



INFRASTRUCTURE

The Infrastructure Department of *Latvian Railway* is responsible for the maintenance of rail track, structures, automatic (semi-automatic) signalling systems, railway communications, wireless communications, power supply and contact network and other facilities in accordance with the Regulations on Railway Technical Operation.

The operational length of the main track is 2304.9 km, including 257.4 km of electrified track.

10 structural units are under the management of the Infrastructure Department: 3 track maintenance divisions, 3 signalling and communication (electrotechnical) divisions, 2 track machinery stations, one track repair enterprise and the Rail Welding Centre.

The Infrastructure Department and its structural units employ 5300 specialists in different fields.

The main functions of the Infrastructure Department are the following:

- maintenance of infrastructure ensuring safe train traffic at specified speeds;
- improvement of infrastructure maintenance technology;
- accurate investment planning under the circumstances when no funds from the state budget are made available;
- acquisition and implementation of the state-of-the-art technologies;
- implementation of the most efficient investment acquisition methods.



Fixed assets of the Infrastructure Department

as at 1 January 2002 were 51.2 million lats

Total revenue of the Infrastructure Department

in 2001 42.870 million lats

including:

– from Railway Infrastructure Fund 28.878 million lats

– from auxiliary activity by railway enterprises 11.050 million lats

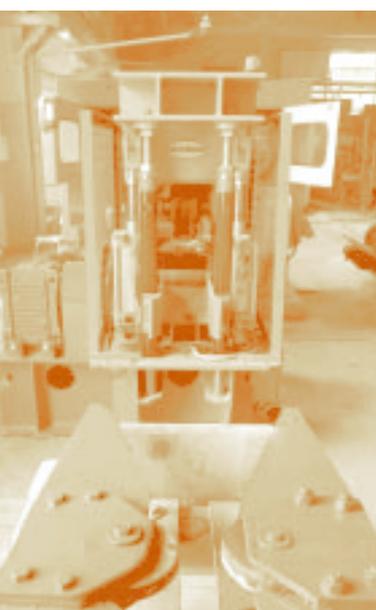
– from auxiliary activity by other enterprises 1.324 million lats

– other revenue 1.618 million lats

Total expenses in 2001 40.423 million lats

Balance profit 2.447 million lats

The main facilities comprising railway infrastructure are the following:



Item of infrastructure facility	Unit of measurement	Total
1. Total length of track, including:	km	3836
• main track		2614
• station track		1043
2. Turnouts	set	3753
3. Structures:	piece	
• bridges		764
• drainage pipes		1021
4. Level crossings		726
5. Signalling systems:		
• automatic	km	1046
• semi-automatic	km	942
• electric centralisation of a station	station	161
6. Main communication cables	km	2050
7. Wireless communications	km	1919
8. 6.10 kV high-voltage electrical transmission lines	km	1395

The following renewal (modernisation), repair and maintenance works were carried out in 2001:

– **renewal** (modernisation):

• rail track renewal	65 km	8726 thousand lats
• construction of Ventspils railway terminal <i>Jūras parks</i>		2923 thousand lats
• complete renewal of "B" category track 27,7 km		1400 thousand lats
• reconstruction of the technological line in the Rail Welding Centre		1575 thousand lats
• construction of the microprocessor centralisation system at Rīga passenger and Torņakalns stations		1278 thousand lats
(Adjustment and testing of the microprocessor centralisation system completed. The facility was put into operation on 29 June 2001)		
• replacement of turnouts	31 sets	629 thousand lats
• purchase of equipment		516 thousand lats
• renewal of structures and re-profiling of formation		250 thousand lats
• installation of overhead wires communication line	36 km	61 thousand lats
• modernisation of the automatic block system in Cena – Jelgava section	10 km	62 thousand lats
• reconstruction of EPL-10 in Ludza – Istarsna section	10 km	63 thousand lats
• replacement of wagon slow-down equipment for the automatic centralisation of station hills	2 pieces	36 thousand lats

– **ordinary repairs:**

• medium repairs of rail track	60.3 km	364 thousand lats
• re-railing	39 km	684 thousand lats
SCB equipment		107 thousand lats
communication facilities		71 thousand lats
power supply facilities		201 thousand lats

– **maintenance:**

• replacement of wooden sleepers		96 thousand pieces
• rail grinding		219 thousand lats



Major infrastructure modernisation projects in 2001

1. Completion of the construction of the centralised microprocessor system at Rīga passenger and Torņakalns stations in collaboration with the Swedish company *ADTranz Signal*. The project completed on 29 June 2001. **Project cost – 5,613,100 lats.**

2. New technological welding line put into operation in the Rail Welding Centre in collaboration with the French company *L.Geismar* and the Swedish company *ESAB*. The project completed on 11 April 2001. **Project cost – 1,703,800 lats.**

3. The following projects were commenced:

- Design and construction of Ventspils railway terminal *Jūras parks* and connection lines;
- Construction of Rēzekne II reception yard;
- Rail track renewal on the East-West Corridor;
- Modernisation of the automatic signalling system on the East-West Corridor;
- Modernisation of the hot-box detection system on the East-West Corridor.