

PUBLIC USAGE RAILWAY INFRASTRUCTURE MANAGER

State Joint Stock Company
“Latvian Railway”

NETWORK STATEMENT

2011

June 15, 2010

Foreword

State Joint Stock Company “Latvian Railway” as a public usage railway infrastructure manager is publishing a public usage railway infrastructure manager statement on planned services for 2011/2012 train traffic timetable period (hereinafter – Network Statement) in accordance with the 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 19 June 1995 on the licensing of railway undertakings (amendments in Directives 2001/13/EC; 2004/49/EC), European Parliament and Council Directive 2001/14/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), European Parliament and Council Directive 2001/16/EC of 19 March 2001 on the interoperability of the trans-European conventional rail system (amendments in Directives 2004/50/EC; 2007/32/EC), European Parliament and Council Directive 2004/49/EC of 29 April 2004 on safety on the Community’s railways (amendments in Directives 2008/57/EC; 2008/110/EC), European Parliament and Council Directive 2007/59/EC of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community, as well as the regulations of the Cabinet of Ministers No.539 (27.06.2006.) “Regulations on public usage railway infrastructure capacity allocation” (amendments: 23.02.2010. regulations of the Cabinet of Ministers No.188 and 18.05.2010. regulations of the Cabinet of Ministers No.448) and the regulations of the Cabinet of Ministers No.461 (06.06.2006.) “Regulations on public usage railway infrastructure manager statement (network statement) contents and publishing procedure”.

Network Statement describes railway infrastructure available to operators, access conditions, capacity allocation procedure, services provided to operators and charging system principles.

Network Statement consists of the following chapters:

1. General information
2. Access conditions
3. Infrastructure
4. Capacity allocation procedure
5. List of services
6. Charging system

This Network Statement is published for the use of applicants for each train traffic timetable period. This Network Statement is intended for the timetable period from 29 May 2011 until 26 May 2012.

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1. GENERAL INFORMATION

1.1. Introduction

Public usage railway infrastructure manager statement on planned services (Network Statement) is mainly intended for applicants for railway infrastructure capacity in order to enable freight and passenger operators to prepare request for capacity for the corresponding train traffic timetable period. The Network Statement describes the access conditions of public usage railway infrastructure, the services provided to operators, the basic principles for determining infrastructure charge and the capacity allocation procedure.

1.2. Objective

Network Statement provides detailed information to operators interested in operating on public usage railway infrastructure managed by State Joint Stock Company "Latvian Railway" (reg.no. 40003032065). Network Statement describes the conditions which have to be met by operators who use the public usage railway infrastructure.

Network Statement is intended for train traffic timetable period from 29 May 2011 until 26 May 2012.

All changes will be published in the internet homepage of State Joint Stock Company "Latvian Railway" - www.ldz.lv.

1.3. Legal framework

Network Statement 2011 is approved by the decision of the Board of State Joint Stock Company "Latvian Railway" (LDz) No.14/125 of 15 June 2010.

LDz publishes Network Statement for each train traffic timetable period in accordance with Section 28 of the Railway Law and other laws and regulations of the Republic of Latvia, as well as taking into account the requirements of the European Union directives, regulations and other related documents.

The Network Statement is prepared taking into account laws and regulations which were in force until 1 June 2010.

In case after the approval of this Network Statement there will be made any amendments to the legislation regulating issues described in Network Statement, and thus changing LDz rights/obligations, Network Statement will be amended in reasonable time and published in accordance with the established procedure.

1.4. Clause

The part of Network Statement, which contains summary of the respective legislation, is informative. Applicants for capacity have a responsibility to acquaint themselves with the respective legislation and amendments. The legislation in force at the corresponding moment is applied.

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 responsibility to inform each operator in particular about the changes in Network Statement, because each person interested can find these changes in LDz homepage www.ldz.lv.

1.5. Structure of Network Statement

The structure of this Network Statement is created similar to the structure of Network Statements of other EU public usage railway infrastructure managers. Network Statement consists of six main chapters:

Chapter 1 provides general information on Network Statement;
 Chapter 2 describes access conditions, including the operating licence and safety certificate;
 Chapter 3 describes the accessible railway infrastructure;
 Chapter 4 describes capacity allocation procedure;
 Chapter 5 defines services included in basic services package and additional services for which separate contracts have to be signed;
 Chapter 6 describes the infrastructure charge and the services provided.

1.6. Availability of Network Statement

The electronic version of Network Statement in Latvian is available in LDz homepage www.ldz.lv. All the changes to this Network Statement are also available in the mentioned homepage.

The printed version of Network Statement can be ordered from LDz for purchase. The price of the copy does not exceed production costs. The price of this Network Statement is 10 (ten) LVL, VAT and postage not included.

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

State Joint Stock Company "Latvian Railway"
 Gogola Str. 3
 Riga, LV 1547

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 Fax: +371 6723 4440
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1.7. Contact information

Further inquiries concerning safety certification:

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2. ACCESS CONDITIONS

2.1. Legal framework

The right to use public usage railway infrastructure is determined by the Railway Law and other regulations issued on the basis of it. The summary of these regulations is included in this Network Statement. LDz normative documents, which are indicated in Network Statement, have been issued taking into account Section 5 (2¹) of the Railway Law and are applicable as far as they are not modified by the law or other external regulations.

2.2. General access conditions

The right to use public usage railway infrastructure is granted to commercial enterprises, which can meet the basic conditions to perform operations, as well as ensure participation of proper 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 operations;
- 4) sign a contract with the infrastructure manager on the usage of railway infrastructure;
- 5) observe Regulations of railway technical operations and guarantee traffic safety.

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 be granted to those operators who have submitted a request to the corresponding institution, can meet the basic conditions to perform operations, and ensure participation of proper railway specialists. The operator has to have perfect reputation and stable financial position in order to receive operating licence. The institution which issues the licence will inspect operator's:

- sufficiency of financial resources;
- operational 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 safe management of the activity indicated in the licence;
- operator has qualified and appropriately trained railway specialists who can guarantee 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 managerial staff has not been punished for committing offences;
- licence applicant or its managerial staff in the course of the year has not been repeatedly administratively punished for the violation of normative acts regarding employment, labour safety, taxes, customs, commercial activities and other acts of its business.

Operating licence is issued for five years. If holder of the licence performs his obligations and meets the provisions of the licence, it can be prolonged after the deadline of its period of validity upon re-registration.

The procedure how the operating licence is issued and revoked is determined by the regulations No.4 (05.01.1999) of the Cabinet of Ministers of the Republic of Latvia “The regulations of licensing of railway operators” (amendments: 22.07.2003. regulations of the Cabinet of Ministers No.407 and 18.05.2010. regulations of the Cabinet of Ministers No.450) and the regulations No.664 (30.08.2005) of the Cabinet of Ministers “The regulations of licensing of public utilities” (amendments: 19.01.2010. regulations No.62 of the Cabinet of Ministers).

2.4. Safety certificate

In order to obtain access rights to public usage railway infrastructure and to guarantee safe services in respective infrastructure sections, operator must receive safety certificate consisting of A and B parts before commencement of operations.

A part of the safety certificate is issued by State Railway Technical Inspection or the respective institution of the European Union member state to those operators who have introduced and maintain safety management system.

B part of the safety certificate is issued by State Railway Technical Inspection to those operators who meet the requirements of the Republic of Latvia in the field of technical operation and safety requirements for personnel, rolling stock and internal structure of the enterprise, and who have valid A part of the safety certificate.

The procedure how the safety certificate is issued, suspended or revoked is established by the regulations No.168 (10.03.2008.) of the Cabinet of Ministers of LR “The procedure and criteria for issuing, suspending and revoking of safety certificate`s A and B parts”.

A and B parts of the safety certificate, which are formed and the application documents are submitted in conformity with the European Commission Regulation No.653/2007 (13.06.2007.) on the use of a common European format (sample) for safety certificates and application documents, are issued for the period up to five years.

Safety licence

The companies which do not provide rail transport operations but ensure technological processes ordered by the operator or LDz, for example, manage, repair, build technical equipment of railway infrastructure, repair, build rolling stock, carry out shunting operations, must receive a safety licence. The safety licence is issued by State

Railway Technical Inspection in accordance with the regulations No.616 (23.08.2005.) of the Cabinet of Ministers of LR “The procedure of issuing, revoking and suspending of safety licence” (amendments: 27.04.2010. regulations No.393 of the Cabinet of Ministers).

Requirements to rolling stock

Only the rolling stock registered in the state rolling stock register can be used for the public usage railway infrastructure.

The requirements which are applied to rolling stock used for operation for public usage railway infrastructure are laid down in Section 36¹ of the Railway Law, Chapter 3 of Regulations of railway technical operations, other regulations of the Cabinet of Ministers, international agreements (COTIF, SMGS, SMPS), “Regulations on operation of freight wagons of other countries, registration and payments for their usage” (approved in the authorized representatives meeting of Commonwealth members states on 24 May 1996, with amendments) if they are used in international traffic, LDz instructions (for example, LDz “Instruction for a wagon testing person”, approved by LDz order No. RD-3/29 of 23 January 2006), and other legal documents.

Staff qualification

In accordance with the Railway Law and Regulations of railway technical operations railway specialists who are involved in railway operations should have profound knowledge about appropriate execution of work and Regulations of railway technical operations. The requirements and criteria of qualification requested, the procedure of testing of knowledge and skills, the procedure of issuing, prolonging and revoking of railway specialists` 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 in the regulations No.360 (02.05.2006.) of the Cabinet of Ministers “Regulations on railway specialists” and the regulations No.236 (28.03.2006.) “Regulations on qualification requirements and certification procedure for the instructor of traction driver (engine-driver), for the traction driver (engine-driver), and the assistant of traction driver (engine-driver)”.

2.5. Infrastructure capacity necessary for railway operations

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

2.6. The agreement on the usage of railway infrastructure

After receiving the operating licence, the safety certificate and necessary infrastructure capacity, the operator has to sign a contract with LDz on the usage of railway infrastructure in order to start railway operations. 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 operating points

LDz offers the following wide gauge rail districts (including station tracks and sidings technologically connected with them) with operating length 2206.3 km:

State registration index of railway infrastructure	The title of railway line
01	Ventspils – Tukums-2
02	Tukums II – Jelgava
03	Jelgava – Krustpils
04	Krustpils – Daugavpils
05	Daugavpils – Indra – State border
06	Rīga pas. – Krustpils
07	Krustpils – Rēzekne II
08	Rēzekne II – Zilupe – State border
09	State border – Kārsava – Rēzekne 1
10	Rēzekne – Daugavpils
11	Daugavpils sort. – Kurcums – State border
12	State border – Eglaine – Daugavpils pas.
13	Track post 524.km – Track post 401.km
14	Rīga – Jelgava
15	Jelgava – Liepāja
16	Jelgava – Meitene – State border
17	Rīga – Lugaži – State border
18	Tornakalns – Tukums II
19	Zemitāni – Skulte
20	Čiekurkalns – Rīga Krasta
21	Glūda – Reņģe – State border
22	Zasulauks – Bolderāja
23	State border – Vaiņode – Priekule – State border*
24	Rīga Preču – Saurieši**
25	Zemitāni – Šķirotava
26	Track post 191.km – Track post 524.km
27	Pļaviņas – Gulbene
29	Liepāja – Priekule*
36	Jaunkalsnava – Veseta***
37	Daugavpils junction branch lines
38	Rēzekne junction branch lines

*- traffic is closed due to technical reasons

** - shunting trains operate

*** - operational trains operate

LDz offers narrow gauge railway district with operating length 33.4 km:

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

Public usage railway network scheme is laid down in Appendix 1.

Public usage railway network has 152 stations (operating points) with extended tracks, 70 of them are open to freight operations.

Among stations where freight operations are done there are 2 marshalling (sorting) yards (Šķīrotava and Daugavpils), 4 district stations (Jelgava, Rēzekne, Krustpils, Gulbene).

The borders with other countries for public usage railway network have been defined in accordance with the Regulations No.246 (02.07.1996.) of the Cabinet of Ministers on the establishing of state border crossing points and the location of border checkpoints and points of entry on the border of the Republic of Latvia.

State border crossing points:

With Estonia – Lugaži;

With Russian Federation - Kārsava, Rēzekne, Zilupe;

With the Republic of Belarus – Indra;

With the Republic of Lithuania - Daugavpils, Eglaine, Kurcums, Meitene, Reņģe, in stations Priekule and Vaiņode train traffic is closed.

Customs control posts in border checkpoints:

Indra, Kārsava, Rīga Passenger station luggage area, Zilupe, Šķīrotava, Daugavpils, Rēzekne-2, Jelgava, Rīga Krasta station (private usage infrastructure), Rīga Preču station.

Stations where railway technical maintenance operations are carried out:

Daugavpils, Rēzekne, Šķīrotava, Jelgava, Ventspils, Liepāja, Rīga Passenger station.

Stations where train brakes are tested:

Rīga Krasta station (private usage infrastructure), Mangaļi, Ziemeļblāzma, Zemitāni, Pļaviņas, Gulbene, Saldus, Brocēni.

Stations where are located basic and circulation depots and locomotive teams rest areas:

Daugavpils, Rēzekne, Šķīrotava, Jelgava, Ventspils, Liepāja.

3.2.2. Technical characteristics of rail network

Track gauge and dimensions

The track gauge of public usage rail network is 1520 mm. The track gauge of narrow gauge line Gulbene – Alūksne is 750 mm.

The dimensions are determined in accordance with the Latvian State standard LVS 282:2000 “The dimensions of railway construction approximation and rolling stock”.

Axle loads

23.5 ton axle loads are permitted on public usage railway network.

Gradient

The maximum gradient of the 1st category tracks is 8.4 mm/m (line Daugavpils-Indra), of the 2nd category tracks – 9.9 mm/m (line Zemitāni-Skulte); of the 3rd category tracks – 12.6 mm/m (line Gulbene-Pļaviņas).

Speed

According to the Regulations of railway technical operations the maximum allowed speed on public usage railway infrastructure for passenger trains is 120 km/h, for freight trains - 80 km/h. Speed restrictions for train traffic timetable are defined by LDz order No.DT-2/41 of 13 May 2009 “On determining of train traffic speed” (Appendix 8).

Electrified lines

There are the following electrified districts of 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 2.

Locomotive series

The types of locomotives used in public usage railway infrastructure districts are indicated in Appendix 9.

3.2.3. Traffic control and safety systems

The districts equipment with train traffic control and safety systems is indicated in Appendix 3.

3.3. The utilized capacity of lines

Train traffic indicators for timetable 2010-2011 are given in Appendix 4.

4. CAPACITY ALLOCATION PROCEDURE

4.1. Legal framework

The public usage railway infrastructure capacity (hereinafter – capacity) is allocated in accordance with Section 27 of the Railway Law and the Regulations No.539 (27.06.2006.) of the Cabinet of Ministers “Regulations on allocation of public usage railway infrastructure capacity”.

4.2. General issues

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

4.2.2. The allocator of capacity who is also at the same time a manager of the infrastructure allocates the public usage railway infrastructure capacity 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 rail transportation services, as well as in cases when railway infrastructure manager is one of concern`s (group`s) dependent companies, but the holding company of the concern (group) is a provider of rail transportation services. In this case the public usage railway infrastructure capacity is allocated by State Railway Administration.

In cases when public usage railway infrastructure manager and a provider of rail transportation services, who is not a concern (group) holding company, are in one concern (group), the capacity allocation plan elaborated by railway infrastructure manager is approved by State Railway Administration.

In the existing conditions of LDz concern (group) the allocator of public usage railway infrastructure capacity 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 district.

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

4.2.5. When allocating capacity the allocator earmarks it to the manager for technological needs and repairs.

4.3. The procedure of submitting and reviewing capacity request applications

4.3.1. In order to get access to railway infrastructure, operators submit capacity request application to the allocator of capacity according to the request-form attached in Appendix 6.

4.3.2. Operators have to hand in capacity request application for the next capacity allocation period until October 15.

4.3.3. Operators have to attach to capacity request application:

- a copy of railway operating licence;
- a copy of railway operator safety certificate;
- an analysis of accomplishment of capacity request application for previous year according to data indicated in it;
- information about payments for the usage of infrastructure in the previous capacity allocation period and guarantees if the former liabilities about infrastructure usage are not met;
- information about public service contract if operator wants to receive privileges according to conditions laid down in Section 4.4.2.

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

4.3.5. A motivation for capacity request is attached to the capacity request application by the applicant. The 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.

4.4. Capacity allocation criteria

4.4.1. For reviewing the applicants requests the principles of capacity allocation stated in Section 27 (2) of the Railway Law are applied.

4.4.2. In the capacity allocation process, the priority is given to trains according to Section 27 (3) of the Railway Law or the signed international agreements.

4.4.3. The following criteria also have to be observed when allocating capacity:

- the experience of cooperation between operator and infrastructure manager;
- the planned regularity, intensity and duration of infrastructure usage;
- the compliance of train technical parameters to the principles of effective use of the infrastructure.

4.5. Capacity allocation

4.5.1. If possible, the operator has to be given all the capacity required in the request.

4.5.2. If the required capacity is bigger than the potential of the capacity, the operator is offered:

- to choose another time for the requested route of the train (if the time is indicated in application);
- to choose another 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 the operator agrees to proposals laid down in Section 4.5.2, the operator is granted the capacity agreed.

4.5.4. If the operator does not agree to modify its capacity request application, in two weeks time starting from the moment when it has been notified to the operator that it is not possible to allocate the required capacity fully, the capacity allocator offers to the operator to reach an agreement with other operators, which have applied for capacity in the same district. If operators reach an agreement, it is submitted to the capacity allocator.

4.5.5. If operators can not reach an agreement during one month, the capacity allocator 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 some capacity is left and it is not possible to allocate it 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 the 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. The capacity allocator makes the decision on capacity allocation and approves capacity allocation plan until December 15. If the capacity allocator is State Railway Administration, it makes decision on capacity allocation and approves capacity allocation plan after reviewing the proposals submitted by infrastructure manager and operators concerned on capacity allocation between operators. The proposals for capacity allocation have to be submitted to State Railway Administration until December 8.

4.5.8. Unrequested and unallocated capacity is retained by infrastructure manager. Infrastructure manager 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. Infrastructure manager makes the train traffic yearly timetable (hereinafter – yearly timetable) according to the capacity allocation plan.

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

4.6.3. Infrastructure manager has to observe the following train category priorities when making yearly timetable (they are ranked in order from the most significant to less significant):

- international passenger trains;
- speed (international) freight trains;
- domestic passenger trains;
- freight trains for traffic in closed routes;
- collecting and removal trains;
- other trains.

4.6.4. Infrastructure manager prepares yearly timetable and informs operators about it no later than one month before it comes into effect.

4.7. Changes in yearly timetable

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

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

4.7.3. Operator has the rights to submit a request in writing about the changes in capacity request application (for example, use of other routes or extension of the current route, 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 yearly 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. Infrastructure manager may accept the proposed modifications if they do not affect the interests of other operators.

4.7.6. If the modifications in yearly timetable proposed by one operator affect the interests of other operators, then the operators have to negotiate a solution and have to submit to infrastructure manager the agreement reached taking into account the time limits laid down in Section 4.7.4. 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 yearly timetable, infrastructure manager has the rights to give this route to other operator.

4.7.8. The issues regarding unusage of train routes of yearly timetable are to be settled in the contract on the usage of railway infrastructure if not addressed by these regulations.

4.8. Infrastructure manager actions in case of congested infrastructure

4.8.1. If the infrastructure is congested, infrastructure manager analyses the usage of infrastructure in order to detect capacity shortages and to offer solutions or measures to prevent them.

4.8.2. Infrastructure manager can offer to operators to take part in activities which will increase capacity in particular railway infrastructure sections.

4.8.3. If the infrastructure is congested, capacity allocator 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 railway infrastructure manager and operator on infrastructure capacity allocation and access to public usage railway infrastructure, network statement and criteria included in it, as well as on discriminating provisions regarding the usage of infrastructure, are reviewed by State Railway Administration according to established procedure laid down in Section 31, Article 1 (8) of the Railway Law.

The judicial review of decisions of State Railway Administration on issue of operating licence, on railway infrastructure (track) registration, on railway rolling stock registration, on public usage infrastructure capacity allocation, as well as on review of disagreements and elimination of discrimination takes place without any break in activities.

5. LIST OF 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 inspection of technical condition of all elements – track superstructure (main tracks, station tracks and infrastructure manager sidings, switches, sleepers and beams, ballast, level crossings), ground formation, engineering technical structures, railway land separation areas, boundary marks, protective plantations, train traffic management automatic systems, railway telecommunications, electrical supply network and equipment, rolling stock hot axle box detection system equipment and network; carrying out of control measurements, prevention of damages, regulation, replacement of materials and components or prolongation of the term of their usage with prophylactic means, carrying out of running repairs;
The continuous management, technical and sanitary servicing, running repairs of railway infrastructure real estate objects (buildings, pavilions, sheds, utilities which ensure the functioning of station complex, constructions – passenger platforms and freight platforms used, grounds, ramps, platform toilet facilities, switch posts, electrical centralization, dispatcher centralization, route relay centralization posts, repair technical points and other buildings and constructions which are necessary to ensure the functioning of infrastructure management).
- The development of railway infrastructure objects (renovation, reconstruction and building of new ones):
- Train traffic organization:
Efficient usage of railway infrastructure capacity in the borders of railway infrastructure managed by IM;
Traffic organization of all categories of trains according to train traffic timetable (train receiving, forwarding and passage in stations and railway districts) in the borders of railway infrastructure managed by IM.
- Railway infrastructure management:
Management of economic and financial activities, technical and economic management of maintenance of railway infrastructure objects and planning of all types of repairs and construction (organizing the buying of all necessary materials, staff training and improvement of professional skills, elaborating normative documentation, cooperation with credit institutions), performing the functions of representation, preparing economic and technical documentation, signing of contracts of economic activities and controlling of the fulfillment of the contracts signed, coordination of organizational activities of labor safety, railway traffic safety, fire safety, environmental protection and other activities

connected with railway infrastructure management.

5.2. Access rights to railway infrastructure

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

- review of applications for infrastructure capacity in accordance with the procedure established by legislation;
- rights to use allocated infrastructure capacity;
- use of the existing operating switches and rail tracks;
- train traffic management that includes organization and coordination of train traffic, signalling systems, communications, as well as providing of information on train traffic;
- providing of information that is necessary to introduce or provide services 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:

- use of electrical supply equipment for traction power where available;
- equipment of fueling;
- passenger stations, their buildings and equipment;
- freight yards;
- marshalling yards;
- train forming equipment;
- sidings of special designation;
- maintenance and other technical equipment.

5.3. Additional services

Additional services which are not included in the charge for usage of railway infrastructure, but are necessary for organization of carrying process and can be provided to operator if it has respective resources upon additional payment in accordance with the signed contracts:

- preparing, forming, splitting up of trains, shunting operations;
- wagon technical maintenance and repair*;
- help in the liquidation of consequences of accidents;
- control of transporting of dangerous cargos and help in conducting of non-standard trains;
- providing of operator with preliminary information about the arriving of cargo and providing of other services of information;

- rent of real estate objects;
- rent of rolling stock and containers;
- electricity supply;
- services of telecommunications;
- technical inspection of rolling stock;
- providing of additional information.

* The technical maintenance of wagons in trains (the testing of wagon brakes, 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 done in technical maintenance services in Šķīrotava, Rēzekne, Daugavpils, Ventspils, Jelgava, Liepāja and Rīga Passenger stations.

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

6. CHARGES

6.1. Legal framework

The charge for usage of public railway infrastructure (hereinafter – the charge) is set according to principles laid down in Section 11 and 12 of the Railway Law and according to the Methodology for charge calculation for the usage of public railway infrastructure (hereinafter – Methodology) approved by Public Utilities Commission decision No.17 (18.01.2006) observing valid amendments of the Methodology.

6.2. System for determining the charges

6.2.1. Services included in the charge

The services which are included in the charge for usage of railway infrastructure are laid down in Section 5.1.

6.2.2. Principles for determining the charges

The charge for usage of railway infrastructure is calculated on the basis of total costs of infrastructure manager caused in order to make it possible for operators to use the railway infrastructure.

The charge for usage of railway infrastructure is set for the time period of a calendar year and is set different for freight trains, passenger electric trains, passenger diesel trains, motrises, passenger trains with locomotive and narrow gauge trains. The charge is set for one actual train kilometer. The operator pays for the actually passed train kilometers which are determined by the distance between the axle lines of railway stations.

The register of railway infrastructure districts and their length (km) is laid down in Appendix 7.

6.2.3. The amount of charge in case of congested infrastructure

Public usage railway infrastructure manager has the rights to establish mark-ups for the usage of congested railway infrastructure.

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

6.2.4. Discounts

The procedure of establishing discounts, the amount of economically grounded discounts and the term of their usage is established by the infrastructure manager after conforming with the establisher of railway infrastructure charge (Public Utilities Commission).

In 15 June 2010 discounts for separate train categories are in force (see Section 6.3.2.).

6.3. Tariffs

6.3.1. Charge for the usage of public railway infrastructure

For the period which begins on 1 January 2010 and ends on 31 December 2010 the charge for usage of public railway infrastructure is established in accordance with Public Utilities Commission council decision No.392 (protocol No.45) (25.11.2009.) "On establishing the charge for usage of public usage railway infrastructure in 2010".

Until 1 December 2010 Public Utilities Commission as an establisher of public usage railway infrastructure charge establishes the charge which is applied by infrastructure manager for the period of next calendar year beginning on 1 January 2011 and ending on 31 December 2011.

6.3.2. The amount of discount

At the moment of drawing up the network statement on 15 June 2010 there are in force the following discounts for the usage of railway infrastructure for individual train categories involved in operational, maintenance and repair works:

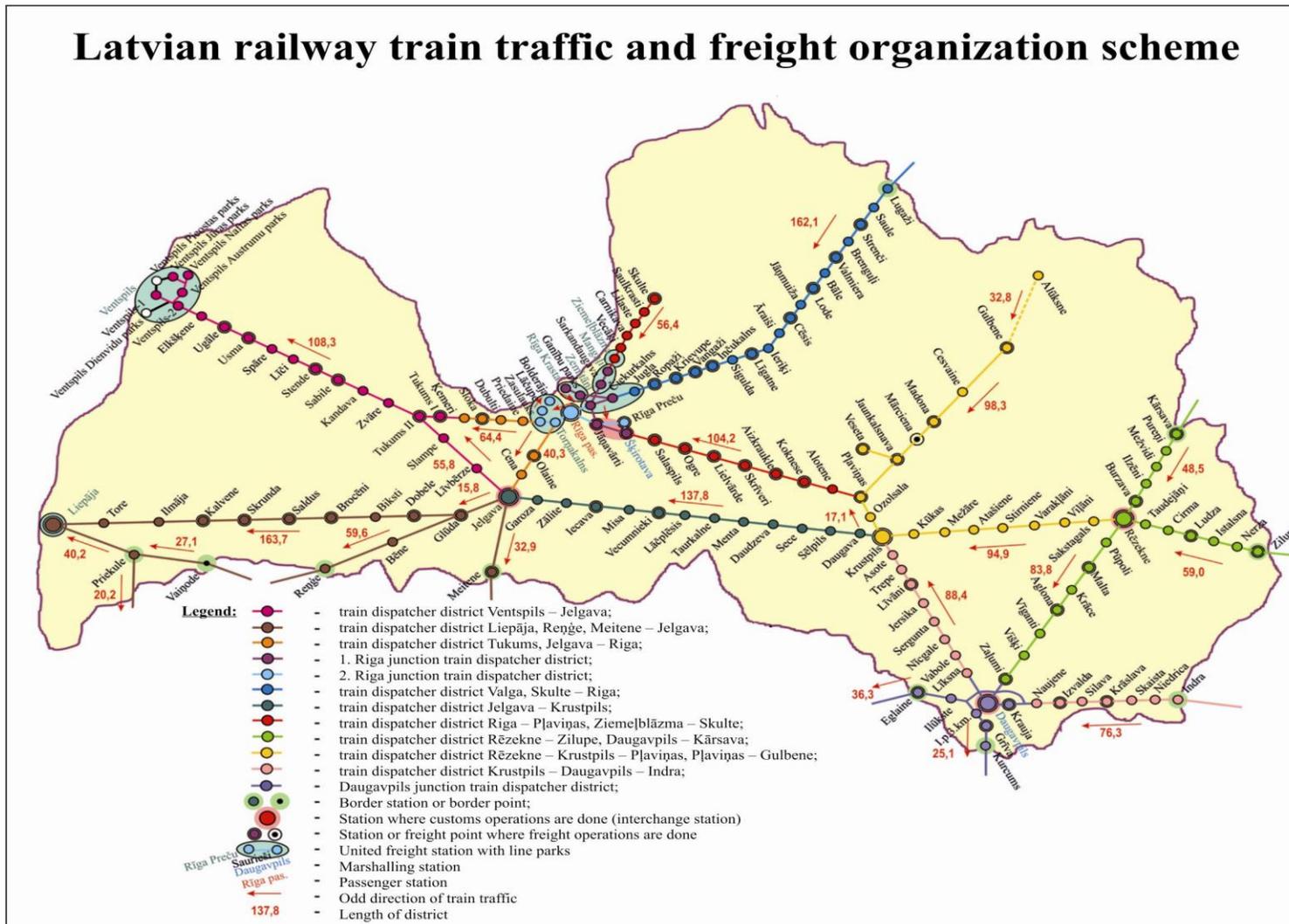
No.	Train categories	Train numbers	Charge discount %
1.	Locomotives	4001 – 4998	95

2.	Operational trains, incl.:		
2.1.	The wear-in of passenger trains, diesel and electric trains, trial trains and their locomotives which go to/from repairs	5001 – 5098	95
2.2.	Rail vehicles, towing vehicles and special self-propelled vehicles	5101 – 5198	90
2.3.	Trains for performing of operations for railway maintenance, technical servicing, repair of buildings from wagons of yard not working	5201 – 5298 5701 – 5948	90
2.4.	Track measurers, fault detectors and laboratory wagons	5951 – 5998	100
2.5.	Trains with empty passenger wagons, diesel and electric trains which go to passenger boarding points, technical stations and standing 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
2.9.	Trains with empty damaged wagons which go to plant and depot for repair and modernization with special documents	9001 – 9098	90

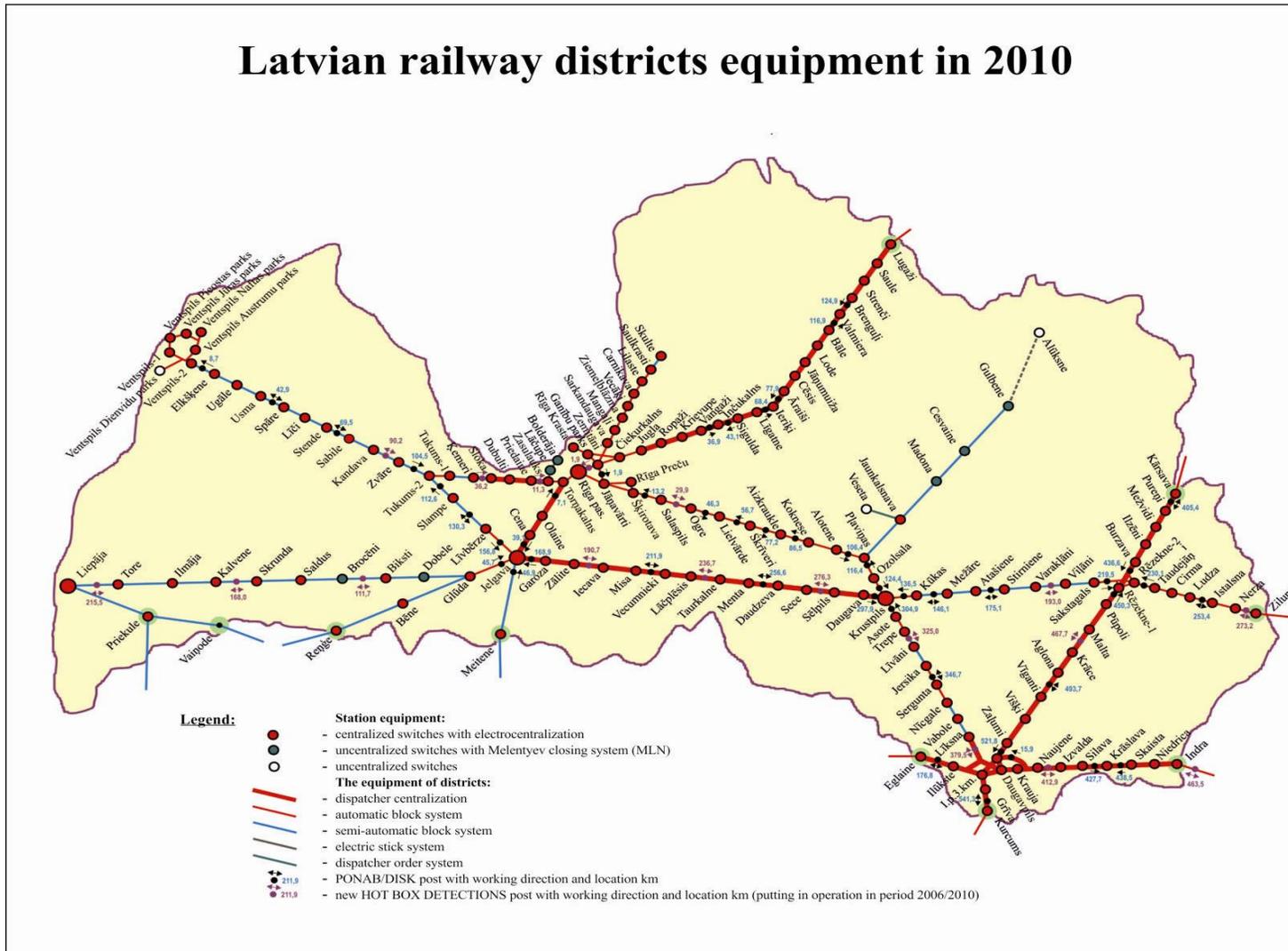
6.4. The procedure of payments

LDZ provides calculation and operators pay for the usage of public railway infrastructure for actually passed train kilometers according to conditions which are laid down in contracts between LDZ and operators on the usage of public railway infrastructure.

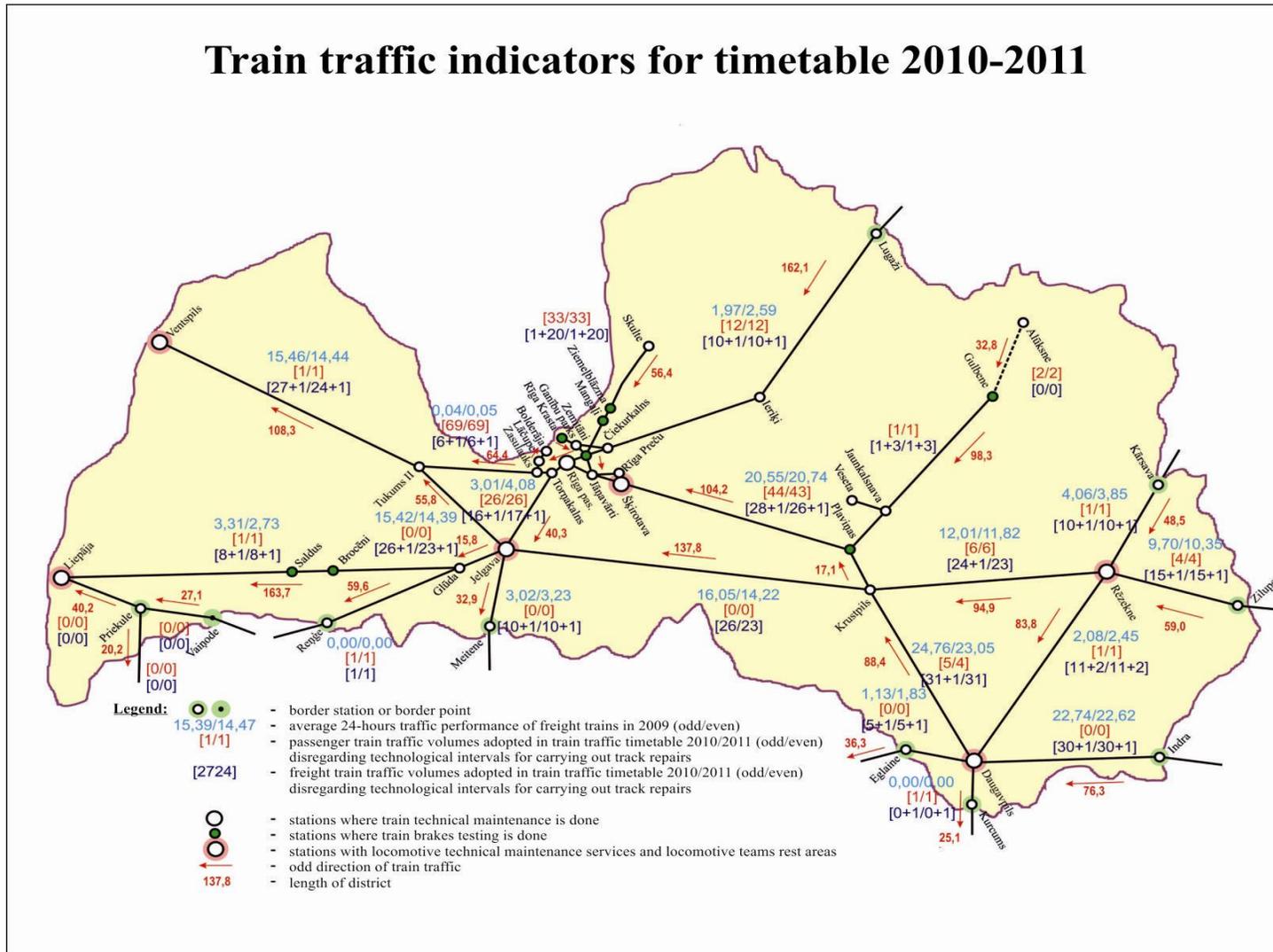
Latvian railway train traffic and freight organization scheme



Latvian railway districts equipment in 2010



Train traffic indicators for timetable 2010-2011



The capacity of public usage railway infrastructure in Latvia

Appendix 5

No.	Title of district	Railway district category	The standard of weight of freight trains according to traction power			Number of trains in timetable 2010-2011					Duration of planned gaps in next period in hours(there /back)***	Number of trains for new timetable *
			Type of traction	Odd direction	Even direction	passenger			Freight*	Total*		
						International trains	Domestic trains	Suburban trains				
1.	Ventspils – Tukums 2	1.	2M62/ 2TE10	4900/ 5500	4000/ 5100	0/0**	1/1**	0/0**	27/24**	28/25**	-	28/25**
2.	Tukums 2 – Jelgava	1.	2M62/ 2TE10	4900/ 5500	4000/ 5100	0/0	1/1	0/0	26/23	26/23	-	26/23
3.	Jelgava - Krustpils	1.	2M62/ 2TE10	4900/ 5500	4000/ 5100	0/0	0/0	0/0	27/24	27/24	-	27/24
3.1	Jelgava - Vecumnieki	1.				0/0	0/0	0/0	27/24	27/24	-	27/24
3.2	Vecumnieki - Krustpils	1.				0/0	0/0	0/0	26/23	26/23	-	26/23
4.	Krustpils - Daugavpils	1.	2M62/ 2TE10	4900/ 6000	4500/ 6000	0/0	5/4	0/0	32/31	37/35	-	37/35
4.1	Krustpils - Līvāni	1.				0/0	5/4	0/0	32/31	37/35	-	37/35
4.2	Līvāni - Daugavpils	1.				0/0	4/4	0/0	32/31	36/35	-	36/35
5.	Daugavpils – Indra – State border	1.	2M62/ 2TE10	4200/ 5300	3800/ 4600	0/0	0/0	0/0	31/31	31/31	-	31/31
5.1	Daugavpils – T.p.401.km	1.				0/0	0/0	0/0	0/31	0/31	-	0/31
5.2	Daugavpils - Krāslava	1.				0/0	0/0	0/0	31/31	31/31	-	31/31
5.3	Krāslava – Indra – State border	1.				0/0	0/0	0/0	30/30	30/30	-	30/30
6.	Rīga pas. - Krustpils	1.	2M62/ 2TE10	4900/ 6000	4500/ 6000	3/3	15/14	28/28	30/28	76/73	-	76/73
6.1	Rīga pas. - Jāņavārti	1.				3/3	15/14	28/28	29/30	75/75	-	75/75
6.2	Jāņavārti - Šķirotava	1.				3/3	15/14	28/28	109/0	155/45	-	155/45
6.3	Šķirotava - Ogre	1.				3/3	15/14	28/28	30/28	76/73	-	76/73
6.4	Ogre - Lielvārde	1.				3/3	15/14	20/20	30/28	68/65	-	68/65
6.5	Lielvārde - Aizkraukle	1.				3/3	15/14	9/9	30/28	57/54	-	57/54

6.6	Aizkraukle – Pļaviņas	1.				3/3	15/14	0/0	30/28	48/44	-	48/44
6.7	Pļaviņas - Krustpils	1.				3/3	15/14	0/0	30/28	48/44	-	48/44

* - incl. collecting, removal trains

** - 11/12 – in odd/even direction

***- the data for this column will be published in December 2010

Appendix 5 continued

No.	Title of district	Railway district category	The standard of weight of freight trains according to traction power			Number of trains in timetable 2010-2011					Duration of planned gaps in next period in hours(there /back)***	Number of trains for new timetable*
			Type of traction	Odd direction	Even direction	Passenger			Freight*	Total*		
						International trains	Domestic trains	Suburban trains				
7.	Krustpils – Rēzekne	1.	2M62/ 2TE10	4900/ 5500	4000/ 5100	3/3**	4/4**	0/0**	25/23**	32/30**	-	32/30**
8.	Rēzekne – Zilupe – State border	1.	2M62/ 2TE116	3700/ 4900	3700/ 4800	2/2	2/2	0/0	16/16	20/20	-	20/20
8.1	Rēzekne – Zilupe	1.				2/2	0/2/20	0/0	16/16	17/17	-	17/17
8.2	Zilupe – State border	1.				2/2		0/0	16/16	20/20	-	20/20
9.	State border – Kārsava – Rēzekne	1.	2M62/ 2TE10	5000/ 6000	5000/ 6000	1/1	0/0	0/0	11/11	12/12	-	12/12
9.1	State border – Kārsava	1.				1/1	0/0	0/0	10/10	11/11	-	11/11
9.2	Kārsava – Rēzekne	1.				1/1	0/0	0/0	11/11	12/12	-	12/12
10.	Rēzekne – Daugavpils	1.	2M62/ 2TE10	5000/ 6000	5000/ 6000	1/1	0/0	0/0	13/13	14/14	-	14/14
10.1	Rēzekne – Malta	1.				1/1	0/0	0/0	12/12	13/13	-	13/13
10.2	Malta – Aglona	1.				1/1	0/0	0/0	11/11	12/12	-	12/12
10.3	Aglona – Rēzekne	1.				1/1	0/0	0/0	12/12	13/13	-	13/13
11.	Daugavpils–Kurcums – State border	2.	2M62	4600	4500	1/1	0/0	0/0	1/1	2/2	-	2/2
11.1	Daugavpils – Grīva	2.				1/1	0/0	0/0	1/1	2/2	-	2/2

11.2	Grīva – Kurcums – State border	2.				1/1	0/0	0/0	0/0	1/1	-	1/1
12.	State border – Eglaine – Daugavpils	2.	2M62	4000	3600	0/0	0/0	0/0	6/6	6/6	-	6/6
12.1	State border – Eglaine	2.				0/0	0/0	0/0	5/5	5/5	-	5/5
12.2	Eglaine – Dauravpils	2.				0/0	0/0	0/0	6/6	6/6	-	6/6
13.	T.p.524.km – T.p.401.km	1.	2M62/ 2TE10	4200/ 5300	3800/ 4600	0/0	0/0	0/0	31/0	31/0	-	31/0
14.	Rīga pas. – Jelgava	2.	2M62/ 2TE10	4900/ 6000	5000/ 6000	0/0	3/3	92/92	29/30	124/125	-	124/125
14.1	Rīga pas. – Torņakalns	2.				0/0	3/3	92/92	29/30	124/125	-	124/125
14.2	Torņakalns – Olaine	2.				0/0	2/2	24/24	17/18	43/44		43/44
14.3	Olaine – Jelgava	2.				0/0	2/2	24/24	16/17	42/43	-	42/43

* - incl. collecting, removal trains

** - 11/12 – in odd/even direction

***- the data for this column will be published in December 2010

Appendix 5 continued

No.	Title of district	Railway district category	The standard of weight of freight trains according to traction power			Number of trains in timetable 2010-2011					Duration of planned gaps in next period in hours(there/back)***	Number of trains for new timetable*
						passenger			Freight*	Total*		
			Type of traction	Odd direction	Even direction	International trains	Domestic trains	Suburban trains				
15.	Jelgava – Liepāja	2.	2M62	3500	3500	0/0**	2/2**	0/0**	10/10**	12/12**	-	12/12**
15.1	Jelgava – Glūda	2.				0/0	2/2	0/0	10/10	12/12	-	12/12
15.2	Glūda – Saldus	2.				0/0	1/1	0/0	9/9	10/10	-	10/10
15.3	Saldus – Liepāja	2.				0/0	1/1	0/0	8/8	9/9	-	9/9
16.	Jelgava – Meitene – State border	2.	2M62/ 2TE10	4000/ 5500	5000/ 6000	0/0	0/0	0/0	11/11	11/11	-	11/11
16.1	Jelgava – Meitene	2.				0/0	0/0	0/0	11/11	11/11	-	11/11
16.2	Meitene – State border	2.				0/0	0/0	0/0	10/10	10/10	-	10/10
17.	Rīga pas. – Lugaži – State border	1., 2.	2M62/ 2TE10	3800/ 5200	3500/ 4600	0/0	12/13	32/32	11/11	55/56	-	55/56
17.1	Rīga pas. – Zemitāni	1.				0/0	11/12	32/32	0/0	43/44	-	43/44
17.2	Zemitāni – Čiekurkalns	1.				0/0	11/12	0/0	11/11	22/23	-	22/23
17.3	Čiekurkalns – Sigulda	2.				0/0	11/12	0/0	11/11	22/23	-	22/23
17.4	Sigulda – Cēsis	2.				0/0	5/5	0/0	11/11	16/16		16/16
17.5	Cēsis – Valmiera	2.				0/0	4/4	0/0	11/11	15/15		15/15

17.6	Valmiera – Lugaži	2.				0/0	3/3	0/0	10/10	13/13		13/13
17.7	Lugaži – State border	2.				0/0	4/4	0/0	10/10	14/14		14/14
18.	Torņakalns – Tukums 2	2.	2M62/ 2TE10	4900/ 5200	4000/ 5100	0/0	1/1	68/68	12/12	81/81	-	81/81
18.1	Torņakalns – Zaslauks	2.				0/0	1/1	68/68	12/12	81/81		81/81
18.2	Zaslauks – Dubulti	2.				0/0	1/1	68/68	7/7	75/75	-	75/75
18.3	Dubulti – Sloka	2.				0/0	1/1	33/33	7/7	41/41	-	41/41
18.4	Sloka – Ķemeri	2.				0/0	1/1	16/16	6/6	23/23	-	23/23
18.5	Ķemeri – Tukums-1	2.				0/0	1/1	13/13	6/6	20/20	-	20/20
18.6	Tukums-1 – Tukums-2	2.				0/0	1/1	12/12	6/6	19/19	-	19/19

* - incl. collecting, removal trains

** - 11/12 – in odd/even direction

***- the data for this column will be published in December 2010

Appendix 5 continued

No.	Title of district	Railway district category	The standard of weight of freight trains according to traction power			Number of trains in timetable 2010-2011					Duration of planned gaps in next period in hours(there/back)***	Number of trains for new timetable*
			Type of traction	Odd direction	Even direction	passenger			Freight*	Total*		
						International trains	Domestic trains	Suburban trains				
19.	Zemitāni – Skulte	1., 2.	ČME3 M62/ 2M62	2000/ 2400/ 4500	2200/ 2400/ 5200	0/0	0/0	32/32	46/46	78/78	-	78/78
19.1	Zemitāni – T.p.Brasa	1.				0/0	0/0	32/32	48/48	78/78	-	78/78
19.2	T.p.Brasa – Mangaļi	1.				0/0	0/0	32/32	21/21	53/53	-	53/53
19.3	Mangaļi – Ziemeļblāzma	1.				0/0	0/0	32/32	11/11	43/43	-	43/43
19.4	Ziemeļblāzma – Vecāķi	2.				0/0	0/0	32/32	1/1	33/33	-	33/33
19.5	Vecāķi – Carnikava	2.				0/0	0/0	28/28	1/1	29/29	-	29/29
19.6	Carnikava – Saulkrasti	2.				0/0	0/0	20/20	1/1	21/21	-	21/21
19.7	Saulkrasti – Skulte	2.				0/0	0/0	13/13	1/1	14/14	-	14/14
20.	Čiekurkalns – Rīga Krasta	1.	M62/ 2M62/ 2TE10	2800/ 5000/ -	2600/ 5400/ 6000	0/0	0/0	0/0	15/15	15/15	-	15/15
20.1	Čiekurkalns – T.p.Brasa	1.				0/0	0/0	0/0	0/0	0/0	-	0/0
20.2	T.p.Brasa – Rīga Krasta	1.				0/0	0/0	0/0	15/15	15/15	-	15/15
21.	Glūda – Reņģe – State border	2.	2M62	4000	4500	0/0	1/1	0/0	1/1	2/2	-	2/2

21.1	Glūda – Reņģe	2.				0/0	1/1	0/0	1/1	2/2	-	2/2
21.2	Reņģe – State border	2.				0/0	0/0	0/0	1/1	1/1	-	1/1
22.	Zasulauks – Bolderāja	1.	M62/ 2M62	2400/ 5000	2400/ 4800	0/0	0/0	0/0	5/5	5/5	-	5/5
23.	State border – Vaiņode – Priekule – State border	3.	M62/ 2M62	2000/ 4000	1700/ 3500	0/0	0/0	0/0	0/0	0/0	-	0/0
23.1	State border – Vaiņode – Priekule	3.				0/0	0/0	0/0	0/0	0/0	-	0/0
23.2	Priekule – State border	3.				0/0	0/0	0/0	0/0	0/0	-	0/0

* - incl. collecting, removal trains

** - 11/12 – in odd/even direction

***- the data for this column will be published in December 2010

Appendix 5 continued

No.	Title of district	Railway district category	The standard of weight of freight trains according to traction power			Number of trains in timetable 2010-2011					Duration of planned gaps in next period in hours(there/back)***	Number of trains for new timetable*
			Type of traction	Odd direction	Even direction	passenger			Freight*	Total*		
						International trains	Domestic trains	Suburban trains				
24.	Ērgļi – Rīga Preču	1.	M62/ 2M62	3000/ 6000	3500/ 6000	0/0	0/0	0/0	2/2	2/2	-	2/2
24.1	Rīga Preču – Jāņavārti	1.				0/0	0/0	0/0	0/2	0/2	-	0/2
24.2	Rīga Preču – Šķirotava	1.				0/0	0/0	0/0	2/0	2/0	-	2/0
25.	Zemitāni – Šķirotava	1.				0/0	0/0	0/0	48/48	48/48	-	48/48
25.1	Zemitāni – Jāņavārti	1.				0/0	0/0	0/0	47/47	47/47	-	47/47
26.	T.p.191.km – T.p.524.km	3.	2M62	4000	3600	0/0	0/0	0/0	0/0	0/0	-	0/0
26.1	T.p.191.km – T.p.373.km	3.				0/0	0/0	0/0	0/0	0/0	-	0/0
27.	Pļaviņas – Gulbene	3.	M62	1300	1200	0/0	1/1	0/0	4/4	5/5	-	5/5
27.1	Pļaviņas – Jaunkalsnava	3.				0/0	1/1	0/0	4/4	5/5	-	5/5
27.2	Jaunkalsnava – Madona	3.				0/0	1/1	0/0	2/2	3/3	-	3/3
27.3	Madona – Gulbene	3.				0/0	1/1	0/0	1/1	2/2	-	2/2
29.	Liepāja – Priekule	3.	M62/ 2M62	2000/ 4000	1700/ 3500	0/0	0/0	0/0	0/0	0/0	-	0/0
36.	Jaunkalsnava – Veseta	3.	M62	1300	1200	0/0	0/0	0/0	0/0	0/0	-	0/0

32.	Gulbene – Alūksne	3.				0/0	0/0	2/2	0/0	0/0	-	2/2
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* - incl. collecting, removal trains

** - 11/12 – in odd/even direction

***- the data for this column will be published in December 2010

Capacity request form
for capacity allocation of public usage railway infrastructure in Latvia

No.	Title of district	The planned number of trains	Periodicity of running in passenger traffic	Type of traction	Weight and length of trains	The speed of traction	Dislocation of traction	Additional necessary preparatory operations	Train technical maintenance places	Special train passing regulations
1	2	3	4	5	6	7	8	9	10	11

Explanatory notes:

1. In 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 where the number of trains changes.
2. In column 3: Average number of trains in a day is indicated.
3. In column 4: The conditions of train traffic for a season, a month or days of week are indicated and the preferable train timetable between destination stations of the district is added if it is significant for the operator. Precise stopping point for each train is also indicated.
4. In column 5: The type of traction vehicle is indicated.
5. In column 6: The maximum weight of train that can be hauled by a particular traction vehicle is indicated. The length is indicated by showing the number of wagons of passenger trains.
6. In column 7: Practically possible speed of traction vehicle in the district (taking into account all restrictions).
7. In column 8: The basic depot and district traction turnover place is indicated.
8. In column 9: The time of operation for the preparing of traction unit for movement is indicated. The time schedule by types of operations has to be added.
9. In column 10: The wagon technical maintenance points of the district are indicated.
10. In column 11: Special operator's terms which influence schedule and conditions of traffic (if there are any) including more detailed explanation of these terms.

LENGTH OF RAILWAY NETWORK (TRACK DISTRICTS)

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Ventspils-1 - Tukums-2 (01)				Tukums II – Jelgava (02)			
108 km				56 km			
Ventspils				Tukums II			
Ventspils-2	1.	5	5	St.p.Praviņi	1.	17	11
Elkšķene	1.	7	7	Slampe			6
St.p.Puze	1.	17	11	St.p.Džūkste	1.	19	5
Ugāle			6	St.p.Apšupe	1.	19	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	1.	11	8	Zālite	1.	10	10
TukumsII			11	Iecava	1.	11	11
Ventspils Jūras 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			

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Lāčplēsis				Liksna			
Taurkalne	1.	9	9	T.p.383.km.	1.	7	7
Menta	1.	11	11	St.p.Mežciems	1.	5	2
St.p.256.km.	1.	9	5	T.p.387.km.			3
Daudzeva			4	Daugavpils Pasažieru parks	1.	3	3
Secē	1.	8	8	Daugavpils – Indra – State border (05)			76 km
St.p.Staburags	1.	15	9	Daugavpils Pasažieru parks			
Sēlpils	1.	7	6	Daugavpils Pasažieru parks	1.	9	9
Daugava	1.	11	7	Krauļa	1.	2	2
Krustpils				T.p.401.km.			
Krustpils – Daugavpils (04)			89 km	Naujene	1.	6	6
Krustpils				St.p.Putāni	1.	12	6
P.p.Asote	1.	9	9	Izvalda	1.	4	4
Trepe	1.	8	8	Silava	1.	9	9
Līvāni	1.	12	12	Krāslava	1.	12	12
Jersika	1.	11	11	Skaista	1.	7	7
P.p.Sergunta	1.	10	10	Niedrīca	1.	7	7
Nīcgale				Indra	1.	8	8
St.p.Ruži	1.	12	6	St.p.Robežnieki	1.	7	5
Vabole				Indra-eksp. (State border)			2
Liksna	1.	5	5				

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Rīga Pas. – Krustpils (06)			129 km	Skrīveri			
Rīga Pasažieru	1.	4	2	T.p.Muldakmens	1.	6	6
St.p.Vagonu parks				1.	4	4	
Jāņavarti	1.	4	2	Aizkraukle	1.	12	12
St.p.Daugmale				1.	8	8	
Šķirotava	1.	4	2	Alotene	1.	10	10
St.p.Gaisma				1.	9	9	
St.p.Rumbula	1.	10	2	Pļaviņas	1.	9	9
St.p.Dārziņi				1.	8	8	
St.p.Dole	1.	10	3	Ozolsala	1.	8	8
Salaspils				1.	8	8	
St.p.Saulkalne	1.	16	5	Krustpils			
St.p.Ikšķīle				1.	2	2	
St.p.Jaunogre	1.	16	5	Šķirotava C parks	1.	2	2
Ogre				1.	2	2	
St.p.Pārogre	1.	17	1	Šķirotava C parks			
St.p.Ciemupe				1.	2	2	
St.p.Ķegums	1.	17	4	Jāņavarti	1.	2	2
Lielvārde				1.	2	2	
St.p.Kaibala	1.	21	5	Krustpils – Rēzekne II (07)			95 km
St.p.Jumprava				1.	13	4	
St.p.Dendrārijs	1.	21	6	Kūkas	1.	13	9
Skrīveri				1.	11	11	
	1.	21	6	Mežāre	1.	11	11
				1.	11	11	
	1.	21	6	Atašiene	1.	16	16
				1.	8	8	
	1.	21	6	Stirniene	1.	8	8
				1.	10	10	
	1.	21	6	Varakļāni	1.	10	10
				1.	14	14	
	1.	21	6	Viļāni	1.	14	14
				1.	10	10	
	1.	21	6	Sakstagals	1.	10	10
				1.	2	2	
	1.	21	6	T.p.223.km.	1.	2	2
				1.	2	2	
	1.	21	6	Rēzekne II	1.	2	2
				1.	2	2	

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	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
Taudejāni	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			6
Nerza	1.	11	11	St.p.Apsāni	1.	15	4
St.p.Briģi	1.	11	6	Aglona			5
Zilupe			5	St.p.Ārdava	1.	8	5
Zilupe-eksp. (State border)	1.	4	4	Vīgantī			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.Malnavā	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
Iļzēni	1.	10	10	Daugavpils Šķirošanas parks			4
Iļzēni	1.	7	7				
Burzava	1.	7	7				
T.p.Kleperova	1.	7	7				
Rēzekne I	1.	4	4				
Rēzekne I							

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	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			
P.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
State border – Eglaine – Daugavpils Pas.(12)		36 km		St.p.Baloži			4
Eglaine-eksp. (State border)				St.p.Jaunolaine			5
Eglaine	2.	5	5	Olaine			4
Ilūkste	2.	7	7	St.p.Dalbe	2.	12	7
St.p.Sventa			6	Cena	2.	9	5
T.p.191.km.	2.	11	5	St.p.Ozolnieki			3
T.p.192.km.	2.	1	1	St.p.Cukurfabrika			4
St.p.7.km.			2	Jelgava			2
T.p.5.km.	2.	6	4	Jelgava – Liepāja (15)		180 km	
P.p.3.km.	2.	2	2	Jelgava			
Daugavpils Pasažieru parks	1.	4	4	St.p.50.km	2.	16	7
Track post 524.km – Track post 401.km (13)		6 km		St.p.Viesturi			2
T.p.524.km.				St.p.Dorupe			4
T.p.401.km.	1.	6	6	Glūda			3
				St.p.Lāči	2.	13	5
				Dobeles			8

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	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.Blīdene			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)				
Skrunda			10	Rīga – Lugaži – State border (17)			166 km	
St.p.Sieksāte	2.	23	6	Rīga pasažieru	1.	4	4	
St.p.Rudbārži			8	Zemitāni				2
Kalvene			9	Čiekurkalns				2
Ilmāja	2.	11	11	Jugla	1.	4	4	
St.p.Padone			6	St.p.Baltezers			7	
St.p.Durbe	2.	19	3	Ropaži	2.	13	6	
St.p.Tadaikī			3	Krievupe			6	
Tore			7	Vangazi			5	
Liepāja	2.	16	16	Inčukalns	2.	6	6	
				St.p.Egļupe	2.	13	3	
				St.p.Silciems			4	
				Sigulda			6	

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Sigulda				Priedaine			
Ligatne	2.	11	11	St.p.Lielupe	2.	8	2
Ieriķi	2.	10	10	St.p.Bulduri			1
St.p.Melturi	2.	10	4	St.p.Dzintari			3
Āraiši			6	St.p.Majori			1
Cēsis	2.	9	9	Dubulti			1
Jāņmuiža	2.	5	5	St.p.Jaundubulti	2.	10	2
Lode	2.	7	7	St.p.Pumpuri			1
Bāle	2.	9	9	St.p.Melluži			1
Valmiera	2.	7	7	St.p.Asari			2
Brenguļi	2.	8	8	St.p.Vaivari			1
Strenči	2.	12	12	Sloka	2.	9	3
St.p.Seda	2.	14	3	St.p.Kūdra			5
Saule			11	Ķemeri			4
Lugaži	2.	9	9	St.p.Smārde	2.	21	10
Lugaži-eksp. (State border)	2.	2	2	St.p.Milzkalne			7
Torņakalns – Tukums II (18)			65 km	Tukums I			4
Torņakalns				Tukums II	2.	3	3
Zasulauks	1.	4	4				
St.p.Depo	2.	10	1				
St.p.Zolitūde			1				
St.p.Imanta			1				
St.p.Babīte			3				
Priedaine			4				

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	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.	1	2
Ziemeļblāzma	1.	3	3	Glūda – Reņģe – State border (21)			60 km
St.p.Vecdaugava	2.	5	3	Glūda			
Vecāķi			2	St.p.Krimūnas			7
St.p.Kalngale			3	St.p.Auri	2.	29	6
St.p.Garciems	2.	12	4	St.p.Appgulde			4
St.p.Garupe			2	St.p.Penkule			5
Carnikava			3	Bēne			7
St.p.Gauja	2.	7	2	St.p.Auce			11
Lilaste			5	St.p.Vadakste	2.	30	13
St.p.Inčupe	2.	11	6	Reņģe			6
St.p.Pabaži			2	Reņģe-eksp. (State border)	2.	1	1
Saulkrasti			3				
St.p.Ķīšupe	2.	8	2				
St.p.Zvejniekiems			3				
Skulte			3				

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Zasulauks – Bolderāja (22)		9 km		Saurieši			
Zasulauks				St.p.Cekule	3.	39	2
Lāčupe	1.	3	3	St.p.Jaucekule			3
Bolderāja	1.	6	6	St.p.Ķīvuļi			1
Lačupe				St.p.Bajāri			6
Iļģuciems	1.	2	2	St.p.Kangari			3
State border – Vaiņode - Priekule – State border (23)*		47 km		St.p.Remīne			6
				St.p.Augšciems			5
Vaiņode-eksp. (State border)				St.p.Kārde			4
St.p.Kazlari			5	St.p.Sidgunda			4
St.p.Vaiņode	3.	27	5	Suntaži			5
St.p.Elkuzeme			7	St.p.Kastrāne	6		
Priekule			10	St.p.Vatrāne	6		
St.p.Purmsāti			9	St.p.Ķeipene	3		
St.p.Kalēti	3.	20	7	St.p.Plātere	4		
Kalēti-eksp. (State border)			4	St.p.Taurupe	5		
Rīga Preču – Saurieši - Ērgļi (24)**		90 km		St.p.Līčupe	3.	42	5
Rīga Preču				St.p.Baltava			4
St.p.Acone	3.	9	5	St.p.Roplaiņi			5
Saurieši			4	Ērgļi			4
				Šķirotava Jāņavārtu parks			
				Rīga Preču	1.	3	3
				Šķirotava A parks			
				Rīga Preču	1.	3	3

* Traffic closed for technical reasons

** In section Rīga Preču – Saurieši train shunting works, in section Saurieši – Ērgļi traffic closed

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	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			
T.p.1.km.	2.	1	1	Liepāja – Priekule (29)*		40 km	
St.p.Ļubiste	2.	6	4	Liepāja			
T.p.8.km.			2	7			
Gijantari	2.	4	4	St.p.Ālande			5
T.p.524.km.	2.	2	2	St.p.Dubeņi	3.	40	2
T.p.192.km.				St.p.Grobiņa			4
T.p.1.km.	2.	1	1	St.p.Gavieze			7
T.p.383.km.				St.p.Susta			5
T.p.8.km.	2.	3	3	St.p.Krogzemji			4
Pļaviņas – Gulbene (27)		98 km		St.p.Paplaka			6
Pļaviņas				Priekule			
St.p.Spīgana	3.	19	9	Jaunkalsnava – Veseta (36)**		14 km	
Jaukalsnava			10	Jaunkalsnava			
St.p.Kalnsnava			6	Veseta	3.	14	14
St.p.Mārciena	3.	26	7				
Madona			13				
Cesvaine	3.	14	14				

* Traffic closed for technical reasons

** In section Jaunkalsnava – Veseta train operational works

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Daugavpils junction branch-lines (37)				Gulbene – Alūksne (32)			
T.p.387.km.				Gulbene			
Daugavpils Šķirošanas parks	1.	3	3	St.p.Birze (narrow gauge)	3.	33	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				

Order "On establishing of train traffic speed"

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Rīga – Lugaži - State border (km 166.300)									
				Rīga - pas.	Even odd	35/35*	-	35*	35*
				(*) In the borders of passenger platforms for freight trains on main and receiving-departure tracks - 25km/h, incl. on tracks No.2 and No.9.					
Rīga - Zemitāni	<u>Even</u> odd	80	80	Zemitāni	<u>Even</u> odd	25/25	40/40	25	40
				(*) when switching to main tracks No.3,5,6,11 - 25km/h.					
Zemitāni – Čiekurkalns*	<u>Even</u> odd	70	70	Čiekurkalns	<u>Even</u> odd	90/70	70/70	40	40
(*) 5.km and 6. km	<u>Even</u> odd	70	60						
Čiekurkalns - Jugla	<u>Even</u> odd	90	80	Jugla	<u>Even</u> odd	90/80	90/80	40	40
9.km 7.pk – 9.pk	odd	80	80						
Jugla - Ropaži	Even odd	100 120	80 80	Ropaži*	Even odd	80/80 40/40	100/80 100/80	40	40
				(*) rec./dep. track No.4 - 25.km/h.					
Ropaži - Krievupe	<u>Even</u> 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	Even odd	100/80 100/80	80/80 100/80	40 40	40 40
Vangaži - Inčukalns	Even odd	100 120	80 80	Inčukalns	<u>Even</u> odd	100/80	100/80	40	40
Inčukalns - Sigulda	<u>Even</u> 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
				(*) 75.km 1.pk-3.pk of crossing - 80/80 km/h.					
Ieriķi - Āraiši	One track	100	80	Āraiši	One track	100/80	100/80	40	40

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Āraiši - Cēsis	One track	100	80	Cēsis	Even odd	100/80 100/80	40/40 100/80	40 40	40 40
Cēsis - Jāņamuiža	<u>Even</u> odd	100	80	Jāņamuiža	Even odd	40/40 100/80	-	-	-
Jāņamuiža - Lode	One track	100	80	Lode	One track	90/80	100/80	40	40
Lode - Bāle	One track	100	80	Bāle	One track	100/80	100/80	40	40
Bāle - Valmiera	One track	120	80	Valmiera	One track	100/80	100/80	40	40
Valmiera - Brenguļi	One track	120	80	Brenguļi	One track	100/80	100/80	40	40
Brenguļi - Strenči	One track	120	80	Strenči	One track	100/80	100/80	40	40
Strenči - Saule	One track	120	80	Saule	One track	100/80	100/80	40	40
Saule - Lugaži	One track	120	80	Lugaži	One track	100/80	100/80	40	40
Lugaži – State Border	One track	100	80						
Rīga - Krustpils – Zilupe – State Border (km 283.328)									
				Rīga pas.	Even odd	35/35*	-	35*	35*
Bypass from Rīga pas. to Šķirotava ("Ja"park)*	One track	100	80*	(*) In the borders of passenger platforms for freight trains on main and receiving-departure tracks - 25km/h, incl. on tracks No.2 and No.9.					
(*) 4.km 3.pk	One track	100	60						
Rīga pas.-Šķirotava*	<u>Even</u> odd	100	80*	Šķirotava (*) (on main tracks)	Even odd	80/70 95/80	80/70 95/80	-	-
(*) 4.km 8.pk	Even odd	100 100	60 80	(*) 5.km 2.pk – 5.km 8.pk in "Ja" park	<u>Even</u> odd	60	60		
	-			Train receiving in "Ja" park		-	-	25	40
				Train receiving in "C" park		-	-	40	40
				Train receiving in "A" park		-	-	40	40

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Šķirotava - Salaspils	<u>Even</u> odd	120	80	Salaspils (*) (*) 6.r/d track – 25 km/h	<u>Even</u> odd	100/80	100/80	40	40
Salaspils - Ogre*	<u>Even</u> odd	120	80	Ogre*	<u>Even</u> odd	70/60	70/60	40	40
(*) 27.km 7.pk-28.km 7.pk (*) 28.km 7.pk-29.km 7.pk	Even odd	80 80	80 80	(*) r/d track No.12 – 25 km/h					
Ogre - Lielvārde	<u>Even</u> odd	120	80	Lielvārde	<u>Even</u> odd	100/80	100/80	40	40
Lielvārde - Skrīveri	Even odd	120 100	80 80	Skrīveri	Even odd	100/80 80/80	100/80 100/80	40	40
Skrīveri - Aizkraukle	One track	90	80	Aizkraukle*	Even odd	100/80 80/80	100/80 100*/80	40 40	40 40
				(*)79.km 9.pk (switch No.2a on side track) for passenger trains 80 km/h					
Aizkraukle - Koknese	One t.	120	80	Koknese	One t.	100/80	80/80	40	40
Koknese - Alotene	One t.	120	80	Alotene	One t.	100/80	100/80	40	40
Alotene - Pļaviņas	One t.	120	80	Pļaviņas	track Ia, I	100/80	100/80	40	40
					track IIIa, III	40/40	40/40	40	40
Pļaviņas - Ozolsala	One t.	120	80	Ozolsala	One t.	100/80	100/80	40	40
Ozolsala - Krustpils	One t.	120	80	Krustpils	track II	40/40	90/80	40	40
					track III	40/40	40/40	40	40
				(*) On main track No.II in track junction of odd end in the direction Riga – Daugavpils for passenger trains - 100 km/h and freight trains – 80 km/h					
				(**) For all trains on r/d track No.1 in track junction of even end – 25 km/h					
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.	120	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.	100	80	Sakstagals	One t.	100/80	100/80	40	40

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Sakstagals – Rēzekne II	One t.	100	80	Rēzekne II	T rack IIG, II	90/80	90/80	25	25
				Rēzekne II "A" park	track IG	100/80	100/80	40	40
Rēzekne-2 - Taudejāņi*	One t.	120	80	Taudejāņi	One t.	100/80	100/80	40	40
(*)228.km 9.pk - 229.km 2.pk	One t.	100	80						
Taudejāņi – Cirma(*)	One t.	120	80	Cirma(*)	One t.	100/80	100/80	40	40
232.km 8.pk – 238.km 2.pk -				r/d track No.2 – 25 km/h					
(*) 236.km 4.pk - 237.km 5.pk – for all trains of even direction - 70 km/h									
Cirma – Ludza*	One t.	100	80	Ludza	One t.	100/80	100/80	40	40
(*) 247.km 8.pk-9.pk	One t.	80	80						
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.km 1.pk- 277.km 3.pk	One t.	80	80	(*) r/d track No.5 – 25 km/h					
** 279.km 7,8.pk – for all trains 100/80 km/h									
Zilupe - State border*	One t.	120	80						
(*) 281.km 4.pk – 281.km 8.pk	One t.	120	25						
(*) 282.km 5.pk	One t.	120	40						
Ventspils - Jelgava - Krustpils - Daugavpils – Indra - State border (km 466.565)									
				Ventspils II	One t.	50	-	25	25
Ventspils I – Ventspils II	One t.	70	60	Ventspils II	I	70/60	70/60	25	40*
					II	25	40*	25	40*
(*) For 2TE10M on main track in track junction of even end in the direction of "Nafta" park - 25 km/h.									
Ventspils II - Elkšņene	One t.	90	80	Elkšņene	One t.	90/80	90/80	40	40
Elkšņene - Ugāle	One t.	90	80	Ugāle*	One t.	90/80	90/80	40	40
(*) r/d track No.4 - 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.km 1.pk - 46.km 7.pk	One t.	40	40						

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Spāre - Līči*	One t.	90	80	Līči	One t.	90/80	90/80	40	40
(*) 47.km 9.pk - 47.km 10.pk.	One t.	80	60						
(*) 52.km 10.pk-53.km 2.pk	One t.	80	80						
Līči - Stende	One t.	90	80	Stende	One t.	90/80	90/80	40	40
Stende - Sabile	One t.	90	80	Sabile	One t.	90/80	90/80	40	40
Sabile - Kandava	One t.	90	80	Kandava	One t.	90/80	90/80	40	40
Kandava – Zvāre*	One t.	90	80	Zvāre	One t.	90/80	90/80	40	40
(*) 91.km 1.pk – 91.km 2.pk	One t.	80	80						
Zvāre – Tukums II*	One t.	90	80	Tukums II*	One t.	90/80	90/80	40*	40*
(*) 101.km 8-9.pk	One t.	60	60	(*) r/d track No.5, 6 - 15km/h					
Tukums II - 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*	One t.	90	80	Jelgava I*	One t.	25/25	25/25	25	25
(*) 163.km 1.pk.-163.km 8.pk.	One t.	60	40	Jelgava II *	One t.	80/80	25/25	25	25
(*) For trains which go from sorting yard of Jelgava I on bridge above Lielupe in 165.km 9.pk - 166.km 1.pk – 15/15 km/h; on connecting passages Jelgava II in direction of Cena and Garoza - 25km/h; 2TE10M on r/d tracks Jelgava II -15km/h.; on switches No.42/44 – for passenger trains - 40km/h;									
Jelgava - Garoza	One t.	90	80	Garoza	One t.	90/80	90/80	40	40
Garoza - Zālīte	One t.	90	80	Zālīte	One t.	90/80	90/80	40	40
Zālīte - Iecava	One t.	90	80	Iecava	One t.	90/80	90/80	40	40
Iecava - Misa	One t.	90	80	Misa	One t.	90/80	90/80	40	40
Misa - Vecumnieki	One t.	90	80	Vecumnieki	One t.	90/80	90/80	40	40
Vecumnieki - Lāčplēsis	One t.	90	80	Lāčplēsis	One t.	90/80	90/80	40	40
Lāčplēsis - Taurkalne	One t.	90	80	Taurkalne	One t.	90/80	90/80	40	40
Taurkalne - Menta*	One t.	90	80	Menta	One t.	90/80	90/80	40	40
(*) 242.km 2.pk	One t.	80	80						
Menta - Daudzeva	One t.	90	80	Daudzeva	One t.	90/80	90/80	40	40
Daudzeva - Sece	One t.	90	80	Sece	One t.	90/80	90/80	40	40
Sece - Sēlpils*	One t.	90	80	Sēlpils	One t.	90/80	90/80	40	40
(*) 273.km 4.pk-277.km 2.pk	One t.	60	60						
Sēlpils - Daugava	One t.	60	60	Daugava	One t.	90/80	90/80	40	40
Daugava - Krustpils	One t.	100	80	Krustpils	Track III	40/40	70/70	40	40

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
					Track II	90/80	40/40	40	40
Krustpils-Passing point Asote*	One t.	120	80	Passing point Asote	One t.	120/80	120/80	40	40
(*) 304.km 10.pk-306.km 3.pk – for all trains of odd direction - 70km/h									
Passing point Asote - Trepe	One t.	120	80	Trepe	One t.	100/80	100/80	40	40
Trepe - Līvāni	One t.	120	80	Līvāni*	One t.	90/80	90/80	40	40
(*) r/d track No.5 - 15 km/h									
Līvāni – Jersika*	One t.	100	80	Jersika*	One t.	100/80	100/80	40	40
(*) 333.km 10.pk – 334.km 1.pk									
Jersika – Passing point Sergunta	One t.	120	80	Passing point Sergunta	One t.	120/80	120/80	40	40
Passing point 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.	120	80	Līksna	One t.	100/80	100/80	40	40
Līksna - Post 383.km	One t.	120	80	Post 383.km	Even odd	80/80 100/80	80/80 100/80	-	-
Post 383.km - Post 387.km	Even odd	120 120	80 80	Post 387.km	Even odd	40/40 100/80	40/40 100/80	-	-
Post 387.km - Daugavpils pas.	One t.	100	80	Daugavpils pas.*	One t.	70/70	70/70	40	40
(*) r/d tracks No.10,11 – 25km/h									
Daugavpils-pas. - Krauja	One t.	100	80	Krauja	One t.	100/80	100/80	40	40
(*) r/d tracks No.2,3 – 25 km/h 15km/h									
Krauja - Post 401.km	One t.	100	80	Post 401.km	One t.	100/80	100/80	-	-
Post 401.km - Naujene	One t.	120	80	Naujene*	One t.	100/80	100/80	40	40
(*) r/d track No.5 – 40 km/h									
Naujene - Izvalda	One t.	120	80	Izvalda*	One t.	100/80	100/80	40	40
(*) r/d track No.4 – 25 km/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

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
(*) 434.km 4.pk-436.km 7.pk	One t.	100	80						
Skaista - Niedrica	One t.	120	80	Niedrica	One t.	100/80	100/80	40	40
Niedrica - Indra	One t.	120	80	Indra	Track I	40/40	40/40	40	40
Indra – State border*	Even odd	120	80		Track III	40/40	40/40		
(*) 462.km 3.pk	Odd	40	40						
State border (km 396.090) - Kārsava - Rēzekne – Daugavpils – Kurcums - State border (km 553.546)									
State border - Kārsava*	One t.	100	80	Kārsava	One t.	90/80	90/80	40	40
(*) 401.km 1.pk	One t.	40	40						
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	60/60	40	40
Ilzēni – Burzava*	One t.	100	80	Burzava*	One t.	100/80	100/80	40	40
(*) 430.km 5.pk-431.km 6.pk	One t.	60	60	(*) 2TE10M on track No 3		-	-	25	25
Burzava - Post Kļeperova	One t.	100	80	Post Kļeperova	One t.	100/80	-	-	-
Post Kļeperova –Rēzekne I	One t.	100	80	Rēzekne I*					
				For odd trains	Track IIa, II	90/80	90/80	40	40
					Track I	40/40	40/40		
				For even trains	Track IIa, II	90/80	40/40	40	40
					Track I	40/40	90/80		
(*) on r/d track No.19 for all trains - 25 km/h									
Rēzekne I - Post Pūpoli	<u>Even</u> odd	100	80	Pūpoli	Even odd		100/80 40/40		
Post 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	-	-	-
(*) 469.km 6.pk-475.km 1.pk	One t.	70	70						

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Krāce – Aglona	Even odd	120 100	80 80	Aglona	Even odd	100/80 100/80	40/40 100/80	40	40
Aglona - Vīganti	One t.	100	80	Vīganti	One t.	100/80	100/80	40	40
Vīganti - Višķi	One t.	120	80	Višķi	One t.	100/80	100/80	40	40
Višķi - Zaļumi	One t.	100	80	Zaļumi	One t.	100/80	100/80	40	40
Zaļumi - Post 524.km	One t.	100	80	Post 524.km	Even odd	80/80 100/80	80/80 100/80	-	-
Post 524. km - Daugavpils sort.	<u>Even</u> odd	120	80	Daugavpils sort.	Even odd	90/80 *	80/80	40	40**
				(*) On passage No.13-15		80/80	80/80	-	-
				(**) For freight trains from sorting yard		-	-		25
Daugavpils sort. - Passing point 3.km*	One t.	100	80	Passing point 3.km*					
(*) 532.km 10.pk – 533.km 1.pk	One t.	40	40	(*) On passage No.1-5	One t.	80/80	80/80	-	-
				(*) On passage No.7-9 to main track No.2 (Eglaine)	One t.	80/80	80/80	-	-
				(*) On passage No.2-4 to II main track		40/40	40/40	-	-
Passing point 3.km - Grīva	One t.	100	80	Grīva	One t.	100/80	80/80	40	40
Grīva - Kurcums	One t.	100	80	Kurcums	One t.	100/80	100/80	25	25
Kurcums – State border	One t.	100	80						
Rīga - Jelgava - Meitene – State border (km 75.900)									
				Rīga pas.	<u>Even</u> odd	-	40*	35*	35*
				(*) In the borders of passenger platforms for freight trains on main and receiving-departure tracks - 25km/h, incl. on tracks No.2 and No.9.					
Rīga pas. - Torņakalns	<u>Even</u> odd	100	80	Torņakalns	<u>Even</u> odd	40/40	40/40	40	40
Torņakalns - Olaine	<u>Even</u> odd	100	80	Olaine	<u>Even</u> odd	80/80	100/80	40	40
Olaine - Cena	<u>Even</u> odd	100	80	Cena	<u>Even</u> odd	100/80	100/80	40	40

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Cena - Jelgava*	<u>Even</u> odd	100	80	Jelgava I*	<u>Even</u> odd	50/50*	25/25	25	25
(* 42.km 5.pk-43.km 10.pk	<u>Even</u> odd	50	50	(* 43.km 1.pk - 2.pk, metal bridge "A" track - 40km/h for passenger trains, 15km/h – for freight trains					
				Jelgava II*	<u>Even</u> odd	-	50	-	-
(*) For trains which go from sorting yard of Jelgava-1 on bridge above Lielupe in 165.km 9.pk - 166.km 1.pk – 15/15 km/h; on connecting passages Jelgava-2 in direction of Cena and Garoza - 25km/h; 2TE10M on r/d tracks Jelgava-2 -15km/h.; on switches No.42/44 – for passenger trains - 40km/h.									
				Jelgava II	One t.	-	25/25	25	25
Jelgava - Meitene	One t.	90	80	Meitene	One t.	90/80	90/80	40	40
(* On curves in 44.km 6.pk - 44.km 9.pk	One t.	70	70						
(* On curves in 45.km 6.pk - 47.km 7.pk	One t.	80	70						
(* 50.km 1.pk – 67.km 10.pk	One t.	70	70						
Meitene – State border with Lithuania*	One t.	90	80						
(* 68.km 1.pk – 76.km 10.pk	One t.	70	70						
Jelgava - Reņģe – State border (km 118.400)									
				Jelgava	<u>Even</u> odd	-	25	25	25
Jelgava - Glūda	<u>Even</u> odd	80	80	Glūda*	<u>Even</u> odd	80/80	80/80	25*	25*
				(*) r/d tracks No.3 and 5 - 15km/h					
Glūda - Bēne*	One t.	100	80	Bēne	One t.	25	25	25	25
(* 67.km 3.pk	One t.	40	40						
(* 88.km 2.pk - 89.km 3.pk	One t.	25	25						
Bēne - Reņģe*	One t.	100	80	Reņģe*	One t.	100/80	100/80	40*	40*
(* 100.km 2.pk – 8.pk	One t.	70	70	(*) r/d track No.2					

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
State border (km 162.400) - Priekule – Liepāja – (traffic closed)*									
(*) For necessity of operational train, the speed on tracks in districts and station Priekule is determined by Head of Liepāja Unit of Jelgava Permanent-way district considering actual condition of track superstructure.									
Glūda - Saldus - Liepāja									
				Glūda*	Even odd	80/80	80/80	25*	25*
(*) r/d tracks No.3 and 5 - 15km/h									
Glūda - Dobele*	One t.	100	80	Dobele	One t.	90/80	90/80	40	40
(*) 62.km 8.pk-9.pk	One t.	80	60						
(*) 72.km 1.pk –5.pk	One t.	80	80						
Dobele – Biksti*	One t.	90	80	Biksti	One t.	90/80	90/80	40	40
(*) 74.km 1.pk- 5.pk	One t.	80	80						
(*) 75.km 4.pk-8pk.	One t.	80	80						
(*) 92.km 4.pk-9.pk.	One t.	80	80						
Biksti – Brocēni*	One t.	90	80	Brocēni	One t.	90/80	90/80	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						
(*) 113.km 1.pk-116.km 7.pk	One t.	80	80						
Brocēni – Saldus*	One t.	90	80	Saldus	One t.	90/80	90/80	40	40
(*)122.km 5.pk –7.pk	One t.	80	80						
Saldus - Skrunda*	One t.	90	80	Skrunda	One t.	90/80	90/80	40	40
(*) 136.km 9.pk-137.km 6.pk	One t.	80	80						
(*) 154.km 2.pk-3.pk	One t.	60	40						
(*) 154.km 4.pk-154.km 10.pk	One t.	80	80						
Skrunda – Kalvene*	One t.	90	80	Kalvene	One t.	90/80	90/80	40	40
(*) 161.km 4.pk-162.km 2.pk	One t.	80	80						
(*) 163.km 3.pk-10.pk	One t.	80	80						
(*) 164.km 8.pk-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.	90	80	Ilmāja	One t.	80/60	80/60	40	40
(*) 181.km 1.pk-5.pk	One t.	70	70						
(*) 182.km 6.pk-7.pk	One t.	70	70						
(*) 182.km 8.pk-183.km 1.pk	One t.	80	80						
(*) 185.km 9.pk-187.km 4.pk	One t.	80	80						

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Ilmāja – Tore*	One t.	90	80	Tore	One t.	90/80	90/80	40	40
(* 188.km 8.pk-193.km 4.pk	One t.	80	80						
(* 196.km 4.pk-197.km 4.pk	One t.	70	70						
(* 199.km 1.pk-10.pk	One t.	70	70						
(* 200.km 9.pk-201.km 4.pk	One t.	70	70						
Tore – Liepāja*	One t.	90	80	Liepāja	One t.	40/40	-	40	-
(* 212.km 2.pk-213.km 1.pk	One t.	70	70						
(* 215.km 6.pk-216.km 2.pk	One t.	80	80						
Torņakalns – Tukums II									
				Torņakalns	Even odd	60/60 100/60	50 50	40 40	40 40
Torņakalns –Zasulauks*	<u>Even</u> odd	100	60	Zasulauks	Even odd	90/60 80/60	100/60 80/60	40 40	40 40
(* on curve 1.km 5.pk	<u>Even</u> odd	50	50						
(* on crossing 2.km 10.pk	<u>Even</u> odd	60	60						
Zasulauks – Priedaine*	<u>Even</u> odd	120	60	Priedaine	<u>Even</u> odd	80/60	80/60	40	40
(* 4.km 7.pk - 5.km 4.pk	<u>Even</u> odd	80	60						
(* 7.km 1.pk-8.km 2.pk	<u>Even</u> odd	100	60						
Priedaine - Dubulti*	<u>Even</u> odd	120	60	Dubulti	even odd	40/40 40/40	40/40 70/60	40 40	40 40
(* 15.km 7,8,9.pk	<u>Even</u> odd	80	60						
(* 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						
(* 26.km 6.pk – 7.pk	odd	40	40						

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
(*) 26.km 8.pk-27.km 1.pk	even	80	60						
(*) 28.km 4.pk - 5.pk	<u>Even</u> <u>odd</u>	80	60						
(*) 31.km 3.pk-32.km 5.pk	<u>Even</u> <u>odd</u>	80	60	Sloka	<u>Even</u> <u>odd</u>	80/60	40/40	40	40
Sloka - Ķemeri	One t.	100	60	Ķemeri	One t.	80/60	40/40	40	40
Ķemeri – Tukums I*	One t.	80	60	Tukums I*	One t.	80/60	80/60	40	40
(*) 42.km 8.pk-61.km 10.pk	One t.	100	60	(*) 4. departure track – 15 km/h.					
Tukums I – Tukums II	One t.	80	60	Tukums II	One t.	80/60	-	40	40
Pļaviņas - Gulbene									
				Pļaviņas	Track IA, I	40/40	100/80	40	40
					Track IIIA, III	60/60	40/40	40	40
Pļaviņas - Jaunkalsnava	One t.	60	60	Jaunkalsnava*	One t.	60/60	60/60	40	40
				(*) 2TE10M, 2TE10U on tracks No.1,3 - 25 km/h					
Jaunkalsnava - Madona*	One t.	60	60	Madona*	One t.	60/60	60/60	25	25
(*) 27.km 1.pk -34.km 8.pk	One t.	70	70	(*) 2TE10M, 2TE10U on tracks No.2,3 - 15 km/h					
Madona - Cesvaine*	One t.	60	60	Cesvaine*	One t.	60/60	60/60	25	25
(*) 50.km 10.pk -55.km 10.pk	One t.	40	40	(*) 2TE10M, 2TE10U on track No. 2 - 15 km/h					
Cesvaine - Gulbene*	One t.	60	60	Gulbene*	One t.	25/25	60/50	25	25
(*) 61.km 1.pk - 64.km 10.pk	One t.	40	40	(*) 2TE10M, 2TE10U on tracks No.3,4,5 - 15 km/h					
(*) 86.km 10.pk-98.km 9.pk	One t.	70	70						
2TE10M, 2TE10U in track section Pļaviņas – Jaunkalsnava with breakdown and fire fighting trains – 50 km/h; in district Jaunkalsnava – Gulbene – 40 km/h.									
Jaunkalsnava - Veseta	One t.	-	25	Jaunkalsnava	One t.	25	25	25	25
				Veseta	One t.	25	25	15	15
Jāņavārti - Saurieši									
				Jāņavārti (Šķirotava st. "J" park)	One t.	60/50	-	40	40

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Jāņavārti- Rīga Preču*	One t.	60	50						
(*) on unguarded crossing 6.km 10.pk for all trains-25km/h				Rīga Preču	One t.	60/50	60/50	40	40
Rīga Preču - Saurieši	One t.	25	25	Saurieši	One t.	25/25	25/25	25	25
Zemitāni - Skulte									
				Zemitāni*	<u>Even</u> odd	70/70	40/40	25	40
Zemitāni - Sarkandaugava	<u>Even</u> odd	100	80		<u>Even</u> odd	(*) when switching to main tracks No.3,5,6,11 – 25km/h			
	-				<u>Even</u> odd	(*) 5.km 4.pk-9.pk – 50km/h			
Sarkandaugava – Mangaļi*	Even odd	100 80	80 80	Sarkandaugava	<u>Even</u> odd	80/80	80/80	40	40
(*) 7.km 8.pk-8.km 10.pk									
	-			Mangaļi	Even odd	100/80 80/80	100/80 80/80	25 25	25 25
Mangaļi -Ziemeļblāzma	One t.	80	80*						
(*) for freight trains 13.km 4.pk-13.km 6.pk - 80km/h									
				Ziemeļblāzma	Even odd	80/80 80/80	40/40 80/80	40 40	40 40
Ziemeļblāzma -Vecāķi	<u>Even</u> odd	100	80	Vecāķi	Even odd	100/80 100/80	100/80 100/80	25 40	25 40
Vecāķi – Carnikava*	<u>Even</u> odd	100	80	Carnikava	<u>Even</u> odd	80/80	80/80	-	-
(*) 24.km 4.pk – 24.km 6.pk									
Carnikava - Lilaste	<u>Even</u> odd	100	80	Lilaste	Even odd	40/40 80/60	100/80 100/80	40 40	40 40
Lilaste - Saulkrasti	One t.	100	80						
				Stop point Inčupe (43.km 10.pk – switch No.2a st. Saulkrasti)	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

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
				(*) M62, TEM2, ČME3	One t.	25	60	25	40
State border (km 168.000) - Eglaine - Daugavpils									
State border - Eglaine	One t.	120	80	Eglaine*	One t.	100/80	100/80	40	40
				(*) r/d track No.3 – 25 km/h					
Eglaine - Ilūkste	One t.	120	80	Ilūkste* **	One t.	100/80	100/80	40	40
				(*) r/d track No.5 - 15 km/h					
				(**) R/d tracks No.4,6,7 are preserved. In case of necessity of breakdown, fire fighting or operational train, the speed on tracks is determined by Head of Daugavpils Unit of Daugavpils Permanent-way district.					
Ilūkste- Post 191.km	One t.	120	80	Post 191. km	One t.	-	100/80	-	-
Post 191.km – Post 192.km	One t.	100	80	Post 192. km	One t.	100/80	-	-	-
Post 192.km - Post 5.km	One t.*	120	80	Post 5.km	One t.	-	100/80	-	-
(*) If there is a necessity to run out under closed traffic lights "P" and "PL" of Post 192.km (after stopping before these traffic lights), all even trains from 192.km 5.pk up to crossing 192.km 9.pk - 15km/h.									
Post 5. km – Passing point 3.km	One t.	100	80	Passing point 3.km	One t.	100/80	100/80	-	-
				On track passage No.6-8 to 1 st main track		40/40	40/40	-	-
Passing point 3. km - Daugavpils-pas.		100	80	On track passage No.7-9 to 1 st main track		80/80	80/80	-	-
				Switch No.3	One t.	70/70	70/70	-	-
				Daugavpils - pas.	One t.	40/40	40/40	40	40
Rīga, Daugavpils, Rēzekne, Liepāja, Ventspils junction branch lines									
				St.p. Brasa	One t.	- /25	-	-	-
Brasa - Čiekurkalns	One t.	-	40						
(*) 1.km 1.pk-4.pk - 15km/h				Čiekurkalns	One t.	-	-/50	40	25
Brasa - Rīga Krasta*	One t.	-	25	Rīga Krasta	One t.	-/25	-/25	15	15
(*) 1.km 7.pk-4.km 1.pk				Rīga pas.	One t.	35/35*	35/35*	35*	35*
(*) In the borders of passenger platforms for freight trains on main and receiving-departure tracks – 25km/h, incl. on tracks No.2 and 9									
Bypass from Rīga pas. to Šķīrotava ("J" park)*	One t.	100	80*	Šķīrotava "J" park	One t.	-	60/60	-	-

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
(*) 4.km 3.pk	One t.	100	60						
Connecting tracks between parks of st. Šķīrotava:									
track No.3 st. Šķīrotava	One t.	50	50						
track No.30 st. Šķīrotava	One t.	25	25						
Šķīrotava "A" park - Rīga Preču (track No.15)	One t.	25	25						
				Zemitāni	<u>Even</u> <u>odd</u>	-	40/40	40	40
Zemitāni - Šķīrotava	<u>Even</u> <u>odd</u>	40	40	Šķīrotava		-	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.	-	60	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 line No.1)	One t.	100	80	Daugavpils sort.*	One t.	80/80	80/80	40*	40*
				(*) freight trains -25km/h					
				Daugavpils pas.	One t.	70/70	70/70	40	40
				Daugavpils departure yard	One t.	-	-/30	30	30
Daugavpils pas. - Daugavpils departure yard (branch line No.25)	One t.	30	30	Daugavpils departure yard	One t.	-	30/30	30	30
Daugavpils sort. - Post 387.km (branch line No.10)	One t.	80	80	Daugavpils sort.	One t.	80/80	80/80	25	25
				Post 387.km	One t.	80/80	80/80	-	-
Post 191.km - Post 524.km - Post 401.km									
				Post 191.km	One t.	-	40/40	-	-
Post 191.km - Post 1.km	One t.	40	40	Post 1.km	One t.	40/40	-	-	-
Post 1. km - Post 8.km	One t.	25	25	Post 8.km	One t.	-	25/25	-	-
Post 8.km – Post 524.km – (traffic closed)*									

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
(*) For necessity of breakdown, fire fighting or operational train, the speed on tracks in district is determined by Head of Daugavpils Unit of Daugavpils Permanent-way district considering actual condition of track superstructure and diesel locomotive series.									
Post 524.km - Post 14.km	One t.	60	60	Post 524.km	One t.	25/25	-	-	-
Post 14.km - Post 401.km	One t.	70	70	Post 401.km	One t.	70/70	-	-	-
Post 192.km - Post 1.km	One t.	25	25	Post 1.km	One t.	40/40	-	-	-
Post 8.km - Post 383.km (branch line No.6)	One t.	40	40	Post 383.km	One t.	40/40	-	-	-
				Post 8.km	One t.	-	25/25	-	-
Grīva - Post 5.km (branch line No.9)	One t.	40	40	Grīva	One t.	-	30/30	-	-
				Post 5.km	One t.	-	30/30	-	-
Rēzekne I – switch No.701 Rēzekne II (Sakstagals)	One t.	40	40	Switch No.701 Rēzekne II	One t.	-	40/40	-	-
				Rēzekne I	One t.	40/40	-	-	-
Rēzekne II – Rēzekne I*	One t.	60	60	Rēzekne II	One t.	-	40/40	-	25/25
(*) 3.km 2.pk – 25km/h				Rēzekne	One t.	25/25	-	25/25	-
Rēzekne II – Post Kleperova	One t.	40	40	Post Kleperova	One t.	40/40	-	-	-
				Rēzekne II	One t.	-	40/40	-	40/25
Ventspils st.									
Connecting track No.2V from switch No.99 (on main track Ventspils I-Ventspils II) to switch No.155	One t.	-	15						
"D" park, track No.III (from switch No.1 to switch No.59)	One t.	-	25	"D" park	One t.	25	25	25	25
Ventspils I – “Pieostas” park									
Ventspils st., connecting track (from "D" park switch No.61 to switch No.69 through switch No.63,65)	One t.	-	15						
"B" park, track No.II (from switch No.69 to “C” park switch No.26)	One t.	-	25	"B" park	One t.	25	25	15	15
Track No.73 (“C” park switch No.26 to “Pieostas” park switch No.9)	One t.	-	25	"C" park sorting-departure tracks No.11-17	One t.	-	-	15	15

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
Track No.74 ("C" park switch No.28 to "Pieostas" park switch No.65)	One t.	-	25						
"Pieostas" park, track No.II (from switch No.65 to "Pieostas" park switch No.28)	One t.	-	15	"Pieostas" park	One t.	15	15	-	-
Ventspils I - Nafta									
Connecting track from "A", "B", "D" park to "Naftas" park (from "D" park switch No.3 to "Austrumu" park switch No.103)	One t.	-	25						
Ventspils II – Nafta									
	One t.		40	Austrumu park	One t.	40	40	15	15
(*) 5.km 4.pk -7.pk	One t.		25	"Naftas" park	One t.	15	15	15	15
Ventspils st. – Jūras park									
Pieostas park – Jūras park*	One t.		25	"Jūras" park	One t.	25	25	25	25
(*) connecting track No.75 (from "Pieostas" park switch No.45 to "Jūras" park switch No.2)	One t.		15						
(*) connecting track No.76 (from "Pieostas" park switch No.28 to "Jūras" park switch No.4)	One t.		15						
"Jūras" park – "Naftas" park	One t.		25						

Notes:

1. The allowed speed of trains in main and receiving-departure tracks of stations has to be observed from entrance to exit switches (not in the borders of stations).
2. The series of locomotives used in Latvian railway districts are indicated in Appendix No.9.
3. The allowed speed of passenger trains with freight locomotives corresponds to the speed allowed for passenger trains but not exceeding the constructive speed of locomotive.

Appendix 8 continued

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

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Main track				main track		rec./dep. track	
						Junction of station ends			
						odd	even	odd	even
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
					<u>Even</u> odd	(*)when switching to main tracks No.3,5,6,11 - 25km/h			
					<u>Even</u> odd	(**) 5.km 4.pk-9.pk - 50km/h			
Zemitāni - Sarkandaugava	<u>Even</u> odd	100		Sarkandaugava	<u>Even</u> odd	80	80	-	-
Sarkandaugava - Mangaļi*	Even* odd	100 80		Mangaļi	Even odd	100 80	100 80	25 25	25 25
(*)7.km 8.pk – 8.km 10.pk	Even	80							
Mangaļi - Ziemeļblāzma	One t.	80		Ziemeļblāzma	Even odd	80 80	40 80	40 40	40 40
Ziemeļblāzma - Vecāķi	<u>Even</u> odd	100		Vecāķi	Even odd	100 100	100 100	25 40	25 40
Vecāķi – Carnikava*	<u>Even</u> odd	100		Carnikava	<u>Even</u> odd	80	80	-	-
(*) 24.km 4.pk-24.km 6.pk	<u>Even</u> odd	80							
Carnikava - Lilaste	<u>Even</u> odd	100		Lilaste	Even odd	40 80	100 100	40 40	40 40
				Stop point Inčupe (43.km 10.pk - switch No.2a st. Saulkrasti)	Even odd	-	80 100	-	-
Lilaste - Saulkrasti	One t.	100		Saulkrasti	Even odd	100 40	100 100	40 40	40 40
Saulkrasti - Skulte	One t.	100		Skulte	One t.	-	40	-	40

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section	Stations	Even tracks, odd tracks, sections with one track	In station			
		Main track			main track		rec./dep. track	
					Junction of station ends			
					odd	even	odd	even
Rīga - Ķemeri – Tukums II								
Rīga pas. – Zaslauks*	<u>Even</u> odd	100	Rīga pas.	<u>Even</u> odd	-	40	-	35
(*) on curve 1.km 5.pk.	<u>Even</u> odd	50	Torņakalns	Even odd	60 100	50 50	40 40	40 40
(*) on crossing 2.km 10.pk	<u>Even</u> odd	60						
			Zaslauks	Even odd	90 80	100 80	40 40	40 40
Zaslauks – Priedaine	<u>Even</u> odd	120	Priedaine	<u>Even</u> odd	80	80	40	40
4.km 7.pk - 5.km 4.pk	<u>Even</u> odd	80		-				
7.km 1.pk – 8.km 2.pk	<u>Even</u> odd	100		-				
Priedaine - Dubulti*	<u>Even</u> odd	120	Dubulti	Even odd	40 40	40 70	40 40	40 40
(*) 15.km 7,8,9.pk	<u>Even</u> odd	80						
16.km 6.pk - 17.km 6.pk	<u>Even</u> odd	90						
17.km 7.pk - 17.km 8.pk	<u>Even</u> odd	80						
21.km 3.pk - 21.km 4.pk	<u>Even</u> odd	40						
Dubulti - Sloka*	<u>Even</u> odd	100						
(*) 26.km 6.pk-7.pk	odd	40						
(*) 26.km 8.pk-27.km 1.pk	even	80						
(*) 28.km 4.pk-5.pk	<u>Even</u> odd	80						
(*) 31.km 3.pk - 32.km 5.pk	<u>Even</u> odd	80	Sloka	<u>Even</u> odd	80	40	40	40
Sloka - Ķemeri	One t.	100	Ķemeri	One t.	80	40	40*	40
			(*) entering dead-end track (track No.5) - 25 km/h					
Ķemeri – Tukums-1*	One t.	80	Tukums-1	One t.	80	80	40	40
(*) 42.km 8.pk-61.km 10.pk	One t.	100						

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section	Stations	Even tracks, odd tracks, sections with one track	In station			
		Main track			main track		rec./dep. track	
					Junction of station ends			
					odd	even	odd	even
Tukums-1 - Tukums-2	One t.	80	Tukums-2	One t.	80	-	40	40
Rīga - Aizkraukle								
Bypass from Rīga pas. to Šķīrotava ("Ja"park)	One t.	100	Rīga-pas.	<u>Even</u> odd	35	-	35	-
Rīga-pas. - Šķīrotava	<u>Even</u> odd	100	Šķīrotava	Even odd	80 95	80 95	-	-
			(*) 5.km 2.pk-5.km 8.pk in "Ja" park	<u>Even</u> odd	60	60		
	-		Receiving of electric trains in "J" park		-	-	-	25
Šķīrotava - Salaspils	<u>Even</u> odd	120	Salaspils	<u>Even</u> odd	100	100	40	40
Salaspils - Ogre*	<u>Even</u> odd	120	Ogre	<u>Even</u> odd	70	70	40	40
(*)27.km 7.pk-28.km 7.pk (*)28.km 7.pk-29.km 7.pk		80 80						
Ogre - Lielvārde	<u>Even</u> odd	120	Lielvārde	Even odd	100	100	40	40
Lielvārde - Skrīveri	Even odd	120 100	Skrīveri	Even odd	100 70	100 100	40	40
Skrīveri - Aizkraukle	<u>Even</u> odd	90	Aizkraukle*	Even odd		100 100*		40 40
			(*) 79.km 9.pk (switch No.2a on side track) – 80 km/h					
Rīga - Jelgava								
			Rīga-pas.	<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	-

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section	Stations	Even tracks, odd tracks, sections with one track	In station			
		Main track			main track		rec./dep. track	
					Junction of station ends			
					odd	even	odd	even
Zemitāni - Šķirotava								
			Zemitāni	<u>Even</u> odd	-	40	-	40
Zemitāni - Šķirotava		40						
			Šķirotava	<u>Even</u> odd	25	-	25	-

Notes:

1. The allowed speed of trains in main and receiving-departure tracks of stations has to be observed from entrance to exit switches (not in the borders of stations).

Appendix 9

The list of locomotives used in Latvian railway districts

No.	Title of district	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, 2M62K, 2M62UK, 2TE10MK, 2TE10UK
2.	Rīga – Krustpils – Rēzekne – Zilupe – State border	TEP70,TEP60, 2TE10M, 2TE10U, 2TE116,2M62, 2M62U, M62, ČME3, TEM2, ER2, ER2T, DR1(A,P), AR2, TGM3, L, 2M62UP, 2M62UC, ER2M, ER20000R, ER2T0000R
3.	State border – Kārsava – Rēzekne I-Daugavpils	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, DR1(A,P), D1, AR2, L, 2M62UP, 2M62UC, 2TE116.
	Post 401.km – Post 524. km	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, DR1(A,P), D1, AR2, L, 2M62UP, 2M62UC
4.	Čiekurkalns – Brasa – Rīga Krasta	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, DR1(A,P), AR2, L, 2M62UP, 2M62UC, 2TE116.
5.	Zemitāni – Šķīrotava	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,ER2M, ER20000R, ER2T0000R.
6.	Daugavpils junction branch lines	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2,TGM3, TGM23, DR1(A,P), AR2 D-1, L, 2M62UP, 2M62UC
7.	Rēzekne junction branch lines	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,2M62UM, M62K, 2M62K, TEP70BS.
9.	State border – Eglaine – Daugavpils	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, TEM2, D1, DR1, AR2, TEM2, 2M62UP, 2M62UC, 2M62M,2M62UM,M62K, 2M62K, TEP70BS.
10.	Rīga – Jelgava – Glūda	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, DR1(A,P), AR2, ER2, ER2T, TEM2, L, 2M62UP, 2M62UC, ER2M, ER20000R, ER2T0000R,2TE116.
11.	Glūda- 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,2M62UM, M62K, 2M62K, TEP70BS.
13.	Rīga – Ieriķi – Lugaži – State border	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ER2T, ČME3, ER2, TEM2, DR1(A,P), AR2, L, TEM2, 2M62UP, 2M62UC
14.	Torņakalns – Tukums II	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, ER2, ER2T, DR1(A,P), AR2, L, TEM2, TGM-3*, TGM-4, 2M62UP, 2M62UC, ER2M, ER20000R, ER2T0000R, 2TE116. *
15.	Zemitāni – Skulte	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3,TGM3, TGM23, ER2, ER2T, DR1(A,P), AR2, TEM2, 2M62UP, 2M62UC, ER2M, ER20000R, ER2T0000R, 2TE116.
16.	Glūda – Reņģe – State border	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, DR1(A,P), AR2, L, ČME3, TEM2, 2M62UP, 2M62UC, 2M62UM.
17.	Zasulauks – Bolderāja	2M62, 2M62U, M62, ČME3, TEM2, 2M62UP, 2M62UC
18.	State border – Priekule – State border	-
19.	Post 191.km – Post 524.km	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, TEM2, DR1(A,P), ČME3, AR2, 2M62UP, 2M62UC
20.	Jāņavarti – Ērgļi	2M62, 2M62U, M62, ČME3, DR1(A,P), TEM2, AR2, 2M62UP, 2M62UC
21.	Pļaviņas – 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.	Ieriķi - Gulbene	-
24.	Liepāja - Ventspils	-
25.	Gulbene – Alūksne	TU2, TU7
26.	Madona – Lubāna	-

27.	Jaunkalsnava - Veseta	2M62, 2M62U, M62, ČME3, TEM2, 2M62UP, 2M62UC
28.	Rīga junction branch lines	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 for locomotive series TGM-3 and TGM-4 is allowed only from 01 November until 01 April.