

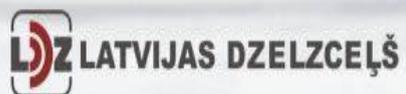
PUBLIC-USE RAILWAY INFRASTRUCTURE MANAGER

State Joint Stock Company  
“LATVIJAS DZELZCEĻŠ”

# NETWORK STATEMENT

## 2015/2016

June 12, 2014



## **Foreword**

The State Joint Stock Company “Latvijas dzelzceļš” (LDz) as a public-use railway infrastructure manager is publishing a public-use LDz railway infrastructure manager’s statement on planned services for 2015/2016 timetable period (hereinafter – Network Statement) in accordance with the Railway Law of the Republic of Latvia, following 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; note: Directive 2012/34/ES will be applied after adoption thereof into Latvian legislation); 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 February 26, 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) and Commission Decision no.2002/844/EC, European Parliament and Council Directive 2004/49/EC of April 29, 2004 on safety on the Community’s railways (amendments in Directives 2008/57/EC; 2008/110/EC, 2009/149/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, European Parliament and Council Directive 2008/57/EC of June 17, 2008 on the interoperability of the rail system within the Community (amendments in Directives 2009/131/EC, 2011/18/EU, 2013/9/EU), European Parliament and Council Directive 2008/68/EC of September 24, 2008 on the inland transport of dangerous goods within the Community (amendments in Directives 2010/61/EU, 2012/45/EU and Commission Decisions 2009/240/EC; 2010/187/EU; 2011/26/EU; 2012/188/EU; 2013/218/ES), as well as the Regulations of the Cabinet of Ministers (hereinafter – Cabinet Regulations) No.461 (06.06.2006) “Regulations on contents and publishing procedure of the public-use railway infrastructure manager’s statement (network statement)”.

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

Network Statement consists of the following chapters:

- Chapter 1 General information
- Chapter 2 Access conditions
- Chapter 3 Rail network description
- Chapter 4 Capacity allocation procedure
- Chapter 5 List of services
- Chapter 6 Charging principles

The Network Statement is published for applicants for capacity for each timetable period separately. This Network Statement is intended for the timetable period from 31 May 2015 until 28 May 2016.

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## **1. GENERAL INFORMATION**

### **1.1. Introduction**

Public-use LDz infrastructure manager`s statement on planned services (Network Statement) is intended mainly for applicants for railway infrastructure capacity enabling freight and passenger operators to prepare a request for capacity for the corresponding timetable period. The Network Statement describes access conditions of public-use railway infrastructure, services provided to operators, basic principles of charging and capacity allocation procedure.

### **1.2. Objective**

The Network Statement provides detailed information to railway undertakings interested in operating on public-use railway infrastructure managed by State Joint Stock Company "Latvijas dzelzceļš" (reg. no. 40003032065). The Network Statement describes conditions to be met by railway undertakings operating on the mentioned public-use railway infrastructure.

The Network Statement is intended for timetable period from 31 May 2015 until 28 May 2016.

### **1.3. Legal framework**

The Network Statement for 2015 is approved by the Decision of the Council of Presidents of the State Joint Stock Company "Latvijas dzelzceļš" (LDz) No. PP-21/2014 of 11 August 2014.

LDz publishes the Network Statement for each timetable period in accordance with Section 28 of the Railway Law and the related legal acts.

The Network Statement is prepared taking into account laws and regulations that are in force on 1 June 2014.

In case any amendments are made to the legislation regulating issues described in the Network Statement and change the scope of LDz rights/obligations, the respective legislation should be applied. Network Statement in this case, within a reasonable time limit can be changed.

### **1.4. Disclaimer**

Part of the Network Statement containing the summary of respective legislation is informative. The applicants have a responsibility to acquaint themselves with respective legislation and amendments in the official newspaper "Latvijas Vēstnesis" and in websites of the involved institutions and/or companies. The legislation in force at the corresponding moment is applied.

LDz does not bear responsibility for the consequences resulting from spelling errors or wrong understanding of the text and is not responsible for complaints regarding other railway networks, which are not under the jurisdiction of LDz and not included in this statement.

LDz does not have a responsibility to inform each operator separately on changes to the Network Statement, because all of them can be found on LDz website [www.ldz.lv](http://www.ldz.lv).

### **1.5. Structure of Network Statement**

The structure of this Network Statement is created similar to the Network Statements of other EU public-use railway infrastructure managers.

The Network Statement consists of six main chapters:

Chapter 1 provides general information on the Network Statement;

Chapter 2 describes access conditions, including an operating licence and a safety certificate;

Chapter 3 describes railway infrastructure;

Chapter 4 describes capacity allocation procedure;

Chapter 5 defines services included in the basic services package and additional services for which separate contracts have to be signed;

Chapter 6 describes charging principles and services included in the charge.

## 1.6. Availability of Network Statement

An electronic version of the Network Statement and Amendments thereof in Latvian are available on LDz website [www.ldz.lv](http://www.ldz.lv).

## 1.7. Contact information

In case of inquiries below is a list of contact persons and phone numbers.

Further inquiries related to safety certificates and licences:

Jeļena Stepanova, phone: +371 6723 4310  
e-mail: [jelena.stepanova@vdzti.gov.lv](mailto:jelena.stepanova@vdzti.gov.lv)

Further inquiries related to operating licences:

For freight operations:

Raimonds Indulevičs phone: +371 6723 4315  
e-mail: [raimonds.indulevics@vda.gov.lv](mailto:raimonds.indulevics@vda.gov.lv)

For passenger operations:

Agnese Kozlovska phone: +371 6787 3182  
e-mail: [agnese.kozlovska@sprk.gov.lv](mailto:agnese.kozlovska@sprk.gov.lv)

Further inquiries related to the technical parameters of infrastructure:

Aleksandrs Zjatkovs phone: +371 6723 4434  
e-mail: [aleksandrs.zjatkovs@ldz.lv](mailto:aleksandrs.zjatkovs@ldz.lv)

Further inquiries related to the preparation of Network Statement:

Oļegs Zeļenkovs phone: +371 6723 4138  
e-mail: [olegs.zelenkovs@ldz.lv](mailto:olegs.zelenkovs@ldz.lv)

For inquiries related to the capacity and train path allocation:

Toivo Lukonens phone: +371 2953 1033



- 1) has to obtain an operating licence;
- 2) has to obtain a safety certificate or licence;
- 3) has to be allocated the capacity for operations;
- 4) has to sign a contract with LDz infrastructure manager on the use of railway infrastructure;
- 5) has to observe the Regulations of Railway Technical Operations and guarantee traffic safety.

### 2.3. Operating licence

An operating licence for freight operations is issued by the State Railway Administration, for passenger operations by the Public Utilities Commission.

The operating licence can be granted to those operators who submit a request to the respective above-mentioned institution, meet the basic requirements to perform operations, and ensure involvement of proper railway experts. In order to receive the operating licence, an operator must have impeccable reputation and financial stability. The institution, which issues the licence, will inspect operator's

- sufficiency of financial resources;
- operational and management plans;
- previous activities, professional eligibility and experience.

A licence applicant has to prove its professional eligibility providing that:

- the employees have knowledge and experience to guarantee safe management of operations indicated in the licence;
- the operator has qualified and appropriately trained railway experts who can guarantee safety and high service quality;
- its rolling stock, especially traction is safe.

The reputation of a 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.

According to Article 34 (8) of the Railway Law the operating license is valid as long as the recipient fulfills the obligations laid down in this Law and meets the conditions specified in the license. Validity of the Carrier's license shall be reviewed every five years. If conditions for the termination of license are identified, the State Railway Administration shall cancel the license of the rail freight carrier operations or the Public Utilities Commission (hereinafter - PUC) revoke the operating license of rail passenger services. The operator may receive a temporary license which is valid for a maximum period of six months from the date of issue, and is issued only once.

The procedure for issuing and revoking operating licences is determined by Cabinet Regulations No.4 (05.01.1999) "The Regulations on Licensing of Railway Operators" (amendments: Cabinet Regulations No.407 of 22.07.2003 and Cabinet Regulations No.450 of 18.05.2010) and Cabinet Regulations No.664 (30.08.2005) "The Regulations on Licensing of Public Utilities" (amendments: Cabinet Regulations No.62 of 19.01.2010,

Cabinet Regulations No.7 of 03.01.2012) and Cabinet Regulations No.621 of 11.09.2012).

#### **2.4. Safety certificate**

In order to get access rights to public-use railway infrastructure and to guarantee safe services in respective infrastructure sections, an operator must obtain a safety certificate consisting of A and B part before the commencement of operations.

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

B part of a safety certificate is issued by the State Railway Technical Inspectorate 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 company, and have valid A part of a safety certificate.

The procedure for issuing, suspending or revoking safety certificates is established by the Cabinet Regulations No.168 (10.03.2008.) "The procedure and criteria for issuing, suspending and revoking of safety certificate's A and B part" (amendments: Cabinet Regulations No. 446 of 14.06.2011; Cabinet Regulations No 472 of 03.07.2012; Cabinet Regulations No.132 of 12.03.2013).

A and B part of a safety certificate is issued for the period of up to five years. Preparation and submission of the application documents is organized according to the requirements of 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 (amendments: Commission (EU) Regulation No. 445/2011).

#### **Safety licence**

The companies that do not provide freight or passenger carriages but ensure technological processes ordered by an operator or LDz, for instance, manage, repair and construct technical equipment of railway infrastructure, repair and build rolling stock, carry out shunting operations have to obtain a safety licence. The safety licence is issued by the State Railway Technical Inspectorate in accordance with the Cabinet Regulations No.57 (18.01.2011.) "The criteria and procedure for issuing, suspending and revoking of safety licence".

#### **Requirements for rolling stock**

Only the rolling stock registered in the State Rolling Stock Register can be used in operation on the public-use railway infrastructure.

The requirements, which are applied to rolling stock used for operation on public-use railway infrastructure, are laid down in Article 36<sup>1</sup> of the Railway Law, Chapter 3 of the Regulations of Railway Technical Operations, other Cabinet Regulations, 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 member states on 24 May 1996, with amendments) if operated in international traffic, LDz instructions and other legal acts.

#### **Staff qualification**

In accordance with the Railway Law and the Regulations of Railway Technical Operations

railway specialists who are involved in railway operations should have profound knowledge on appropriate execution of work and have to be acquainted with the Regulations of Railway Technical Operations. The requirements and criteria of qualification of the railway specialists, the procedure of testing knowledge and skills, the procedure of issuing, extending 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 registers of technical means are established in the Cabinet Regulations No.360 of 02.05.2006. "Regulations on railway specialists" (amendments: Cabinet Regulations No.349 of 22.05.2012.), Cabinet Regulations No. 873 of 14.09.2010. "Regulations on the obtaining of the traction driver (engin driver) qualification and licence" (amendments: Cabinet Regulations No. 351 of 22.05.2012.) and the Cabinet Regulations No.236 of 28.03.2006 "Regulations on qualification requirements and certification procedure for an instructor of traction driver (engine-driver), for a traction driver (engine-driver), and an assistant to traction driver (engine-driver)" (amendments: Cabinet Regulations No.350 of 22.05.2012.).

## **2.5. Capacity for railway operations**

The information on the procedure of capacity allocation and submission of requests for capacity, as well as other related issues is laid out in Chapter 4 of the Network Statement.

## **2.6. The agreement on the use of railway infrastructure**

After obtaining an operating licence and a safety certificate, and after being allocated the capacity, the operator has to sign a contract with LDz on the use of railway infrastructure to be allowed to start operations. The contract defines obligations of the contracting parties.

### 3. INFRASTRUCTURE

#### 3.1. Definition

This Network Statement refers to the public-use railway infrastructure, which is managed by LDz.

#### 3.2. Network description

##### 3.2.1. Railway lines and stations (operating points)

LDz offers the following wide gauge rail districts (including station tracks and sidings technologically connected thereto):

State registration index of railway	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	Torņakalns – Tukums II
19	Zemitāni – Skulte
20	Čiekurkalns – Rīga Krasta
21	Glūda – Reņģe – State border
22	Zasulauks – Bolderāja
24	Rīga Preču – Saurieši**
25	Zemitāni – Šķirotava
26	Track post 191.km – Track post 524.km
27	Pļaviņas – Gulbene
36	Jaunkalsnava – Veseta***
37	Daugavpils junction branch lines
38	Rēzekne junction branch lines

\* - opened only for shunting movement;

\*\* - movement is open in the section between track point 191.km till the track point 383.km

\*\*\* - open only for management trains.

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

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

Public-use railway network scheme is laid down in Appendix 1.

Public-use railway network has 151 stations (operating points) of which 77 stations are open to freight operations (reception and delivery of freight, loading and unloading etc).

The list and length (km) of railway infrastructure sections is laid out in Appendix 7.

The borders for public-use railway network with other countries have been defined in accordance with the Cabinet Regulations No.704 of 27.07.2010 on the state border crossing points and performed check-ups (amendments: Cabinet Regulations No.867 of 08.11.2011, Cabinet Regulations No.205 of 20.03.2012, Cabinet Regulations No.784 of 20.11.2012).

The railway crossing points of the state border:

with Russian Federation - Kārsava, Rēzekne Preču station (only for goods transported in freight trains), Zilupe, Riga Passenger station luggage office;

with the Republic of Belarus – Indra, Daugavpils Preču station (only for goods transported in freight trains), Riga Passenger station luggage office (only for luggage transported in passenger trains);

with Estonia – Lugaži;

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

The customs control operations for freight trains (according to LDz station technological processes) are carried out in the following stations: Daugavpils, Rēzekne, Šķīrotava, Jelgava.

The customs control operations for international passenger trains are carried out in the following stations: Kārsava, Zilupe, Indra.

The stations where rolling stock technical maintenance is carried out: Daugavpils, Rēzekne, Šķīrotava, Jelgava, Ventpils, Liepāja, Riga Passenger station, Riga Krasta station, Mangaļi, Ziemeļblāzma, Pļaviņas, Krustpils.

The check-ups and running repairs of wagons are carried out in The Wagon Technical Maintenance Points (hereinafter- WTMP) in the following stations: Daugavpils, Rēzekne, Šķīrotava, Jelgava, Ventpils, Liepāja.

It is foreseen that the locomotive technical maintenance points and locomotive team rest areas are located in the following stations: Daugavpils, Rēzekne, Šķīrotava, Jelgava, Ventpils (without rolling stock technical maintenance), Liepāja, Krustpils (without rolling stock technical maintenance and rest premises of locomotive teams).

### **3.2.2. Technical characteristics of rail network**

#### **Track gauge and dimensions**

The track gauge of public-use 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-use railway network (and 25.0 t\* for wagons with 18-9855 and 18-194-1 model two axle three element bogies)

\* -except Saldus-Liepāja and Pļaviņas-Gulbene sections.

### **Gradient**

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

### **Traffic speed**

According to the Regulations of Railway Technical Operations the maximum speed allowed on public-use railway infrastructure for passenger trains is 120 km/h, for freight trains - 80 km/h. The speed restrictions for the train timetable are given in Appendices 8-14:

Appendix 8: The allowed train traffic speeds on main, reception-departure tracks of station and way station tracks;

Appendix 9: The maximum allowed speed for suburban area electric trains of Riga node on main and station tracks;

Appendix 10: Terms of passage of six-axle and eight-axle gondola cars and tank wagons;

Appendix 11: List of stations with level crossings, that are set up at the station`s end (throttle) or on the departure section, and which the traction vehicle driver (engine driver) crosses at the speed up to 20 km/h and is ready to stop before a potential obstacle if the train is received or departing while the entrance (route) or exit signal light is red.

Appendix 12: List of engineering structures where speed of diesel locomotives 2TE-10, 2TE-116 (including all modifications) is limited;

Appendix 13: The allowed traffic speeds and main requirements that shall be observed when transporting self-propelled track machines and special rolling stock;

Appendix 14: The allowed traffic speeds and main requirements that shall be observed when transporting non-self-propelled track machines and special rolling stock.

### **Electrified lines**

There are the following electrified districts of public-use 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 operated in public-use railway infrastructure districts are indicated in Appendix 15.

#### **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. Line capacity**

Train traffic indicators for timetable 2014-2015 are given in Appendix 4.

#### **3.4. Regulations on permissible working time registration of the traction vehicle brigades**

Working time of the traction vehicle brigades and its registration is in Appendix 16.

## **4. CAPACITY ALLOCATION PROCEDURE**

### **4.1. Legal framework**

The capacity of public-use railway infrastructure (hereinafter – capacity) is allocated in accordance with Section 27 of the Railway Law and the 27.06.2006. Regulations of the Cabinet of Ministers No.539 “Regulations on allocation of public-use railway infrastructure capacity” (with amendments: Regulations of the Cabinet of Ministers No.188 (23.02.2010.) and No.448 (18.05.2010)).

Note: The applicants for capacity have a responsibility to contact the responsible institution/company to get acquainted with the application procedure of the Regulations.

### **4.2. General issues**

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

4.2.2. The public-use railway infrastructure capacity is allocated by an allocator of capacity on the basis of requests from operators (hereinafter - capacity request application). The allocator of capacity also approves a capacity allocation plan. According to Article 13.1, Article 2 and Article 27, as well as Article 34 and 35 of Transitional Provisions of the Railway Law, the allocator of capacity is JSC LatRailNet (Reg. No. 40103361063, address: Dzirnava iela 16, Riga, LV-1010).

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

4.2.4. The capacity is allocated for the time period of 12 months, and it begins each year on the last Sunday of May and finishes on the last Saturday of May the following year.

4.2.5. When allocating capacity the allocator earmarks it to LDz infrastructure 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 applications to the allocator of capacity following the application form attached in Appendix 6.

4.3.2. Operators have to submit a capacity request application for the next capacity allocation period by October 15.

4.3.3. An operator has to attach to the capacity request application:

- a copy of the operating licence;
- a copy of the safety certificate;
- a performance analysis of capacity use requested in the application of the previous year according to the data indicated in it;
- information about payments for the use of infrastructure in the previous capacity allocation period and guarantees if the former liabilities about the infrastructure use are not met;
- information about the Public service contract if an operator wants to receive preference according to conditions laid down in Section 4.4.2 of this network statement;
- copies of contracts with LDz, infrastructure managers and carriers of other countries on railway operations;
- copies of documents on technological peculiarities of train traffic organisation, traction circulation patterns and calculations.

4.3.4. If any corrections or additions to a capacity request application are needed, the capacity allocator informs an operator about it in writing. After receiving a notification, an operator makes the necessary corrections or additions in the capacity request application and submits it to the 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 applicants requests the principles of capacity allocation stated in Section 27 (2) of the Railway Law are applied.

4.4.2. In a 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 are also taken into account when allocating the capacity:

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

## **4.5. Capacity allocation**

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

4.5.2. If the required capacity is greater than the possibility to allocate it, the operator is offered:

- to choose another time for the requested train route (if time is indicated in the application);
- to choose another route than the one indicated in the application;
- to reduce duration of passenger train run by reducing the number of stops or otherwise;
- to reduce total weight of passenger train or use a traction unit with other traction parameters;
- to use a freight traction unit with other traction parameters;
- to disclaim some capacity applied for.

4.5.3. If an operator agrees to modify its capacity request application according to proposals laid down in Section 4.5.2, an operator is granted the capacity agreed.

4.5.4. If an operator does not agree to modify its capacity request application, in two weeks time starting from the moment when the operator is notified that the required capacity is not fully allocated, a capacity allocator proposes to reach an agreement with other operators, who 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 cannot reach an agreement in one month, a capacity allocator allocates the capacity according to the procedure laid out in Section 4.4.

4.5.6. If after capacity allocation procedure done in accordance with 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 a capacity allocator carries out an auction, it is organized according to the procedure set by the capacity allocator. The capacity is allocated to the operator who offers the highest price for the use of infrastructure.

4.5.7. The capacity allocator makes a decision on capacity allocation and approves a capacity allocation plan until December 15.

4.5.8. Unclaimed and unallocated capacity is retained by LDz infrastructure manager.

## **4.6. Yearly timetable**

4.6.1. LDz prepares a yearly timetable according to a capacity allocation plan.

4.6.2. Yearly timetable is a technological document establishing train traffic procedure.

4.6.3. The infrastructure manager has to observe the following train category priorities when making a yearly timetable (ranked from the most significant to less significant):

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

- other trains.

4.6.4. LDz prepares yearly timetable and informs the operators on it no later than one month before it comes into effect.

#### **4.7. Changes in the yearly timetable**

4.7.1. LDz has the right to modify yearly timetable according to planned infrastructure works or observing operators' requests submitted in writing, if not influencing the approved capacity allocation plan.

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

4.7.3. An operator has the right to submit a request in writing for changes in the capacity application (for example, use of other routes or extension of the current route, change of place and time of stops) for the trains already included in the accepted yearly timetable.

4.7.4. The change proposals in the yearly timetable are submitted in the following time limits:

- international passenger trains – at least 60 days before the planned run;
- domestic passenger trains – at least 25 days before the planned run;
- freight trains - at least 25 days before the planned run.

4.7.5. The 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 operators have to negotiate a solution and submit to the infrastructure manager an 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 within these time limits.

4.7.7. If an operator does not use the route thread granted in the yearly timetable, a capacity allocator has the right to grant this route thread to another operator.

4.7.8. The issues regarding the non usage of train route threads granted in the yearly timetable are to be settled in the contract on the use of railway infrastructure if not determined by external legal acts.

#### **4.8. Manager`s actions in case of congested infrastructure**

4.8.1. If infrastructure is congested, an infrastructure manager analyses its use in order to set capacity limitations and offer solutions or measures.

4.8.2. The infrastructure manager may give an offer to the operators to take part in activities, which increase capacity in particular railway infrastructure sections.

4.8.3. If infrastructure is congested, a capacity allocator has the right to reduce capacity or not grant capacity to those operators whose train technical parameters do not ensure effective use of infrastructure.

4.8.4. Any disagreements that arise between LDz and an operator on infrastructure capacity allocation and access to public-use railway infrastructure, on the network statement and criteria included in it, as well as on discriminating provisions regarding the use of infrastructure, are reviewed by the State Railway Administration according to established procedure laid down in Section 31, Article 1 (8) of the Railway Law.

## 5. LIST OF SERVICES

### 5.1. Expenses included in the railway infrastructure charge

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

- **Maintenance of railway infrastructure objects:**  
systematic inspection of technical condition of all elements – track superstructure (main tracks, station tracks and LDz sidings, switches, sleepers and beams, ballast, level crossings), ground formation, engineering technical structures, railway land separated 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 and handling of damages, replacement of materials and components or extension of the term of their use by preventive actions, 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 in use, grounds, ramps, platform toilet facilities, switch posts, electrical, dispatcher and route relay centralization posts, repair technical points and other buildings and constructions which are necessary to ensure the functioning of infrastructure manager).
- The development of railway infrastructure objects (renovation, reconstruction and new construction);
- Train traffic organization:  
Effective use of railway infrastructure capacity on the manager's railway infrastructure;  
Traffic organization of all categories of trains according to timetable (train reception, forwarding and through passing in stations and railway sections) on the manager's railway infrastructure.
- Railway infrastructure management:  
The 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 (organization of procurement of all necessary materials, staff training and professional skills enhancement, elaboration of normative documentation, cooperation with credit institutions), provision of functions of the representation, elaboration of economic and technical documentation, signing of contracts for economic activities and supervision of the fulfilment of the contracts signed, coordination of organizational activities regarding labour safety, railway traffic safety, fire safety, environmental protection and other activities connected with railway infrastructure management.

### 5.2. Basic services

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

- reviewing of capacity request applications in accordance with the procedure established by legislation;
- the right to use allocated infrastructure capacity;
- usage of operating switches and rail tracks;
- train traffic management, including organization and coordination of train traffic, signalling systems, communications, as well as providing of information on train traffic;
- providing of information which is necessary to introduce or provide services.

5.2.2. Access to railway infrastructure gives the right to access the following railway infrastructure equipment and services:

- electrical supply equipment for traction power where available;
- equipment of fuelling;
- passenger stations, 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 use of railway infrastructure but are necessary for operations, can be provided to operators if respective resources are available and upon additional payment in accordance with the signed contracts:

- handling, formation and splitting of trains, shunting operations;
- wagon technical maintenance and recurrent disconnection repair\*;
- help in liquidation of accident consequences;
- supervision of dangerous cargos transportation and help in conducting of non-standard trains;
- providing of preliminary information about cargo arrival and provision of other information services to operators;
- rent of real estate objects;
- rent of rolling stock and containers;
- electric power supply;
- telecommunication services;
- technical maintenance of rolling stock;
- providing of additional information.

\*Technical maintenance of wagons (wagon brakes testing, wagon repairs without decoupling), running repairs of wagons with decoupling (for running repairs with decoupling are sent wagons in which a damage has been detected during the operation and it cannot be eliminated without decoupling) is done in technical maintenance service points in Šķīrotava, Rēzekne, Daugavpils, Ventspils, Jelgava, Liepāja stations.

Acceptance and delivering of wagons for technical maintenance from foreign railways is carried out in Rēzekne, Daugavpils, Šķīrotava and Jelgava border station.

## 6. CHARGES

## **6.1. Legal framework**

The charge for the use of public railway infrastructure (hereinafter – the charge) is set according to the principles laid down in Section 11 and 12 of the Railway Law and according to the Methodology for calculation of charges for the use of public railway infrastructure (hereinafter – Methodology) approved by the board decision of the Public Utilities Commission (PUC) No.1/21 of 21.09.2011 (amendments: Board decision of PUC No.1/7 of 26.03.2014).

## **6.2. Charging system**

### **6.2.1. Services included in the charge**

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

### **6.2.2. Charging principles**

The charges are calculated on the basis of total costs caused by the activities of infrastructure manager in order to provide the usage of railway infrastructure at the capacity laid down in Section 5.1.

Infrastructure charges are determined by a charge determinant. According to Section 11(1) and 13.1(2) of the Railway Law of 01.01.2011 the charges for the use of railway infrastructure are determined by JSC “LatRailNet” (Reg. No 40103361063, address: Dzirnavu iela 16, Rīga, LV-1010).

The charges for the use of railway infrastructure are determined by the decision of the charge determinant, which is published in a newspaper “Latvijas Vēstnesis” and on the website [www.lrn.lv](http://www.lrn.lv). The charges are set for one train-km. The procedure on mutual payments between the infrastructure manager and operators is established in accordance with “The procedure of payments of charges for the use of railway infrastructure” approved by the decision of the Public Utilities Commission No.1/10 of 16.06.2011 (amended by PUC Decisions No.1/25 of 16.11.2011 and No.1/14 of 27.09.2013 (hereinafter – Procedure of payments)).

### **6.2.3. Charging in case of congested infrastructure**

The charge determinant has the right to establish mark-ups for some railway infrastructure sections during the period when infrastructure is congested according to Section 27(11) of the Railway Law and if according to the legislative acts an auction for the right to use the relevant railway infrastructure section has been held following the bidding principle.

The procedure on establishing of mark-ups by a charge determiner is set in accordance with “The procedure of establishing of charges for the use of railway infrastructure” approved by the decision of the Public Utilities Commission No.1/11 of 16.06.2011 (amended by PUC Decisions No. 1/26 of 16.11.2011 and No.1/13 of 27.09.2013 (hereinafter – Procedure of establishing of charges)).

### **6.2.4. Charge discounts**

The charge discounts are determined and established according to Section 12(5) of the Railway Law, the procedure of establishing of charges and the amendments in force.

The infrastructure charge discounts for separate train categories are laid down in Section 6.3.2 of the Network Statement.

### **6.3. Tariffs**

#### **6.3.1. Charge for the use of public railway infrastructure**

The charge for use of public railway infrastructure is established in accordance with the decision of JSC “LatRailNet”.

Information about infrastructure charge and changes thereof will be published in the official newspaper “Latvijas Vēstnesis” and on the homepage of JSC “LatRailNet” [www.lrn.lv](http://www.lrn.lv).

#### **6.3.2. Charge discounts**

The charge discounts are determined by the charge determinant JSC “LatRailNet”.

Applied infrastructure charges foresee the following types of discount:

1. a logistical discount – discount of infrastructure charge applied to IM`s and operators` trains and other rolling stock that is not participating in providing freight or passenger rail transport services, but they are related to elimination or liquidation of accident consequences and formation of trains for carriages, maintenance and repair works of railway infrastructure;
2. a volume discount – discount of infrastructure charge is applied to operators` trains providing that the volume of carriages in the period of determined infrastructure charge exceeds the planned train kilometre amount planned for the specific train category, that was considered when determining the valid infrastructure charge.

Information about the amount of infrastructure charge discount and changes of them will be published in an official newspaper “Latvijas Vēstnesis” and on the homepage [www.lrn.lv](http://www.lrn.lv).

#### **6.3.3. Increased charge**

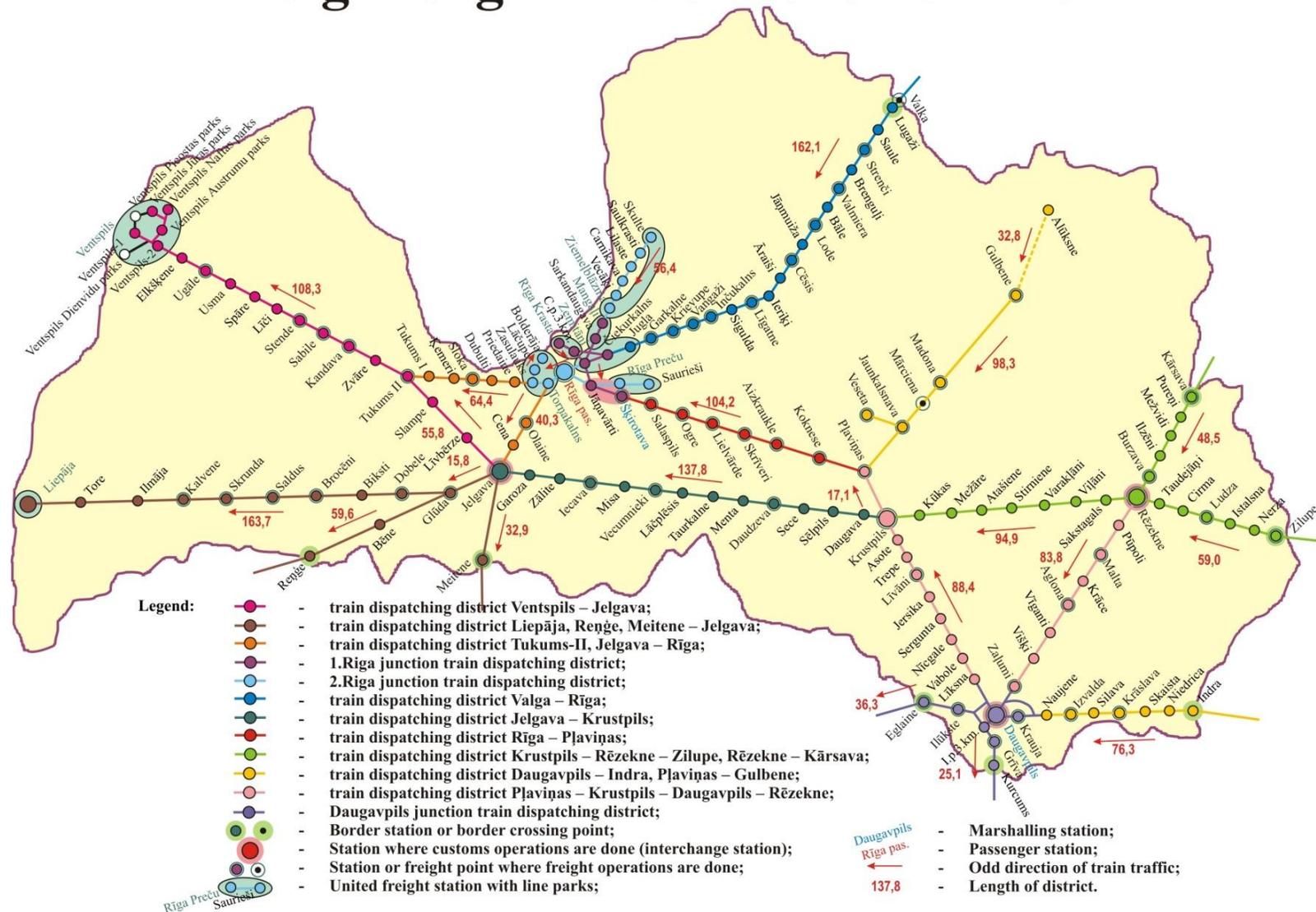
The increased charge is determined according to the procedure of establishing of charges (approved by the Decision of the Public Utilities Commission No.1/11 of 16.06.2011 with amendments).

### **6.4. The procedure of payments**

The payments for services provided are set in accordance with the procedure of payments (approved by the Decision of the Public Utilities Commission No.1/10 of 16.06.2011 with amendments).

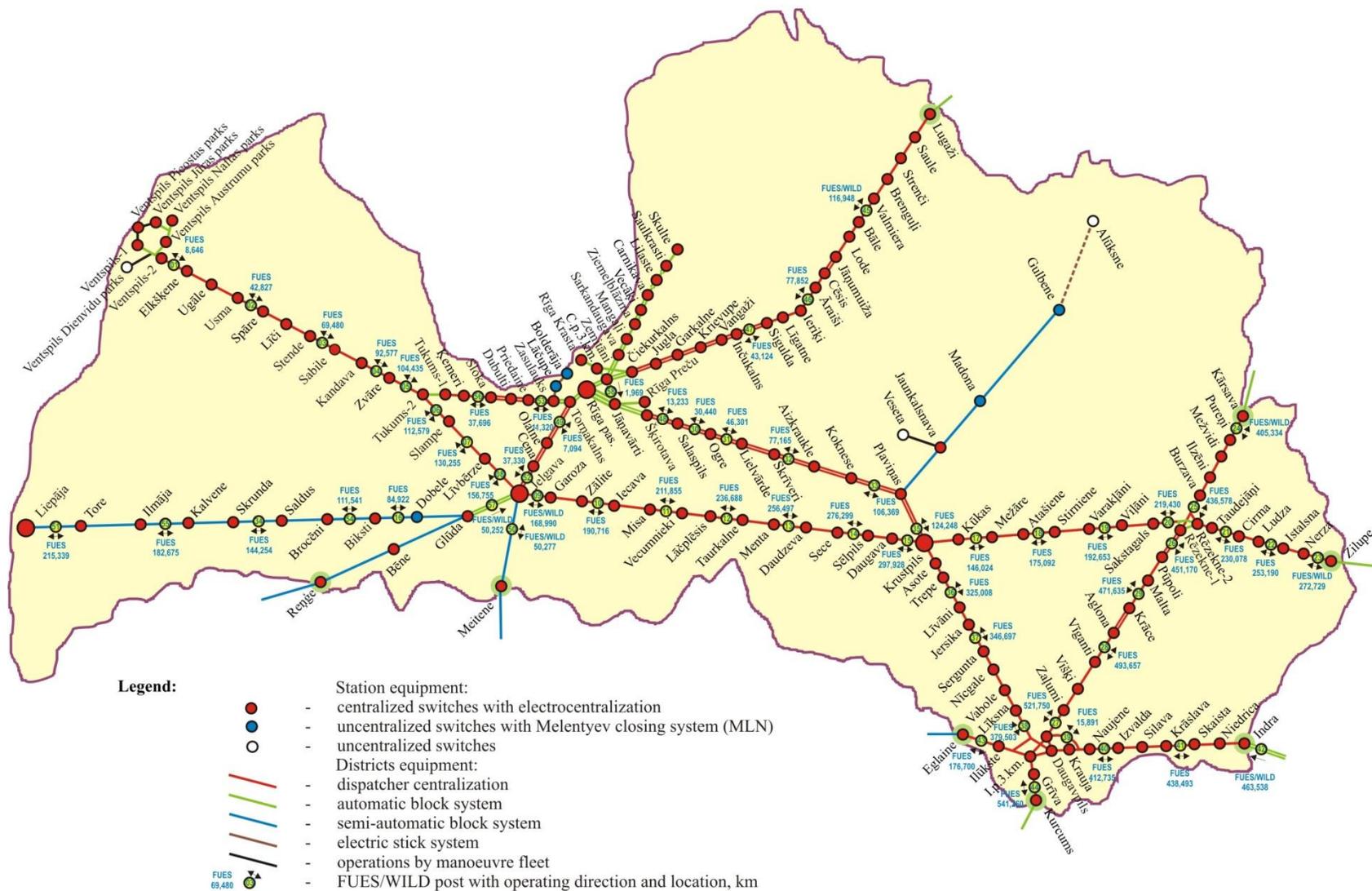
LDz provides calculation and sends an invoice; operators pay for the use of public railway infrastructure for actually passed train kilometres according to the conditions laid down in Procedure of payments and the contract concluded between LDz and operators on the use of public railway infrastructure.

# Latvian Railway train traffic and freight organization scheme in 2014

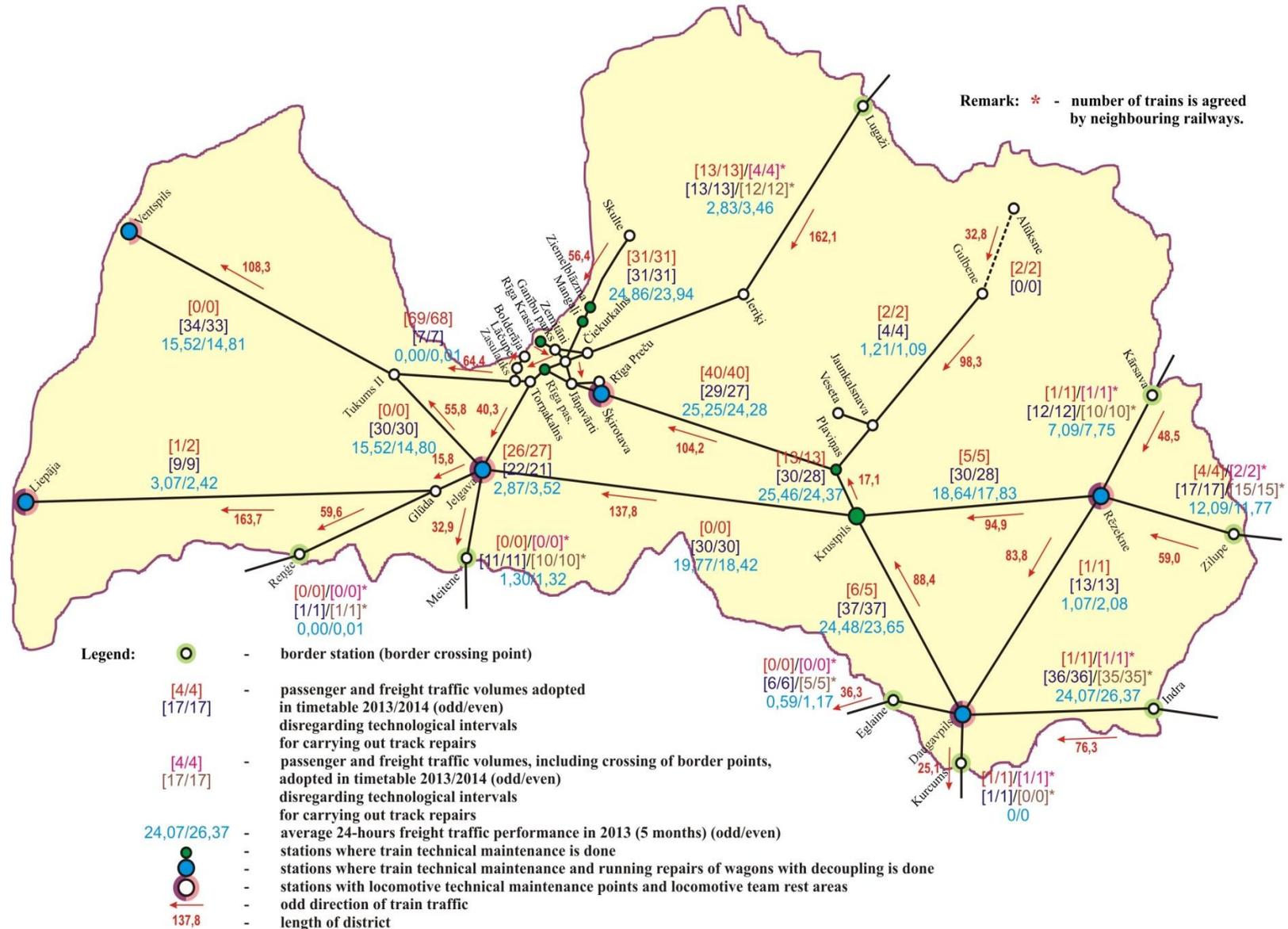




# Latvian Railway districts equipment in 2014



# Train traffic indicators for timetable 2014-2015



## The capacity of public-use railway infrastructure in Latvia

Appendix 5

No.	Title of district	Railway district category	The weight standard of freight trains according to traction power			The number of trains in timetable 2014-2015					The duration of planned windows in the next period, hours(out/back)***	The number of trains for the new timetable*
			Type of traction	Odd direction	Even direction	passenger			Freight*	Total*		
						International trains	Domestic trains	Suburban trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Ventspils – Tukums 2	1.	2M62/ 2TE10(116)	4900/ 5500	4000/ 5100	0/0**	0/0**	0/0**	34/33**	34/33**	-	34/33**
2.	Tukums 2 – Jelgava	1.	2M62/ 2TE10 (116)	4900/ 5500	4000/ 5100	0/0	0/0	0/0	30/30	30/30	-	30/30
3.	Jelgava - Krustpils	1.	2M62/ 2TE10(116)	4900/ 5500	4000/ 5100	0/0	0/0	0/0	30/30	30/30	-	30/30
3.1	Jelgava - Vecumnieki	1.				0/0	0/0	0/0	30/30	30/30	-	30/30
3.2	Vecumnieki - Krustpils	1.				0/0	0/0	0/0	29/29	29/29	-	29/29
4.	Krustpils - Daugavpils	1.	2M62/ 2TE10(116)	4900/ 6000	4500/ 6000	1/1	5/4	0/0	37/37	43/42	-	43/42
4.1	Krustpils - Līvāni	1.				1/1	5/4	0/0	37/37	43/42	-	43/42
4.2	Līvāni - Daugavpils	1.				1/1	4/4	0/0	37/37	42/42	-	42/32
5.	Daugavpils – Indra – State border	1.	2M62/ 2TE10(116)	4200/ 5300	3800/ 4600	1/1	0/0	0/0	36/36	37/37	-	37/37
5.1	Daugavpils – T.p.401.km	1.				1/1	0/0	0/0	0/36	1/37	-	1/37
5.2	Daugavpils - Krāslava	1.				1/1	0/0	0/0	36/36	37/37	-	37/37
5.3	Krāslava – Indra – State border	1.				1/1	0/0	0/0	35/35	36/36	-	36/36
6.	Rīga passenger - Krustpils	1.	2M62/ 2TE10(116)	4900/ 6000	4500/ 6000	3/3	12/11	24/24	31/29	69/67	-	69/67
6.1	Rīga passenger - Jāņavārti	1.				3/3	13/13	24/24	34/34	74/74	-	74/74
6.2	Jāņavārti - Šķirotava	1.				3/3	13/13	24/24	0/106	40/146	-	40/146
6.3	Šķirotava - Salaspils	1.				3/3	13/13	24/24	29/27	68/67	-	68/67
6.4	Salaspils - Ogre	1.				3/3	13/13	24/24	29/27	68/67	-	68/67
6.5	Ogre - Lielvārde	1.				3/3	12/12	22/22	29/27	65/64	-	65/64
6.6	Lielvārde - Aizkraukle	1.				3/3	12/12	9/9	29/27	52/51	-	52/51
6.7	Aizkraukle – Pļaviņas	1.				3/3	12/12	0/0	28/26	43/42	-	43/42
6.8	Pļaviņas - Krustpils	1.				3/3	10/10	0/0	30/28	42/41	-	42/41

## Appendix 5 continued

No.	Title of district	Railway district category	The weight standard of freight trains according to traction power			The number of trains in timetable 2014-2015					The duration of planned windows in next period, hours(there /back)***	The number of trains for the new timetable*
			Type of traction	Odd direction	Even direction	passenger			Freight*	Total*		
						International trains	Domestic trains	Suburban trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
7.	<b>Krustpils – Rēzekne</b>	<b>1.</b>	2M62/ 2TE10(116)	4900/ 5500	4000/ 5100	2/2**	3/3**	0/0**	30/28**	35/33**	-	35/33**
8.	<b>Rēzekne – Zilupe – State border</b>	<b>1.</b>	2M62/ 2TE10(116)	3700/ 4900	3700/ 4800	2/2	2/2	0/0	17/17	21/21	-	21/21
8.1	Rēzekne – Zilupe	1.				2/2	2/2	0/0	17/17	21/21	-	21/21
8.2	Zilupe – State border	1.				2/2	0/0	0/0	15/15	17/17	-	17/17
9.	<b>State border – Kārsava – Rēzekne</b>	<b>1.</b>	2M62/ 2TE10(116)	5000/ 6000	5000/ 6000	1/1	0/0	0/0	12/12	13/13	-	13/13
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	12/12	13/13	-	13/13
10.	<b>Rēzekne – Daugavpils</b>	<b>1.</b>	2M62/ 2TE10(116)	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.	<b>Daugavpils–Kurzums – State border</b>	<b>2.</b>	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 – Kurzums – State border	2.				1/1	0/0	0/0	0/0	1/1	-	1/1
12.	<b>State border – Eglaine – Daugavpils</b>	<b>2.</b>	2M62/ ER20CF (2 ER20CF)	4000/ 3400 (6000)	3600/ 3200 (6000)	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.	<b>T.p.524.km – T.p.401.km</b>	<b>1.</b>	2M62/ 2TE10(116)	4200/ 5300	3800/ 4600	0/0	0/0	0/0	36/0	36/0	-	36/0

## Appendix 5 continued

No.	Title of district	Railway district category	The weight standard of freight trains according to traction power			The number of trains in timetable 2014-2015					The duration of planned windows in next period, hours(there/back)***	The number of trains for new timetable*
			Type of traction	Odd direction	Even direction	passenger			Freight*	Total*		
						International trains	Domestic trains	Suburban trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
14.	<b>Rīga passenger - Jelgava</b>	2.	2M62/ 2TE10(116)	4900/ 6000	5000/ 6000	0/0**	1/2**	93/93**	35/34**	129/128**	-	129/129**
14.1	Rīga passenger - Torņakalns	2.				0/0	1/2	93/93	35/34	129/128	-	129/129
14.2	Torņakalns – Olaine	2.				0/0	1/2	25/25	22/21	48/47	-	48/48
14.3	Olaine - Jelgava	2.				0/0	1/2	25/25	21/20	47/46	-	47/47
15.	<b>Jelgava – Liepāja</b>	2.	2M62	3500	3500	0/0	1/2	0/0	9/9	9/10	-	9/10
15.1	Jelgava – Glūda	2.				0/0	1/2	0/0	9/9	9/10	-	9/10
15.2	Glūda – Dobele	2.				0/0	1/2	0/0	9/9	9/10	-	9/10
15.3	Dobele – Saldus	2.				0/0	1/1	0/0	8/8	8/8	-	8/8
15.4	Saldus – Liepāja	2.				0/0	1/1	0/0	7/7	7/7	-	7/7
16.	<b>Jelgava – Meitene – State border</b>	2.	2M62/ 2TE10(116)/ ER20CF (2 ER20CF)	4000/ 5500/ 3400 (6000)	5000/ 6000/ 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.	<b>Rīga passenger – Lugaži – State border</b>	1. 2.	2M62/ 2TE10(116)	3800/ 5200	3500/ 4600	0/0	12/12	31/31	13/13	56/56	-	54/56
17.1	Rīga passenger – Zemitāni	1.				0/0	11/11	31/31	0/0	42/42	-	40/42
17.2	Zemitāni – Čiekurkalns	1.				0/0	11/11	0/0	13/13	24/24	-	24/24
17.3	Čiekurkalns – Sigulda	2.				0/0	11/11	0/0	13/13	24/24	-	24/24
17.4	Sigulda – Cēsis	2.				0/0	5/5	0/0	13/13	18/18	-	18/18
17.5	Cēsis – Valmiera	2.				0/0	4/4	0/0	13/13	17/17	-	17/17
17.6	Valmiera – Lugaži	2.				0/0	3/3	0/0	12/12	15/15	-	15/15
17.7	Lugaži – State border	2.				0/0	4/4	0/0	12/12	16/16	-	16/16

## Appendix 5 continued

No.	Title of district	Railway district category	The weight standard of freight trains according to traction power			The number of trains in timetable 2014-2015					The duration of planned windows in next period, hours(there/back)***	The number of trains for new timetable*
			Type of traction	Odd direction	Even direction	passenger			Freight*	Total*		
						International trains	Domestic trains	Suburban trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
18.	<b>Torņakalns – Tukums 2</b>	<b>2.</b>	<b>2M62/ 2TE10(116)</b>	<b>4900/ 5200</b>	<b>4000/ 5100</b>	<b>0/0</b>	<b>0/0</b>	<b>68/68</b>	<b>12/12</b>	<b>80/80</b>	-	<b>80/80</b>
18.1	Torņakalns – Zaslauks	2.				0/0	0/0	68/68	12/12	80/80	-	80/80
18.2	Zaslauks – Dubulti	2.				0/0	0/0	68/68	7/7	75/75	-	75/75
18.3	Dubulti – Sloka	2.				0/0	0/0	35/35	7/7	42/42	-	42/42
18.4	Sloka – Ķemeri	2.				0/0	0/0	16/16	6/6	22/22	-	22/22
18.5	Ķemeri – Tukums-1	2.				0/0	0/0	15/15	6/6	21/21	-	21/21
18.6	Tukums-1 – Tukums-2	2.				0/0	0/0	12/12	6/6	18/18	-	18/18
19.	<b>Zemitāni – Skulte</b>	<b>1., 2.</b>	<b>ČME3 M62/ 2M62</b>	<b>2000/ 2400/ 4500</b>	<b>2200/ 2400/ 5200</b>	<b>0/0</b>	<b>0/0</b>	<b>32/33</b>	<b>31/31</b>	<b>62/62</b>	-	<b>62/62</b>
19.1	Zemitāni – T.p.Brasa	1.				0/0	0/0	31/31	31/31	62/62	-	62/62
19.2	T.p.Brasa – Mangaļi	1.				0/0	0/0	31/31	16/16	47/47	-	47/47
19.3	Mangaļi – Ziemeļblāzma	1.				0/0	0/0	31/31	8/8	39/39	-	39/39
19.4	Ziemeļblāzma – Vecāķi	2.				0/0	0/0	31/31	1/1	32/32	-	32/32
19.5	Vecāķi – Carnikava	2.				0/0	0/0	29/29	1/1	30/30	-	30/30
19.6	Carnikava – Saulkrasti	2.				0/0	0/0	22/22	1/1	22/23	-	22/23
19.7	Saulkrasti – Skulte	2.				0/0	0/0	14/14	1/1	15/15	-	15/15
20.	<b>Čiekurkalns – Rīga Krasta</b>	<b>1.</b>	<b>M62/ 2M62/ 2TE10(116)</b>	<b>2800/ 5000/ -</b>	<b>2600/ 5400/ 6000</b>	<b>0/0</b>	<b>0/0</b>	<b>0/0</b>	<b>15/15</b>	<b>15/15</b>	-	<b>15/15</b>
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.	<b>Glūda – Reņģe – State border</b>	<b>2.</b>	<b>2M62</b>	<b>4000</b>	<b>4500</b>	<b>0/0</b>	<b>0/0</b>	<b>0/0</b>	<b>1/1</b>	<b>1/1</b>	-	<b>1/1</b>
21.1	Glūda – Reņģe	2.				0/0	0/0	0/0	1/1	1/1	-	1/1
21.2	Reņģe – State border	2.				0/0	0/0	0/0	1/1	1/1	-	1/1

No.	Title of district	Railway district category	The weight standard of freight trains according to traction power			The number of trains in timetable 2014-2015					The duration of planned windows in next period, hours(there/back)***	The number of trains for new timetable*
			Type of traction	Odd direction	Even direction	passenger			Freight*	Total*		
						International trains	Domestic trains	Suburban trains				
1	2	3	4	5	6	7	8	9	10	11	12	13
22.	Zasulauks - Bolderāja	1.	M62/ 2M62	2400/ 5000	2400/ 4800	0/0	0/0	0/0	5/5	5/5	-	5/5
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	45/45	45/45	-	45/45
25.1	Zemitāni – Jāņavārti	1.				0/0	0/0	0/0	45/45	45/45	-	45/45
26.	B.p.191.km – B.p.524.km	3.	2M62	4000	3600	0/0	0/0	0/0	0/0	0/0	-	0/0
26.1	B.p.191.km – B.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	2/2	0/0	4/4	6/6	-	6/6
27.1	Pļaviņas – Jaunkalsnava	3.				0/0	2/2	0/0	4/4	6/6	-	6/6
27.2	Jaunkalsnava – Madona	3.				0/0	2/2	0/0	2/2	4/4	-	4/4
27.3	Madona – Gulbene	3.				0/0	1/1	0/0	1/1	2/2	-	2/2
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	2/2	0/0	0/0	0/0	-	2/2

\* - incl. collecting, transfer and removal trains

\*\* - 11/12 – in odd/even direction

\*\*\*- the data for this column will be published in December 2014 in the Capacity distribution plan

**Capacity request form**  
**for capacity allocation of public-use railway infrastructure in Latvia**

No.	Title of district	Planned number of trains	Periodicity of running in passenger traffic	Type of traction	Weight and length of trains	Speed of traction	Dislocation of traction	Additional operations needed before running	Train technical service points	Special regulations for train through-passing
1	2	3	4	5	6	7	8	9	10	11

Explanatory notes:

1. In column 2: The title of district is written in accordance with the procedure established in the Public Infrastructure Register. The operators having different number of trains within the borders of one district have to include in the application a division of the district into station sections indicating the number of trains where changed.

2. In column 3: The average number of trains per day is indicated.

3. In column 4: The provisions of train traffic for season, month or week are indicated and preferable departure/arrival time in destination stations of the district is added if it is significant for operator. Precise stop points for each train are also indicated.

4. In column 5: The series of traction are indicated.

5. In column 6: The maximum weight of train that can be hauled by a particular traction is indicated. The length of passenger trains is indicated by giving the number of wagons.

6. In column 7: The actual maximum speed of traction in a particular district (taking into account all restrictions).

7. In column 8: The location of main depot and traction interchange point in a district is indicated.

8. In column 9: The duration of additional operations needed before the running is indicated. The time schedule by types of operations has to be added.

9. In column 10: The wagon technical inspection points in the district are indicated.

10. In column 11: The special terms from operators influencing traffic schedule and conditions (if there are any) are indicated, including detailed explanation of these terms.

## Appendix 7

## LENGTH OF RAILWAY NETWORK (TRACK DISTRICTS) BY CATEGORIES

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
<b>Ventspils-1 - Tukums-2 (01)</b>			<b>108 km</b>	<b>Tukums II – Jelgava (02)</b>			<b>56 km</b>
Ventspils				Tukums II			
Ventspils-2	1.	5	5	St.p.Praviņi	1.	17	11
Elkšķene		7	7	Slampe			6
St.p.Puze	1.	17	11	St.p.Džūkste	1.	19	5
Ugāle			6	St.p.Apšupe			4
Usma	1.	10	10	Livbērze			10
Spāre	1.	7	7	St.p.Brakški	1.	20	7
Līči	1.	11	11	Jelgava			13
Stende	1.	8	8	<b>Jelgava – Krustpils (03)</b>			<b>138 km</b>
	1.	7	7	Jelgava	1.	2	2
Sabile			7	Jelgava-2	1.	12	12
St.p.Līgciems	1.	12	5	Garozā	1.	8	8
Kandava			5	Zālite	1.	10	10
St.p.Pūre	1.	13	8	Iecava	1.	11	11
Zvāre	1.	11	11	Misa	1.	9	3
TukumsII				S.p.210.km.			6
Ventspils Jūras parks	1.	3	3	Vecumnieki	1.	16	9
Ventspils Naftas parks	1.	3	3	S.p.Birze			4
Ventspils Austrumu parks	1.	3	3	S.p.Goba			3
Ventspils-2				Lāčplēsis			
Ventspils	1.	5	5				
Ventspils Austrumu parks							

## 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				Līksna			
	1.	9	9		1.	7	7
Taurkalne				B.p.383.km.			2
	1.	11	11	St.p.Mežciems	1.	5	3
Menta			5	B.p.387.km.			3
St.p.256.km.		9	4	Daugavpils Pasažieru parks	1.	3	3
Daudzeva							
	1.	8	8	<b>Daugavpils – Indra – State border (05)</b>			<b>76 km</b>
Sece			9				
St.p.Staburags		15	6	Daugavpils Pasažieru parks			
Sēlpils					1.	9	9
	1.	7	7	Krauļa			
Daugava					1.	2	2
	1.	11	11	B.p.401.km.			
Krustpils					1.	6	6
<b>Krustpils – Daugavpils (04)</b>			<b>89 km</b>	Naujene			6
Krustpils				St.p.Putāni	1.	12	6
	1.	9	9	Izvalda			
P.p.Asote					1.	4	4
	1.	8	8	Silava			
Trepe					1.	9	9
	1.	12	12	Krāslava			
Līvāni					1.	12	12
	1.	11	11	Skaista			
Jersika					1.	7	7
	1.	10	10	Niedrīca			
P.p.Sergunta					1.	8	8
	1.	7	7	Indra			5
Nīcgale			6	St.p.Robežnieki	1.	7	2
St.p.Ruži		12	6	Indra-exp. (State border)			
Vabole							
	1.	5	5				
Līksna							

## 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
<b>Rīga Pas. – Krustpils (06)</b>			<b>129 km</b>	Skrīveri			
<b>Rīga Passenger</b>				<b>T.p.Muldakmens</b>	<b>1.</b>	<b>6</b>	6
St.p.Vagonu parks	<b>1.</b>	<b>4</b>	2	<b>Aizkraukle</b>	<b>1.</b>	<b>4</b>	4
<b>Jāņavārti</b>				<b>Koknese</b>	<b>1.</b>	<b>12</b>	12
St.p.Daugmale	<b>1.</b>	<b>4</b>	2	<b>Alotene</b>	<b>1.</b>	<b>8</b>	8
<b>Šķirotava</b>				<b>Alotene</b>	<b>1.</b>	<b>10</b>	10
St.p.Gaisma			2	<b>Pļaviņas</b>	<b>1.</b>	<b>9</b>	9
St.p.Rumbula			1	<b>Ozolsala</b>	<b>1.</b>	<b>8</b>	8
St.p.Dārziņi	<b>1.</b>	<b>10</b>	2	<b>Krustpils</b>			
St.p.Dole			3	<b>Šķirotava</b>	<b>1.</b>	<b>2</b>	2
<b>Salaspils</b>				<b>Šķirotava C yard</b>			
St.p.Saulkalne			2	<b>Šķirotava C yard</b>			
St.p.Ikšķīle	<b>1.</b>	<b>16</b>	5	<b>Jāņavārti</b>	<b>1.</b>	<b>2</b>	2
St.p.Jaunogre			5	<b>Krustpils – Rēzekne II (07)</b>			<b>95 km</b>
<b>Ogre</b>				<b>Krustpils</b>			
St.p.Pārogre			1	St.p.Zilāni	<b>1.</b>	<b>13</b>	4
St.p.Ciemupe	<b>1.</b>	<b>17</b>	4	<b>Kūkas</b>	<b>1.</b>	<b>11</b>	9
St.p.Ķegums			6	<b>Mežāre</b>	<b>1.</b>	<b>11</b>	11
<b>Lielvārde</b>				<b>Atašiene</b>	<b>1.</b>	<b>16</b>	16
St.p.Kaibala			6	<b>Stirniene</b>	<b>1.</b>	<b>8</b>	8
St.p.Jumprava	<b>1.</b>	<b>21</b>	6	<b>Varakļāni</b>	<b>1.</b>	<b>10</b>	10
St.p.Dendrārijs			4	<b>Viļāni</b>	<b>1.</b>	<b>14</b>	14
<b>Skrīveri</b>				<b>Sakstagals</b>	<b>1.</b>	<b>10</b>	10
			6	<b>B.p.223.km.</b>	<b>1.</b>	<b>10</b>	10
				<b>Rēzekne 2</b>	<b>1.</b>	<b>2</b>	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
<b>Rēzekne II – Zilupe – State border (08)</b>				<b>Rēzekne – Daugavpils (10)</b>			
<b>59 km</b>				<b>84 km</b>			
<b>Rēzekne II</b>				<b>Rēzekne I</b>			
<b>Rēzekne II A parks</b>	1.	2	2	<b>T.p.Pūpoli</b>	1.	11	11
<b>Taudejāni</b>	1.	5	5	<b>Malta</b>	1.	8	8
<b>Cirma</b>	1.	5	5	<b>St.p.Vainava</b>	1.	12	8
<b>Ludza</b>	1.	12	12	<b>T.p.Krāce</b>	1.	15	4
<b>Istalsna</b>	1.	9	9	<b>St.p.Zalvezers</b>			6
<b>Nerza</b>	1.	11	11	<b>St.p.Apsāni</b>	1.	8	4
<b>St.p.Briģi</b>	1.	11	6	<b>Aglona</b>			5
<b>Zilupe</b>	1.		4	5	<b>St.p.Ārdava</b>	1.	8
<b>Zilupe-exp. (State border)</b>			4	<b>Vīgantī</b>	1.	7	3
<b>State border – Kārsava – Rēzekne I (09)</b>				<b>49 km</b>			
<b>Kārsava-exp. (State border)</b>				<b>Višķi</b>	1.	11	7
<b>Kārsava</b>	1.	5	5	<b>St.p.Medupe</b>			6
<b>St.p.Malnava</b>	1.	8	2	<b>Zaļumi</b>	1.	7	5
<b>Pureņi</b>	1.		6	<b>St.p.Kūdraine</b>			2
<b>Mežvidi</b>	1.	8	8	<b>B.p.524.km.</b>	1.	5	1
<b>Ilzēni</b>	1.	10	10	<b>St.p.525.km.</b>			4
<b>Burzava</b>	1.	7	7	<b>Daugavpils Šķirošanas parks</b>			
<b>T.p.Kleperova</b>	1.	7	7				
<b>Rēzekne I</b>	1.	4	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	
<b>Daugavpils Šķir.– Kurcums – State border (11)</b>				<b>Rīga – Jelgava (14)</b>		<b>43 km</b>		
<b>Daugavpils Šķirošanas parks</b>	<b>1.</b>	<b>4</b>	<b>4</b>	<b>Rīga passenger</b>	<b>1.</b>	<b>3</b>	<b>3</b>	
<b>P.p.3.km.</b>				<b>Torņakalns</b>			<b>2</b>	
<b>Grīva</b>	<b>2.</b>	<b>3</b>	<b>3</b>	St.p.Atgāzene	<b>2.</b>	<b>5</b>	<b>1</b>	
<b>Kurcums</b>	<b>2.</b>	<b>12</b>	<b>12</b>	St.p.BA Turība			<b>2</b>	
<b>Kurcums-exp. (State border)</b>	<b>2.</b>	<b>6</b>	<b>6</b>	<b>B.p.8.km.</b>			<b>1</b>	
<b>State border – Eglaine – Daugavpils Pas.(12)</b>				St.p.Tiraine	<b>2.</b>	<b>14</b>	<b>4</b>	
<b>Eglaine-exp. (State border)</b>				St.p.Baloži			<b>5</b>	
<b>Eglaine</b>	<b>2.</b>	<b>5</b>	<b>5</b>	St.p.Jaunolaine			<b>4</b>	
<b>Ilūkste</b>				<b>2.</b>			<b>7</b>	<b>7</b>
St.p.Sventa	<b>2.</b>	<b>11</b>	<b>6</b>	St.p.Dalbe	<b>2.</b>	<b>9</b>	<b>5</b>	
<b>B.p.191.km.</b>			<b>5</b>	<b>3</b>				
<b>T.p.192.km.</b>	<b>2.</b>	<b>1</b>	<b>1</b>	St.p.Ozolnieki	<b>2.</b>	<b>9</b>	<b>4</b>	
St.p.7.km.			<b>2</b>	<b>2</b>			St.p.Cukurfabrika	<b>2</b>
<b>T.p.5.km.</b>	<b>2.</b>	<b>2</b>	<b>2</b>	<b>Jelgava</b>				
<b>P.p.3.km.</b>	<b>1.</b>	<b>4</b>	<b>4</b>	<b>Jelgava – Liepāja (15)</b>				<b>180 km</b>
<b>Daugavpils Pasažieru parks</b>				<b>Jelgava</b>	<b>2.</b>	<b>16</b>	<b>7</b>	
<b>Track post 524.km – Track post 401.km (13)</b>				St.p.50.km			<b>2</b>	
<b>B.p.524.km.</b>	<b>1.</b>	<b>1</b>	<b>1</b>	St.p.Viesturi			<b>4</b>	
<b>T.p.14.km.</b>				<b>3</b>				
<b>B.p. 401.km.</b>	<b>1.</b>	<b>5</b>	<b>5</b>	St.p.Dorupe	<b>2.</b>	<b>13</b>	<b>5</b>	
				<b>Glūda</b>			<b>8</b>	
				St.p.Lāči				
				<b>Dobeļe</b>				

## 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		
<b>Dobele</b>	2.	21	7	<b>Jelgava – Meitene – State border (16)</b>			33 km		
St.p.Gardene			6						
St.p.Bērzupe			8						
<b>Biksti</b>	2.	27	8	<b>Jelgava</b>	2.	28	8		
St.p.Josta			11	St.p.Dimzas			6		
St.p.Blīdene			8	St.p.Platone			3		
<b>Brocēni</b>	2.	6	6	St.p.Vēžukrogs	2.	5	4		
<b>Saldus</b>	2.	28	7	St.p.Brieži			3		
St.p.Lutriņi			4	St.p.Mazeleja			4		
St.p.Lašupe			7	<b>Meitene</b>	5				
St.p.Airīte	2.	23	10	<b>Meitene-exp. (State border)</b>	2.	5	5		
<b>Skrunda</b>			6	<b>Rīga – Lugaži – State border (17)</b>			166 km		
St.p.Sieksāte			8						
St.p.Rudbārži	9	<b>Rīga passenger</b>	1.	4	4				
<b>Kalvene</b>	2.	11	11	<b>Zemitāni</b>	1.	2	2		
<b>Ilmāja</b>	2.	19	6	<b>Čiekurkalns</b>	1.	4	4		
St.p.Padone			3	<b>Jugla</b>	2.	13	7		
St.p.Durbe			3	St.p.Baltezers			6		
St.p.Tadaiķi	7	<b>Garkalne</b>	2.	6			6		
<b>Tore</b>	2.	16	16	<b>Krievupe</b>	2.	5	5		
<b>Liepāja</b>			2.	13	<b>Vangaži</b>	2.	6	6	
					3	<b>Inčukalns</b>	2.	13	4
	4	St.p.Egļupe			6				
	6	St.p.Silciems							
				<b>Sigulda</b>					

## 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			
<b>Sigulda</b>	2.	11	11	<b>Priedaine</b>	2.	8	2			
<b>Līgatne</b>				St.p.Lielupe						
<b>Ieriķi</b>	2.	10	10	St.p.Bulduri						
St.p.Melturi				St.p.Dzintari						
<b>Āraiši</b>	2.	9	9	St.p.Majori						
<b>Cēsis</b>				St.p.Majori						
<b>Jāņmuiža</b>	2.	5	5	<b>Dubulti</b>				2.	10	2
<b>Lode</b>				St.p.Jaundubulti						
<b>Bāle</b>	2.	7	7	St.p.Pumpuri						
<b>Valmiera</b>				St.p.Melluži						
<b>Brenguļi</b>	2.	8	8	St.p.Asari						
<b>Strenči</b>				St.p.Vaivari						
St.p.Seda	2.	12	12	<b>Sloka</b>	2.	9	5			
<b>Saule</b>				St.p.Kūdra						
<b>Lugaži</b>	2.	9	9	<b>Ķemeri</b>	2.	21	10			
T.p.Valka*				St.p.Smārde						
<b>Lugaži-exp. (State border)</b>	2.	0	0	St.p.Milzkalne						
<b>Torņakalns – Tukums II (18)</b>				65 km				<b>Tukums I</b>	2.	3
<b>Torņakalns</b>			<b>Tukums II</b>							
<b>Zasulauks</b>	1.	4	4	* C.p.Valka – the distance should be calculated from all LDz stadions to the station Lugaži + 2 km (plus 2 km). Delivery of carriages is carried out from Valga station's side.						
St.p.Depo	2.	10	1							
St.p.Zolitūde			1							
St.p.Imanta			1							
St.p.Babīte			3							
<b>Priedaine</b>			4							

Title	Category	Length (km)	
		Between division points	Between stop points
<b>Zemitāni – Skulte (19)</b>		<b>52 km</b>	
Zemitāni	1.	2	2
P.p.Brasa			
Sarkandaugava	1.	3	3
Mangaļi			
Ziemeļblāzma	1.	3	3
St.p.Vecdaugava			
Vecāķi	2.	5	3
St.p.Kalngale			
St.p.Garciems	2.	12	2
St.p.Garupe			
Carnikava	2.	2	3
St.p.Gauja			
Lilaste	2.	5	5
St.p.Inčupe			
St.p.Pabaži	2.	5	2
Saulkrasti			
St.p.Ķīši	2.	8	2
St.p.Zvejniekiems			
Skulte			3

Title	Category	Length(km)	
		Between division points	Between stop points
<b>Čiekurkalns – Rīga Krasta (20)</b>		<b>5 km</b>	
Čiekurkalns	1.	2	2
St.p.Brasa			
T.p.3.km	1.	1	1
Rīga-Krasta			
<b>Glūda – Reņģe – Valsts robeža (21)</b>		<b>60 km</b>	
Glūda			7
St.p.Krimūnas			
St.p.Auri	2.	29	6
St.p.Apgulde			
St.p.Penkule			4
Bēne			
St.p.Auce	2.	30	5
St.p.Vadakste			
Reņģe	2.	1	7
Reņģe-eksp. (Valsts robeža)			
<b>Zasulauks – Bolderāja (22)</b>		<b>9 km</b>	
Zasulauks	1.	3	11
Lāčupe			
Bolderāja	1.	6	13
Lāčupe			
Lāčupe	1.	2	6
Iļģuciems			
			2

Title	Category No.	between division points	between stop points
<b>Rīga Preču 2 – Saurieši (24)</b>			<b>9 km</b>
Rīga Preču	3.	9	5
St.p.Acone			4
Saurieši			
Jāņavārti	1.	3	3
Rīga Preču			
Šķirotava	1.	3	3
Rīga Preču			
<b>Zemitāni – Šķirotava (25)</b>			<b>4 km</b>
Zemitāni	1.	4	4
Jāņavārti			
<b>Track post 191.km – Track post 524.km (26)</b>			<b>10 km</b>
B.p.191.km.	2.	1	1
T.p.1.km.			4
St.p.Ļubiste	2.	6	2
T.p.8.km.			3
B.p.383.km	2.	1	1
T.p.192.km.			
T.p.1.km.			

## Appendix 7 continued

Nosaukums	Category No.	Length(km)	
		between division points	between stop points
<b>Pļaviņas – Gulbene (27)</b>			<b>98 km</b>
Pļaviņas	3.	19	9
St.p.Spīgana			10
Jaukalsnava	3.	26	6
St.p.Kalnšnava			7
St.p.Mārciena			13
Madona	3.	53	14
St.p.Cesvaine			8
St.p.Dzelzava			7
St.p.Degas			7
St.p.Jaungulbene			7
St.p.Elste			10
Gulbene			
<b>Jaunkalsnava – Veseta (36)</b>			<b>14 km</b>
Jaunkalsnava	3.	14	14
Veseta			

## Appendix7 continued

Title	Category No.	Length(km)	
		between division points	between stop points
<b>Branch lines of Daugavpils junction (37)</b>			
B.p.387.km.	1.	3	3
Daugavpils-Šķirošanas			
Daugavpils D parks	1.	1	1
Daugavpils			
Daugavpils	1.	3	3
Daugavpils-Šķirošanas			
T.p.5.km.	2.	2	2
Grīva			
<b>Branch lines of Rēzekne junction (38)</b>			
Rēzekne II	1.	3	3
Rēzekne I			
B.p.223.km.	1.	3	3
Rēzekne I			
B.p.Kleperova	1.	2	2
Rēzekne II			

Title	Category No.	Length (km)	
		between division points	between stop points
<b>Gulbene – Alūksne (32)</b>		<b>33 km</b>	
<b>Gulbene</b>	3.	14	4
St.p.Birze (šaursl.)			2
St.p.Pūriņi			4
St.p.Stāmeriene			4
<b>P.p.Kalniena</b>			6
St.p.Dunduri	3.	19	1
St.p.Paparde			3
St.p.Umernieki			4
St.p.Vējiņi			5
<b>Alūksne</b>			

Approved by LDz Order No DT-3.2/35-2013 of 23.05.2013  
 "On establishing train traffic speeds in "Latvian Railway"

**The allowed train traffic speeds on way station tracks and main,  
 and reception-departure tracks of stations**

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			
1	2	3	4	5	6	7	8	9	10
<b>Rīga - Lugaži - State border (km 166,300)</b>				Rīga - pas.	even odd	35/35*	-	35*	35*
				(*) Within 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	even odd	80	80	Zemitāni	even odd	25/25	40/40	25	40
				(*) when switching to main tracks No.3,5,6,11 - 25km/h.					
Zemitāni - Čiekurkalns*	even odd	70	70	Čiekurkalns	even odd	90/70	70/70	40	40
(*) 5.km 7.pk - 9.pk	odd	70 25	70 25						
Čiekurkalns - Jugla	even odd	90	80	Jugla	even odd	90/80	90/80	40	40
(*)9.km 7.pk - 9.pk	even odd	90 80	80 80						
Jugla - Garkalne	even odd	100 120	80 80	Garkalne*	even odd	80/80 40/40	100/80 100/80	40	40
				(*) rec./dep. track No.4 - 25km/h.					
Garkalne - Krievupe	even odd	100	80	Krievupe	even odd	40/40 100/80	100/80 100/80	40 40	40 40
Krievupe - Vangaži	One t.	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	even odd	100/80	100/80	40	40
Inčukalns - Sigulda	even odd	100	80	Sigulda	even odd	40/40 100/80	100/80 100/80	40 40	40 40
Sigulda - Līgatne	One t.	120	80	Līgatne	One t.	100/80	100/80	40	40
Līgatne - Ieriķi	One t.	100	80	Ieriķi	One t.	100/80*	100/80	40	40
				(*) on level crossing of 75.km 1.pk-3.pk - 80/80 km/h.					
Ieriķi - Āraiši	One t.	100	80	Āraiši	One t.	100/80	100/80	40	40
Āraiši - Cēsis	One t.	100	80	Cēsis	even odd	100/80 100/80	40/40 100/80	40 40	40 40
Cēsis - Jāņamuiža	even odd	100	80	Jāņamuiža	even odd	40/40 100/80	-	-	-
Jāņamuiža - Lode	One t.	100	80	Lode	One t.	90/80	100/80	40	40
Lode - Bāle	One t.	100	80	Bāle	One t.	100/80	100/80	40	40
Bāle - Valmiera	One t.	120	80	Valmiera	One t.	100/80	100/80	40	40
Valmiera - Brenguļi	One t.	120	80	Brenguļi	One t.	100/80	100/80	40	40
Brenguļi - Strenči	One t.	120	80	Strenči	One t.	100/80	100/80	40	40
Strenči - Saule	One t.	120	80	Saule	One t.	100/80	100/80	40	40
Saule - Lugaži	One t.	120	80	Lugaži	One t.	100/80	100/80	40	40
Lugaži - State border	One t.	100	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		
1	2	3	4	5	6	7	8	9	10
<b>Rīga - Krustpils - Zilupe - State border (km 283,328)</b>				Rīga pas.*	even odd	35/35*	-	35*	35*
Bypass from Rīga pas. to Šķīrotava ("Ja"park) *	One t.	100	80	(*) Within the borders of passenger platforms for freight trains on main and receiving-departure tracks - 25km/h, incl. on tracks No.2 and No.9.					
(*) 2.km 4.pk – 3.km.3.pk.	One t.	70	70						
Rīga pas.- Šķīrotava*	even odd	100	80	Šķīrotava (*) (on main tracks)	even odd	95/80 95/80	95/80 95/80	-	-
(*) 4.km 8.pk	even odd	100 100	60 80	(*)5.km2.pk - 5.km 8.pk "Ja"park	even odd	60	60		
				Train receiving in "Ja"park.		-	-	25	40
				Train receiving in "C"park.		-	-	40	40
				Train receiving in "A" park.		-	-	40	40
Šķīrotava - Salaspils	even odd	120	80	Salaspils	even odd	100/80	100/80	40	40
Salaspils - Ogre*	even odd	120	80	Ogre	even 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						
Ogre - Lielvārde	even odd	120	80	Lielvārde	even 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 t.	90	80	Aizkraukle*	even odd	100/80 40/40	100/80 100*/8 0	40 40	40 40
				(*) 79.km 9.pk (switch No.2a on side track ) for passenger trains 80km/h.					
Aizkraukle - Koknese	One t.	120	80	Koknese	One t.	100/80	100/80	40	40
Koknese - Alotene	One t.	120	80	Alotene	One t.	100/80	100/80	40	40
Alotene - Pļaviņas	One t.	120	80	Pļaviņas	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

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		
1	2	3	4	5	6	7	8	9	10
Krustpils - Kūkas*	One t.	120	80	Kūkas	One t.	100/80	100/80	40	40
(*130.km10.pk - 131.km5.pk	One t.	100	80						
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
(*181.km 1.pk - 4.pk	One t.	100	80						
Varakļāni - Viļāni	One t.	120	80	Viļāni	One t.	100/80	100/80	40	40
Viļāni - Sakstagals	One t.	120	80	Sakstagals	One t.	100/80	100/80	40	40
Sakstagals - Rēzekne II	One t.	100	80	Rēzekne II	track IIG, II	90/80	90/80	25	25
				Rēzekne II "A" parks	track IG	100/80	90/80	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
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
				(*) level crossing 258.km 10.pk -80/80 km/h					
Istalsna - Nerza	One t.	100	80	Nerza	One t.	100/80	80/80	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						
Zilupe - State border*	One t.	120	80						
(* 281.km 4.pk - 8.pk	One t.	120	25						
(* 282.km 5.pk	One t.	120	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		
1	2	3	4	5	6	7	8	9	10
<b>Ventspils - Jelgava - Krustpils - Daugavpils - Indra - State border (km 466,565)</b>				Ventspils I	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 to "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 – 7.pk	One t.	40	40						
Spāre – Līči*	One t.	90	80	Līči	One t.	90/80	90/80	40	40
(*)47.km 9.pk – 10.pk.	One t.	80	60						
(*)50.km 7.pk	One t.	60	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-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 - 8.pk.	One t.	60	40	Jelgava II *	One t.	80/80	25/25	40	40
(*)Trains running from marshalling yard Jelgava I on the bridge over Lielupe in 165.km 9.pk - 166.km 1.pk - 15/15 km/h; on connecting passages Jelgava II in direction to Cena and Garoza - 25km/h; 2TE10M on r/d tracks Jelgava II -15km/h.; on turnouts 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

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		
1	2	3	4	5	6	7	8	9	10
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.	90	80	Daugava	One t.	90/80	90/80	40	40
Daugava - Krustpils	One t.	100	80	Krustpils	track III	40/40	70/70	40	40
					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
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
(* )330.km10.pk - 331.km1.pk	vienc.	60	60						
Līvāni - Jersika*	One t.	100	80	Jersika*	One t.	100/80	100/80	40	40
(* )333.km10.pk - 334.km1.pk	One t.	60	60	(* ) r/d track No.2 - 25 km/h.					
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 - Post387.km	even nepār	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
Daugavpils pas. - Krauja	One t.	100	80	Krauja*	One t.	100/80	100/80	40	40
				(* ) r/d track No.3 - 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
Naujene - Izvalda	One t.	100	80	Izvalda	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		
1	2	3	4	5	6	7	8	9	10
Izvalda - Silava	One t.	100	80	Silava	One t.	100/80	100/80	40	40
Silava - Krāslava	One t.	120	80	Krāslava	One t.	100/80	100/80	40	40
Krāslava - Skaista*	One t.	120	80	Skaista	One t.	100/80	100/80	40	40
(*)434.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	I track III track	90/80 90/80	90/80 40/40	40	40
Indra - State border*	even odd	120	80						
(*)462.km3.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		
1	2	3	4	5	6	7	8	9	10
<b>State border (km 396,090) - Kārsava - Rēzekne - Daugavpils - Kurcums - State border (km 553,546)</b>									
State border - Kārsava*	One t.	100	80	Kārsava	One t.	90/80	90/80	40	40
(*)401.km1.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.km5.pk-431.km6.pk	One t.	60	60						
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 track I	90/80 40/40	90/80 40/40	40	40
				For even trains	track IIa, II track I	90/80 40/40	40/40 90/80	40	40
Rēzekne I - Post Pūpoli	even 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.km6.pk-474.km10.pk	One t.	70	70						
Krāce-Aglona	even odd	100	80	Aglona	even odd	100/80 100/80	40/40 100/80	40	40
Aglona - Viģanti	One t.	100	80	Viģanti	One t.	100/80	100/80	40	40
Viģanti - Višķi	One t.	100	80	Višķi*	One t.	100/80	100/80	40*	40*
(*) e/o track No.3 – 25 km/h									

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		
1	2	3	4	5	6	7	8	9	10
Višķi - Zaļumi	One t.	100	80	Zaļumi*	One t.	100/80	100/80	40*	40*
				(*) e/o track No.4. - 25km/h					
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.	even odd	100 40	80 40	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

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		
1	2	3	4	5	6	7	8	9	10
<b>Daugavpils sort.- Kurcums – State border</b>									
Daugavpils sort.- Passing point 3.km.	One t.	100	80	Passing point 3.km *					
				(*) 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	I	100/80	80/80	40	40
				Grīva	III	40	40	40	40
Grīva - Kurcums	One t.	100	80	Kurcums	One t.	100/80	100/80	25	25
Kurcums - State border	One t.	100	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		
1	2	3	4	5	6	7	8	9	10
<b>Rīga -Jelgava -Meitene - State border km75,900</b>									
				Rīga pas.	even odd	-	40*	35*	35*
(*) Within the borders of passenger platforms for freight trains on main and reception-departure tracks - 25km/h, incl. on tracks No.2 and No. 9									
Rīga pas. - Torņakalns	even odd	100	80	Torņakalns	even odd	40/40	40/40	40	40
Torņakalns - Olaine	even odd	100	80	Olaine	even odd	80/80	100/80	40	40
Olaine - Cena	even odd	100	80	Cena	even odd	100/80	100/80	40	40
Cena - Jelgava*	even odd	100	80	Jelgava I*	even odd	50/50*	25/25	25	25
(*)42.km 5.pk - 43.km 10.pk	even odd	50	50						
				Jelgava II*	even odd	-	50	-	-
(*) Trains running from marshalling yard Jelgava-1 on the bridge over Lielupe in 165.km 9.pk - 166.km1.pk - 15/15km/h; on connecting passages Jelgava-2 in direction to 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 I	One t.	-	25/25	25	25
Jelgava - Meitene*	One t.	120	90	Meitene	One t.	100/80	100/80	40	40
(*) On curves 44.km 6.pk - 47.km 7.pk	One t.	80	80						
Meitene - State border with Lithuania	One t.	120	90						

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		
1	2	3	4	5	6	7	8	9	10
<b>Jelgava - Reņģe - State border (km 118,400)</b>									
				Jelgava	even odd	-	25	25	25
Jelgava - Glūda	even odd	80	80	Glūda	even odd	80/80	80/80	40	40
Glūda - Bēne*	One t.	100	80	Bēne	One t.	25	25	25	25
(*) 67.km 3.pk	One t.	40	40						
(*)88.km2.pk - 89.km3.pk	One t.	25	25						
Bēne - Reņģe*	One t.	100	80	Reņģe*	One t.	100	80	40*	40
(*)100.km2.pk - 8.pk	One t.	70	70	(*) e/o trackNo.2				25	25
State border (km 162,400) - Priekule ( 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		
1	2	3	4	5	6	7	8	9	10
<b>Glūda - Saldus - Liepāja</b>									
				Glūda	even odd	80/80	80/80	40	40
Glūda - Dobele*	One t.	100	80	Dobele	One t.	90/80	90/80	40	40
(* 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 - 8.pk	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.	90/60	90/60	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						
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						

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		
1	2	3	4	5	6	7	8	9	10
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						

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		
1	2	3	4	5	6	7	8	9	10
<b>Torņakalns - Tukums II</b>									
				Torņakalns	even odd	60/60 100/60	50 50	40 40	40 40
Torņakalns -Zasulauks*	even odd	100	60	Zasulauks	even odd	90/60 80/60	100/60 80/60	40 40	40 40
(* ) on curve 1.km 5.pk	even odd	50	50						
(* ) on crossing 2.km 10.pk	even nepār	60	60						
Zasulauks - Priedaine*	even odd	120	60	Priedaine	even odd	80/60	80/60	40	40
(* ) 4.km 7.pk - 5.km 4.pk	even odd	80	60		-				
(* )7.km 1.pk - 8.km 2.pk	even odd	100	60		-				
Priedaine - Dubulti *	even odd	120	60	Dubulti	even odd	40/40 40/40	40/40 70/60	40 40	40 40
(* )15.km 7,8,9 pk	even odd	80	60						
(* )16.km 6.pk-17.km 6.pk	even odd	90	60						
(* )17.km 7.pk -17.km 8.pk	even odd	80	60						
(* )21.km 3.pk - 21.km 4.pk	even odd	40	40						
(* )23.km 5.pk - 23.km 8.pk	pār. nepār.	80 100	60 60						
Dubulti - Sloka*	even odd	100	60						
(* ) 26.km 6.pk - 7.pk	odd	40	40						
(* ) 26.km 8.pk - 27.km 1.pk	even	80	60						
(* )28.km 4.pk - 5.pk	even odd	80	60						
(* )31.km3.pk - 32.km5.pk	even odd	80	60	Sloka	even odd	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	(*) departure track No.4 - 15km/h.					
Tukums I - Tukums II	One t.	80	60	Tukums II	One t.	80/60	-	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		
1	2	3	4	5	6	7	8	9	10
<b>Pļaviņas - Gulbene</b>									
				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 - Gulbene*	One t.	60	60	Gulbene*	One t.	25/25	60/50	25	25
(*)86.km 10.pk - 98.km 9.pk	One t.	70	70	(*)2TE10M, 2TE10U on tracks No. 3, 4, 5 - 15 km/h					
Jaunkalsnava Veseta	One t.	-	25	Jaunkalsnava	One t.	25	25	25	25
				Veseta	One t.	25	25	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		
1	2	3	4	5	6	7	8	9	10
<b>Jānavārti - Ērgļi</b>									
				Jānavārti (Šķirotava st. "J" parks)	One t.	60/50	-	40	40
Jānavārti- Rīga Preču*	One t.	60	50						
(*) on unguarded crossing 6.km10.pk 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
(*) 9.km 8.pk – 14.km 10.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		
1	2	3	4	5	6	7	8	9	10
<b>Zemitāni - Skulte</b>									
				Zemitāni*	even odd	70/70	40/40	25	40
Zemitāni - Sarkandaugava	even odd	100	80		even odd	(*) when switching to main tracks No.3,5,6,11 - 25km/h			
	-				even odd	(*) 5.km 4.pk - 9.pk - 50km/h			
Sarkandaugava - Mangaļi *	even odd	100 80	80 80	Sarkandaugava	even odd	80/80	80/80	40	40
(*) 7.km 8.pk - 8.km 10.pk	even	80	80						
	-			Mangaļi	even odd	100/80 50/50	100/80 80/80	25 25	25 25
Mangaļi – Ziemeļblāzma	One t.	80	80						
				Ziemeļblāzma	even odd	80/80 80/80	40/40 80/80	40 40	40 40
Ziemeļblāzma - Vecāķi	even odd	100	80	Vecāķi	even odd	100/80 100/80	100/80 100/80	25 40	25 40
Vecāķi - Carnikava*	even odd	100	80	Carnikava	even odd	80/80	80/80	-	-
(*)24.km 4.pk - 24.km 6.pk	even odd	80	80						
Carnikava - Lilaste	even 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
				(*) M62, TEM2, ČME3	One t.	25	60	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		
1	2	3	4	5	6	7	8	9	10
<b>State border (km 168,000) - Eglaine - Daugavpils</b>									
State border - Eglaine	One t.	100	80	Eglaine*	One t.	100/80	100/80	40	40
				(* r./d track No. 2, 3-25km/h					
Eglaine - Ilūkste	One t.	100	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. For running of breakdown, fire-fighting or operational trains speed on tracks is determined by Head of Daugavpils Unit of Track Servicing Unit.					
Ilūkste- Post 191.km	One t.	100	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.*	100	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 <sup>st</sup> main track		40/40	40/40	-	-
Passing point 3. km - Daugavpils - pas.	One t.	100	80	(* On track passage No. 7-9 to 1 <sup>st</sup> main track		80/80	80/80	-	-
				(* Switch. No. 3 Daugavpils - pas.	One t.	70/70	70/70	-	-
					One t.	40/40	40/40	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		
1	2	3	4	5	6	7	8	9	10
<b>Rīga, Daugavpils, Rēzekne, Liepāja, Ventspils junction branch lines</b>									
				p.p. Brasa	One t.	- / 25	-	-	-
Brasa - Čiekurkalns	One t.	-	40						
(*) 1.km 1.pk - 4.pk - 15.km/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	One t.	-	40	Rīga pas.	One t.	35/35*	35/35*	35*	35*
(*) Within 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" parks) *	One t.	100	80	Šķīrotava "J" parks	One t.	-	60/60	-	-
(*) 2.km 4.pk - 3.km 3.pk	One t.	70	70						
(*) 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	even odd	-	40/40	40	40
Zemitāni - Šķīrotava	even odd	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	-	40*
(*) freight trains - 25km/h.				Daugavpils pas.	One t.	-	40/40	-	40
Daugavpils pas. - Daugavpils departure yard (branch line No.26)	One t.	30	30	Daugavpils pas.	One t.	-	- / 30	-	-
				Daugavpils departure yard	One t.	-	- / 30	30	30

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		
1	2	3	4	5	6	7	8	9	10
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.	-	40/40	25	25
				Post 387.km	One t.	80/80	80/80	-	-
<b>Post 191. km - Post 524. km- Post 401. km</b>									
				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.	60	60	Post 8.km	One t.	-	40/40	-	-
*4.km 9.pk - 5.km 7.pk	One t.	25	25						
Post 8.km - Post 524.km - (traffic closed)									
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 (branch line No.5)	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.	-	40/40	-	-
Grīva - Post 5. km (branch line No. 9)	One t.	40	40	Grīva	One t.	40/40	-	-	-
				Post 5.km	One t.	-	40/40	-	-
Rēzekne I – switch No.701 Rēzekne II (Sakstagals)	One t.	40	40	Switch No.701 Rēzekne II	One t.	-	40/40	-	-
				Rēzekne I (switch No.1)	One t.	40/40	-	-	-
Rēzekne II - RēzekneI* (* )3.km 2.pk - 25km/h	One t.	60	60	Rēzekne II	One t.	-	40/40	-	25/25
				Rēzekne-I	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

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		
1	2	3	4	5	6	7	8	9	10
<b>Ventspils st.</b>									
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
<b>Ventspils I - "Pieostas" park</b>									
Ventspils st., connecting track (from "D" park switch No.61 through switch No.63, 65 to switch No.69)	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
73.track ("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
74.track ("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	-	-
<b>"Pieostas" park - "Jūras" park - "Naftas " park</b>									
(*) 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	One t.	25	25	25	25
"Jūras" park - "Naftas" park	One t.		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			
		Passenger trains	Freight trains			Main track		rec./dep. track	
						Junction of station ends			
		odd	even			odd	even		
1	2	3	4	5	6	7	8	9	10
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

- Notes:
1. The allowed speed of trains in main and receiving-departure station tracks has to be observed from entrance to exit switches (not in the borders of stations).
  2. The series of locomotives operated in Latvian Railway districts are indicated in Appendix No.4.
  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 the locomotive.

No DT-3.2./35-2013 of 23.05.2013 "On establishing train traffic speeds in "Latvian Railway"

### The maximum allowed speed of Riga node suburban electric trains on main tracks and station tracks

Routes , districts, sections	Even, odd tracks, single track sections	In section	Stations	Even, odd tracks, single track sections	In the station			
					main track	Main track		r/d track
		Throttle of the station ends						
		odd				even	odd	even
1	2	3	4	5	6	7	8	9
<b>Rīga - Saulkrasti - Skulte</b>			Rīga pas.	<u>even</u> <u>odd</u>	35	-	35	35
Rīga - Zemitāni	<u>even</u> <u>odd</u>	80	Zemitāni*	<u>even</u> <u>odd</u>	70	40	25	40
				<u>even</u> <u>odd</u>	(*) diverting to the main tracks Nr.3,5,6,11 -25km/h			
				<u>even</u> <u>odd</u>	(*) 5 <sup>th</sup> km 4.pk - 9.pk - 50km/h			
Zemitāni - Sarkandaugava	<u>even</u> <u>odd</u>	100	Sarkandaugava	<u>even</u> <u>odd</u>	80	80	-	-
Sarkandaugava - Mangaļi*	<u>even</u> <u>odd</u>	100 80	Mangaļi	<u>even</u> <u>odd</u>	100 50	100 80	25 25	25 25
(*)7.km 8.pk - 8.km 10.pk	even	80						
Mangaļi - Ziemeļblāzma	single track	80	Ziemeļblāzma	<u>even</u> <u>odd</u>	80 80	40 80	40 40	40 40
Ziemeļblāzma - Vecāķi	<u>even</u> <u>odd</u>	100	Vecāķi	<u>even</u> <u>odd</u>	100 100	100 100	25 40	25 40
Vecāķi - Carnikava*	<u>even</u> <u>odd</u>	100	Carnikava	<u>even</u> <u>odd</u>	80	80	-	
(*) 24.km 4.pk - 24.km 6.pk	<u>even</u> <u>odd</u>	80						
Carnikava - Lilaste	<u>even</u> <u>odd</u>	100	Lilaste	<u>even</u> <u>odd</u>	40 80	100 100	40 40	40 40
			Stop point Inčupe ( 43.km 10.pk - turnout. Nr.2a st. Saulkrasti )	<u>even</u> <u>odd</u>	-	80 100	-	-
Lilaste - Saulkrasti	single track	100	Saulkrasti	<u>even</u> <u>odd</u>	100 40	100 100	40 40	40 40
Saulkrasti - Skulte	single	100	Skulte	single	-	40	-	40

Routes, districts, sections	Even, odd tracks, single track sections	In section	Stations	Even, odd tracks, single track sections	In the station			
					main track	main track		r/d track
		Throttle of the station ends						
		odd				even	odd	even
1	2	3	4	5	6	7	8	9
<b>Rīga - Ķemeri - Tukums II</b>								
Rīga pas. - Zasulauks*	<u>even</u> odd	100	Rīga pasažieru	<u>even</u> odd	-	40	-	35
(*) along the curve 1.km. 5.pk.	<u>even</u> odd	50	Torņakalns	<u>even</u> odd	60 100	50 50	40 40	40 40
(*) along the crossing 2.km10.pk	<u>even</u> odd	60						
			Zasulauks	<u>even</u> odd	90 80	100 80	40 40	40 40
Zasulauks - 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.km1.pk - 8.km2.pk	<u>even</u> odd	100		-				
Priedaine - Dubulti*	<u>even</u> odd	120	Dubulti	<u>even</u> 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						
(*)23.km 5.pk - 23.km 8.pk	<u>even</u> odd	80 100						
Dubulti - Sloka*	<u>even</u> odd	100						
(*)26.km 6.pk-7.pk	odd	40						
(*)26.km 8.pk- 27.km1.pk	even	80						
(*)28.km 4.pk - 5.pk	<u>even</u> odd	80						
(*)31.km3.pk- 32.km5.pk	<u>even</u> odd	80	Sloka	<u>even</u> odd	80	40	40	40
Sloka - Ķemeri	single	100	Ķemeri	single	80	40	40*	40
			(*) entering dead- end (track Nr 5) -25 km/h					
Ķemeri - Tukums-1*	single track	80	Tukums-1	single track	80	80	40	40
(*)42.km8.pk- 61.km10.pk	single track	100						
Tukums-1 - Tukums-2	single track	80	Tukums-2	single track	80	80	40	40

Routes, districts,sections	Even, odd tracks, single track sections	In section	Stations	Even, odd tracks, single track sections	In the station			
					main track	main track		r/d track
		Throttle of the station ends						
		odd				even	odd	even
1	2	3	4	5	6	7	8	9
<b>Rīga - Aizkraukle</b>								
Bypass from Riga passenger to Šķīrotava ("Ja" park) *	single	100	Rīga-passenger	<u>even</u> odd	35	-	35	-
(*) 2.km 4.pk - 3.km 3.pk	single	70						
Rīga-pass. - Šķīrotava	<u>even</u> odd	100	Šķīrotava *	<u>even</u> odd	95 95	95 95	-	-
			(*)5.km2.pk - 5.km 8.pk in "Ja" park	<u>even</u> odd	60	60		
	-		Reception 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.km7.pk- 28.km7.pk (*)28.km7.pk- 29.km7.pk		80 80						
Ogre - Lielvārde	<u>even</u> odd	120	Lielvārde	<u>even</u> odd	100	100	40	40
Lielvārde - Skrīveri	<u>even</u> odd	120 100	Skrīveri	<u>even</u> odd	100 40	100 100	40	40
Skrīveri - Aizkraukle	single	90	Aizkraukle*	<u>even</u> odd		100 100*		40 40
			(*) 79.km 9.pk (switch No 2a on side track ) - 80 km/h.					

Routes, districts, sections	Even, odd tracks, single track sections	In the section	Stations	Even, odd tracks, single track sections	In the station			
					main track	main track		r/d track
		Throttle of the station ends						
		odd				pār.	odd	pār.
1	2	3	4	5	6	7	8	9
<b>Rīga - Jelgava</b>			Rīga-pasažieru	<u>even</u> odd	-	40	35	35
Rīga-pas. - Torņakalns	<u>even</u> odd	100	Torņakalns	<u>even</u> odd	40	40	40	40
Torņakalns - Olaine	<u>even</u> odd	100	Olaine	<u>even</u> odd	80	100	40	40
Olaine - Cena	<u>even</u> odd	100		<u>even</u> odd	100	100	40	40
Cena - Jelgava	<u>even</u> odd	100	Jelgava-1	<u>even</u> odd	50	-	25	-

Routes, districts, sections	Even, odd tracks, single track sections	Posmā main track	Stations	Even, odd tracks, single track sections	In the station			
					main track		r/d track	
		Throttle of the station ends						
		odd			even	odd	even	
1	2	3	4	5	6	7	8	9
<b>Zemitāni - Šķirotava</b>								
			Zemitāni	<u>even</u> odd	-	40	-	40
Zemitāni - Šķirotava	<u>even</u> odd.	40						
			Šķirotava	<u>even</u> odd		25		25

Notes: 1. Maximum allowed train speeds on stations` main tracks and reception-departure tracks shall be observed from the entrance to the exit turnouts (not the station limits).

### Terms of passage of six-axle and eight-axle gondola cars and tank wagons

According to the state of the rail road superstructure, substructure and engineering, the six-axle and eight-axle gondola cars and tank wagons passage on routes and stations shall be carried out in the following order:

1. Six-axle gondola cars and tank wagons that have been built after October, 1963 on bogie model YB3-9M of base, as well as of eight-axle gondola cars and tank wagons on four-axle bogie of base 3200mm (two model bogies ЦННН-Х3) are allowed in all sections loading to full carrying capacity and speeds that have been set for freight trains.  
 An exception has been made in the allowed speed restrictions for freight cars having empty or full six-axle or eight-axle tank wagons in certain reception and departure tracks en route Ventspils – Tukums II - Jelgava - Krustpils:  
 st.Ventspils II p/n road No.3 ; st.Taurkalns p/n road No.3 -up to 25km/h.  
 st.Ventspils park „Nafta” p/n road No.2,4,5,6,7,3,8; st.Tukums II p/n roads No.5,6 – up to 15km/h.
2. By introducing eight-axle gondola cars and tank wagons with increased gauge (“Тп” and “Тп”), including – increased loads per each running meter, the terms of movement and the allowed speed are determined by the additional instructions of the State Joint Stock Company “Latvian Railway” management.
3. Metal bridges that do not insure the movement of perspective eight-axle gondola wagons and tank wagons (with gauge Tnp and Tu and evenly spread out load 9,67 and 9,5 t/running m), or insures its movement with speed restrictions.

№	CDN	Section	km	Name of the River	Estimation scheme	Bridge Cat.	Class of bridge	8-axle gondola wagons class (without dynamics)	The defined traffic speed
1	3	Daugavpils-Kurcums –state boarder *	533.	Daugava	99,0+88,0+77,0	III	Support brace k=7,05	7,9/6,79	5 km/h
2	5	Rēzekne I – Rēzekne II	3.	Rēzekne	1×48,10	V	Truss brace k= 5,07	6,41/4,37	15 km/h
3	6	st. Ventspils	120.	Venta	44,02+2×36,0+44,02	IV	Purlins to cross-beams k= 5,49	6,4/4,15	15km/h
4	7	Jelgava – Liepāja	154.	Venta	32,68+62,15+31,68	IV	Purlins to cross-beams k= 5,5.	6,81/4,21	Not possible
5	8	Jelgava – Krustpils	165.	Lielupe	3×53,46	IV	Beams to truss k=5,17	5,98/3,96	15 km/h

Note: Cars with the diffused load greater than 9,67 t per running meter, shall pass through upon a special order.

\* On the condition that span construction is fully used (no less than 5 consecutive wagons)

Approved by LDz Order  
No DT-3.2/35-2013 of 23.05.2013 "On establishing  
train traffic speeds in "Latvian Railway"

**List of stations with level crossings, that are set up at the stations` end (throttle) or on the departure section, and which the traction vehicle driver (engine driver) crosses at the speed up to 20 km/h and is ready to stop before a potential obstacle if the train is received or forwarded while the entrance (route) or exit signal light is red**

No	District, station	Location of crossings			
		Km un pk	Station end (throttle) or departure section		
			even	odd	On r/d/ tracks
1	2	3	4	5	6
<b>Ventspils - Tukums</b>					
1.	Ventspils I	3.km 8.pk	-	x	
2.	Elkšķene	13.km 5.pk	-	-	x
3.	Ugāle	30.km 3.pk	-	x	
4.	Usma	40.km 1.pk	x	-	
5.	Spāre	46.km 4.pk	x	-	
6.	Spāre	48.km 10.pk	-	x	
7.	Līči	57.km 10.pk	-	-	x
8.	Stende	66.km 1.pk	x	-	
9.	Sabile	73.km 6.pk	x	-	
10.	Kandava	84.km 1.pk	x	-	
11.	Kandava	86.km 4.pk	-	x	
12.	Zvāre	97.km4.pk	x	-	
13.	Zvāre	98.km7.pk	-	-	x
<b>Tukums II - Jelgava</b>					
14.	Tukums II	109.km10.pk	-	x	
15.	Slampe	126.km3.pk	x	-	
16.	Slampe	128.km4.pk	-	x	
17.	Līvberze	146.km2.pk	-	x	
<b>Jelgava - Krustpils</b>					
18.	Jelgava II	167.km8.pk	-	x	
19.	Garoza	178.km4.pk	x	-	
20.	Zālite	186.km2.pk	x	-	
21.	Zālite	187.km9.pk	-	x	
22.	Iecava	198.km4.pk	-	x	
23.	Misa	208.km4.pk	-	x	
24.	Vecumnieki	216.km2.pk	x	-	
25.	Vecumnieki	217.km5.pk	-	x	
26.	Lāčplēsis	233.km2.pk	-	x	
27.	Taurkalns	240.km4.pk	x	-	
28.	Taurkalns	242.km2.pk	-	x	
29.	Menta	251.km7.pk	x	-	
30.	Sece	270.km1.pk	-	x	
31.	Sēlpils	285.km9.pk	-	x	
32.	Krustpils	300.km3.pk	x	-	
33.	Krustpils	302.km1.pk	x	-	
<b>Krustpils - Daugavpils</b>					
34.	Krustpils	303.km 2.pk	-	x	
35.	Krustpils	304.km 2.pk	-	x	
36.	Asote	311.km8.pk	x	-	
37.	Asote	313.km3.pk	-	x	
38.	Trepe	319.km 9pk	-	-	x

No	District, station	Location of crossings			
		Km un pk	Station end (throttle) or departure section		
			even	odd	On r/d/ tracks
1	2	3	4	5	6
39.	Līvāni	331.km 6.pk	x	-	
40.	Jersika	343.km5.pk	-	x	
41.	Sergunta	352.km 10.pk	-	x	-
42.	Nīcgale	359.km 4.pk	x	-	-
43.	Nīcgale	360.km 10.pk	-	x	-
44.	Vabole	371.km 10.pk	-	-	x
45.	Līksna	375.km 9.pk	x	-	
	<b>Daugavpils mezgls</b>				
46.	387.km ceļa postenis	388.km 5.pk	x	-	
47.	Daugavpils-pasažieru	390.km 6.pk	x	-	
48.	Daugavpils-pasažieru	393.km 9.pk	-	x	
49.	Daugavpils-pasažieru	204.km 5.pk	x	-	
50.	Daugavpils pas. D parks	25, 26 atzarojumi	x	-	
51.	14.km ceļa postenis	15.km 9.pk	-	x	
	<b>Daugavpils-Indra-Valsts robeža</b>				
52.	Krauļa	399.km 3.pk	x	-	
53.	Naujiene	408.km 3.pk	x	-	
54.	Izvalda	419.km10.pk	x	-	
55.	Silava	424.km 10.pk	-	-	x
56.	Krāslava	433.km 2.pk	x	-	
57.	Skaista	444.km 4.pk	x	-	
58.	Niedrica	449.km 9.pk	x	-	
59.	Niedrica *)centrl track junction	452.km 1.pk*)	x	-	
60.	Indra	459.km 10.pk	x	-	
	<b>Rīga - Krustpils</b>				
61.	Šķirotava "A" parks	10.km 5.pk	-	x	
62.	Salaspils	19.km 2.pk	x	-	
63.	Ogre	34.km 1.pk	x	-	
64.	Ogre	35.km 8.pk	-	x	
65.	Ogre	36.km 2.pk	-	x	
66.	Lielvārde	52.km 3.pk	x	-	
67.	Lielvārde	55.km 1.pk	x	-	
68.	Skrīveri	73.km 5.pk	x	-	
69.	Aizkraukle	79.km 2.pk	-	x	
70.	Aizkraukle	82.km 3.pk	x	-	
71.	Koknese	92.km 8.pk	-	x	
72.	Koknese	95.km 4.pk	-	-	x
73.	Alotene	101.km 2.pk	-	x	
74.	Alotene	104.km 4.pk	x	-	
75.	Pļaviņas	113.km 6.pk	-	x	
76.	Pļaviņas	114.km 5.pk	-	x	
77.	Krustpils	129.km 6.pk	x	-	
	<b>Krustpils-Rēzekne</b>				
78.	Krustpils	130.km 7.pk	-	x	
79.	Kūkas	143.km 9.pk	-	x	
80.	Mežāre	154.km10.pk	x	-	
81.	Atašiene	165.km 7.pk	-	x	
82.	Stirniene	180.km10.pk	-	x	
83.	Varakļāni	190.km 4.pk	-	x	
84.	Viļāni	198.km 6.pk	x	-	
85.	Sakstagals	212.km 5.pk	x	-	

No	District, station	Location of crossings			
		Km un pk	Station end (throttle) or departure section		
			even	odd	On r/d/ tracks
1	2	3	4	5	6
	<b>Rēzekne-Zilupe-Valsts robeža</b>				
86.	Cirna	238.km 2.pk	-	x	
87.	Ludza	247.km 8.pk	x	-	
88.	Ludza	250.km 3.pk	-	x	
89.	Istalsna	258.km10.pk	-	-	x
90.	Nerza	269.km 1.pk	x	-	
91.	Zilupe	278.km 9.pk	x	-	
92.	Zilupe	280.km 3.pk	x	-	
93.	Zilupe	281.km 8.pk	-	x	
	<b>Valsts robeža-Kārsava-Rēzekne I</b>				
94.	Kārsava	401.km 4.pk	-	x	
95.	Mežvidi	418.km 5.pk	-	x	
96.	Ilzeni	431.km 9.pk	x	-	
97.	Burzava	436.km 9.pk	x	-	
98.	b/post. Kleperova	441.km 9.pk	-	x	
99.	Rēzekne I	443.km 9.pk	-	x	
	<b>Rēzekne I - Daugavpils</b>				
100.	Pūpoli	457.km 1.pk	x	-	
101.	Malta	465.km 3.pk	x	-	
102.	b/post. Krace	476.km 9.pk	x	-	
103.	Aglona	491.km 6.pk	x	-	
104.	Viganti	496.km 9.pk	-	x	
105.	Višķi	505.km 2.pk	-	x	
106.	Zaļumi	518.km 5.pk	x	-	
	<b>Daugavpils-Kurcums-Valsts robeža</b>				
107.	Grīva	537.km 3.pk	x	-	
	<b>Valsts robeža-Eglaine-Daugavpils</b>				
108.	Eglaine	172.km 8.pk	x	-	
109.	Eglaine	173.km10.pk	x	-	
110.	Ilūkste	180.km1.pk	x	-	
111.	Ceļa postenis 191.km	190.km 5.pk	-	-	x
112.	Ceļa postenis 192.km	192.km 9.pk.		x	
113.	Track post 5km (197,9km) – passing loop 3 km (200,2km).	199.km 4.pk	-	x	
	<b>Torņakalns-Tukums</b>				
114.	Zasulauks	2.km 10.pk	-	x	
115.	Priedaine	15.km8.pk	x	-	
116.	Dubulti	23.km7.pk	x	-	
117.	Sloka	32.km4.pk	-	x	
118.	Sloka	34.km3.pk	-	x	
119.	Ķemeri	42.km2.pk	x	-	
120.	Tukums I	61.km 4.pk	-	x	
121.	Tukums I	62.km 5.pk	-	-	x

No	District, station	Location of crossings			
		Km un pk	Station end (throttle) or departure section		
			even	odd	On r/d/ tracks
1	2	3	4	5	6
	<b>Rīga - Jelgava</b>				
122.	8 km b.p.	8.km 3.pk	x	-	
123.	Olaine	22.km 3.pk	-	x	
124.	Jelgava II (pieturas p.Cukurfabrika)	41.km 8.pk	-	x	
	<b>Jelgava-Meitene- State border</b>				
125.	Jelgava I	45km 10.pk	x	-	
126.	Meitene	70.km10.pk	-	x	
	<b>Jelgava - Liepāja</b>				
127.	Glūda	59.km 10.pk	x	-	
128.	Biksti	94.km 5.pk	x	-	
129.	Biksti	94.km 10.pk	x	-	
130.	Brocēni	119.km 8.pk		x	
131.	Saldus	127.km 3.pk	x	-	
132.	Skrunda	155.km 4.pk	-	x	
133.	Kalvene	176.km 10.pk	-	x	
134.	Ilmaja	187.km 9.pk	-	x	
135.	Tore	208.km 6.pk	x	-	
	<b>Brasa - Čiekurkalns</b>				
136.	Brasa-Čiekurkalns* (*) Starta street	3.km 2.pk*)		x	
	<b>Rīga - Ieriķi</b>				
137.	Zemitāni (*) Matīsa street	2.km 10.pk*)	x	-	
138.	Čiekurkalns	8.km 4.pk	-	x	
139.	Čiekurkalns	8.km 10.pk	x	-	
140.	Čiekurkalns	9.km 8.pk	x	-	
141.	Jugla	11.km 10.pk	-	x	
142.	Ropaži	24.km 8.pk	-	x	
143.	Vangaži	35.km 9.pk	-	x	
144.	Inčukalns	42.km 5.pk	-	x	
145.	Sigulda	53.km 7.pk	x	-	
146.	Sigulda	54.km 5.pk	-	-	x
147.	Sigulda	56.km 10.pk	x	-	
148.	Līgatne	64.km 5.pk	x	-	
	<b>Ieriķi – Lugaži - State border</b>				
149.	Ieriķi	75.km 2.pk	-	x	
150.	Āraiši	82.km 10.pk	-	x	
151.	Āraiši	85.km 4.pk	-	x	
152.	Cēsis	94.km5.pk	-	-	x
153.	Cēsis	94.km10.pk	-	-	x
154.	Cēsis	95.km 7.pk	x	-	
155.	p.p.Jāņamuiža	99.km 5.pk	-	x	
156.	Lode	106.km7.pk	-	x	
157.	Bāle	115.km2.pk	-	x	
158.	Brenguļi	129.km7.pk	x	-	
159.	Strenči	140.km2.pk	x	-	

No	District, station	Location of the crossings			
		Km un pk	Station end (throttle) or departure section		
			even	odd	on r/d tracks
1	2	3	4	5	6
160.	Strenči	141.km 2.pk	-	x	
161.	Strenči	143.km1.pk	-	x	
162.	Saule	157.pk 1.pk	-	x	
163.	Lugaži	166.km7.pk	-	x	
	<b>Zemitāni - Skulte</b>				
164.	Sarkandaugava	8.km 10.pk	-	x	
165.	Mangaļi	11.km 5.pk*)	x	-	
	*)Ezeru street				
166.	Carnikava	31.km 3.pk	-	x	
167.	Carnikava	32.km 6.pk	x	-	
168.	Lilaste	37.km 2.pk	x	-	
169.	Saulkrasti	49.km 3.pk	x	-	
170.	Saulkrasti	50.km 1.pk	-	x	
171.	Skulte	56.km 7.pk	x	-	
	<b>Pļaviņas - Gulbene</b>				
172.	Pļaviņas	2.km 1.pk	-	x	
173.	Jaunkalsnava	20.km 8.pk	-	x	
174.	Madona	45.km 5.pk	x	-	
175.	Madona	46.km 8.pk	-	x	
	<b>Zasulauks - Bolderāja</b>				
176.	Lāčupe	3.km 3.pk*)	-	x	
	*) Slokas street				
177.	Lāčupe	4.km 3.pk*)	x	-	
	*)Buļļu street				
	<b>Lāčupe - Ilģuciems</b>				
178.	Lāčupe	1.km 10.pk	x	-	
179.	Ilģuciems	- ‘ -	-	x	
	<b>Brasa - Rīga - Krasta</b>				
180.	Rīga-Krasta	4.km 3.pk	-	x	
	<b>Rīga – Šķirotava “J” parks (apvedceļš)</b>				
181.	Rīga – pasažieru (Rēznes street)	4.km 4pk.	x	-	
182.					
183.	Šķirotava “J” parks (Rēznes treet)	- ‘ -	-	x	
	<b>Šķirotava</b>				
184.	Šķirotavas stacija “A” parks – “J” parksceļš Nr.30	7.km 3.pk	-	-	x
185.	Šķirotava “A” parks Šķirotava “Preču” parks	7.km 8.pk	-	-	x
186.	Šķirotava “J” parks	6.km 2.pk	x	-	
187.	Šķirotava “J” park (Krustpils street) Šķirotava “Preču” parks	6.km 10.pk	-	-	x
	<b>Ventspils 2 - Naftas</b>				
188.	Austrumi Park	2.km 6.pk		x	
189.	Naftas Park	5.km 6pk	x		

N0	District, station	Location of crossings			
		km un pk	Station end (throttle) or departure section		
			even	odd	On r/d tracks
1	2	3	4	5	6
	<b>Ventspils I stacija</b>				
190.	crossing No 3	2.km 10.pk			
191.	crossing No 4	2.km 8.pk			
192.	crossing No.5				
193.	crossing No.6	1.km 3.pk			
194.	crossing No 9	119m9.pk			
195.	crossing No 10	118.km9.pk			
196.	crossing No 11	1.km 10.pk			
	<b>Pieostas park</b>				
197.	crossing No.1			x	
198.	- " -				
199.	crossing No.2		x		
200.	- " -				
201.	<b>Jūras park</b>	3.km4.pk		x	
	<b>Rēzekne 2 – Rēzekne 1</b>				
202.	Rēzekne 1	2.km 4.pk	-	x	
203.	Rēzekne 2	2.km 4.pk	x	-	
204.	Rēzekne 1 - Rēzekne 2 (through the turnout No 701)				
205.	Rēzekne1	1.km 7.pk	-	x	
206.	Rēzekne 2	1.km 7.pk	x	-	
	<b>Grīva – track post 5<sup>th</sup> km</b>				
207.	Grīva	1.km 3.pk	-	x	
208.	- " -	1.km 4.pk	-	x	
209.	track post 5 <sup>th</sup> km	2.km 1.pk	x	-	

r/d track– reception– departure track

Approved by LDz Order  
 No. DT-3.2/35-2013 of 23.05.2013  
 “On establishing train traffic speeds in “Latvian Railway”

**List of engineering structures where the speed of diesel locomotives  
 2TE-10, 2TE-116 (including all modifications) is limited**

The following traffic speeds are determined for 2TE-10, 2TE-116 types of locomotives (including all modifications), with 2 or 4 units behind the towing locomotive freight train for through passing in routes: Šķirotava - Zemitāni - Lugaži, Šķirotava - Krustpils - Daugavpils - Indra, Ventspils - Jelgava - Krustpils - Rēzekne - Zilupe, Daugavpils - Eglaine and Kārsava - Daugavpils – Kurcums when the following engineering structures are crossed:

section Rēzekne-1 - Rēzekne-2	bridge 3.km 2.pk	25 km/h
passing loop 3. km	bridge 533.km 3.pk – 5.pk	40 km/h
section Jelgava – Krustpils	bridge 165.km 9.pk -166.km10.pk	15 km/h

Approved by LDz Order No. DT-3.2/35-2013 of 23.05.2013  
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**The allowed traffic speeds and the main requirements for transportation of self propelled track machines**

No.	Name of the machine	Maximum allowed transportation speed	Order of transportation and main requirements
1.	2.	3.	4.
1.	VPR-1200; VPRS-500; VPR-02; type track aligning and tamping machines	70 km/h – on straight track sections and curves with radii larger than 600 m ;  40 km/h – in radii less than 600 m ;  on switches: 25 km/h – in the direction of a siding.	Movement: - self propelled or is transported with separate locomotive - in the tag of service train if the train set has no more than 40 axles. Machinery and trailer platform constitutes one whole carriage, unhitching forbidden.
2.	MDZ complex railway track machine consists of three track self propelled machines: -09-16 CSM type track realignment and tamping machine, - SSP-110 type ballast leveller, - DGS-62 N type dynamic stabilizer.	80 km/h – on track sections; on switches: 80 km/h – in straight direction, 40 km/h – in the direction of a siding.	Movement: - self propelled or is transported with separate locomotive - in the tag of service train if the train set has no more than 40 axles. Each machine can move pašgaitā or linked with rest of machines.
3.	UNIMAT- 08-475 Duomatic 08-32 CT Dynamic 09-3X type track realignment and tamping machines.	80 km/h – on track sections; on switches: 80 km/h – in straight direction, 40 km/h – in the direction of a siding.	Movement: - self propelled or is transported with separate locomotive - in the tag of service train if the train set has no more than 40 axles.

Appendix 13 continued

No.	Name of the machine	Maximum allowed transportation speed	Order of transportation and main requirements
1.	2.	3.	4.
4.	BDS-200 USP 2005 SW type ballast leveller	80 km/h – on track sections; on switches: 80 km/h – in straight direction, 40 km/h – in the direction of a siding.	Movement: - self propelled or is transported with separate locomotive - in the tag of service train if the train set has no more than 40 axles.
5.	MARK – VI type track realignment and tamping machines	60 km/h – on track sections; on switches: 60 km/h – in straight direction, 25 km/h – in the direction of a siding	Movement: - self propelled or is transported with separate locomotive; - in the tag of a service/ maintenance train if the train has no more than 20 axles, ahead of two unloaded break wagons; - in the tag of service train with diesel in gear and accompanied by engine-driver in the cabin of the machine.
6.	K-32- trimmer	50 km/h – self propelled movement; 30 km/h – transportation with other unit;  on switches: 15 km/h – in the direction of a siding.	Moves self propelling or is transported with separate locomotive
7.	K-47 type bearing changing machine and K-12 type bearing crane	30 km/h – on track sections;  on switches: 30 km/h – in straight direction, 15 km/h – in the direction of a siding.	Move within train set when loading on the platform. Departure from station in the nearby district and movement on station's tracks – self propelled. Sleeper loading and unloading crane K-12 has to be coupled with the machine K-47. Self propelled movement of the crane is allowed only within boundaries of a working grasp.

Appendix 13 continued

No.	Name of the machine	Maximum allowed transportation speed	Order of transportation and main requirements
1.	2.	3.	4.
8.	K-42-4 type ballast cutting machine.	30 km/h – on track sections; on switches: 15 km/h – in straight direction, 15 km/h – in the direction of siding	Departure from station in the nearby district and movement on station's tracks – self propelled. Transportation to the working district with separate locomotive.
9.	ZT-250 type ballast leveller	70 km/h – on track sections; on switches: 70 km/h – in straight direction, 40 km/h – in the direction of siding	Movement: - self propelled or is transported with separate locomotive; - in the tag of service train if the train has no more than 40 axles, ahead of two unloaded break wagons; <b>- in the tag of service train with diesel in gear and accompanied by engine-driver in the cabin of the machine.</b>
10.	RM-76, RM-80 type ballast cleaning machines	80 km/h – on track sections; On switches: 80 km/h – in straight direction; 25 km/h – in the direction of siding.	Within a distance of 100 km moves self propelled or is transported with a separate locomotive Within a distance exceeding 100 km is transported with separate locomotive. Departing from working district's restrictive station – self propelled. In the service train set with length no more than 40 axles.
11.	PMG type mechanised nut tightener; ROM-3 type rail grinding machine; PRSM-4 type rail welding machine	80 km/h – on track sections; On switches: 80 km/h – in straight direction; 40 km/h – in the direction of siding.	Moves self propelled or is transported with separate locomotive. Or in the tag of service train with length no more than 40 axles.
12.	DGKu, WM-15S, PUSSIO.13 , ADM, AGV type railcars	80 km/h – on track sections; On switches: 80 km/h – in straight direction; 40 km/h – in the direction of siding.	Maximum weight of the train: 60 t – riding on track sections 300 t – manoeuvring in the station.

**Appendix 13 continued**

13.	MPT type railcars.	80 km/h – on track sections; On switches: 80 km/h – in the straight direction; 40 km/h – in the direction of siding.	Maximum weight of the train: 100 t – driving on track sections 400 t – manoeuvring in the station.
14.	AGM, DMSu type railcars	65 km/h – on track sections; On switches: 65 km/h – in straight direction; 40 km/h – in the direction of siding.	Maximum weight of the train: 15 t – driving on track sections 40 t – manoeuvring in the station.
15.	AS-1A.2. type automotrice	80 km/h – on track sections; On switches: 80 km/h – in straight direction; 40 km/h – in the direction of siding.	Moves self propelled or is transported with separate locomotive. Or in the tag of service train that is no longer than 40 axles.

Approved by LDz Order No. DT-3.2/35-2013 of 23.05.2013  
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**Allowed traffic speeds and main requirements that shall be observed when transporting non-self-propelled track machines and special rolling stock**

No.	Name of the machine	Maximum allowed transportation speed	Main requirements
1.	2.	3.	4.
1.	All self propelled track machines	See appendix 7 of the order about establishing train traffic speed	See appendix 7 of the order about establishing train traffic speed
2.	UK-25/9-18 UK-25/9 type track laying crane	70 km/h – on straight track sections and curves with radii larger than 600 m; 40 km/h – on curves with radii less than 600 m; On turnouts: 70 km/h – in straight direction; 25 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation of the crane on railway tracks; to set up fasteners between vertical pylons of both gantries. Crane’s jib has to be lowered and placed in a symmetric position. The free inclinable girders of the crane jib shall be lifted in a transportation position and fastened safely (tightly) with traces; ensuring secure crane’s hitch (fastening) with platforms by installing fixing lever keys as well as by installing special locks of the automatic head, hitch platforms on both sides of the track laying machine and turn on train’s automatic anchors; is transported in service trains or with separate locomotive; allowed to put in any part of the train set.

1.	2.	3.	4.
3.	MPD type motor platform	70 km/h - on straight track sections and curves with radii larger than 600 m; 40 km/h - on curves with radii less than 600 m; On turnouts: 70 km/h – in straight direction; 25 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; is transported in service trains; allowed to put in any part of the train set.
4.	Train with platforms with 12,5 m or with 25 m long track-panel sections.	70 km/h - on straight track sections and curves with radii larger than 600 m; 40 km/h - on curves with radii less than 600 m; On turnouts: 70 km/h – in straight direction; 25 km/h – in the direction of bypath.	Loading and fastening of track sections' packets on railroad platforms is carried out in accordance with "Instruction about loading and fastening of tracks – bearings fender packets on 4-axle railroad platforms and about train movement order on railroad tracks while decking and tearing down railroad tracks "; in order to prevent possible movement of packets they are fastened with bearing inlays or removable supports; during each stop of the train (in station) scrutiny of packets has to be carried out and in case of necessity their fastenings have to be drawn; unhitching lever handles of quick hitch have to be locked with keys; platform groups with packets sections are not allowed to be included in other train sets.
5.	CNII-DVZ; CNII-DVZ-M; 55-76 type hopperdosimeter  CNII-3 type hopperdosimeter	80 km/h – on track sections; On turnouts: 80 km/h – in straight direction; 40 km/h – in the direction of bypath.  60 km/h – on track sections; On turnouts: 80 km/h – in straight direction; 40 km/h – in the direction of bypath.	Empty hopper dosimeters that are not included in the route can be transferred without attendance of engine-operator after preparation for transportation and making corresponding record in transportation documentation. Loaded hopper dosimeters can be transported without attendance of engine-operators after complying with following regulations: Hopper dosimeters have to be fastened in transportation position and corresponding record must be made in transportation documents in station of departure; no more than 20 loaded hopper dosimeters are allowed to be transported in one service train; no more than 5 hopper dosimeters are allowed to be transported in one freight train.

Appendix 14 continued

1.	2.	3.	4.
6.	VPO-3000 type track aligning – tamping and lining machine with rear 3 axle boggies with a welded frame	50 km/h – on track sections; On turnouts: 50 km/h – in straight direction; 25 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; is transported with separate locomotive or in the tag of service train, with length no more than 80 axles. Forbidden to place in freight train set.
7.	VPO- type track aligning – tamping and lining machine with KVZ-1M, UVZ-9M type rear 3 axle boggies and VPO2-3000 type track aligning – tamping and lining machine	80 km/h - on straight track sections and curves with radii larger than 600 m; 40 km/h - on curves with radii less than than 600 m: 80 km/h – in straight direction; 25 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; is transported with separate locomotive or in the tad of service train, with length no more than 80 axles. Forbidden to place in freight train set.
8.	ELB-1 type balancing machine	50 km/h – on track sections; On turnouts: 50 km/h – in straight direction; 25 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; is transported in the tag of train ahead of the last bremžu vagona. Pushing is forbidden.
9.	SS-1 Type track plow	80 km/h – on track sections; On turnouts: 80 km/h – in straight direction; 35 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; is sent with freight trains; allowed to be placed in the tag of the train set.

1.	2.	3.	4.
10.	SM-2 type snow removal machine (SM-2 frontal machine, SM-2 tag and middle gondola in hitch). The frontal machine is equipped with automatic anchors.	50 km/h – on track sections; On turnouts: 50 km/h – in straight direction; 25 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; hitch after the last wagon on the cabin side of the gondola in train set's tag; it is forbidden to hitch on the side of rotor - feeder. Is transported with train sets that are not pushed, but in track sections where train set's movement is not provided without pushing – with separate locomotive.
11.	SM-2 type frontal machine (one machine without gondola); is equipped with automatic anchors.	50 km/h – on track sections; On turnouts: 50 km/h – in straight direction; 25 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; is placed after the last wagon on the side of elektrostacijas kabīnes of the train set; it is forbidden to hitch on the side of rotor - feeder; before the machine the covering machine is hitched on the side of elektrostacijas kabīnes; is transported with train sets that are not pushed, but in track sections where train set's movement is not provided without pushing – with separate locomotive.
12.	SM-2 type tag wagons and gondolas of snow removal machine in hitch (without frontal machine).	50 km/h – on track sections; On turnouts: 50 km/h – in straight direction; 25 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks. Are placed behind the last wagon of train set; are transported with a train that is not pushed, but in track sections where train set's movement is not provided without pushing – with a separate locomotive.

1.	2.	3.	4.
13.	SDP un SDPM type snow plows	80 km/h – on track sections; On hitches: 80 km/h – in straight direction; 40 km/h – in the direction of bypath. In working position: 70 km/h – on track sections; 40 km/h – in stations	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks. If not equipped with automatic anchors they are hitched before last two bremžu vagoniem of the train set that is equipped with automatic anchors; snow sweepers that are equipped with automatic anchors may be hitched behind the last wagon of the train set.
14.	PRL-3/2; PRL-4 type track repair machine	80 km/h – on track sections; On turnouts: 80 km/h – in straight direction; 25 km/h – in the direction of bypath.	In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; place two supports on the end of crane jib and fasten them to the frame of platform; in order to prevent possible movement of the crane crosswise, attach two straining chains and anchor (stopors) to the moving frame of the crane; on all platforms: fasten platform sides in elevated position; loosen springs from springs disconnecting jacks; twist bolts of jacks in top position and fix (nostoporēt), the interval between supporting foot and spring grip of jack has to be no less than 30 mm; switch on all platform air distributors in the train anchors trunk-line; is placed behind the last wagon of train set; is transported with train sets that are not pushed, but in track sections where train set's movement is not provided without pushing – with separate locomotive.



**Appendix 14 continued**

1.	2.	3.	4.
17.	<p>SZ-120 type ballast contamination exportation train set in loaded position</p> <p>SZ-120 type ballast contamination exportation train set in empty position</p>	<p>60 km/h – on track sections; On turnouts: 60 km/h – in straight direction; 25 km/h – in the direction of bypath.</p> <p>80 km/h – on track sections; On turnouts: 80 km/h – in straight direction; 40 km/h – in the direction of bypath.</p>	<p>In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks. Is transported with separate locomotive or in the service train set.</p> <p>In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; is sent with freight trains; is placed in the tag of the train set.</p>
18.	Ballast cleaning machine OT-400 type	<p>50 km/h – on track sections;</p> <p>On turnouts: 50 km/h – in straight direction, 25 km/h – in direction of bypass..</p>	<p>In accordance with Technical regulations, carry out preparatory works for transportation on railway tracks; is transported with separate locomotive or in the tag of service train, that is no longer than 80 axles. Forbidden to place in freight trains.</p>

**Notes:**

1. Hopperdosimeter and tipper wagons` flow in empty position after their production, to the repairs and back on the public railway tracks as well as to the new working place is allowed within freight trains set, as transportation of cargo on its own axles with the condition that it is suitable for safe traffic, by processing cargo documents and attaching technical condition statements of the rolling stock.
2. In all cases nepašgājēju tipa ceļu mašīnas, special trains for transportation of long track sections, transporting with separate locomotive, must be attended by work superintendent or mechanics who have licences for steering of the given machine, but the brigade of locomotives has to be given notices about speed limitations in traffic sections in established procedure.

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### List of locomotives operated on Latvian railway districts

No	Sections	Types of locomotives (serial No)
1.	2.	3.
1.	Ventspils – Tukums II – Jelgava –Krustpils -Daugavpils – Indra – St. border	TEP70, TEP70BS, TEP60, 2TE116, 2TE10M, 2TE10MK, 2TE10U, 2TE10UK, 2M62, 2M62K, 2M62U, 2M62UK, M62, ČME3, ČME3M, TEM2, DR1(A,P), AR2, TGM23, L, 2M62UP, 2M62UC
2.	Rīga – Krustpils – Rēzekne – Zilupe – St. border	TEP70,TEP60, 2TE10M, 2TE10U, 2TE116, 2M62, 2M62K, 2M62U, M62, ČME3, ČME3M, TEM2, ER2,ER2M, ER20000R,2M62UM, ER2T, ER2T0000R,DR1(A,P), AR2, TGM3, L, 2M62UP, 2M62UC
3.	St. border – Kārsava – Rēzekne I-Daugavpils	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62K, 2M62U, M62, ČME3, ČME3M, TEM2, DR1(A,P), D1, AR2, L, 2M62UP, 2M62UC
4.	Post 401.km –Post 524. km	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62U, M62, ČME3, ČME3M, TEM2, DR1(A,P), D1, AR2, L ,2M62UP, 2M62UC
5.	Čiekurkalns – Brasa – Rīga Krasta	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62K,2M62U, M62, ČME3, ČME3M, TEM2, DR1(A,P), AR2, L, 2M62UP, 2M62UC
6.	Zemitāni – Šķirotava	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62K, 2M62U, ER-2, M62, ER2M, ER20000R, ČME3, ČME3M, TEM2, DR1(A,P), AR2, L , TGM 4*, TGM3*,ER2T, ER2T0000R, 2M62UP, 2M62UC
7.	Daugavpils junction branch lines	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62K, 2M62U, M62, 2M62M, TEM2,TGM3, ČME3M, TGM23, DR1(A,P), AR2, TE3, D-1, L , 2M62UP, 2M62UC
8.	Rēzeknes junction branch lines	TEP70,TEP60, TEP70BS, 2TE10M, 2TE10U, 2TE116, 2M62, 2M62K, 2M62U, M62, M62K, ČME3, ČME3M, TEM2,TGM3, TGM23, DR1(A,P), AR2, L, 2M62UP, 2M62UC
9.	Daugavpils – Kurcums – St. border	TEP70, TEP70BS,TEP60, 2TE10M, 2TE10U, 2M62, ČME3, ČME3M, M62K, 2M62K, 2M62K-EOS, 2M62U, 2M62UM, 2M62M, TE3, TEM2, DR1(A,P), D1, AR2, L , 2M62UP, 2M62UC
10.	V. robeža – Eglaine – Daugavpils	TEP70, TEP70BS,TEP60, 2TE10M, 2TE10U, 2M62, M62K,2M62K, 2M62U, 2M62UM, 2M62M, M62, ČME3, ČME3M, TEM2, D1, DR1, AR2, TEM2 , 2M62UP, 2M62UC, ER20CF.
11.	Rīga – Jelgava – Glūda	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62K, 2M62U, M62, ČME3, ČME3M, DR1(A,P), AR2, ER2, ER2M, ER20000R, ER2T, ER2T0000R, TEM2, L, 2M62UP, 2M62UC
12.	Glūda- Saldus - Liepāja	TEP70, TEP60, TEP70BS, 2M62, 2M62U, M62, ČME3, ČME3M, DR1(A,P), AR2, TEM2, 2M62UP, 2M62UC, 2M62K, M62K
13.	Jelgava – Meitene – St. border	TEP70, TEP70BS,TEP60, 2TE10M, 2TE10U, 2M62, M62K,2M62K, 2M62U, 2M62UM, 2M62M,M62, ČME3, ČME3M, TEM2, DR1(A,P), AR2, L, 2M62UP, 2M62UC, ER20CF.

No	Sections	Types of Lokomotives ( serial No)
1.	2.	3.
14.	Rīga – Ieriķi – Lugaži – St. border	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62K, 2M62U, M62, ER2T, ČME3, ČME3M, ER2, TEM2, DR1(A,P), AR2, L, TEM2, 2M62UP, 2M62UC
15.	Torņakalns – Tukums II	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62K,2M62U, M62, ČME3, ČME3M, ER2, ER2M, ER20000R, ER2T, ER2T0000R, DR1(A,P), AR2, L, TEM2 ,TGM3*, TGM4, 2M62UP, 2M62UC
16.	Zemitāni – Skulte	TEP70,TEP60, 2TE116, 2TE10M, 2TE10U, 2M62, 2M62K, 2M62U, M62, ČME3, ČME3M, TGM3, TGM23, ER2, ER2M, ER20000R, ER2T, ER2T0000R, DR1(A,P), AR2, TEM2, 2M62UP, 2M62UC
17.	Glūda – Reņģe – St. border	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, 2M62UM, M62, DR1(A,P), AR2, L, ČME3, ČME3M, TEM2, 2M62UP, 2M62UC
18.	Zasulauks – Bolderāja	2M62, 2M62U, M62, ČME3, ČME3M, TEM2 ,2M62UP, 2M62UC
19.	Post 191.km – Post 524.km	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, TEM2, DR1(A,P), ČME3, ČME3M, AR2, 2M62UP, 2M62UC
20.	Jāņavarti – Ērgļi	2M62, 2M62K, 2M62U, M62, ČME3, ČME3M, DR1(A,P), TEM2, AR2, 2M62UP, 2M62UC
21.	Pļaviņas – Gulbene	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, TEM2, TGM3, TGM23, DR1(A,P), ČME3, ČME3M, AR2, L, 2M62UP, 2M62UC
22.	Jaunkalsnava - Veseta	2M62, 2M62U, M62, ČME3, ČME3M, TEM2, 2M62UP, 2M62UC
23.	Rīga node branch lines	M-62, TEM-2, ČME-3, ČME3M, 2M62, TGM3*, TGM4*, 2M62UP, 2M62UC, 2M62U, 2M62K.
24.	Rīga – Jelgava	TGM3*, TGM4*
25.	Rīga – Aizkraukle	TGM3*, TGM4*
26.	Rīga – Skulte	TGM3*, TGM4*

(\*) Due to high risk of fire hazard, traffic of TGM-3 un TGM-4 locomotive series is allowed only from 1<sup>st</sup> November until 1<sup>st</sup> April.

Approved by the Order

No. D-3.1./203-2013

of May 27, 2013

## Regulations on permissible working time registration of traction vehicle brigades

1. Terms used in the Regulations on permissible working time registration of the traction vehicles brigades (hereinafter - Regulations):

1.1. **LDz** – State Joint Stock Company „Latvijas dzelzceļš”;

1.2. **Brigade** – a crew of traction vehicle that drives traction vehicle on public-use railway infrastructure, the owner of which is the State Joint Stock Company „Latvijas dzelzceļš”;

1.3. **Uninterrupted working time of the brigade** – time from the moment of receiving the locomotive until transferring the locomotive over to the person on duty in the operation shop or to another brigade not including the waiting time of the shift brigade;

1.4. **Total working time of the brigade** – time that is summed up of the uninterrupted working time and the time the brigade spends going from permanent place of dislocation or the exchange point of brigade to the place of receiving the locomotive, including the time for waiting the train, driving as passengers as well as the time that is spent for returning;

1.5. **Night-work** – period of time that is stated in the 1<sup>st</sup> Article of the Paragraph 138 of the Latvian Republic Labour Law;

1.6. **Resting time** – period of time that is stated in the 1<sup>st</sup> Article of the Paragraph 141 of the Latvian Republic Labour Law.

2. These regulations define working time of the brigades, resting time norms in the return (exchange) points and permissible working time registration.

3. Uninterrupted working time of the brigades may not exceed 12 hours. In cases of emergency situations, brigades that are going to work on elimination of accident consequences in the set of assistance, fire extinguishing or extracurricular train, the uninterrupted working time can be prolonged to 16 hours.

4. Brigades are not allowed to have night-work more than two nights in a row. This requirement is not applied to brigades returning from revolving, exchange or delivery points during the night as passengers or brigades that are resting in revolving (exchange) point.

5. Duration of resting time counts from the time of handing over the traction vehicle until arriving to work, and it must not be shorter than half of the previously performed uninterrupted working time and not less than 3 hours.

6. By the consent of the brigade, a second resting time in the revolving (exchange) point might be offered. Duration of the second resting time must not be less than 6 hours.

7. If the brigade drives to the revolving (exchange) point as passengers then from this point it can be sent to the trip without resting. If the driving time of the brigade as passengers is longer than 6 hours then a consignment to the trip without resting is carried out after receiving consent from the brigade.

8. The operator determines the locomotive reception and handover time norms for brigades following provisions of these regulations and submits them to LDz Technical Management Directorate every year until 1<sup>st</sup> of May for development of a new train timetable. In case there are changes in the locomotive reception and handover time norms for brigades (hereinafter – changes) the operator reports to the LDz Technical Management Directorate about introduced changes not later than 15 days before changes are coming into force.

9. The time norm of locomotive being located on stations' tracks is determined by LDz Technical Management Directorate, and it is published in train traffic timetable normative.

10. One hour before the end of working time, the brigade reports to LDz train traffic controller about the end of working state through radio communication or other official means of communication.

11. LDz train traffic controller sends brigade for rest to the revolving (exchange) point if the uninterrupted working time of the brigade there and back exceeds restrictions provided by the 3<sup>rd</sup> Paragraph of the Regulations.

12. LDz train traffic controller organises change of the brigade in the intermediate station of the district if uninterrupted working time of the brigade exceeds restrictions provided by the 3<sup>rd</sup> Paragraph of the Regulations

13. Change of brigades in the intermediate station of the district is ensured by the operator on the basis of LDz train traffic controller's notification.