.

The procedure how the safety certificate is issued, suspended or revoked is established by the regulations of The Cabinet of Ministers of LR (10.03.2008) Nr 168 “The procedure of issuing, suspending and revoking of railway operations safety certificate`s A and B parts.”

A and B parts of the safety certificate, which are formed and the application documents are issued according to European Committee Regulation No.653/2007 (13.06.2007) on the use of a common European format for safety certificates and application documents for the duration of two years.

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 maneuver works in the borders of stations, receive the safety licence instead of safety

certificate. 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 and TEN, railway specialists who are involved in railway traffic shall have profound knowledge about the appropriate management of work and TEN. 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 certificates of professional competence, requirements to persons who perform the training of specialists, as well as training programs 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 certification.”

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 certificate 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.

3. INFRASTRUCTURE

3.1. Definition

This Network Statement refers 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. Railway lines and traffic operating points

LDz offers following wide gauge rail districts (including the station tracks and access tracks technologically connected with them) with operating length 2263,3 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
9	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 156 distribution points and 75 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, Reņģe, while on stations Vaiņode and Priekule the traffic is closed.

Customs control posts in border checkpoints : Indra, Kārsava, Rīga Passenger station luggage bureau, Zilupe, Šķirotava, Daugavpils, Rēzekne-2, Jelgava, Rīga cargo station, Riga Krasta station (private usage infrastructure).

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

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 13, 2009 are defined in LDz directive Nr DT-2/41 “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 2010-2011 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 and regulations of Cabinet of Ministers No.539 (27.06.2006) “Regulations on allocation of public usage railway infrastructure capacity”.

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 who is also the allocator of railway infrastructure capacity allocates the public usage railway infrastructure capacity between operators on the basis of requests of operators (hereinafter - capacity request application) and approves the capacity allocation plan.

Public usage railway infrastructure capacity cannot be allocated by public usage railway infrastructure manager who provides also railway transportation services as well as in cases when railway infrastructure manager is one of concern`s dependent companies, but the leading company of the concern is provider of railway traffic public services. In this case public usage railway infrastructure capacity is allocated by State Railway Administration.

In the conditions of existing Latvian railway concern the allocator of capacity for maintenance of public usage railway infrastructure is 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 certificate;
- 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 certificate 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 Allocator of capacity;
- 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 parameters;
- to increase the total weight of freight train or to use traction unit with better traction parameters;
- 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 Allocator of capacity 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, Allocator of capacity 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. Allocator of capacity 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 Allocator of capacity 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 Allocator of capacity who allocates it on the basis of the applications of operators and observing the procedure and principles expressed 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 (infrastructure manager) 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 departing 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 addressed 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 those 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 on issue of railway freight traffic licence, on railway infrastructure (railways) registration, on railway rolling stock registration, on public infrastructure capacity allocation, and on

review of disagreements and elimination of discrimination can be judicially reviewed without any break in activities.

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 prophylactic 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 continuous running, technical and sanitary maintenance, running repairs of railway infrastructure real estate objects (station buildings, pavilions, outhouses and household buildings and engineering 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 functioning 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 controlling of the fulfillment of the contracts signed, coordination of organisational activities of labour safety, railway traffic safety, fire safety, environment protection and others.

5.2. Accessibility rights for railway infrastructure

5.2.1. Basic services which are included in payments for railway maintenance for traffic contain the following:

- review of applications for infrastructure capacity according to the law;
- rights to maintain allocated infrastructure capacity;
- maintenance of existing turnouts and rail tracks;
- management of train traffic that includes organization and management of train traffic, signaling systems, communications and providing of information on train traffic;
- providing of information necessary to introduce and initiate service upon allocation of railway infrastructure capacity.

5.2.2. Accessibility to railway infrastructure gives rights for accessibility of the following railway infrastructure equipment and services:

- usage of electro supply equipment for traction power if possible;
- equipment of gas station;
- passenger stations, its buildings and equipment;
- cargo yards;
- marshalling parks;
- train forming equipment;
- branches of special designation;
- service and other technical equipment.

5.3. Additional services

Additional services which are not included in payment for infrastructure usage for traffic, but are necessary for organization of traffic processes and can be provided to operator if it sustains respective resources upon additional payment according to signed contracts:

- the forming and splitting up of trains, shunting works;
 - wagon technical maintenance and repair*;
 - help in the liquidation of consequences of accidents;
 - the control of transporting of dangerous cargoes and 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;
 - the rent of real estate objects;
 - rent of rolling stock;
 - provision of electricity;
 - services of telecommunications;
 - the services of rolling stock technical inspection;
 - providing with additional information.

* 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.

6. CHARGES

6.1. Legal framework

The charge for the usage of public usage railway infrastructure (hereinafter – the charge) is set according to principles laid down in Paragraph 11 and 12 of Law on railways and according to the Methodology for charge calculation for the usage of public usage railway infrastructure approved by Public Utilities Commission decision Nr 17 (18.01.2006), observing valid Methodology amendments.

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 5.1.

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, motrices, 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.

The charge can be raised only when capacity expansion plan is elaborated and discussed with over-loaded railway infrastructure users.

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 by IM after the harmonization with the establisher of railway infrastructure charge (Public utilities commission).

There are following discounts in force in 15 June 2009 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 1 January, 2009 and ends on December 31, 2009 Public Utilities Commission has established (decision Nr 451 of 28.11.2008) following charge for the use of public railway infrastructure (Ls for train km):

The charge for the train traffic period which starts on 1 January, 2010 and ends on 31 December, 2010 will be established by Public utilities commission until 1 December, 2009.

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.

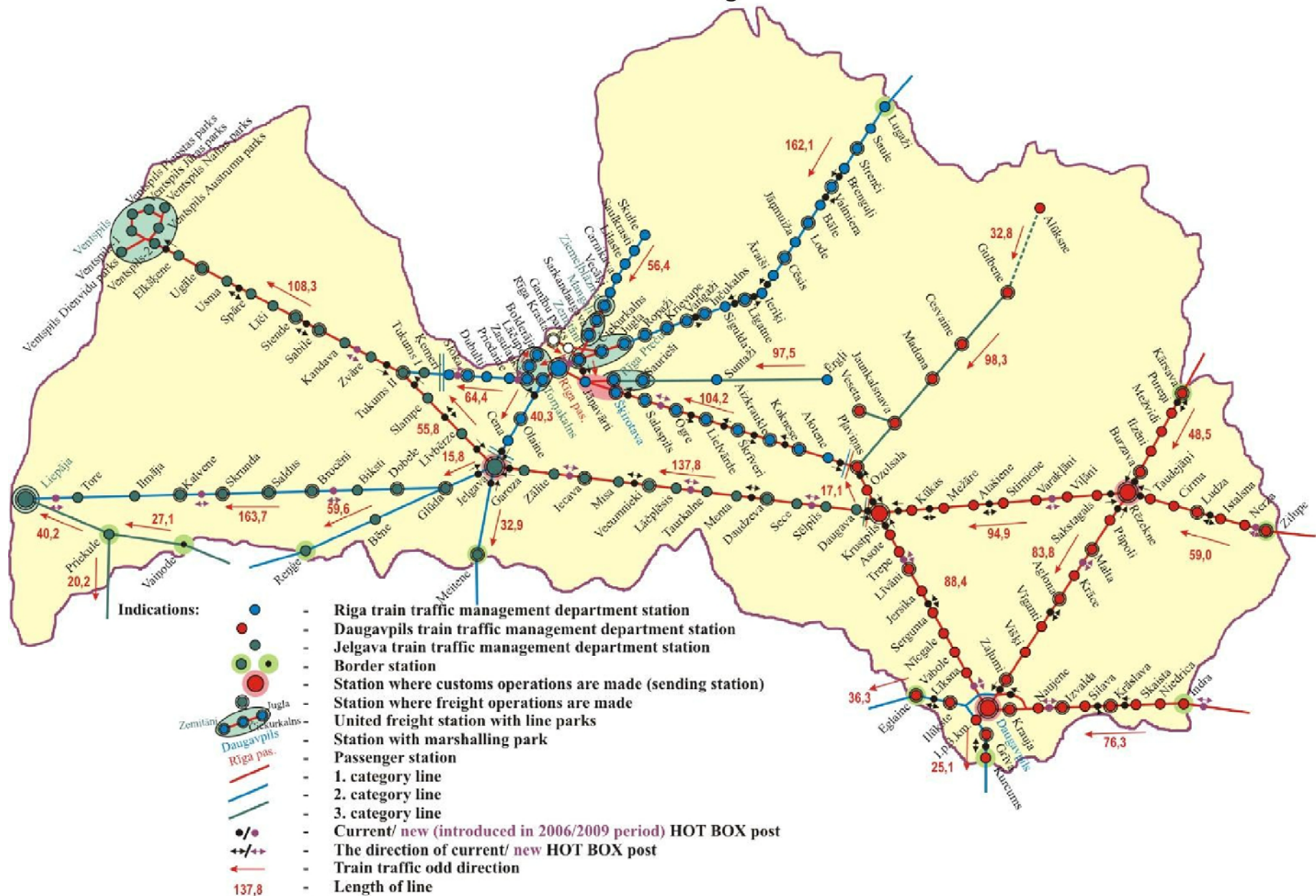
The register of railway infrastructure objects:

01.01.2009

Nr. p/k	Title of railway infrastructure objects	Measurement	Total	Railway line category		
				1.	2.	3.
1.	<i>*Track facilities:</i>					
1.1	Railroads (extended length) total:	km	3092	1961	950	181
	- main	km	2114	1169	792	153
	- station	km	819	661	140	18
	- other	km	159	131	18	10
1.2.	Switches	set.	3246	2162	931	153
1.3.	Engineering technological buildings					
	- bridges	pieces.	600	330	242	28
	- culverts	pieces.	793	457	235	101
1.4.	Level crossings	Cross.	562	280	192	90
1.5.	Protective plantations:					
	- reiterative and fir hedges	ha	771	416	142	213
	- natural forests	ha	1395	1020	219	156
2.	<i>Electrotechnical facilities:</i>					
2.1.	Automatic block system, incl. DC	<u>km</u> km	<u>1064</u> 698	<u>605</u> 392	<u>447</u> 306	<u>12</u> -
2.2.	Semi automatic block system	km	838	107	213	518
2.3.	Electric centralisation of switches	<u>st.</u> switches.	<u>160</u> 2517	<u>98</u> 1796	<u>58</u> 691	<u>4</u> 68
2.4.	Uncentralised switches (incl. Melentyev closing system MLN)	<u>st.</u> switches.	<u>13 (10)</u> 152 (108)		<u>2 (2)</u> 24 (24)	<u>11 (8)</u> 128 (84)
2.5.	Sorting hills mechanisation and automatisisation equipment	<u>st.</u> switches.	<u>3</u> 82	<u>3</u> 82	-	-
2.6.	Rolling stock heated axle recognition system /PONAB, DISK/	set st.	<u>60</u> 27	<u>46</u> 21	<u>14</u> 6	-
2.7.	Magistral network cables	km	3110	2167	943	-
2.8.	Contact system	km	257	85	172	-
2.9.	6, 10 kV high voltage electrical network lines	km	1401	1070	331	-
2.10.	Radio communication	km	1917	1106	586	225
3.	<i>Real estate facilities:</i>					
3.1.	Station buildings	pieces.	177 153			
3.2.	Pavilions, outhouses	pieces.	25			
3.3.	Passenger platforms, platforms, ramps	pieces.	415			
3.4.	Freight/technical platforms, ramps	pieces.	65			
3.5.	Passenger stopping points where are only platforms	pieces.	37			

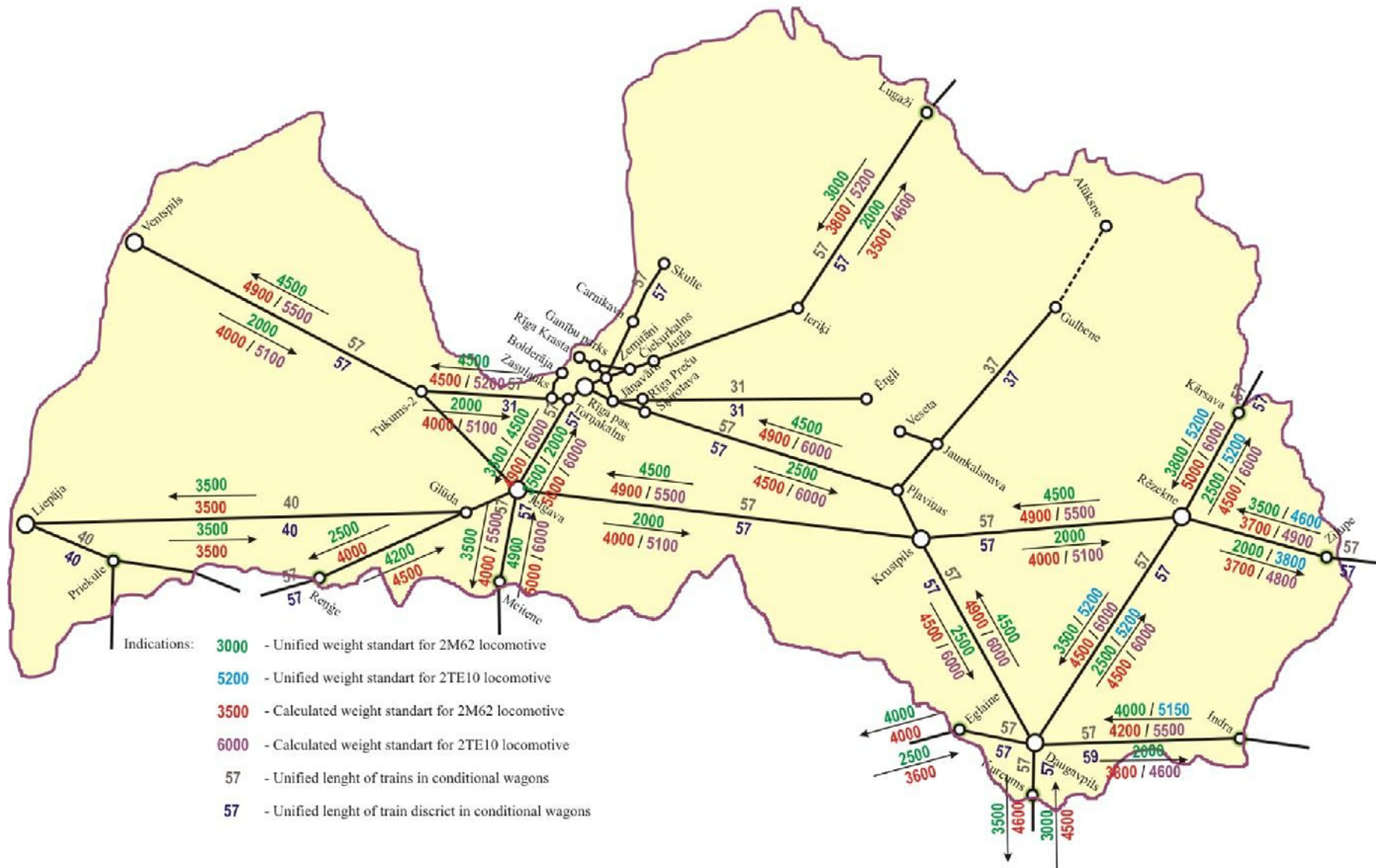
* Sections closed for train traffic are not included in track facilities

Latvian railway scheme



Latvian railway train weight and length standards

for timetable 2006-2007



The capacity of public usage railway infrastructure in Latvia.

No.	Title of district	Railway infrastructure category	The standard of weight of freight trains according to			Number of trains in timetable 2009-2010					Planned duration of gaps in next period in hours. (there/back)***	Number of trains for new timetable
						passenger			Freight *	Total *		
			Type of traction	there	back	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	3/3**	13/12**	32/32**	29/27**	75/72**	-	75/72**
1.1	Pļaviņas – Šķirotava	1.				3/3	13/12	0/0	29/27	45/42	-	45/42
1.2	Pļaviņas – Aizkraukle	1.				3/3	13/12	10/10	29/27	55/52	-	55/52
1.3	Aizkraukle – Lielvārde	1.				3/3	13/12	24/24	29/27	69/66	-	69/66
1.4	Lielvārde – Ogre	1.				3/3	13/12	30/30	29/27	75/72	-	75/72
1.5	Ogre – Salaspils	1.				3/3	13/12	32/32	29/27	75/72	-	75/72
2.	Salaspils – Jāņavārti	1., 2.	-	-	-	0/0	0/0	34/34	36/36	70/70	-	70/70
2.1	Skulte – Zemitāni	2.				0/0	0/0	13/12	1/1	14/13	-	14/13
2.2	Skulte – Saulkrasti	2.				0/0	0/0	21/21	1/1	22/22	-	22/22
2.3	Saulkrasti – Carnikava	2.				0/0	0/0	28/28	1/1	29/29	-	29/29
2.4	Carnikava – Vecāķi	2.				0/0	0/0	34/34	1/1	35/35	-	35/35
2.5	Vecāķi – Ziemeļblāzma	1.				0/0	0/0	34/34	10/10	42/42	-	42/42
2.6	Mangai – Zemitāni (Brasa)	1.				0/0	0/0	34/34	20/20	54/54	-	54/54
2.7	Zemitāni (Brasa) - Zemitāni	1.				0/0	0/0	34/34	36/36	70/70	-	70/70
3.	Valga – Zemitāni	1., 2.	2M62/ 2TE10	3800/ 5200	3500/ 4600	0/0	13/12	0/0	11/11	24/23	-	24/23
3.1	Valga – Lugaži	2.				0/0	3/3	0/0	10/10	13/13	-	13/13
3.2	Lugaži – Streni	2.				0/0	3/3	0/0	10/10	13/13	-	13/13
3.3	Streni – Valmiera	2.				0/0	3/3	0/0	10/10	13/13	-	13/13
3.4	Valmiera – Csis	2.				0/0	5/5	0/0	11/11	16/16	-	16/16
3.5	Csis – Sigulda	2.				0/0	5/5	0/0	11/11	16/16	-	16/16
3.6	Sigulda – Jugla	2.				0/0	13/12	0/0	11/11	24/23	-	24/23
3.7	Jugla – Zemitāni	1.				0/0	13/12	0/0	11/11	24/23	-	24/23

7.2	Saurieši – Rīga Precu	3.				0/0	0/0	0/0	0/0	0/0	-	0/0
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* - indicated with collecting and moving out trains

** - 11/12 – there/back

***- the data for column will be published in December 2009

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 2009-2010						Planned duration of gaps in next period in hours. (there/back)***	Number of trains for new timetable
						passenger			Freight *	Total *			
			Type of traction	there	back	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/ 5300	3800/ 4600	0/0**	0/0**	0/0**	31/31**	31/31**	-	31/31**	
8.1	Bigosova – Kr slava	1.				1/1	0/0	0/0	30/30	30/30	-	30/30	
8.2	Kraslava – Daugavpils	1.				1/1	0/0	0/0	31/31	31/31	-	31/31	
9.	Daugavpils – Krustpils	1.	2M62/ 2TE10	4900/ 6000	4500/ 6000	1/1	5/4	0/0	35/35	41/40	-	41/40	
9.1	Daugavpils – Livani	1.				1/1	4/4	0/0	35/35	40/40	-	40/40	
9.2	Livani – Krustpils	1.				1/1	5/4	0/0	35/35	41/40	-	41/40	
10.	Krustpils – P avias	1.	2M62/ 2TE10	4900/ 6000	4500/ 6000	3/3	12/11	0/0	30/27	45/41	-	45/41	
11.	Posia – Rezekne	1.	2M62/ 2TE116	3700/ 4900	3700/ 4800	2/2	2/2	0/0	16/16	20/20	-	20/20	
11.1	Posia – Zilupe	1.				2/2	0/0	0/0	15/15	17/17	-	17/17	
11.2	Zilupe – Rezekne	1.				2/2	2/2	0/0	16/16	20/20	-	20/20	
12.	Rzekne – Krustpils	1.	2M62/ 2TE10	4900/ 5500	4000/ 5100	3/3	4/4	0/0	25/22	32/29	-	32/29	
13.	Skangai – Rezekne	1.	2M62/ 2TE10	5000/ 6000	5000/ 6000	2/2	0/0	0/0	10/10	12/12	-	12/12	
13.1	Skangai – Karsava	1.				2/2	0/0	0/0	9/9	11/11	-	11/11	
13.2	Karsava – Rezekne	1.				2/2	0/0	0/0	10/10	12/12	-	12/12	
14.	Rezekne – Daugavpils	1.	2M62/ 2TE10	5000/ 6000	5000/ 6000	1/1	0/0	0/0	12/12	13/13	-	13/13	
14.1	Rezekne – Aglona	1.				1/1	0/0	0/0	11/11	12/12	-	12/12	
14.2	Aglona – Rezekne	1.				1/1	0/0	0/0	11/11	12/12	-	12/12	
15.	Daugavpils – Obeliai	2.	2M62	4000	3600	0/0	0/0	0/0	6/6	6/6	-	6/6	
15.1	Daugavpils – Ilukste	2.				0/0	0/0	0/0	6/6	6/6	-	6/6	
15.2	Ilukste – Obeliai	2.				0/0	0/0	0/0	5/5	5/5	-	5/5	

* - indicated with collecting and moving out trains

** - 11/12 – there/back

***- the data for column will be published in December 2009

Appendix 6 continued

Nr.	Title of district	Railway infrastructure category	The standard of weight of freight trains according to traction capacity			2009-2010 Number of trains in timetable					Planned duration of gaps in next period in hours. (there/back)***	Number of trains for new timetable
						passenger			Freight *	Total *		
			Type of traction	back	atpaka	International trains	Domestic trains	Electric trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
16.	Daugavpils – Turmanta	2.	2M62	4600	4500	1/1**	0/0**	0/0**	1/1**	2/2**	-	2/2**
16.1	Daugavpils – Griva	2.				1/1	0/0	0/0	1/1	2/2	-	2/2
16.2	Griva – Turmanta	2.				1/1	0/0	0/0	0/0	1/1	-	1/1
17.	Gulbene – Plavinas	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 – Plavinas	3.				0/0	1/1	0/0	4/4	5/5	-	5/5
18.	Gulbene – Aluksne	3.				0/0	4/4	0/0	0/0	4/4	-	4/4
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 – Vecumnieki	1.				0/0	0/0	0/0	27/24	27/2 4	-	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	1/1	0/0	27/24	28/25	-	28/25
20.1	Jelgava – Tukums-2	1.				0/0	0/0	0/0	26/23	26/23	-	26/23
20.2	Tukums-2 – Ventspils	1.				0/0	1/1	0/0	27/24	28/25	-	28/25
21.	Jelgava – Jonišk i	2.	2M62/ 2TE10	4000/ 5500	5000/ 6000	1/1	0/0	0/0	11/11	12/12	-	12/12
21.1	Jelgava – Meitene	2.				1/1	0/0	0/0	11/11	12/12	-	1 2/12
21.2	Meitene – Joniški	2.				1/1	0/0	0/0	10/10	11/11	-	11/11
22.	Jelgava – Gl uda	2.	2M62	4000	4500	0/0	3/3	0/0	11/11	14/14	-	14/14
23.	Gluda – Liepaja	2.	2M62	3500	3500	0/0	2/2	0/0	10/10	12/12	-	12/12
23.1	Gluda – Saldus	2.				0/0	2/2	0/0	10/10	12/12	-	12/12
23.2	Saldus – Liepaja	2.				0/0	2/2	0/0	9/9	11/11	-	11/11

* - indicated with collecting and moving out trains

** - 11/12 – there/back

***- the data for column will be published in December 2009

Nr.	Title of district	Railway infrastructure category	The standard of weight of freight trains according to traction capacity			Number of trains in timetable 2009-2010					Planned duration of gaps in next period in hours. (there/back)***	Number of trains for new timetable*
			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 December 2009

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 prepreparing 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.

(name and signature)

(name and signature) (date)

DIVISION OF RAILWAY INFRASTRUCTURE (TRACK SECTIONS) BY CATEGORIES

Title	Cate gory Nr.	Length (km)		Title	Cate gory Nr.	Length (km)	
		between division points	between stop points			between division points	between stop points
Ventspils-1 - Tukums-2 (01)				108 km			
Ventspils				Tukums II			
Ventspils-2	1.	5	5	St.p.Praviņi	1.	17	11
Elkšgene	1.	7	7	Slampe			6
St.p.Puze	1.	17	11	St.p.Džūkste	1.	19	5
Ugāle			6	St.p.Apšupe			4
Usma	1.	10	10	Līvberze			10
Spāre	1.	7	7	St.p.Brakšķi	1.	20	7
Līči	1.	11	11	Jelgava			13
Stende	1.	8	8	Jelgava – Krustpils (03)			
Sabile	1.	7	7	138 km			
St.p.Līgciems	1.	12	7	Jelgava	1.	2	2
Kandava			5	Jelgava-2	1.	12	12
St.p.Pūre	1.	13	5	Garoza	1.	8	8
Zvāre			8	Zāļīte	1.	10	10
TukumsII	1.	11	11	Iecava	1.	11	11
Ventspils Juras parks				Misa			3
Ventspils Naftas parks	1.	3	3	St.p.210.km.	1.	9	6
Ventspils Austrumu parks	1.	3	3	Vecumnieki			9
Ventspils-2	1.	3	3	St.p.Birze	1.	16	4
Ventspils				St.p.Goba			3
Ventspils Austrumu parks	1.	5	5	Lāčplēsis			

Title	N Cate gory	Length (km)		Title	N Cate gory	Length (km)	
		between division points	between stop points			between division points	between stop points
Lāčplēsis				Līksna			
	1.	9	9		1.	7	7
Taurkalne				T.p.383.km.			
	1.	11	11				2
Menta				St.p.Mežciems	1.	5	
St.p.256.km.			5				3
	1.	9	4	T.p.387.km.			
Daudzeva				Daugavpils Pasažieru parks	1.	3	3
	1.	8	8				
Sece				Daugavpils – Indra – State border (05)			76 km
St.p.Staburags			9				
	1.	15	6	Daugavpils Pasažieru parks			
Sēlpils					1.	9	9
	1.	7	7	Krauža			
Daugava					1.	2	2
	1.	11	11	St.p.401.km.			
Krustpils					1.	6	6
Krustpils – Daugavpils (04)			89 km	Naujene			
Krustpils				St.p.Putāni	1.	12	6
	1.	9	9				6
B.p.Asote				Izvalda			
	1.	8	8		1.	4	4
Trepe				Silava			
	1.	12	12		1.	9	9
Līvāni				Krāslava			
	1.	11	11		1.	12	12
Jersika				Skaista			
	1.	10	10		1.	7	7
B.p.Sergunta				Niedrīca			
	1.	7	7		1.	8	8
Nīcgale				Indra			
St.p.Ruži			6	St.p.Robežnieki	1.	7	5
	1.	12	6				2
Vabole				Indra-eksp. (State border)			
	1.	5	5				
Līksna							

Title	Category	Length (km)		Title	Category	Length (km)	
		between division points	between stop points			between division points	between stop points
Rēzekne II – Zilupe – State border (08)			59 km	Rēzekne – Daugavpils (10)			84 km
Rēzekne II				Rēzekne I			
Rēzekne II A parks	1.	2	2	T.p.Pūpoli	1.	11	11
Taudejāņi	1.	5	5	Malta	1.	8	8
Cirma	1.	5	5	St.p.Vainava	1.	12	8
Ludza	1.	12	12	T.p.Krāce			4
Istalsna	1.	9	9	St.p.Zalvezers	1.	15	6
Nerza	1.	11	11	St.p.Apsāni			4
St.p.Briģi	1.	11	6	Aglona			5
Zilupe			5	St.p.Ārdava	1.	8	5
Zilupe-eksp. (State border)	1.	4	4	Vīganti			3
State border – Kārsava – Rēzekne I (09)			49 km	Višķi	1.	7	7
Kārsava-eksp. (State border)				St.p.Medupe	1.	11	6
Kārsava	1.	5	5	Zaļumi			5
St.p.Malnava	1.	8	2	Kūdraine	1.	7	5
Pureņi			6	T.p.524.km.			2
Mežvidi	1.	8	8	St.p.525.km.	1.	5	1
Ilzēni	1.	10	10	Daugavpils Šķirošanas parks			4
Burzava	1.	7	7				
T.p.Kleperova	1.	7	7				
Rēzekne I	1.	4	4				

Title	Cate gory Nr.	Length (km)		Title	Cate gory Nr.	Length (km)			
		between division points	between stop points			between division points	between stop points		
Daugavpils Šķir.– Kurcums – State border (11)			25 km	Rīga – Jelgava (14)			43 km		
Daugavpils Šķirošanas parks				Rīga pasažieru					
B.p.3.km.	1.	4	4	Torņakalns	1.	3	3		
Grīva	2.	3	3	St.p.Atgāzene	2.	19	2		
Kurcums	2.	12	12	St.p.BA Turība			1		
Kurcums-eksp. (State border)	2.	6	6	St.p.Tīraine			3		
				St.p.Baloži			4		
				St.p.Jaunolaine			5		
				Olaine			4		
State border – Eglaine – Daugavpils Pas.(12)			36 km	St.p.Dalbe	2.	12	7		
Eglaine-eksp. (State border)	2.	5	5	Cena	2.	9	5		
Eglaine	2.	7	7	St.p.Ozolnieki			3		
Ilūkste	2.	11	6	St.p.Cukurfabrika			4		
St.p.Sventa			5	2					
T.p.191.km.	2.	1	1	Jelgava	2				
T.p.192.km.			2						
St.p.7.km.	2.	6	4	Jelgava – Liepāja (15)			180 km		
T.p.5.km.	2.	2	2	Jelgava	2.	16	7		
B.p.3.km.			2	2			St.p.50.km	2	
Daugavpils Pasažieru parks	1.	4	4	St.p.Viesturi			4		
				St.p.Dorupe			3		
Track post 524.km – Track post 401.km (13)			6 km	Glūda			2.	13	5
T.p.524.km.	1.	6	6	St.p.Lāči					8
T.p.401.km.									

Title	Cate gory Nr.	Length (km)		Title	Cate gory Nr.	Length (km)	
		between division points	between stop points			between division points	between stop points
Dobele	2.	21		Jelgava – Meitene – State border (16)	2.	28	33 km
St.p.Gardene			7				
St.p.Bērzupe			6				
Biksti	2.	27	8	Jelgava	2.	28	8
St.p.Josta			8	St.p.Dimzas			6
St.p.Bīdene			11	St.p.Platone			3
Brocēni	2.	6	8	St.p.Vēžukrogs	2.	28	4
Saldus			6	St.p.Brieži			3
St.p.Lutriņi	2.	28	7	St.p.Mazeleja	2.	5	4
St.p.Lašupe			4	Meitene			5
St.p.Airīte			7	Meitene-eksp. (State border)			5
Skrunda	2.	23	10	Rīga – Lugaži – State border (17)		166 km	
St.p.Sieksāte			6	Rīga pasažieru			
St.p.Rudbārži			8	Zemitāni	1. 4 4		
Kalvene	2.	11	9	Čiekurkalns	1. 2 2		
Ilmāja			11	Jugla	1. 4 4		
St.p.Padone	2.	19	6	St.p.Baltezers	2. 13 7		
St.p.Durbe			3	Ropaži	2. 6 6		
St.p.Tadaiķi			3	Krievupe	2. 5 5		
Tore	2.	16	7	Vangaži	2. 6 6		
Liepāja			16	Inčukalns			
				St.p.Eglupe	2.	13	3
				St.p.Silciems			4
				Sigulda			6

Title	Cat egory Nr.	Length (km)		Title	Cat egory Nr.	Length (km)		
		between division points	between stop points			between division points	between stop points	
Sigulda				Priedaine				
	2.	11	11		2.	8	2	
Līgatne				St.p.Lielupe				1
Ieriķi	2.	10	10	St.p.Bulduri				3
St.p.Melturi			4	St.p.Dzintari				1
Āraiši			6	St.p.Majori				1
Cēsis	2.	9	9	Dubulti				
	2.	5	5	St.p.Jaundubulti	2.	10	2	
Jāņmuiža				St.p.Pumpuri				1
Lode	2.	7	7	St.p.Melluži				1
Bāle				St.p.Asari				2
Valmiera	2.	7	7	St.p.Vaivari				1
Brenguļi				Sloka				
Strenči	2.	12	12	St.p.Kūdra	2.	9	5	
St.p.Seda			3					4
Saule			11	Ķemeri	2.	21	10	
Lugaži	2.	9	9	St.p.Smārde				7
Lugaži-eksp. (State border)				St.p.Milzkalne				4
Torņakalns – Tukums II (18)			65 km	Tukums I				
Torņakalns				Tukums II	2.	3	3	
Zasulauks	1.	4	4					
St.p.Depo			1					
St.p.Zolitūde			1					
St.p.Imanta	2.	10	1					
St.p.Babīte			3					
Priedaine			4					

Title	Category	Length (km)		Title	Category	Length (km)	
		between division points	between stop points			between division points	between stop points
Zemitāni – Skulte (19)			52 km	Čiekurkalns – Rīga Krasta (20)			5 km
Zemitāni				Čiekurkalns			
T.p.Brasa	1.	2	2	T.p.Brasa	1.	2	2
Sarkandaugava	1.	1	1	Rīga-Krasta Ganību parks	1.	1	1
Mangaļi	1.	3	3	Rīga-Krasta	1.	2	2
Ziemeļblāzma	1.	3	3	Glūda – Reņģe – State border (21)			60 km
St.p.Vecdaugava	2.	5	3				
Vecāķi			2	Glūda			
St.p.Kalngale			3	St.p.Krimūnas			7
St.p.Garciems	2.	12	4	St.p.Auri	2.	29	6
St.p.Garupe			2	St.p.Apgulde			4
Carnikava			3	St.p.Penkule			5
St.p.Gauja	2.	7	2	Bēne			7
Lilaste			5	St.p.Auce			11
St.p.Inčupe			6	St.p.Vadakste	2.	30	13
St.p.Pabaži	2.	11	2	Reņģe			6
Saulkrasti			3	Reņģe-eksp. (State border)	2.	1	1
St.p.Ķīšupe			2				
St.p.Zvejniekiems	2.	8	3				
Skulte			3				

Title	Cate gory Nr.	Length (km)		Title	Cate gory Nr.	Length (km)		
		between division points	between stop points			between division points	between stop points	
Zemitāni – Šķirotava (25)			4 km	Cesvaine				
Zemitāni				St.p.Dzelzava	3.	39	8	
Jāņavārti	1.	4	4	St.p.Degas			7	
Track post 191.km. – Track post 524.km. (26)			13 km	St.p.Jaungulbene			7	
				St.p.Elste			7	
T.p.191.km.				Gulbene				10
T.p.1.km.	2.	1	1	Liepāja – Priekule (29)		40 km		
St.p.Ļubiste	2.	6	4	Liepāja	3.	40	7	
T.p.8.km.			2	St.p.Ālande			5	
Gijantari	2.	4	4	St.p.Dubeņi			2	
T.p.524.km.	2.	2	2	St.p.Grobiņa			4	
T.p.192.km.				St.p.Gavieze			7	
T.p.1.km.	2.	1	1	St.p.Susta			5	
T.p.383.km.				St.p.Krogzemji			4	
T.p.8.km.	2.	3	3	St.p.Paplaka			6	
Pļaviņas – Gulbene (27)			98 km	Priekule				
Pļaviņas				Jaunkalsnava – Veseta (36)			14 km	
St.p.Spīgana	3.	19	9	Jaunkalsnava	3.	14	14	
Jaunkalsnava			10	Veseta				
St.p.Kalnsnava	3.	26	6					
St.p.Mārciena			7					
Madona			13					
Cesvaine	3.	14	14					

Title	Category Nr.	Length (km)		Title	Category Nr.	Length (km)	
		between division points	between stop points			between division points	between stop points
Daugavpils junction branch-lines (37)				Gulbene – Alūksne (32)			33 km
T.p.387.km.				Gulbene	3.	33	
Daugavpils Šķirošanas parks	1.	3	3	St.p.Birze (narrow gauge)			4
Daugavpils D parks				St.p.Pūriņi			2
Daugavpils Pasažieru parks	1.	1	1	St.p.Stāmeriene			4
Daugavpils Pasažieru parks				St.p.Kalniena			4
Daugavpils Šķirošanas parks	1.	3	3	St.p.Dunduri			6
T.p.5.km.				St.p.Paparde			1
Grīva	2.	2	2	St.p.Umernieki			3
Rēzekne junction branch-lines (38)				St.p.Vējiņi			4
Rēzekne II				Alūksne			5
Rēzekne I	1.	3	3				
T.p.223.km.							
Rēzekne I	1.	3	3				
T.p.Kleperova							
Rēzekne II	1.	2	2				

Directive "About establishing of train traffic speed"

Directions, districts, sections	Even tracks, odd tracks, section with one track	In section		Stations	Even, odd tracks, section with one track	In station				
		Passenger	Freight trains			Main track		Send/rec. track		
						Junction of station ends				
		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	Jugla	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
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Appendix 9 continued

Directions, districts, sections	Even tracks, odd racks, section with one c k	In section		Stations	Even, odd racks, section with one c k	In station			
		Passenger	Freight trains			Main track		Send/rec. track	
						Junction of station ends			
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	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 95/80	80/70 95/80	-	-
(*) 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 c k	In section		Stations	En , odd tracks, section with u a one c k	In station			
		Passen ger tra ins	Freig ht trains			Main track		S/r track	
						Junction of station ends			
		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 (km 466,565)									
				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.	One t.	80	60						
(*)52.km10pk-		80	80						

53.km2.pk									
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 racks, section with one c k	In section		Stations	En , odd racks, section with u u c k	In station			
		Passen ger	Fraig ht trains			Main track		S/r track	
						Junction of station ends			
		odd	even			odd	ev.		
Zvāre - Tukums-2* (*)101.km8-9pk	One t. One t.	90 60	80 60	Tukums-2* (*) 5.and 6.s/r track - 15km/h	One t.	90/80	90/80	40	40
Tukums-2 - Slampe	One t.	90	80	Slampe	One t.	90/80	90/80	40	40
Slampe - Līvberze	One t.	90	80	Līvberze	One t.	90/80	90/80	40	40
Līvberze - Jelgava* (*)163.km1pk.- 163.km8pk.	One t. One t.	90 60	80 40	Jelgava-1* Jelgava 2 *	One t. One t.	25/25 80/80	25/25 25/25	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* (*)242.km 2pk	One t. One t.	90 80	80	Menta	One t.	90/80	90/80	40	40
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* (*)273.km4pk- 277.km2pk	One t. One t.	90 60	80 60	Sēlpils	One t.	90/80	90/80	40	40
Sēlpils - Daugava	One t.	60	60	Daugava	One t.	90/80	90/80	40	40
Daugava - Krustpils	One t.	100	80	Krustpils* (*)main track Nr.3 for all trains - 70km/h; (*)track Nr.8 - 25 km/h freight trains.	One t.	40/40	80/80	40	40
Krustpils-Exc.p.Asote* (*)304.km10.pk-306.km3.pk – odd direction for all trains - 70km/h	One t.	120	80	Exc.p.Asote	One t.	120/80	120/80	40	40
Exc.p.Asote - Trepe	One t.	120	80	Trepe	One t.	100/80	100/80	40	40
Trepe - Līvāni	One t.	120	80	Līvāni* (*)5. s/r track - 15 km/h.	One t.	80/60	80/60	40	40
Līvāni - Jersika	One t.	100	80	Jersika* (*)2. s/r track - 25 km/h.	One t.	100/80	100/80	40	40
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 c k	In section		Stations	En , odd r tracks, section with u u c k	In station			
		Passen ger	Freig ht trains			Main track		S/r track	
						Station end junction			
		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 396,090) - Kārsava - Rēzekne - Daugavpils									
—									
Kurcums, State border (km 553,546)									
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		-	-		
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	One t.	100	80	Rēzekne I*		90/80	90/80		

I				For even trains	odd	40/40	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 racks, section with one c k	In section		Stations	En , odd racks, section with one c k	In station			
		Passen ger ins	Freig ht trains			Main track		S/r track	
						Station end junction			
		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* (*)3.s/r track - 25km/h	One t.	100/80	100/80	40	40
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. (*) On transition 13-15.	Even odd	100/80 * 80/80	100/80 80/80	40	40**
				(**) 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*/8 0	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 (533.km10.pk.).	One t.	100	80						

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one c k	In section		Stations	Even tracks, odd tracks, section with one c k	In station			
		Passenger	Freight trains			Main track		S/r track	
						Station end junction			
						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 118,400)									
				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					

Appendix 9 continued

Directions, districts, sections	Even tracks, odd tracks, section with one c k	In section		Stations	En , odd racks, section with u a one c k	In station			
		Passen tra ins ger	Frei trai ns ght			Main track		S/r track	
						Station end junction			
		odd	even			odd	ev.		
State border with Lithuania (km 162,4) Priekule – Liepāja (closed for traffic)*									
(*) In case of traffic of service train the speed limit in sections and Priekule station is defined by Jelgava distance Liepāja department manager based on actual track superstructure condition									
Glūda - Saldus - Liepāja									
				Glūda*	<u>Even odd</u>	80/80 80/80	80/80 80/80	25*	25*
				(*)3. and 5.s/r tracks - 15km/h					
Glūda - Dobeļe*	One t.	90	80	Dobeļe	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						
Dobeļe - Biksti	One t.	80	80	Biksti	One t.	80/80	80/80	40	40
(*)74.km 1.pk- 5.pk	One t.	80	80						
(*)92.km 4.pk-9.pk	One t.	80	80						
Biksti - Brocēni	One t.	80	80	Brocēni	One t.	80/80	80/80	40	40
(*)104.km 10.pk-106.km 1.pk	One t.	80	80						
(*)109.km 7.pk-110.km 2.pk	One t.	80	80						
Brocēni - Saldus	One t.	80	80	Saldus	One t.	80/80	80/80	40	40
(*)122.km 5.pk –7.pk	One t.	80	80						
Saldus - Skrunda*	One t.	80	80	Skrunda	One t.	80/80	80/80	40	40
(*)136.km 9.pk-137.km 6.pk	One t.	80	80						
(*)154.km 2.-3.pk	One t.	40	40						
(*)154km 4pk-154km 10pk	One t.	80	80						
Skrunda - Kalvene	One t.	80	80	Kalvene	One t.	80/80	80/80	40	40
(*)161.km 4pk-162.km 2.pk	One t.	80	80						
(*)163.km 3.pk-10.pk	One t.	80	80						
(*)164.km 8pk-166.km 4.pk	One t.	80	80						
(*)167.km 3.pk 9.pk	One t.	80	80						
(*)172.km 1.pk – 173.km 7.pk	One t.	80	80						
Kalvene - Ilmāja*	One t.	80	80	Ilmāja	One t.	80/60	80/60	40	40
(*)181.km 1.pk-5.pk	One t.	70	70						
(*)182.km 6.-7.pk	One t.	70	70						
(*)182.km 8pk-183.km 1.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	<u>Even</u> <u>odd.</u>	60/60 100/60	50 50	40 40	40 40
Torņakalns -Zasulauks	<u>Even</u> <u>odd.</u>	100	60	Zasulauks	<u>Even</u> <u>odd.</u>	100/60 100/60	100/60 70/60	40 40	40 40
On curve1km 5pk	<u>Even</u> <u>odd.</u>	50	50						
On crossing 2.km10.pk	<u>Even</u> <u>odd.</u>	60	60						
Zasulauks - Priedaine	<u>Even</u> <u>odd.</u>	120	60	Priedaine	<u>Even</u> <u>odd.</u>	80/60	100/60	40	40
4.km 7.pk - 5.km 4.pk	<u>Even</u> <u>odd.</u>	80	60						

Appendix 9 continued

Directions, districts, sections	Even tracks, odd racks, section with one c k	In section		Stations	Even tracks, odd racks, section with one c k	In station			
		Passen ger	Frei ght ins			Main track		S/r track	
						Station end junction			
		odd	even			odd	ev.		
Priedaine - Dubulti*	<u>even.</u> odd	120	60	Dubulti	<u>even.</u> odd	40/40 40/40	40/40 70/60	40 40	40 40
(*)16.km 6.pk-17.km 6.pk	<u>even.</u> odd	90	60						
(*)17.km 7.pk -17.km 8.pk	<u>even.</u> odd	80	60						
(*)21.km 3.pk-21.km 4.pk	<u>even.</u> odd	40	40						
Dubulti - Sloka*	<u>even.</u> odd	100	60	Sloka	<u>even.</u> odd	80/60	40/40	40	40
(*) 26.km 7.pk - 8.pk	odd	40	40						
(*)28.km 4.pk - 5.pk	<u>even.</u> odd	80	60						
(*)31.km3.pk-32.km5.pk	<u>even.</u> 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
Plaviņas - Gulbene									
				Plaviņas	I track III track	40/40 60/60	-	40	40
Plaviņas - 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 racks, section with one c k	In section		Stations	En , odd racks, section with u u one c k	In station			
		Passen ger ins	Frei trai ns			Main tracks		S/r track	
						Station end junction			
		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	<u>even.</u> <u>odd</u>	100	80	Zemitāni*	<u>even.</u> <u>odd</u>	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 *	<u>even.</u> <u>odd</u>	100 80	80 80	Sarkandaugava	<u>even.</u> <u>odd</u>	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									
				Mangaļi	<u>even.</u> <u>odd</u>	100/80 80/80	100/80 80/80	25 25	25 25
Mangaļi -Ziemeļblāzma	One t.	80	80*	Ziemeļblāzma	<u>even.</u> <u>odd</u>	80/80 80/80	40/40 80/80	40 40	40 40
(*) for freight trains 13.km 4pk-13.km6pk - 40km/h									
Ziemeļblāzma -Vecāķi	<u>even.</u> <u>odd</u>	100 100	60 80	Vecāķi	<u>even.</u> <u>odd</u>	100/80 100/80	100/80 100/80	25 40	25 40
Vecāķi - Carnikava	<u>even.</u> <u>odd.</u>	100	80	Carnikava	<u>even.</u> <u>odd</u>	80/80 80/80	80/80 80/80	-	-

Appendix 9 continued

Directions, districts, sections	Even tracks, odd racks, section with one c k	In section		Stations	En , odd racks, section with uu c k	In station				
		Passen ger	Freig ht trains			Main track		S/r track		
						Station end junctions				
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	-	-	
				On track crossing Nr 7-9 to 1. main track		80/80	80/80	-	-	
Exchange point 3. km - Daugavpils-pas.	One t.	100	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 racks, section with one c k	In section		Stations	En , odd racks, section with one track	In station				
		Passen ger ins	Freig ht trains			Main track		S/r track		
						Station end junction				
		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	<u>even.</u> <u>odd.</u>	-	40/40	40	40	
Zemitāni - Šķirotava	<u>even.</u> <u>odd.</u>	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 - Ilģuciems	One t.	-	40	Ilģuciems	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 c k	In section		Stations	En , odd racks, section with u a one c k	In station			
		Passne tra ins ger	Freig ht trains			Main track		S/r track	
						Station end junction			
						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 c k	In section		Stations	En , odd r u a c k s, section with one c k	In station				
		Passen ger trains	Freig ht trains			Main track		S/r track		
						Station end junction				
						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	En tracks, odd racks, section with one track	In section Main	Stations	En , odd racks, section with one c k	In station			
					Main track		S/r track	
					Station end junction			
					odd	even	odd	ev.
Rīga - Saulkrasti - Skulte								
			Rīga pas.	<u>even</u> odd	35	-	35	35
Rīga - Zemitāni	<u>even</u> odd	80	Zemitāni*	<u>even</u> 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	<u>even</u> odd	100	Sarkandaugava	<u>even</u> odd	80 80	80 80	-	-
Sarkandaugava - Mangaļi*	<u>even</u> odd	100 80	Mangaļi	<u>even</u> 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	<u>even</u> odd	80 80	40 80	40 40	40 40
Ziemeļblāzma - Vecāķi	<u>even</u> odd	100	Vecāķi	<u>even</u> odd	100 100	100 100	25 40	25 40
Vecāķi - Carnikava	<u>even</u> odd	100	Carnikava	<u>even</u> odd	80 80	80 80	-	-
Carnikava - Lilaste	<u>even</u> odd	100	Lilaste	<u>even</u> odd	40 100	100 100	40 40	40 40
			Inčupe (43.km9pk - Saulkrastu st. switch Nr 2a)	<u>even</u> odd	-	80 100	-	-
Lilaste - Saulkrasti	<u>even</u> odd	100	Saulkrasti	<u>even</u> 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. - Zaslauks	<u>even</u> odd	100*	Rīga pasažieru	<u>even</u> odd	-	40	-	35
(*) on curve - 1.km5pk.	<u>even</u> odd	50	Torņakalns	<u>even</u> odd	60 100	50 50	40 40	40 40
(*) on level crossing	<u>even</u>	60						

2.km10pk	odd							
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Appendix 9 continued

Directions, districts, sections	En tracks, odd racks, section with one track	In section Main	Station	En odd racks, section with one track	In station			
					Main track		S/r track	
					Station end junction			
					odd	even	odd	ev.
			Zasulauks	<u>even</u> <u>odd</u>	100 100	100 70	40 40	40 40
Zasulauks – Priedaine*	<u>even</u> <u>odd</u>	120	Priedaine	<u>even</u> <u>odd</u>	80	80	40	40
(*)4.km7pk - 5.km4pk	<u>even</u> <u>odd</u>	80						
Priedaine - Dubulti*	<u>even</u> <u>odd</u>	120	Dubulti	<u>even</u> <u>odd</u>	40 40	40 70	40 40	40 40
(*)16.km6pk-17.km6pk	<u>even</u> <u>odd</u>	90						
(*)17.km7pk-17.km8pk	<u>even</u> <u>odd</u>	80						
(*)21.km3pk-21.km4pk	<u>even</u> <u>odd</u>	40						
Dubulti - Sloka*	<u>even</u> <u>odd</u>	100						
(*)26.km7pk-8pk	odd	40						
(*)28.km4pk-5pk	<u>even</u> <u>odd</u>	80						
(*)31.km3pk-32.km5pk	<u>even</u> <u>odd</u>	80	Sloka	<u>even</u> <u>odd</u>	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 Šķīrotava ("Ja"parks)	one t.	100	Rīga-pasažieru	<u>even</u> <u>odd</u>	35	-	35	-
Rīga-pas. - Šķīrotava*	<u>even</u> <u>odd</u>	80	Jāņavārti	<u>even</u> <u>odd</u>	80	80	-	-
(*)2.km9pk-5.km1pk	odd	100						
(*)5.km2pk-5.km8pk	<u>even</u> <u>odd</u>	60	Šķīrotava	<u>even</u> <u>odd</u>	95	95	-	-
Šķīrotava - Salaspils	<u>even</u> <u>odd</u>	120	Salaspils	<u>even</u> <u>odd</u>	100	100	40	40
Salaspils - Ogre*	<u>even</u> <u>odd</u>	120	Ogre	<u>even</u> <u>odd</u>	70	70	40	40
(*)27.km7pk-28.km7pk	<u>even</u> <u>odd</u>	80 80						

(*)28.km7pk-								
29.km7pk								

Appendix 9 continued

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

The locomotives used in Latvian railway sections

No.	Name of section	Locomotive series
1.	Ventspils – Tukums II – Jelgava – Krustpils –Daugavpils – Indra – State border	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, DR1(A,P), AR2, TGM23, L, 2M62UP, 2M62UC
2.	Rīga – Krustpils – Rezekne – Zilupe – State border	TEP70,TEP60, 2TE10M, 2TE10U, 2TE116,2M62, 2M62U, M62, ČME3, TEM2, ER2, ER2T, DR1(A,P), AR2, TGM3, L, 2M62UP, 2M62UC
3.	V. robeža – Ka rsava – Rezekne I- Daugavpils	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, DR1(A,P), D1, AR2, L, 2M62UP, 2M62UC
	Postenis 401.km – Postenis 524. km	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, DR1(A,P), D1, AR2, L, 2M62UP, 2M62UC
4.	Ciekurkalns – Brasa – Rīga Krasta	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, DR1(A,P), AR2, L, 2M62UP, 2M62UC
5.	Zemitani – Škirotava	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62U, ER-2,M62, ČME3, TEM2, DR1(A,P), AR2, L, TGM-4*, TGM-3*,ER2T, 2M62UP, 2M62UC,2M62M.
6.	Daugavpils junction branches	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2,TGM3, TGM23, DR1(A,P), AR2 D-1, L, 2M62UP, 2M62UC
7.	Rezeknes junction branches	TEP70,TEP60, 2TE10M, 2TE10U, 2TE116, 2M62, 2M62U, M62, ČME3, TEM2,TGM3, TGM23, DR1(A,P), AR2, L, 2M62UP, 2M62UC
8.	Daugavpils – Kurcums – State border	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, DR1(A,P), D1, AR2, L, 2M62UP, 2M62UC, 2M62M
9.	State border – Eglaine – Daugavpils	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, D1, DR1, AR2, TEM2, 2M62UP, 2M62UC, 2M62M.
10.	Rīga – Jelgava – Gluda	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, DR1(A,P), AR2, ER2, ER2T, TEM2, L, 2M62UP, 2M62UC
11.	Gluda - Saldus - Liepāja	TEP70,TEP60, 2M62, 2M62U, M62, ČME3, DR1(A,P), AR2, TEM2, 2M62UP, 2M62UC
12.	Jelgava – Meitene – State border	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62,ČME3, TEM2, DR1(A,P), AR2, L, 2M62UP, 2M62UC, 2M62M.
13.	Rīga – Ieriki – Lugaži – State border	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ER2T, ČME3, ER2, TEM2, DR1(A,P), AR2, L, TEM2, 2M62UP, 2M62UC
14.	Torakalns – Tukums II	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, ER2, ER2T, DR1(A,P), AR2, L, TEM2, TGM-3*, TGM-4, 2M62UP, 2M62UC *
15.	Zemitani – Skulte	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3,TGM3, TGM23, ER2, ER2T, DR1(A,P), AR2, TEM2, 2M62UP, 2M62UC
16.	Gluda – Renge – State border	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, DR1(A,P), AR2, L, ČME3, TEM2, 2M62UP, 2M62UC
17.	Zasulauks – Bolderaja	2M62, 2M62U, M62, ČME3, TEM2, 2M62UP, 2M62UC
18.	State border.– Priekule - State border	-
19.	Postenis 191.km – Postenis 524.km	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, TEM2, DR1(A,P), ČME3, AR2, 2M62UP, 2M62UC
20.	Janavarti – Rīga	2M62, 2M62U, M62, ČME3, DR1(A,P), TEM2, AR2, , 2M62UP, 2M62UC
21.	Plavinas – Gulbene	TEP70,TEP60, 2M62, 2M62U, M62, TEM2, TGM3, TGM23, DR1(A,P), ČME3, AR2, L, 2M62UP, 2M62UC
22.	Liepāja - Priekule	2M62, 2M62U, M62, ČME3, DR1(A,P), TEP70,TEP60, TEM2, AR2.
23.	Ieriki - Gulbene	-
24.	Liepāja - Ventspils	-
25.	Gulbene – Aluksne	TU2, TU7
26.	Madona – Lubana	-
27.	Jaunkalsnava - Veseta	2M62, 2M62U, M62, ČME3, TEM2, 2M62UP, 2M62UC
28.	Rīga junction branches	M-62, TEM-2, ČME-3, 2M62, TGM3*, TGM-4*,2M62UP, 2M62UC,2M62U.
29.	Rīga – Jelgava	TGM-3*, TGM-4*
30.	Rīga – Aizkraukle	TGM-3*, TGM-4*
31.	Rīga – Skulte	TGM-3*, TGM-4*

(*) Due to high risk of fire traffic of locomotives series TGM-3 and TGM-4 is allowed only from 01 November to 01 April.

