

PUBLIC-USE RAILWAY INFRASTRUCTURE MANAGER

State Joint Stock Company
“LATVIJAS DZELZCEĻŠ”

NETWORK STATEMENT

2013

June 15, 2012

Foreword

State Joint Stock Company “Latvijas dzelzceļš” as a public-use LDz railway infrastructure manager is publishing a public-use LDz railway infrastructure manager statement on planned services for 2013/2014 timetable period (hereinafter – Network Statement) in accordance with the Railway Law of the Republic of Latvia, European Council Directive 91/440/EEC of 29 July 1991 on the development of the Community’s railways (amendments in Directives 2001/12/EC; 2004/51/EC; 2006/103/EC; 2007/58/EC), European Council Directive 95/18/EC of 19 June 1995 on the licensing of railway undertakings (amendments in Directives 2001/13/EC; 2004/49/EC), European Parliament and Council Directive 2001/14/EC of 26 February 2001 on the allocation of railway infrastructure capacity and levying of charges for the use of railway infrastructure and safety certification (amendments in Directives 2004/49/EC; 2007/58/EC), European Parliament and Council Directive 2004/49/EC of 29 April 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 17 June 2008 on the interoperability of the rail system within the Community (amendments in Directive 2011/18/EC), European Parliament and Council Directive 2008/68/EC of 24 September 2008 on the inland transport of dangerous goods within the Community (amendments in Directive 2010/61/EU and Commission Decisions 2009/240/EC; 2010/18/EU; 2011/26/EU; 2012/188/EU), as well as the Regulations of the Cabinet of Ministers No.539 (27.06.2006.) “Regulations on capacity allocation of the public-use railway infrastructure” (amendments: 23.02.2010. Regulations of the Cabinet of Ministers No.188 and 18.05.2010. Regulations of the Cabinet of Ministers No.448) and the Regulations of the Cabinet of Ministers No.461 (06.06.2006.) “Regulations on contents and publishing procedure of the public-use railway infrastructure manager statement (network statement)”.

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

Network Statement consists of the following chapters:

1. General information
2. Access conditions
3. Rail network
4. Capacity allocation procedure
5. List of services
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 26 May 2013 until 24 May 2014.

Copyright:

No part of this document may be reproduced, transmitted, copied, kept in electronic search base or translated into other language without prior permission granted by SJSC “Latvijas dzelzceļš”.

Trade marks:

All the trade marks used in the text belongs to their owners and are used only as reference. © VAS LDz, 2012.

TABLE OF CONTENTS

1. GENERAL INFORMATION	5
1.1. Introduction	5
1.2. Objective	5
1.3. Legal framework	5
1.4. Clause	5
1.5. Structure of Network Statement	6
1.6. Availability of Network Statement	6
1.7. Contact information	6
1.8. Abbreviations used in Network Statement	8
2. ACCESS CONDITIONS	8
2.1. Legal framework	8
2.2. General access requirements	8
2.3. Operating licence	8
2.4. Safety certificate	9
2.5. Capacity for railway operations	11
2.6. The agreement on the use of railway infrastructure	11
3. INFRASTRUCTURE	12
3.1. Definition	12
3.2. Network description	12
3.2.1. Railway lines and operating points	12
3.2.2. Technical characteristics of rail network	14
3.2.3. Traffic control and safety systems	15
3.3. Line capacity	15
4. CAPACITY ALLOCATION PROCEDURE	15
4.1. Legal framework	15
4.2. General issues	15
4.3. The procedure of submitting and reviewing capacity request applications	16
4.4. Capacity allocation criteria	16
4.5. Capacity allocation	16
4.6. Yearly timetable	17
4.7. Changes in yearly timetable	18
4.8. Infrastructure manager actions in case of congested infrastructure	19
5. LIST OF SERVICES	20
5.1. Services included in the charge for the use of railway infrastructure	20
5.2. Access rights to railway infrastructure	21
5.3. Additional services	21
6. CHARGES	22
6.1. Legal framework	22
6.2. Charging system	22
6.2.1. Services included in the charge	22
6.2.2. Charging principles	22
6.2.3. Charging in case of congested infrastructure	23
6.2.4. Charge discounts	23
6.3. Tariffs	23
6.3.1. Charge for the use of public railway infrastructure	23

6.3.2. Charge discounts	23
6.3.3. Increased charge	24
6.4. The procedure of payments	24

APPENDICES

Appendix 1: Latvian Railway train traffic and freight organization scheme in 2012.....	25
Appendix 2: Latvian Railway freight train weight and length standards	26
Appendix 3: Latvian Railway districts equipment in 2012	27
Appendix 4: Train traffic indicators for timetable 2012- 2013	28
Appendix 5: The capacity of public-use railway infrastructure in Latvia	29
Appendix 6: Capacity request form	34
Appendix 7: Length of railway network (track districts) by categories	36
Appendix 8: Order No. DT-2/25 (12.05.2011.) “On establishing train traffic speed in “Latvijas dzelzceļš”	47
8.1. The allowed train traffic speeds on main, receiving-departure tracks of stations and way station tracks.....	49
8.2. The maximum allowed speed for suburban area electric trains of Riga junction on main and station tracks.....	68
8.3. Procedure for through passing of six-axle and eight-axle gondola cars and tank wagons.....	72
8.4. List of locomotives operated in Latvian Railway districts	74
8.5. List of stations which have level crossings	76
8.6. List of engineering structures where speed of diesel locomotives 2TE-10, 2TE-116 (including all modifications) is limited	82

1.GENERAL INFORMATION

1.1. Introduction

Public-use LDz infrastructure manager 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 26 May 2013 until 24 May 2014.

All changes will be published in the website of State Joint Stock Company "Latvijas dzelzceļš" - www.ldz.lv.

1.3. Legal framework

The Network Statement 2013 is approved by the Decision of the Board of Presidents of State Joint Stock Company "Latvijas dzelzceļš" (LDz) No. _____ of 19 June 2012.

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 being in force on 1 June 2012.

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

1.4. Clause

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 an 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.

LDz does not have a responsibility to inform each operator separately on changes to the Network Statement, because all of them can be found in LDz website 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 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 in Latvian is available in LDz website www.ldz.lv. All the changes to the Network Statement are also available in the mentioned website.

A printed version of the Network Statement can be ordered from LDz for purchase.

The price of the Network Statement does not exceed production costs. The price is _____ LVL, VAT and postage not included.

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

State Joint Stock Company “Latvijas dzelzceļš”
Gogola Str. 3
Riga, LV 1547

Inquiries Office:

Phone: +(371) 6723 4457

Fax: +(371) 6723 4440

1.7. Contact information

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

Further inquiries concerning safety certificates and licences:

Jeļena Stepanova,

phone: +371 6723 4310

e-mail: jelena.stepanova@vdzti.gov.lv

Further inquiries concerning operating licences:

For freight operations:

Raimonds Indulevičs phone: +371 6723 4315
e-mail: raimonds.indulevics@vda.gov.lv

For passenger operations:

Agnese Kozlovska phone: +371 6787 3182
e-mail: agnese.kozlovska@sprk.gov.lv

Further inquiries concerning infrastructure technical parameters:

Aleksandrs Zjatkovs phone: +371 6723 4434
e-mail: aleksandrs.zjatkovs@ldz.lv

Further inquiries concerning a preparation of the Network Statement:

Oļegs Zeļenkovs phone: +371 6723 4138
e-mail: olegs.zelenkovs@ldz.lv

For inquiries concerning capacity and train path allocation:

Toivo Lukonens phone: +371 6780 3573
e-mail: toivo.lukonens@ldz.lv

For inquiries concerning a determination of charges for use of LDz railway infrastructure:

Justīna Hudenko phone: +371 6780 3575
e-mail: justina.hudenko@ldz.lv

Further inquiries concerning the payments for use of railway infrastructure:

Oskars Stūrmanis phone: +371 6723 3903
e-mail: oskars.sturmanis@ldz.lv

Further inquiries concerning the Network Statement information, translation:

Artūrs Klindžāns phone: +371 6723 4234
e-mail: arturs.klindzans@ldz.lv

Alisa Sokolova phone: +371 6723 9098
fax: +371 6723 2606
e-mail: alisa.sokolova@ldz.lv

LDz Inquiries Office phone: 1181

The detailed contact information can be found in LDz website: www.ldz.lv

1.8. Abbreviations used in Network Statement

EU- The European Union;

LDz – State Joint Stock Company “Latvijas dzelzceļš” as a public-use railway infrastructure manager;

LR – The Republic of Latvia;

TEN – The Regulations of the Cabinet of Ministers of the Republic of Latvia No.724 (03.08.2010) “Regulations of railway technical operations” (with all amendments)

2. ACCESS CONDITIONS

2.1. Legal framework

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

2.2. General access requirements

The right to use public-use railway infrastructure is granted to companies that can meet the basic requirements to perform operations, as well as ensure involvement of proper railway experts. In order to be granted access to railway infrastructure, a company has to fulfil the following requirements:

- 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 corresponding 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 perfect 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.

The operating licence is issued for five years. If a holder of the licence meets obligations and requirements, the licence can be extended after the deadline of its period of validity upon re-registration.

The procedure for issuing and revoking operating licences is determined by the Regulations of the Cabinet of Ministers of the Republic of Latvia No.4 (05.01.1999) “The Regulations on licensing of railway operators” (amendments: 22.07.2003. Regulations of the Cabinet of Ministers No.407 and 18.05.2010. Regulations of the Cabinet of Ministers No.450) and the Regulations of the Cabinet of Ministers No.664 (30.08.2005) “The Regulations on licensing of public utilities” (amendments: 19.01.2010. Regulations of the Cabinet of Ministers No.62 and 03.01.2012. Regulations of the Cabinet of Ministers No.7).

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 Inspection 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 Inspection to those operators who meet the requirements of the Republic of Latvia in the field of technical operation and safety requirements for personnel, rolling stock and internal structure of the company, and have valid A part of a safety certificate.

The procedure for issuing, suspending or revoking safety certificates is established by the Regulations of the Cabinet of Ministers of the Republic of Latvia No.168 (10.03.2008.) “The procedure and criteria for issuing, suspending and revoking of safety certificate`s A and B part” (amendments: 14.06.2011. Regulations of the Cabinet of Ministers No.446).

A and B part of a safety certificate is issued for the period up to five years. Formation 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 Inspection in accordance with the Regulations of the Cabinet of Ministers of the Republic of Latvia 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 public-use railway infrastructure.

The requirements, which are applied to rolling stock used for operation on public-use railway infrastructure, are laid down in Section 36¹ of the Railway Law, Chapter 3 of the Regulations of Railway Technical Operations, other regulations of the Cabinet of Ministers, international agreements (COTIF, SMGS, SMPS), "Regulations on operation of freight wagons of other countries, registration and payments for their usage" (approved in the authorized representatives meeting of Commonwealth 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 requested, the procedure of testing of 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 Regulations of the Cabinet of Ministers No.360 (02.05.2006.) "Regulations on railway specialists" (amendments: 22.05.2012. Regulations of the Cabinet of Ministers No.349) and the Regulations No.236 (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: 22.05.2012. Regulations of the Cabinet of Ministers No.350).

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 are laid down 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, as well as after being allocated the capacity an operator has to sign a contract with LDz on the use of railway infrastructure to be allowed to start operations. The contract defines administrative and financial issues.

3. INFRASTRUCTURE

3.1. Definition

This Network Statement refers to the public-use railway infrastructure which is managed by LDz. LDz is responsible for infrastructure maintenance and development.

3.2. Network description

3.2.1. Railway lines and operating points

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

State registration index of railway infrastructure	The title of railway line
01	Ventspils – Tukums-2
02	Tukums II – Jelgava
03	Jelgava – Krustpils
04	Krustpils – Daugavpils
05	Daugavpils – Indra – State border
06	Rīga pas. – Krustpils
07	Krustpils – Rēzekne II
08	Rēzekne II – Zilupe – State border
09	State border – Kārsava – Rēzekne 1
10	Rēzekne – Daugavpils
11	Daugavpils sort. – Kurcums – State border
12	State border – Eglaine – Daugavpils pas.
13	Track post 524.km – Track post 401.km
14	Rīga – Jelgava
15	Jelgava – Liepāja
16	Jelgava – Meitene – State border
17	Rīga – Lugaži – State border
18	Tornakalns – Tukums II
19	Zemitāni – Skulte
20	Čiekurkalns – Rīga Krasta
21	Glūda – Reņģe – State border
22	Zasulauks – Bolderāja
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

* - shunting trains operate

** - operational trains operate

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

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

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

Public-use railway network has 152 stations (operating points) with expanded tracks, 75 of stations are open to freight operations.

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

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

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

The state border railway crossing points:

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, in stations Priekule and Vaiņode train traffic is closed.

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

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

The stations where running repairs of wagons are carried out: Daugavpils, Rēzekne, Šķirotava, Jelgava, Ventspils, Liepāja.

The stations where locomotive technical maintenance points and locomotive team rest areas are located: Daugavpils, Rēzekne, Šķirotava, Jelgava, Ventspils (without rolling stock technical maintenance), Liepāja.

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.

Gradient

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

Speed

According to the Regulations of Railway Technical Operations the maximum allowed speed on public-use railway infrastructure for passenger trains is 120 km/h, for freight trains - 80 km/h. The speed restrictions for timetable are set by LDz order No.DT-2/25 of 12 May 2011 “On establishing train traffic speeds in Latvian Railway” (Appendix 8).

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 8.

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 2012-2013 are given in Appendix 4.

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 Regulations of the Cabinet of Ministers No.539 (27.06.2006.) “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 Regulations of the Cabinet of Ministers No. 539 (27.06.2006.) at the moment of preparing the Network Statement are being revised due to the amendments in the Railway Law, which came into effect on 1 January 2011. The applicants for capacity have a responsibility to contact the responsible institution/company to get acquainted with the application of these 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 Section 13.1, Article 2 and Section 27, as well as Section 34 and 35 of Transitional Provisions of the Railway Law, the allocator of capacity from 1 January 2011 is JSC *LatRailNet* (Reg. No. 40103361063, address: Stabu 77-30, Riga, LV-1009).

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 on the last Sunday of May each year and finishes on the last Saturday of May next year.

4.2.5. When allocating capacity the allocator earmarks it to 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 request applications to the allocator of capacity following the request-form attached in Appendix 6.

4.3.2. Operators have to submit a capacity request application for the next capacity allocation period until 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;
- an analysis of accomplishment of capacity request application for previous year according to 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 public service contract if an operator wants to receive privileges according to conditions laid down in Section 4.4.2.

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:

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

4.5. Capacity allocation

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

4.5.2. If the required capacity is bigger than can be allocated, an 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 traction unit with better traction parameters;
- to increase total weight of freight train or use traction unit with better 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 down in Section 4.4.

4.5.6. If after the capacity allocation process done according to the procedure laid down in Section 4.5.5 some capacity is left and it is not possible to allocate it appropriately, the auction is carried out using the bidding principle. If 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. Unrequested and unallocated capacity is retained by LDz infrastructure manager.

4.6. Yearly timetable

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

4.6.2. Yearly timetable is a technological document which establishes train traffic organization.

4.6.3. The infrastructure manager has to observe the following train category priorities when making yearly timetable (they are 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 infrastructure manager prepares yearly timetable and informs the operators on it no later than one month before it comes into effect.

4.7. Changes in yearly timetable

4.7.1. LDz infrastructure manager 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 on the changes in a capacity request application (for example, use of other routes or extension of the current route, change of place and time of stops) for the trains which are already included in the accepted yearly timetable.

4.7.4. The proposals for changes in yearly timetable are submitted observing the following time limits:

- international passenger trains – at least 60 days before 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 infrastructure manager may accept the proposed modifications if they do not affect the interests of other operators.

4.7.6. If the modifications in yearly timetable proposed by one operator affect the interests of other operators, then 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 in the time limits set.

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

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

4.8. Infrastructure manager 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 infrastructure manager 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. Services included in the charge for the use of railway infrastructure

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

- The maintenance of railway infrastructure objects:
Systematic inspection of technical condition of all elements – track superstructure (main tracks, station tracks and LDz infrastructure manager 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;
Traffic organization of all categories of trains according to timetable (train receiving, forwarding and through passing in stations and railway districts).
- 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. Access rights to railway infrastructure

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 repairs*;
- 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 inspection of rolling stock;
- provision 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.

The putting of wagons into operation after technical maintenance 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 decision of the Public Utilities Commission No.1/21 of 21.09.2011 (minutes No.34, p.15).

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 determiner. According to Section 11(1) of the Railway Law from 01.01.2011. the charges for use of railway infrastructure are determined by JSC “LatRailNet” (Reg.No. 40103361063, address: Stabu 77-30, Riga, LV-1009).

The charges for the use of railway infrastructure are set for freight trains, passenger electric trains, passenger diesel trains, passenger trains with a locomotive (diesel and steam locomotive) and narrow gauge trains according to the decision of the charge determiner, which is published in a newspaper “Latvijas Vēstnesis” and in the website www.lrn.lv. The charges are set for one train-km. The procedure on mutual payments between an 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. (hereinafter – procedure of payments) and the amendments in force.

6.2.3. Charging in case of congested infrastructure

The charge determiner 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 normative 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. (hereinafter – procedure of establishing of charges) and the amendments in force.

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 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

For the period from 1 January 2012 until 31 December 2012 the charge for use of public railway infrastructure is established in accordance with the decision of JSC “LatRailNet” No.02-15-2011/03 of 01.12.2011. “On establishing charges for the use of public railway infrastructure in 2012”.

Any changes in tariffs will be published in a newspaper “Latvijas Vēstnesis” and in the homepage www.lrn.lv.

6.3.2. Charge discounts

The charge discounts are 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).

At the moment of drawing up the Network Statement on 1 June 2012 the discounts are applied according to the decision of JSC “LatRailNet” No.02-15-2011/04 of 05.12.2011. “On application of charge discounts in 2012”:

- In 2012, a discount of 88,9% is applied to operators` trains and rolling stock providing technological processes (construction, repairs and technical maintenance of railway infrastructure technical equipment, modernization and repairs of rolling stock, forming of trains and locomotives for carriages, locomotive manoeuvres, etc.) but not providing freight or passenger services,

- In 2012, a discount of 100% is applied to IM's trains and rolling stock providing technological processes (construction, repairs and technical maintenance of railway infrastructure technical equipment, modernization and repairs of rolling stock, forming of trains and locomotives for carriages, locomotive manoeuvres, etc.) but not providing freight or passenger services.

6.3.3. Increased charge

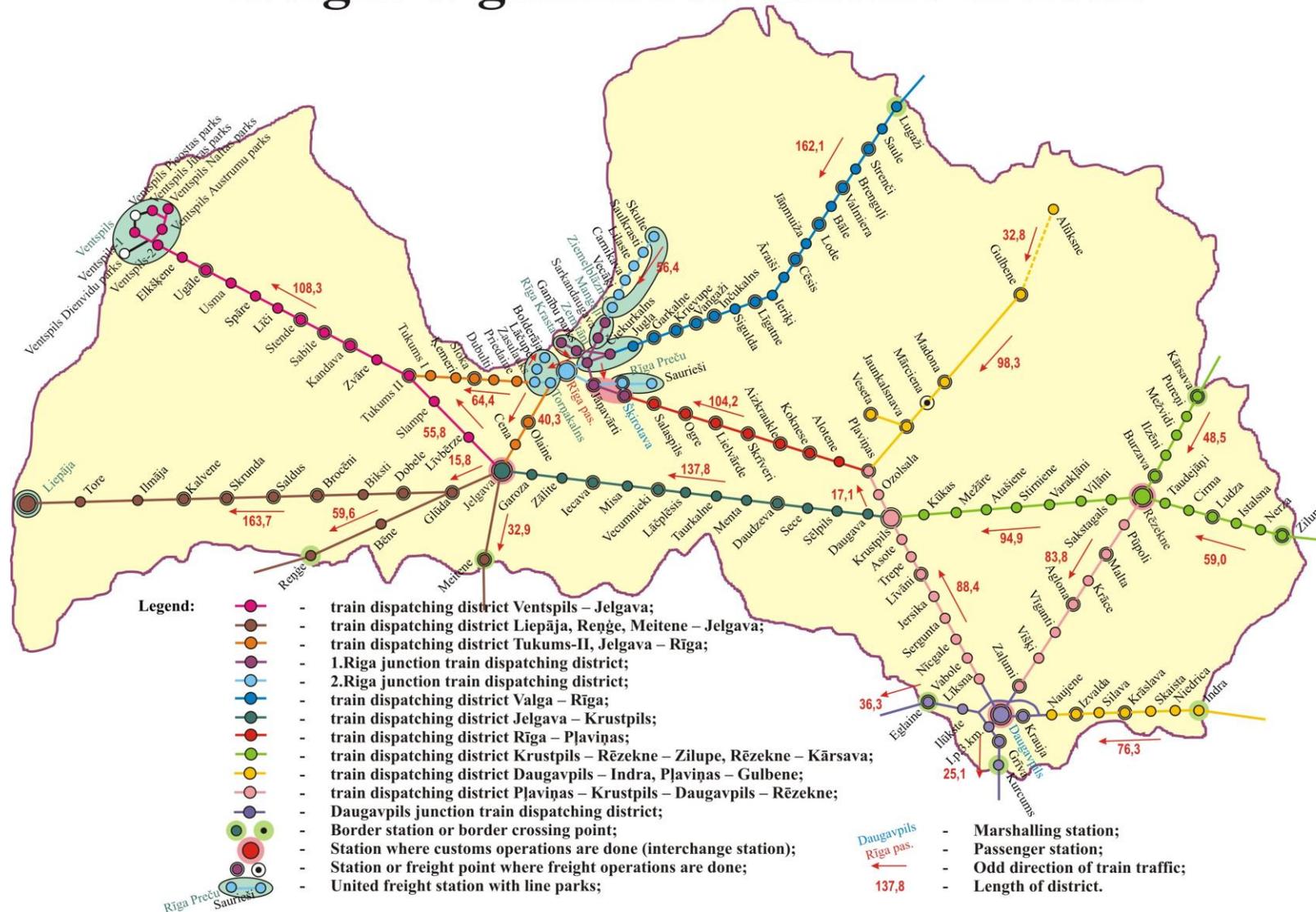
The increased charge is determined according to the procedure of establishing of charges (approved by the decision of the Public Utilities Commission No.1/11 of 16.06.2011).

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).

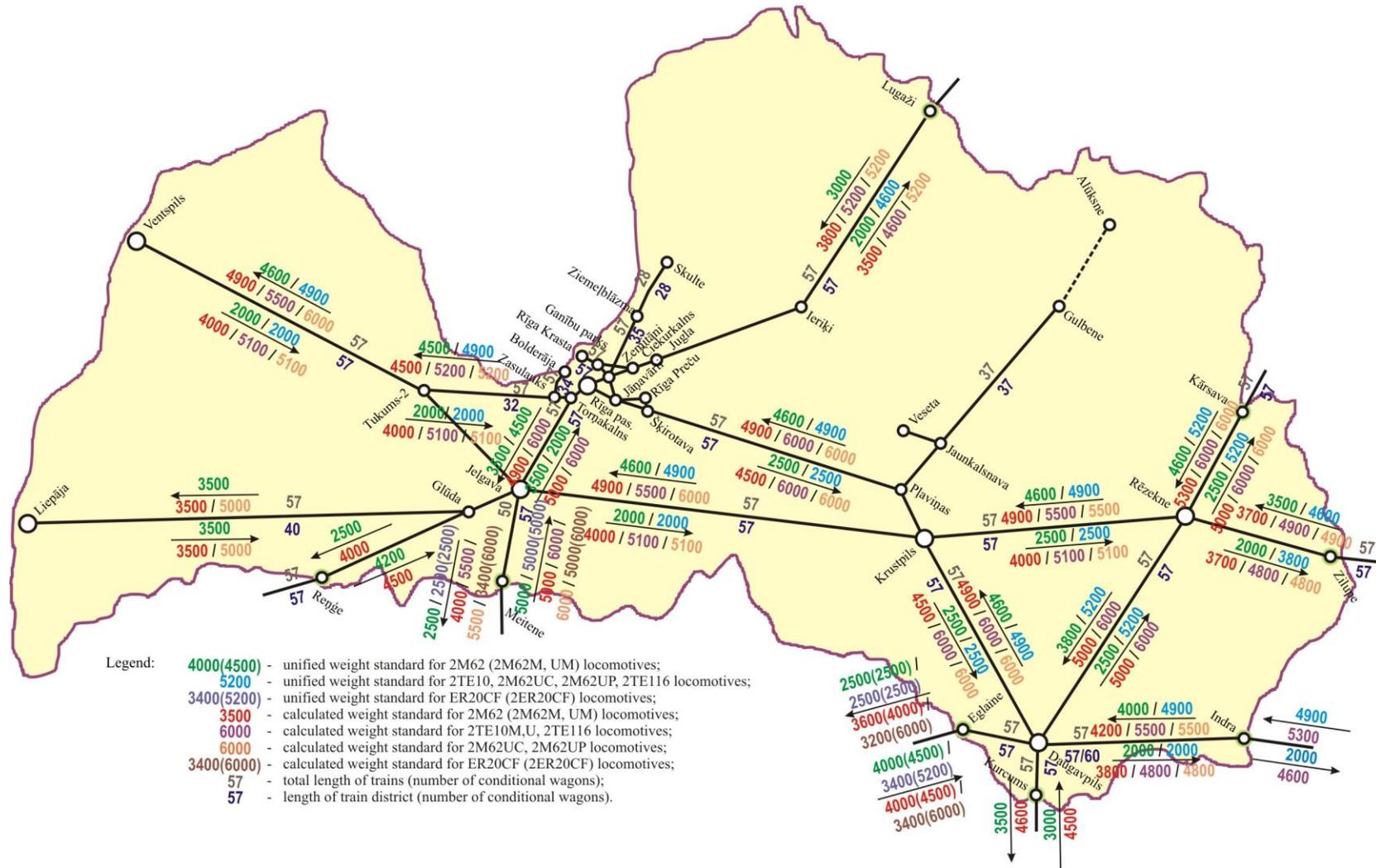
LDz provides calculation and sends an invoice, operators pay for the use of public railway infrastructure for actually passed train kilometres according to conditions laid down in the contract between LDz and operators on the use of public railway infrastructure.

Latvian Railway train traffic and freight organization scheme in 2012



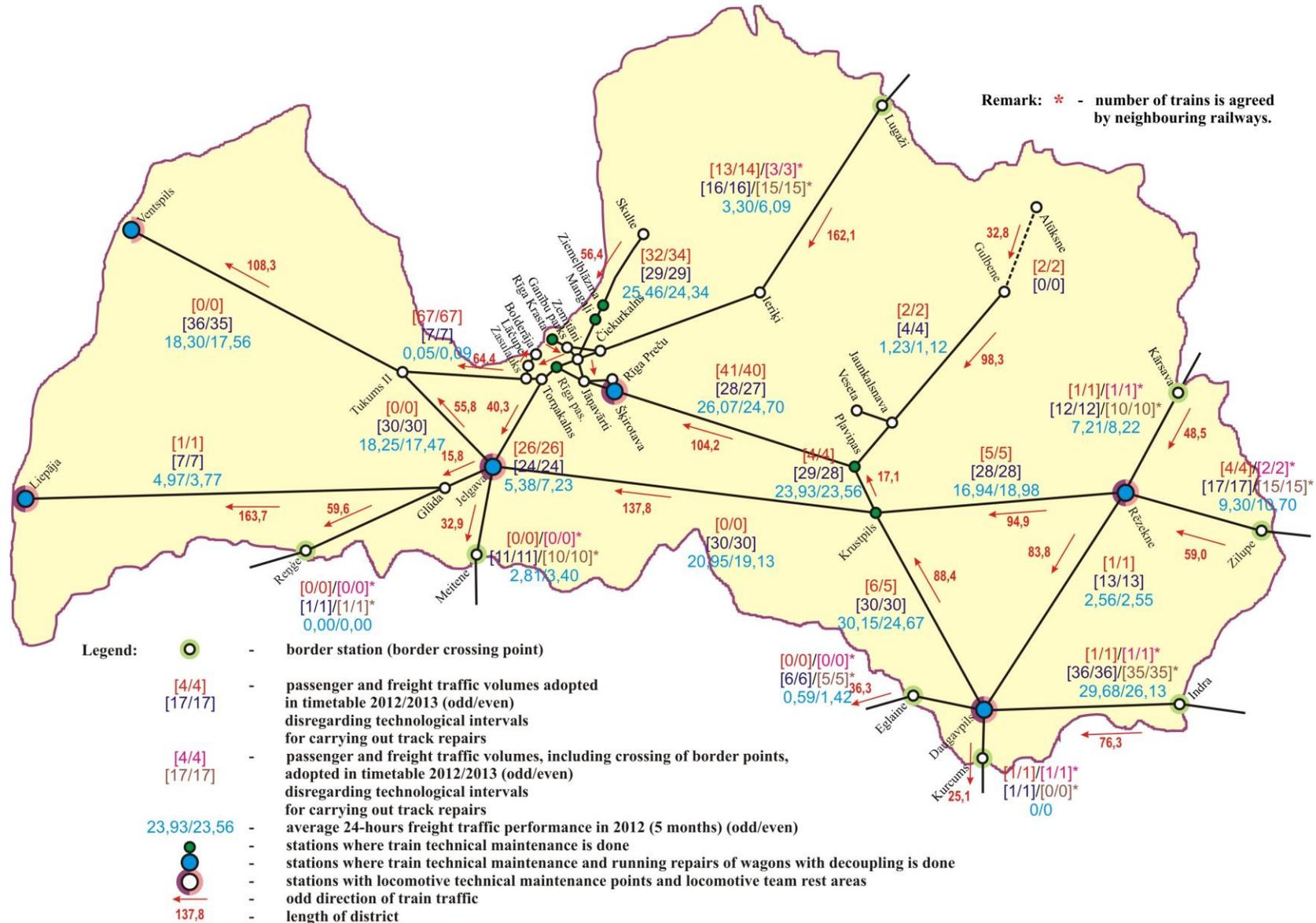
Latvian Railway freight train weight and length standards

for timetable 2012-2013



Train traffic indicators for timetable 2012-2013

Remark: * - number of trains is agreed by neighbouring railways.



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 2012-2013					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
1.	Ventspils – Tukums 2	1.	2M62/ 2TE10(116)	4900/ 5500	4000/ 5100	0/0**	0/0**	0/0**	36/35**	36/35**	-	36/35**
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	-	30/30
4.	Krustpils - Daugavpils	1.	2M62/ 2TE10(116)	4900/ 6000	4500/ 6000	1/1	5/4	0/0	30/30	36/35	-	36/35
4.1	Krustpils - Līvāni	1.				1/1	5/4	0/0	30/30	36/35	-	36/35
4.2	Līvāni - Daugavpils	1.				1/1	4/4	0/0	30/30	35/35	-	35/35
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	0/37	-	0/37
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	26/26	28/27	69/67	-	69/67
6.1	Rīga passenger - Jāņavārti	1.				3/3	12/11	24/25	37/37	76/76	-	76/76
6.2	Jāņavārti - Šķirotava	1.				3/3	12/11	26/26	0/109	41/149	-	41/149
6.3	Šķirotava - Salaspils	1.				3/3	12/11	26/26	28/27	69/67	-	69/67
6.4	Salaspils - Ogre	1.				3/3	12/11	25/25	28/27	68/66	-	68/66
6.5	Ogre - Lielvārde	1.				3/3	12/11	21/21	28/27	64/62	-	64/62
6.6	Lielvārde - Aizkraukle	1.				3/3	12/11	9/9	28/27	52/50	-	52/50
6.7	Aizkraukle – Pļaviņas	1.				3/3	12/11	0/0	28/27	43/41	-	43/41
6.8	Pļaviņas - Krustpils	1.				3/3	10/10	0/0	29/28	42/41	-	42/41

No.	Title of district	Railway district category	The weight standard of freight trains according to traction power			The number of trains in timetable 2012-2013					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
7.	Krustpils – Rēzekne	1.	2M62/ 2TE10(116)	4900/ 5500	4000/ 5100	2/2**	3/3**	0/0**	28/28**	33/33**	-	33/33**
8.	Rēzekne – Zilupe – State border	1.	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.	State border – Kārsava – Rēzekne	1.	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.	Rēzekne – Daugavpils	1.	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.	Daugavpils–Kurzums – State border	2.	2M62	4600	4500	1/1	0/0	0/0	1/1	2/2	-	2/2
11.1	Daugavpils – Grīva	2.				1/1	0/0	0/0	1/1	2/2	-	2/2
11.2	Grīva – Kurzums – State border	2.				1/1	0/0	0/0	0/0	1/1	-	1/1
12.	State border – Eglaine – Daugavpils	2.	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.	T.p.524.km – T.p.401.km	1.	2M62/ 2TE10(16)	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 2012-2013					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.	Rīga passenger - Jelgava	2.	2M62/ 2TE10(116)	4900/ 6000	5000/ 6000	0/0	1/1	92/92	37/37	130/130	-	130/130
14.1	Rīga passenger - Torņakalns	2.				0/0	1/1	92/92	37/37	130/130	-	130/130
14.2	Torņakalns – Olaine	2.				0/0	1/1	25/25	24/24	50/50	-	50/50
14.3	Olaine - Jelgava	2.				0/0	1/1	25/25	23/23	49/49	-	49/49
15.	Jelgava – Liepāja	2.	2M62	3500	3500	0/0**	1/1**	0/0**	8/8**	9/9**	-	9/9**
15.1	Jelgava – Glūda	2.				0/0	1/1	0/0	8/8	9/9	-	9/9
15.2	Glūda – Saldus	2.				0/0	1/1	0/0	7/7	8/8	-	8/8
15.3	Saldus – Liepāja	2.				0/0	1/1	0/0	6/6	7/7	-	7/7
16.	Jelgava – Meitene – State border	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.	Rīga passenger – Lugaži – State border	1., 2.	2M62/ 2TE10(116)	3800/ 5200	3500/ 4600	0/0	13/14	31/32	16/16	60/62	-	60/62
17.1	Rīga passenger – Zemitāni	1.				0/0	12/13	31/32	0/0	43/45	-	43/45
17.2	Zemitāni – Čiekurkalns	1.				0/0	12/13	0/0	16/16	28/29	-	28/29
17.3	Čiekurkalns – Sigulda	2.				0/0	12/13	0/0	16/16	28/29	-	28/29
17.4	Sigulda – Cēsis	2.				0/0	5/5	0/0	16/16	21/21	-	21/21
17.5	Cēsis – Valmiera	2.				0/0	4/4	0/0	16/16	20/20	-	20/20
17.6	Valmiera – Lugaži	2.				0/0	3/3	0/0	15/15	18/18	-	18/18
17.7	Lugaži – State border	2.				0/0	4/4	0/0	15/15	19/19	-	19/19

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 2012-2013					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.	Torņakalns – Tukums 2	2.	2M62/ 2TE10(116)	4900/ 5200	4000/ 5100	0/0	0/0	67/67	12/12	79/79	-	79/79
18.1	Torņakalns – Zaslauks	2.				0/0	0/0	67/67	12/12	79/79	-	79/79
18.2	Zaslauks – Dubulti	2.				0/0	0/0	67/67	7/7	74/74	-	74/74
18.3	Dubulti – Sloka	2.				0/0	0/0	34/34	7/7	41/41	-	41/41
18.4	Sloka – Ķemeri	2.				0/0	0/0	17/17	6/6	23/23	-	23/23
18.5	Ķemeri – Tukums-1	2.				0/0	0/0	14/14	6/6	20/20	-	20/20
18.6	Tukums-1 – Tukums-2	2.				0/0	0/0	12/12	6/6	18/18	-	18/18
19.	Zemitāni – Skulte	1., 2.	ČME3 M62/ 2M62	2000/ 2400/ 4500	2200/ 2400/ 5200	0/0	0/0	32/34	29/29	61/63	-	61/63
19.1	Zemitāni – T.p.Brasa	1.				0/0	0/0	32/34	29/29	61/63	-	61/63
19.2	T.p.Brasa – Mangaļi	1.				0/0	0/0	32/34	15/15	47/49	-	47/49
19.3	Mangaļi – Ziemeļblāzma	1.				0/0	0/0	32/34	7/7	39/41	-	39/41
19.4	Ziemeļblāzma – Vecāķi	2.				0/0	0/0	32/34	1/1	33/35	-	33/35
19.5	Vecāķi – Carnikava	2.				0/0	0/0	27/29	1/1	28/30	-	28/30
19.6	Carnikava – Saulkrasti	2.				0/0	0/0	20/22	1/1	21/23	-	21/23
19.7	Saulkrasti – Skulte	2.				0/0	0/0	14/14	1/1	15/15	-	15/15
20.	Čiekurkalns – Rīga Krasta	1.	M62/ 2M62/ 2TE10(116)	2800/ 5000/ -	2600/ 5400/ 6000	0/0	0/0	0/0	14/14	14/14	-	14/14
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	14/14	14/14	-	14/14
21.	Glūda – Reņģe – State border	2.	2M62	4000	4500	0/0	0/0	0/0	1/1	1/1	-	1/1
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

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 2012-2013					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 – Jāpavārti	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	1/2	46/46	47/48	-	47/48
25.1	Zemitāni – Jāpavārti	1.				0/0	0/0	1/2	46/46	47/48	-	47/48
26.	C.p.191.km – C.p.524.km	3.	2M62	4000	3600	0/0	0/0	0/0	0/0	0/0	-	0/0
26.1	C.p.191.km – C.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	2/2	0/0	1/1	3/3	-	3/3
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, removal trains

** - 11/12 – in odd/even direction

***- the data for this column will be published in December 2012

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 needed operations 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. The precise stop points for each train is 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.

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
Ventspils-1 - Tukums-2 (01)			108 km	Tukums II – Jelgava (02)			56 km
Ventspils				Tukums II			
Ventspils-2	1.	5	5	St.p.Praviņi	1.	17	11
Elkšķene	1.	7	7	Slampe			6
St.p.Puze	1.	17	11	St.p.Džūkste	1.	19	5
Ugāle			6	St.p.Apšupe			4
Usma	1.	10	10	Līvberze			10
Spāre	1.	7	7	St.p.Brakšķi	1.	20	7
Līči	1.	11	11	Jelgava			13
Stende	1.	8	8	Jelgava – Krustpils (03)			138 km
Sabile	1.	7	7	Jelgava			
St.p.Līgciems	1.	12	7	Jelgava-2	1.	2	2
Kandava			5	Garoza	1.	12	12
St.p.Pūre	1.	13	5	Zālite	1.	8	8
Zvāre	1.	11	8	Iecava	1.	10	10
TukumsII			11	Misa	1.	11	11
Ventspils Jūras parks				St.p.210.km.	1.	9	3
Ventspils Naftas parks	1.	3	3	Vecumnieki			6
Ventspils Austrumu parks	1.	3	3	St.p.Birze	1.	16	9
Ventspils-2	1.	3	3	St.p.Goba			4
Ventspils				Lāčplēsis			3
Ventspils Austrumu parks	1.	5	5				

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Lāčplēsis	1.	9	9	Līksna	1.	7	7
Taurkalne			11	T.p.383.km.			2
Menta	1.	9	5	St.p.Mežciems	1.	5	3
St.p.256.km.			4	T.p.387.km.			3
Daudzeva	1.	8	8	Daugavpils Pasažieru parks			
Sece			9	Daugavpils – Indra – State border (05)		76 km	
St.p.Staburags	1.	15	6	Daugavpils Pasažieru parks	1.	9	9
Sēlpils			7	7			Krauja
Daugava	1.	11	11	T.p.401.km.	1.	6	6
Krustpils							Naujene
Krustpils – Daugavpils (04)			89 km	St.p.Putāni	1.	12	6
Krustpils	1.	9	9	Izvalda			4
P.p.Asote			1.	8	8	Silava	1.
Trepe	12	12			Krāslava	12	
Līvāni	1.	11	11	Skaista	1.	7	7
Jersika			10	10			Niedrīca
P.p.Sergunta	1.	7	7	Indra	1.	7	5
Nīcgale			6	6			St.p.Robežnieki
St.p.Ruži	1.	12	6	Indra-exp. (State border)			
Vabole			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
Rīga Pas. – Krustpils (06)			129 km	Skrīveri			
Rīga Passenger	1.	4	2	T.p.Muldakmens	1.	6	6
St.p.Vagonu parks			2	Aizkraukle	1.	4	4
Jāņavārti	1.	4	2	Koknese	1.	12	12
St.p.Daugmale			2	Alotene	1.	8	8
Šķirotava	1.	10	2	Pļaviņas	1.	10	10
St.p.Gaisma			1	Ozolsala	1.	9	9
St.p.Rumbula	1.	10	2	Krustpils			
St.p.Dārziņi			3	Šķirotava			
St.p.Dole	1.	16	2	Šķirotava C parks	1.	2	2
Salaspils			5	Šķirotava C parks			
St.p.Saulkalne	1.	16	5	Jāņavārti	1.	2	2
St.p.Ikšķīle			5	Krustpils – Rēzekne II (07)			
St.p.Jaunogre	1.	17	1	Krustpils			4
Ogre			1	St.p.Zilāni	1.	13	9
St.p.Pārogre	1.	17	4	Kūkas	1.	11	11
St.p.Ciemupe			6	Mežāre	1.	11	11
St.p.Ķegums	1.	21	6	Atašiene	1.	16	16
Lielvārde			5	Stirniene	1.	8	8
St.p.Kaibala	1.	21	6	Varakļāni	1.	10	10
St.p.Jumprava			4	Viļāni	1.	14	14
St.p.Dendrārijs	1.	21	6	Sakstagals	1.	10	10
Skrīveri				T.p.223.km.	1.	2	2
				Rēzekne II			

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Rēzekne II – Zilupe – State border (08)		59 km		Rēzekne – Daugavpils (10)		84 km	
Rēzekne II				Rēzekne I			
Rēzekne II A parks	1.	2	2	T.p.Pūpoli	1.	11	11
Taudejāni	1.	5	5	Malta	1.	8	8
Cirma	1.	5	5				8
Ludza	1.	12	12	St.p.Vainava	1.	12	4
Istalsna	1.	9	9	T.p.Krāce			6
Nerza	1.	11	11	St.p.Zalvezers			4
St.p.Briģi	1.	11	6	St.p.Apsāni	1.	15	5
Zilupe			5	Aglona			5
Zilupe-exp. (State border)	1.	4	4	St.p.Ārdava	1.	8	3
State border – Kārsava – Rēzekne I (09)		49 km		Vīgantī			
Kārsava-exp. (State border)				Višķi	1.	7	7
Kārsava	1.	5	5	St.p.Medupe	1.	11	6
St.p.Malna	1.	8	2	Zaļumi			5
Pureņi			6	Kūdraine	1.	7	2
Mežvidi	1.	8	8	T.p.524.km.			1
Ilzēni	1.	10	10	St.p.525.km.	1.	5	4
Ilzēni	1.	7	7	Daugavpils Šķirošanas parks			
Burzava	1.	7	7				
T.p.Kleperova	1.	7	7				
Rēzekne I	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
Daugavpils Šķir.– Kurcums – State border (11)		25 km		Rīga – Jelgava (14)		43 km	
Daugavpils Šķirošanas parks	1.	4	4	Rīga passenger	1.	3	3
P.p.3.km.				Torņakalns			
Grīva	2.	3	3	St.p.Atgāzene	2.	19	2
Kurcums				St.p.BA Turība			1
Kurcums-exp. (State border)	2.	6	6	St.p.Tīraine	2.	19	3
				St.p.Baloži			4
State border – Eglaine – Daugavpils Pas.(12)		36 km		St.p.Jaunolaine	2.	12	5
Eglaine-exp. (State border)	2.	5	5	Olaine			2.
Eglaine				St.p.Dalbe	7		
Ilūkste	2.	7	7	Cena	2.	9	5
St.p.Sventa				St.p.Ozolnieki			3
T.p.191.km.	2.	11	6	St.p.Cukurfabrika	2.	9	4
T.p.192.km.			St.p.Jelgava	5			2
St.p.7.km.	2.	6	2	Jelgava – Liepāja (15)		180 km	
T.p.5.km.			2.	2	4	Jelgava	2.
P.p.3.km.	St.p.50.km	2			2		
Daugavpils Pasažieru parks	1.	4	4	St.p.Viesturi	2.	13	4
				St.p.Dorupe			3
Track post 524.km – Track post 401.km (13)		6 km		Glūda	2.	13	5
T.p.524.km.	1.	6	6	St.p.Lāči			2.
T.p.401.km.				Dobele			

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Dobele							
St.p.Gardene			7	Jelgava – Meitene – State border (16)		33 km	
St.p.Bērzupe	2.	21	6	Jelgava			
Biksti			8	St.p.Dimzas			8
St.p.Josta			8	St.p.Platone			6
St.p.Blīdene	2.	27	11	St.p.Vēžukrogs	2.	28	3
Brocēni			8	St.p.Brieži			4
Saldus	2.	6	6	St.p.Mazeleja			3
St.p.Lutriņi			7	Meitene			4
St.p.Lašupe	2.	28	4	Meitene-exp. (State border)	2.	5	5
St.p.Airīte			7				
Skrunda			10	Rīga – Lugaži – State border (17)		166 km	
St.p.Sieksāte			6	Rīga passenger			
St.p.Rudbārži	2.	23	8	Zemitāni	1.	4	4
Kalvene			9	Čiekurkalns	1.	2	2
Ilmāja	2.	11	11	Jugla	1.	4	4
St.p.Padone			6	St.p.Baltezers	2.	13	7
St.p.Durbe			3	Garkalne	2.	6	6
St.p.Tadaikī	2.	19	3	Krievupe	2.	5	5
Tore			7	Vangaži	2.	6	6
Liepāja	2.	16	16	Inčukalns	2.	6	6
				St.p.Egļupe			3
				St.p.Silciems	2.	13	4
				Sigulda			6

Appendix 7 continued

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

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Zemitāni – Skulte (19)			52 km	Čiekurkalns – Rīga Krasta (20)			5 km
Zemitāni				Čiekurkalns			
T.p.Brasa	1.	2	2	T.p.Brasa	1.	2	2
Sarkandaugava	1.	1	1	Rīga-Krasta Ganību parks	1.	1	1
Mangaļi	1.	3	3	Rīga-Krasta	1.	2	2
Mangaļi	1.	3	3				
Ziemeļblāzma			3	Glūda – Reņģe – State border (21)			60 km
St.p.Vecdaugava	2.	5	2				
Vecāķi			3	Glūda			7
St.p.Kalngale			4	St.p.Krimūnas			6
St.p.Garciems	2.	12	2	St.p.Auri	2.	29	4
St.p.Garupe			3	St.p.Apgulde			5
Carnikava			2	St.p.Penkule			7
St.p.Gauja	2.	7	5	Bēne			11
Lilaste			6	St.p.Auce	2.	30	13
St.p.Inčupe	2.	11	2	St.p.Vadakste			6
St.p.Pabaži			3	Reņģe	2.	1	1
Saulkrasti			2	Reņģe-exp. (State border)			
St.p.Ķīšupe	2.	8	3				
St.p.Zvejniekiems			3				
Skulte							

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)	
		between division points	between stop points			between division points	between stop points
Zasulauks – Bolderāja (22)			9 km	Šķirotava Jāņavārtu parks			
Zasulauks				Rīga Preču	1.	3	3
Lāčupe	1.	3	3	Šķirotava A parks			
Bolderāja	1.	6	6	Rīga Preču	1.	3	3
Lāčupe							
Ilģuciems	1.	2	2				
State border – Vaiņode - Priekule – State border (23)			47 km				
Vaiņode-exp. (State border)							
St.p.Kazlari			5				
St.p.Vaiņode	3.	27	5				
St.p.Elkuzeme			7				
Priekule			10				
St.p.Purmsāti	3.	20	9				
St.p.Kalēti			7				
Kalēti-exp. (State border)			4				
Rīga Preču 2 – Ērgļi (24)			90 km				
Rīga Preču							
St.p.Acone	3.	9	5				
Saurieši			4				

Title	Category No.	Length (km)		Title	Category No.	Length (km)			
		between division points	between stop points			between division points	between stop points		
				Madona					
Zemitāni – Šķirotava (25)			4 km	St.p.Cesvaine	3.	53	14		
Zemitāni	1.	4	4	St.p.Dzelzava			8		
Jāņavārti				St.p.Degas			7		
Track post 191.km. – Track post 524.km. (26)			13 km	St.p.Jaungulbene			7		
				St.p.Elste			7		
T.p.191.km.	2.	1	1	Gulbene			10		
T.p.1.km.				Jaunkalsnava – Veseta (36)			14 km		
St.p.Ļubiste	2.	6	4	Jaunkalsnava			3.	14	14
T.p.8.km.			2	Veseta					
Gijantari	2.	4	4						
T.p.524.km.	2.	2	2						
T.p.192.km.	2.	1	1						
T.p.1.km.									
T.p.383.km.	2.	3	3						
T.p.8.km.									
Pļaviņas – Gulbene (27)			98 km						
Pļaviņas	3.	19	9						
St.p.Spīgana			10						
Jaukalsnava	3.	26	6						
St.p.Kalnsnava			7						
St.p.Mārciena			13						
Madona									

Appendix 7 continued

Title	Category No.	Length (km)		Title	Category No.	Length (km)				
		between division points	between stop points			between division points	between stop points			
Daugavpils junction branch-lines (37)				Gulbene – Alūksne (32)						
T.p.387.km.	1.	3	3	Gulbene	3.	14	4			
Daugavpils Šķirošanas parks				St.p.Birze (narrow gauge)						
Daugavpils D parks	1.	1	1	St.p.Pūriņi						
Daugavpils Pasažieru parks				St.p.Stāmeriene						
Daugavpils Pasažieru parks	1.	3	3	P.p.Kalniņa						
Daugavpils Šķirošanas parks				St.p.Dunduri						
T.p.5.km.	2.	2	2	St.p.Paparde						
Grīva				St.p.Umernieki						
Rēzekne junction branch-lines (38)				St.p.Vējiņi						
Rēzekne II	1.	3	3	Alūksne				3.	19	6
Rēzekne I				St.p.Vējiņi						
T.p.223.km.	1.	3	3							
Rēzekne I										
T.p.Kleperova	1.	2	2							
Rēzekne II										



Rīgā

ORDER

No. DT – 2/25

May 12, 2011

On establishing train traffic speed in "Latvijas dzelzceļš"

According to "Regulations of Railway Technical Operations of the Republic of Latvia" and the condition of track superstructure, ground formation and engineering technical structures:

1. Approve "The allowed train traffic speed in main and receiving-departure tracks of stations and way station sections," according to Appendix No.1. (for wagons with axle load up to 23.5 tons).
2. Approve "The maximum allowed speed for suburban area electric trains of Riga junction on main, receiving-departure tracks of stations and way station sections" according to Appendix No.2.
3. Approve "The procedure for through-passing of six-axle and eight-axle gondola cars and tank wagons in railway districts and stations" according to Appendix No.3.
4. Approve "The list of series of locomotives operated in "Latvijas dzelzceļš" infrastructure districts" according to Appendix No.4.
5. Approve "The list of stations, which have level crossings being set up at the end of station (on railway switch) or on departure section and which traction driver (engine-driver) crosses at the speed not greater than 20 km/h and is ready to stop before a potential obstacle in case train is received or forwarded when the entrance (route) or exit signal light is red" according to Appendix No.5.
6. Approve „The list of engineering structures where speed of diesel locomotives 2TE-10, 2TE-116 (including all modifications) is limited" according to Appendix No.6.
7. Approve "The maximum allowed speed and main requirements which have to be met when transporting self-propelled track machines" according to Appendix No.7.
8. Approve "The maximum allowed speed and main requirements which have to be met when transporting heavy track machines" according to Appendix No.8.
9. Longer – more than 10 days – restrictions of train traffic speed on main and receiving-departure station tracks and way station sections are approved by Deputy Technical Director in charge of Track Management of State Joint Stock Company "Latvijas dzelzceļš" in BIS-K system.

10. Heads of operational sections, stations, track servicing units, repair service points and traction vehicle operating companies should hand out extracts from this Order and its Appendixes to all engine-drivers of traction vehicles and their assistants, engine-driver instructors, track repair foremen and brigade leaders and rail attendant workers in their service districts; after having received the orders by Technical Director of State Joint Stock Company "Latvijas dzelzceļš" on modifications regarding allowed train traffic speeds, all modifications should be immediately included in these extracts.

10.1. In places where train traffic speed has been changed (increased or decreased), suitable traffic signs in section should be erected.

11. Heads of stations, track servicing units, repair service points and traction vehicle operating companies should systematically check on how engine-drivers follow speed limits and take steps to ensure speed limits are not exceeded.

12. In case there is a necessity to add freight diesel locomotives to passenger trains, it is required to take into account the speed limits which have been set for passenger trains but not exceeding the constructive speed of locomotive.

13. In case there is a necessity to use „L” type of locomotives for passenger (freight) train traffic, then traffic speed and procedure for every case is determined by a separate Order of Technical Director of State Joint Stock Company "Latvijas dzelzceļš".

14. Approve the following train traffic speeds in district Gulbene - Alūksne with track gauge of 750 mm: in way station sections - 35km/h, on level crossings 11km7pk., 24km7pk., 30km 7pk - 25km/h; on main station tracks - 15 km/h; on receiving-departure tracks - 10 km/h.

15. Allowed train traffic speeds for all station (except receiving-departure) tracks and sidings (in LDz balance) within track section are determined by the Order of Head of Track Servicing Unit. The Order should be sent to D, I, DT, DK, EI, K, LEN, INF, AS'PV'VP, BTS, BE.

16. The Order No. DT – 2/25 of 12 May 2011 is in force from 15 June 2011.

17. As from 15 June 2011 make null and void the Order No. DT-2/41 of 13 May 2009 and its Appendixes.

**Technical Director of
State Joint Stock Company "Latvijas dzelzceļš"**

M.Jagodkins

Order of year 2011 No. DT – 2/25

Appendix No.1

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

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		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
Rīga - Lugaži - State border (km 166,300)				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	25	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						

Order of year 2011 No. DT – 2/25

Appendix No.1

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
Rīga - Krustpils - Zilupe - State border (km 283,328)				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.					
(*) 4.km 3.pk	One t.	100	60						
Rīga pas. - Šķīrotava*	even odd	100	80*	Šķīrotava (*) (on main tracks)	even odd	80/70 95/80	80/70 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 (*) (*) 6. r/d track - 25km/h	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	(*) r/d track No.12 - 40km/h.					
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 80/80	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	80/80	40	40
Koknese - Alotene	One t.	120	80	Alotene	One t.	100/80	100/80	40	40
Alotene - Pļaviņas	One t.	120	80	Pļaviņas	track Ia , I	100/80	100/80	40	40
					track IIIa,III	40/40	40/40	40	40
Pļaviņas - Ozolsala	One t.	120	80	Ozolsala	One t.	100/80	100/80	40	40
Ozolsala - Krustpils	One t.	120	80	Krustpils	track II	40/40	90/80	40	40
					track III	40/40	40/40	40	40

Order of year 2011 No. DT – 2/25

Appendix No.1

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
Kūkas - Mežāre	One t.	120	80	Mežāre	One t.	100/80	100/80	40	40
Mežāre - Atašiene	One t.	120	80	Atašiene	One t.	100/80	100/80	40	40
Atašiene - Stirniene	One t.	120	80	Stirniene	One t.	100/80	100/80	40	40
Stirniene - Varakļāni	One t.	120	80	Varakļāni	One t.	100/80	100/80	40	40
Varakļāni - Viļāni	One t.	120	80	Viļāni	One t.	100/80	100/80	40	40
Viļāni - Sakstagals	One t.	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	100/80	40	40
Rēzekne-2 - Taudejāņi*	One t.	120	80	Taudejāņi	One t.	100/80	100/80	40	40
(*)228.km 9.pk - 229.km 2.pk	One t.	100	80						
Taudejāņi - Cirma	One t.	120	80	Cirma	One t.	100/80	100/80	40	40
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
(*) 258.km 10.pk	One t.	80	80						
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						

Order of year 2011 No. DT – 2/25

Appendix No.1

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 - Jelgava - Krustpils - Daugavpils - Indra - State border (km 466,565)				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 – Elkšķene	One t.	90	80	Elkšķene	One t.	90/80	90/80	40	40
Elkšķene – Ugāle	One t.	90	80	Ugāle *	One t.	90/80	90/80	40	40
(*) r/d track No.4 – 25km/h.									
Ugāle – Usma	One t.	90	80	Usma	One t.	90/80	90/80	40	40
Usma – Spāre*	One t.	90	80	Spāre	One t.	80/60	40/40	40	40
(*)46.km 1.pk – 46.km 7.pk	One t.	40	40						
Spāre – Līči*	One t.	90	80	Līči	One t.	90/80	90/80	40	40
(*)47.km 9.pk – 47.km 10.pk.	One t.	80	60						
(*)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.km1.pk- 91.km2.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
(*) r/d track No.13,14,17 – 15km/h									
(*)163.km 1.pk - 163.km 8.pk.	One t.	60	40	Jelgava II *	One t.	80/80	25/25	25	25
(*)Trains running from marshalling yard Jelgava I on the bridge above 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 switches No.42/44 – for passenger trains - 40km/h;									
Jelgava - Garoza	One t.	90	80	Garoza	One t.	90/80	90/80	40	40
Garoza - Zālīte	One t.	90	80	Zālīte	One t.	90/80	90/80	40	40
Zālīte - Iecava	One t.	90	80	Iecava	One t.	90/80	90/80	40	40
Iecava - Misa	One t.	90	80	Misa	One t.	90/80	90/80	40	40
Misa - Vecumnieki	One t.	90	80	Vecumnieki	One t.	90/80	90/80	40	40

Order of year 2011 No. DT – 2/25

Appendix No.1

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.	60	60	Daugava	One t.	90/80	90/80	40	40
Daugava - Krustpils	One t.	100	80	Krustpils	track III	40/40	70/70	40	40
					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
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
				(*) r/d track No.10 - 25km/h.					
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.	120	80	Izvalda	One t.	100/80	100/80	40	40

Order of year 2011 No. DT – 2/25

Appendix No.1

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.	120	80	Silava	One t.	100/80	100/80	40	40
Silava - Krāslava	One t.	120	80	Krāslava	One t.	100/80	100/80	40	40
Krāslava - Skaista*	One t.	120	80	Skaista	One t.	100/80	100/80	40	40
(*)434.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						

Order of year 2011 No. DT – 2/25

Appendix No.1

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
State border (km 396,090) - Kārsava - Rēzekne - Daugavpils - Kurcums - State border (km 553,546)									
State border - Kārsava*	One t.	100	80	Kārsava	One t.	90/80	90/80	40	40
(*)401.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	90/80	90/80	40	40
					track I	40/40	40/40		
				For even trains	track IIa, II	90/80	40/40	40	40
					track I	40/40	90/80		
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	120 100	80 80	Aglona	even odd	100/80 100/80	40/40 100/80	40	40
Aglona - Vīganti	One t.	100	80	Vīganti	One t.	100/80	100/80	40	40
Vīganti - Višķi	One t.	120	80	Višķi*	One t.	100/80	100/80	40*	40*
				(*) r/d. track No.3 - 25km/h					
Višķi - Zaļumi	One t.	100	80	Zaļumi*	One t.	100/80	100/80	40*	40*
				(*) r/d 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	120 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

Order of year 2011 No. DT – 2/25

Appendix No.1

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 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						

Order of year 2011 No. DT – 2/25

Appendix No.1

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
Rīga - Jelgava - Meitene - State border (km 75,900)									
				Rīga pas.	even odd	-	40*	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 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 above 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.	90	80	Meitene	One t.	70	70	40	40
(*) On curves 44.km 6.pk - 44.km 9.pk	One t.	70	70						
(*) On curves 45.km 6.pk - 47.km 7.pk	One t.	80	70						
(*) 50.km 1.pk - 72.km 5.pk	One t.	70	70						
Meitene - State border with Lithuania (*)72.km5.pk- 76.km10.pk	One t.	70	70						

Order of year 2011 No. DT – 2/25

Appendix No.1

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
Jelgava - Reņģe - State border (km 118,400)									
				Jelgava	even odd	-	25	25	25
Jelgava - Glūda	even odd	80	80	Glūda*	even odd	80/80	80/80	25*	25*
				(*) r/d track No.5 - 15km/h					
Glūda - Bēne*	One t.	100	80	Bēne	One t.	25	25	25	25
(*) 67.km 3.pk	One t.	40	40						
(*) 88.km 2.pk - 89.km 3.pk	One t.	25	25						
Bēne - Reņģe*	One t.	100	80	Reņģe*	One t.	100	80	40*	40
(*) 100.km 2.pk - 8.pk	One t.	70	70	(*) r/d track No.2				25	25
State border (km 162,400) - Priekule - Liepāja - (traffic closed)*									
(*) For running of operational trains speed in districts and in station Priekule is determined by Head of Liepāja Unit of Jelgava Track Servicing Unit, considering the actual condition of track superstructure.									

Order of year 2011 No. DT – 2/25

Appendix No.1

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
Glūda - Saldus - Liepāja									
				Glūda*	even odd	80/80	80/80	25*	25*
				(*) r/d tracks No.5 - 15km/h					
Glūda - Dobeles*	One t.	100	80	Dobeles	One t.	90/80	90/80	40	40
(*) 72.km1.pk - 5.pk	One t.	80	80						
Dobeles - 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.km9.pk- 137.km6.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.km1.pk - 173.km7.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						

Order of year 2011 No. DT – 2/25

Appendix No.1

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
(*) 200.km 9.pk - 201.km 4.pk	One t.	70	70						
Tore - Liepāja*	One t.	90	80	Liepāja	One t.	40/40	-	40	-
(*)212.km 2.pk - 213.km 1.pk	One t.	70	70						
(*)215.km 6.pk - 216.km 2.pk	One t.	80	80						

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
Torņakalns - Tukums II									
				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						
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

Order of year 2011 No. DT – 2/25

Appendix No.1

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
Pļaviņas - Gulbene									
				Pļaviņas	track IA, I	40/40	100/80	40	40
					track IIIA, III	60/60	40/40	40	40
Pļaviņas - Jaunkalsnava	One t.	60	60	Jaunkalsnava*	One t.	60/60	60/60	40	40
(*)2TE10M, 2TE10U on tracks No. 1,3 - 25 km/h									
Jaunkalsnava-Madona*	One t.	60	60	Madona*	One t.	60/60	60/60	25	25
(*) 27.km 1.pk - 34.km 8.pk	One t.	70	70	(*)2TE10M, 2TE10U on tracks No.2, 3 - 15 km/h.					
Madona - Gulbene*	One t.	60	60	Gulbene*	One t.	25/25	60/50	25	25
(*)50.km 10.pk - 55.km 10.pk	One t.	40	40	(*)2TE10M, 2TE10U on tracks No. 3, 4, 5 - 15 km/h					
(*)61.km 1.pk - 64.km 10.pk	One t.	40	40						
(*)86.km 10.pk - 98.km 9.pk	One t.	70	70						
2TE10M, 2TE10U in section Pļaviņas - Jaunkalsnava with breakdown and fire-fighting trains - 50 km/h; in district Jaunkalsnava - Gulbene - 40 km/h.									
Jaunkalsnava Veseta	One t.	-	25	Jaunkalsnava	One t.	25	25	25	25
				Veseta	One t.	25	25	15	15

In Gulbene - Vecumi - State border traffic is closed. For running of breakdown, fire-fighting or operational trains speed on tracks and in district is determined by Head of Rēzekne Unit of Daugavpils Track Servicing Unit, considering the actual condition of track superstructure and diesel locomotive series.

Ieriķi - Gulbene - (traffic closed) *

(*) For running of breakdown, fire-fighting or operational trains speed on tracks and in district is determined by Head of Rēzekne Unit of Daugavpils Track Servicing Unit, considering the actual condition of track superstructure and diesel locomotive series.

Order of year 2011 No. DT – 2/25

Appendix No.1

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
Jānavārti - Ērgļi									
				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

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
Zemitāni - Skulte									
				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 80/80	100/80 80/80	25 25	25 25
Mangaļi – Ziemeļblāzma	One t.	80	80						
				Ziemeļblāzma	even odd	80/80 80/80	40/40 80/80	40 40	40 40
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

Order of year 2011 No. DT – 2/25

Appendix No.1

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
State border (km 168,000) - Eglaine - Daugavpils									
State border - Eglaine	One t.	120	80	Eglaine*	One t.	100/80	100/80	40	40
				(* r./d track No. 2, 3- 25km/h					
Eglaine - Ilūkste	One t.	120	80	Ilūkste* **	One t.	100/80	100/80	40	40
				(* r/d track No.5 - 15 km/h					
				(**) R/d tracks No. 4, 6, 7 are preserved. 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.	120	80	Post 191. km	One t.	-	100/80	-	-
Post 191.km - Post 192.km	One t.	100	80	Post 192. km	One t.	100/80	-	-	-
Post 192.km - Post 5.km.	One t.*	120	80	Post 5.km	One t.	-	100/80	-	-
(*) If there is a necessity to run out under closed traffic lights "P" and "PL" of Post 192.km (after stopping before these traffic lights), all even trains from 192.km 5.pk up to crossing 192.km 9.pk - 15km/h.									
Post 5. km – Passing point 3.km	One t.	100	80	Passing point 3.km *	One t.	100/80	100/80	-	-
				(* On track passage No. 6-8 to 1 st main track		40/40	40/40	-	-
Passing point 3. km - Daugavpils - pas.	One t.	100	80	(*On track passage No. 7-9 to 1 st 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

Order of year 2011 No. DT – 2/25

Appendix No.1

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
Rīga, Daugavpils, Rēzekne, Liepāja, Ventspils junction branch lines									
				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 Šķirotava ("J" parks) *	One t.	100	80*	Šķirotava "J" parks	One t.	-	60/60	-	-
(*) 4.km 3.pk	One t.	100	60						
Connecting tracks between parks of st. Šķirotava									
track No. 3 st. Šķirotava	One t.	50	50						
track No. 30 st. Šķirotava	One t.	25	25						
Šķirotava "A" park - Rīga preču (track No.15)	One t.	25	25						
				Zemitāni	even odd	-	40/40	40	40
Zemitāni - Šķirotava	even odd	40	40	Šķirotava		-	25/40	-	25/40
Zasulauks - Lāčupe	One t.	-	60	Zasulauks	One t.	-	60/60	40	40
				Lāčupe	One t.	- / 40	- / 40	- / 40	- / 40
Lāčupe - Bolderāja	One t.	-	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

Order of year 2011 No. DT – 2/25

Appendix No.1

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	-	-
Post 191. km - Post 524. km - Post 401. km									
				Post 191.km	One t.	-	40/40	-	-
Post 191. km - Post 1. km	One t.	40	40	Post 1.km	One t.	40/40	-	-	-
Post 1. km - Post 8.km*	One t.	40	40	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*	One t.	60	60	Rēzekne II	One t.	-	40/40	-	25/25
(*)3.km 2.pk - 25km/h				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

Order of year 2011 No. DT – 2/25

Appendix No.1

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 st.									
Connecting track No.2V from switch No.99 (on main track Ventspils I - Ventspils II) to switch No.155	One t.	-	15						
"D" park, track No.III (from switch.No.1 to switch.No.59)	One t.	-	25	"D"park	One t.	25	25	25	25
Ventspils I - "Pieostas" park									
Ventspils st., connecting track (from "D" park switch No.61 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	-	-
"Pieostas" park - "Jūras" park - "Naftas " park									
(*) 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						

Order of year 2011 No. DT – 2/25

Appendix No.1

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 locomotive.

Deputy Technical Director
Track Management

S.Venediktovs

Order of year 2011 No. DT – 2/25
Appendix No.2

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

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section		Stations	Even tracks, odd tracks, sections with one track	In station			
		Main track				Main track		rec./dep. track	
						Junction of station ends			
						odd	even	odd	even
1	2	3	4	5	6	7	8	9	
Rīga - Saulkrasti - Skulte			Rīga pas.	<u>even</u> odd	35	-	35	35	
			Rīga - Zemitāni	<u>even</u> odd	80	Zemitāni* **	<u>even</u> odd	70	40
				<u>even</u> odd	(*) when switching to main tracks No.3,5,6,11 -25km/h				
				<u>even</u> odd	(**) 5.km 4.pk - 9.pk - 50km/h				
Zemitāni - Sarkandaugava	<u>even</u> odd	100	Sarkandaugava	<u>even</u> odd	80	80	-	-	
Sarkandaugava - Mangaļi*	even* odd	100 80	Mangaļi	even odd	100 80	100 80	25 25	25 25	
(*)7.km 8.pk - 8.km 10.pk	even	80							
Mangaļi - Ziemeļblāzma	One t.	80	Ziemeļblāzma	even odd	80 80	40 80	40 40	40 40	
Ziemeļblāzma - Vecāķi	<u>even</u> odd	100	Vecāķi	even odd	100 100	100 100	25 40	25 40	
Vecāķi - Carnikava*	<u>even</u> odd	100	Carnikava	<u>even</u> odd	80	80	-		
(*)24.km 4.pk - 24.km 6.pk	<u>even</u> odd	80							
Carnikava - Lilaste	<u>even</u> odd	100	Lilaste	even odd	40 80	100 100	40 40	40 40	
			Stop point Inčupe (43.km 10.pk - switch No.2a st. Saulkrasti)	even odd	-	80 100	-	-	
Lilaste - Saulkrasti	One t.	100	Saulkrasti	even odd	100 40	100 100	40 40	40 40	
Saulkrasti - Skulte	One t.	100	Skulte	One t.	-	40	-	40	

Order of year 2011 No. DT – 2/25

Appendix No.2

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section	Stations	Even tracks, odd tracks, sections with one track	In station			
					Main track	Main track		rec./dep. track
		Junction of station ends						
		odd			even	odd	even	
1	2	3	4	5	6	7	8	9
Rīga - Ķemeri - Tukums II								
Rīga pas. - Zasulauks*	<u>even</u> odd	100	Rīga passenger	<u>even</u> odd	-	40	-	35
(*) on curve 1.km. 5.pk.	<u>even</u> odd	50	Torņakalns	even odd	60 100	50 50	40 40	40 40
(*) on crossing 2.km10.pk	<u>even</u> odd	60						
			Zasulauks	even 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	even odd	40 40	40 70	40 40	40 40
(*)15.km 7,8,9 pk	<u>even</u> odd	80						
16.km 6.pk-17.km 6.pk	<u>even</u> odd	90						
17.km 7.pk-17.km 8.pk	<u>even</u> odd	80						
21.km 3.pk-21.km 4.pk	<u>even</u> odd	40						
Dubulti - Sloka*	<u>even</u> odd	100						
(*)26.km 6.pk-7.pk	odd	40						
(*)26.km 8.pk- 27.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	One t.	100	Ķemeri	One t.	80	40	40*	40
			(*) when entering dead-end track (track No. 5) -25 km/h					
Ķemeri - Tukums-1*	One t.	80	Tukums-1	One t.	80	80	40	40
(*)42.km8.pk- 61.km10.pk	One t.	100						
Tukums-1 - Tukums-2	One t.	80	Tukums-2	One t.	80	80	40	40

Order of year 2011 No. DT – 2/25

Appendix No.2

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section Main track	Stations	Even tracks, odd tracks, sections with one track	In station			
					Main track		rec./dep. track	
					Junction of station ends			
					odd	even	odd	even
1	2	3	4	5	6	7	8	9
Rīga - Aizkraukle								
Bypass from Rīga pas. to Šķīrotava ("Ja"park)	One t.	100	Rīga-pas.	<u>even</u> odd	35	-	35	-
Rīga-pas. - Šķīrotava	<u>even</u> odd	100	Šķīrotava	even odd	80 95	80 95	-	-
			(*)5.km2.pk - 5.km 8.pk in "Ja"park	<u>even</u> odd	60	60		
	-		Receiving of electric trains in "J"park		-	-	-	25
Šķīrotava - Salaspils	<u>even</u> odd	120	Salaspils	<u>even</u> odd	100	100	40	40
Salaspils - Ogre*	<u>even</u> odd	120	Ogre	<u>even</u> odd	70	70	40	40
(*)27.km7.pk- 28.km7.pk (*)28.km7.pk- 29.km7.pk		80 80						
Ogre - Lielvārde	<u>even</u> odd	120	Lielvārde	even odd	100	100	40	40
Lielvārde - Skrīveri	even odd	120 100	Skrīveri	even odd	100 70	100 100	40	40
Skrīveri - Aizkraukle	One t.	90	Aizkraukle*	even odd		100 100*		40 40
			(*) 79.km9.pk (switch No.2a on side track) - 80 km/h.					

Order of year 2011 No. DT – 2/25

Appendix No. 2

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section	Stations	Even tracks, odd tracks, sections with one track	In station			
					Main track	Main track		rec./dep. track
		Junction of station ends						
		odd			even	odd	even	
1	2	3	4	5	6	7	8	9
Rīga - Jelgava			Rīga-pas.	<u>even</u> odd	-	40	35	35
Rīga-pas. - Torņakalns	<u>even</u> odd	100	Torņakalns	<u>even</u> odd	40	40	40	40
Torņakalns - Olaine	<u>even</u> odd	100	Olaine	<u>even</u> odd	80	100	40	40
Olaine - Cena	<u>even</u> odd	100	Cena	<u>even</u> odd	100	100	40	40
Cena - Jelgava	<u>even</u> odd	100	Jelgava-1	<u>even</u> odd	50	-	25	-

Directions, districts, sections	Even tracks, odd tracks, sections with one track	In section	Stations	Even tracks, odd tracks, sections with one track	In station			
					Main track	Main track		rec./dep. track
		Junction of station ends						
		odd			even	odd	even	
1	2	3	4	5	6	7	8	9
Zemitāni - Šķīrotava								
			Zemitāni	<u>even</u> odd	-	40	-	40
Zemitāni - Šķīrotava		40						
			Šķīrotava	<u>even</u> odd	25	-	25	-

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).

Deputy Technical Director
Track Management

S.Venediktovs

Order of year 2011 No. DT – 2/25
Appendix No.3

Procedure for through passing of six-axle and eight-axle gondola cars and tank wagons.

According to rail track superstructure, ground formation and condition of engineering structures, through passing of six-axle and eight-axle gondola cars and tank wagons in sections and stations is carried out as follows:

1. Through passing of six-axle gondola cars and tank wagons, which have been constructed after October 1963 on bogie model YB3-9M of base 3500mm, as well as of eight-axle gondola cars and tank wagons on four-axle bogie of base 3200mm (two model bogies ЦННН-ХЗ) is allowed in all sections loading to full carrying capacity and speeds that have been set for freight trains.

As an exception, the speed restrictions for freight trains which carry empty or loaded six-axle or eight-axle tank wagons on some station receiving-departure tracks in section Ventspils – Tukums II - Jelgava – Krustpils have been determined:

station Ventspils II rec./dep. track No.3 ; station Taurkalns rec./dep. track No.3 – up to 25km/h.

station Ventspils park „Nafta” rec./dep. track No.2,4,5,6,7,3,8; station Tukums II rec./dep. tracks No.5,6 - up to 15km/h.

2. Putting into operation eight-axle gondola cars and tank wagons with larger size (“Трп”) and (“Тп”) on track sections, including increased load to one running meter, its maximum allowed speed is determined by additional instructions of the Division of SJSC “Latvijas dzelzceļš”.

3. Metal bridges, which do not allow perspective traffic of eight-axle gondola cars and tank wagons (with size T_{np} and T_{II} , and evenly diffused load 9,67 and 9,5 t/running meter) or allow traffic with speed restrictions.

No.	CDN								
	3		Daugava		III			
3	6		120.			IV			

No.	CDN	Section	km	Title of river	Calculation scheme	Category of bridge	Class of bridge	Class of 8-axle wagons (without dynamics)	Determined traffic speed
4	7	Jelgava – Liepāja	154.	Venta	32,68+62,15+31,68	IV	Purlins to beams c=5,5	6,81/4,21	25 km/h
5	8	Jelgava - Krustpils	165.	Lielupe	3x53,46	IV	Beams to truss c=5,17	5,98/3,96	25 km/h

Note: Wagons with diffused load greater than 9,67 t/running meter are passed through following a separate order.

*On condition that span construction is loaded at full intensity (not less than 5 wagons following each other).

Deputy Technical Director
Track Management

S.Venediktovs

Order of year 2011 No. DT – 2/25

Appendix No.4

List of locomotives operated in Latvian Railway districts

No.	Title of district	Locomotive series
1.	2.	3.
1.	Ventspils – Tukums II – Jelgava – Krustpils -Daugavpils – Indra – State 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 – State 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.	State 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*, TGM-3*,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.	Rēzekne junction branch lines	TEP70,TEP60, 2TE10M, 2TE10U, 2TE116, 2M62, 2M62K, 2M62U, M62, ČME3, ČME3M, TEM2,TGM3, TGM23, DR1(A,P), AR2, L, 2M62UP, 2M62UC
9.	Daugavpils – Kurcums – State border	TEP70, TEP70BS,TEP60, 2TE10M, 2TE10U, 2M62, ČME3, ČME3M, M62K,2M62K, 2M62U,2M62UM, 2M62M, TE3, TEM2, DR1(A,P), D1, AR2, L, 2M62UP, 2M62UC
10.	State border – 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, 2M62, 2M62U, M62, ČME3, ČME3M, DR1(A,P), AR2, TEM2, 2M62UP, 2M62UC
13.	Jelgava – Meitene – State border	TEP70, TEP70BS,TEP60, 2TE10M, 2TE10U, 2M62, M62K,2M62K, 2M62U, 2M62UM, 2M62M,M62, ČME3, ČME3M, TEM2, DR1(A,P), AR2, L, 2M62UP, 2M62UC, ER20CF
14.	Rīga – Ieriķi – Lugaži – State 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 ,TGM-3*, TGM-4, 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 – State 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

Order of year 2011 No. DT – 2/25

Appendix No.4

No.	Title of district	Locomotive series
1.	2.	3.
19.	Post 191.km – Post 524.km	TEP70,TEP60, 2TE10M, 2TE10U, 2M62, 2M62U, M62, TEM2, DR1(A,P), ČME3, ČME3M, AR2, 2M62UP, 2M62UC
20.	Jānavarti – 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.	Liepāja - Priekule	2M62, 2M62U, M62, ČME3, DR1(A,P), TEP70,TEP60, TEM2, AR2.
23.	Jaunkalsnava - Veseta	2M62, 2M62U, M62, ČME3, ČME3M, TEM2, 2M62UP, 2M62UC
24.	Rīga junction branch lines	M-62, TEM-2, ČME-3, ČME3M, 2M62, TGM3*, TGM-4*,2M62UP, 2M62UC,2M62U, 2M62K.
25.	Rīga – Jelgava	TGM-3*, TGM-4*
26.	Rīga – Aizkraukle	TGM-3*, TGM-4*
27.	Rīga – Skulte	TGM-3*, TGM-4*

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

**Deputy Technical Director
Traffic Organization**

A.Dičmons

**Deputy Technical Director
Track Management**

S.Venediktovs

Order of year 2011 No. DT – 2/25
Appendix No.5

List of stations, which have level crossings

being set up at the end of station (on railway switch) or on departure section and which traction driver (engine-driver) crosses at the speed up to 20 km/h and is ready to stop before a potential obstacle in case train is received or forwarded when the entrance (route) or exit signal light is red.

No.	District, station	Level crossing site			
		Km and pk	End of station (railway switch) or departure section		
			even	odd	rec./dep. track
1	2	3	4	5	6
	Ventspils - Tukums				
1.	Ventspils I	3.km 8.pk	-	x	
2.	Elkškene	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
	Tukums II - Jelgava				
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	
	Jelgava - Krustpils				
18.	Jelgava II	167.km8.pk	-	x	
19.	Garozā	178.km4.pk	x	-	
20.	Zāļīte	186.km2.pk	x	-	
21.	Zāļīte	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	-	
	Krustpils - Daugavpils				
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
39.	Līvāni	331.km 6.pk	x	-	
40.	Jersika	343.km5.pk	-	x	
41.	Nīcgale	359.km 4.pk	x	-	-

Order of year 2011 No. DT – 2/25

Appendix No.5

No.	District, station	Level crossing site			
		Km and pk	End of station (railway switch) or departure section		
			even	odd	rec./dep. track
1	2	3	4	5	6
42.	Vabole	371.km 10.pk	-	-	x
43.	Līksna	375.km 9.pk	x	-	
	Daugavpils junction				
44.	track post Mežciems	385.km10.pk	-	x	
45.	387.km track post	388.km 5.pk	x	-	
46.	Daugavpils-passenger	390.km 6.pk	x	-	
47.	Daugavpils-passenger	204.km 5.pk	x	-	
48.	Daugavpils pas. D park	25, 26 branch lines	x	-	
	Daugavpils-Indra-State border				
49.	Krauļa	399.km 3.pk	x	-	
50.	Naujiene	408.km 3.pk	x	-	
51.	Izvalda	419.km10.pk	x	-	
52.	Silava	424.km 10.pk	-	-	x
53.	Krāslava	433.km 2.pk	x	-	
54.	Skaista	444.km 4.pk	x	-	
55.	Niedrica	449.km 9.pk	x	-	
56.	Niedrica *) central track junction	452.km 1.pk*)	x	-	
57.	Indra	459.km 10.pk	x	-	
	Rīga - Krustpils				
58.	Šķīrotava "A" park	10.km 5.pk	-	x	
59.	Salaspils	19.km 2.pk	x	-	
60.	Ogre	34.km 1.pk	x	-	
61.	Ogre	35.km 8.pk	-	x	
62.	Ogre	36.km 2.pk	-	x	
63.	Lielvārde	52.km 3.pk	x	-	
64.	Lielvārde	55.km 1.pk	x	-	
65.	Skrīveri	73.km 5.pk	x	-	
66.	Aizkraukle	79.km 2.pk	-	x	
67.	Aizkraukle	82.km 3.pk	x	-	
68.	Koknese	92.km 8.pk	-	x	
69.	Koknese	94.km 5.pk	x	-	
70.	Koknese	95.km 4.pk	-	-	x
71.	Alotene	101.km 2.pk	-	x	
72.	Alotene	104.km 4.pk	x	-	
73.	Pļaviņas	113.km 6.pk	-	x	
74.	Pļaviņas	114.km 5.pk	-	x	
75.	Krustpils	129.km 6.pk	x	-	
	Krustpils-Rēzekne				
76.	Krustpils	130.km 7.pk	-	x	
77.	Kūkas	143.km 9.pk	-	x	
78.	Mežāre	154.km10.pk	x	-	
79.	Atašiene	165.km 7.pk	-	x	
80.	Stirniene	180.km10.pk	-	x	
81.	Varakļāni	190.km 4.pk	-	x	
82.	Viļāni	198.km 6.pk	x	-	
83.	Sakstagals	212.km 5.pk	x	-	
	Rēzekne-Zilupe-State border				
84.	Cirma	238.km 2.pk	-	x	
85.	Ludza	247.km 8.pk	x	-	
86.	Ludza	250.km 3.pk	-	x	

Order of year 2011 No. DT – 2/25

Appendix No.5

No.	District, station	Level crossing site			
		Km and pk	End of station (railway switch) or departure section		
			even	odd	rec./dep. track
1	2	3	4	5	6
87.	Nerza	269.km 1.pk	x	-	
88.	Zilupe	278.km 9.pk	x	-	
89.	Zilupe	280.km 3.pk	x	-	
90.	Zilupe	281.km 8.pk	-	x	
State border-Kārsava-Rēzekne I					
91.	Kārsava	401.km 4.pk	-	x	
92.	Mežvidi	418.km 5.pk	-	x	
93.	Ilzeni	431.km 9.pk	x	-	
94.	Burzava	436.km 9.pk	x	-	
95.	b/post. Kleperova	441.km 9.pk	-	x	
96.	Rēzekne I	443.km 9.pk	-	x	
Rēzekne I - Daugavpils					
97.	Pūpoli	457.km 1.pk	x	-	
98.	Malta	465.km 3.pk	x	-	
99.	b/post. Krace	476.km 9.pk	x	-	
100.	Aglona	491.km 6.pk	x	-	
101.	Viganti	496.km 9.pk	-	x	
102.	Višķi	505.km 2.pk	-	x	
103.	Zaļumi	518.km 5.pk	x	-	
Daugavpils-Kurcums-State border					
104.	Grīva	537.km 3.pk	x	-	
State border-Eglaine-Daugavpils					
105.	Eglaine	172.km 8.pk	x	-	
106.	Eglaine	173.km10.pk	x	-	
107.	Ilūkste	180.km1.pk	x	-	
108.	Track post 191.km	190.km 5.pk	-	-	x
109.	Track post 192.km	192.km 9.pk.		x	
110.	Track post 5km (197.9km) - Passing point 3 km (200.2 km).	199.km 4.pk	-	x	
Tornakalns-Tukums					
111.	Zasulauks	2.km 10.pk	-	x	
112.	Priedaine	15.km8.pk	x	-	
113.	Dubulti	23.km7.pk	x	-	
114.	Sloka	32.km4.pk	-	x	
115.	Sloka	34.km3.pk	-	x	
116.	Ķemeri	42.km2.pk	x	-	
117.	Tukums I	61.km 4.pk	-	x	
118.	Tukums I	62.km 5.pk	-	-	x
Rīga - Jelgava					
119.	8 km b.p.	8.km 3.pk	x	-	
120.	Olaine	22.km 3.pk	-	x	
121.	Jelgava II (stop point Cukurfabrika)	41.km 8.pk	-	x	
Jelgava-Meitene-State border					
122.	Jelgava I	45km 10.pk	x	-	
123.	Meitene	70.km10.pk	-	x	

Order of year 2011 No. DT – 2/25

Appendix No.5

No.	District, station	Level crossing site			
		Km and pk	End of station (railway switch) or departure section		
			even	odd	rec./dep. track
1	2	3	4	5	6
	Jelgava - Liepāja				
124.	Glūda	59.km 10.pk	x	-	
125.	Biksti	94.km 5.pk	x	-	
126.	Biksti	94.km 10.pk	x	-	
127.	Brocēni	119.km 8.pk		x	
128.	Saldus	127.km 3.pk	x	-	
129.	Saldus	127.km 3.pk	x	-	
130.	Skrunda	155.km 4.pk	-	x	
131.	Kalvene	176.km 10.pk	-	x	
132.	Ilmaja	187.km 9.pk	-	x	
133.	Tore	208.km 6.pk	x	-	
	Brasa - Čiekurkalns				
134.	Brasa-Čiekurkalns*	3.km 2.pk*)		x	
	*) Starta street				
	Rīga - Ieriķi				
135.	Zemītāni	2.km 10.pk*)	x	-	
	*) Matīsa street				
136.	Čiekurkalns	8.km 4.pk	-	x	
137.	Čiekurkalns	8.km 10.pk	x	-	
138.	Čiekurkalns	9.km 8.pk	x	-	
139.	Jugla	11.km 10.pk	-	x	
140.	Ropaži	24.km 8.pk	-	x	
141.	Vangaži	35.km 9.pk	-	x	
142.	Inčukalns	42.km 5.pk	-	x	
143.	Sigulda	53.km 7.pk	x	-	
144.	Sigulda	54.km 5.pk	-	-	x
145.	Sigulda	56.km 10.pk	x	-	
146.	Līgatne	64.km 5.pk	x	-	
	Ieriķi-Lugaži-State border				
147.	Ieriķi	75.km 2.pk	-	x	
148.	Āraiši	82.km 10.pk	-	x	
149.	Āraiši	85.km 4.pk	-	x	
150.	Cēsis	94.km5.pk	-	-	x
151.	Cēsis	94.km10.pk	-	-	x
152.	Cēsis	95.km 7.pk	x	-	
153.	p.p.Jāņamuiža	99.km 5.pk	-	x	
154.	Lode	106.km7.pk	-	x	
155.	Bāle	115.km2.pk	-	x	
156.	Brenguļi	129.km7.pk	x	-	
157.	Strenči	140.km2.pk	x	-	
158.	Strenči	141.km 2.pk	-	x	
159.	Strenči	143.km1.pk	-	x	
160.	Saule	157.pk 1.pk	-	x	
161.	Lugaži	166.km7.pk	-	x	
	Zemītāni - Skulte				
162.	Sarkandaugava	8.km 10.pk	-	x	
163.	Mangaļi	11.km 5.pk*)	x	-	
	*)Ezeru street				
164.	Carnikava	31.km 3.pk	-	x	
165.	Carnikava	32.km 6.pk	x	-	
166.	Lilaste	37.km 2.pk	x	-	

Order of year 2011 No. DT – 2/25

Appendix No.5

No.	District, station	Level crossing site			
		Km and pk	End of station (railway switch) or departure section		
			even	odd	rec./dep. track
1	2	3	4	5	6
167.	Saulkrasti	49.km 3.pk	x	-	
168.	Saulkrasti	50.km 1.pk	-	x	
169.	Skulte	56.km 7.pk	x	-	
	Plaviņas - Gulbene				
170.	Plaviņas	2.km 1.pk	-	x	
171.	Jaunkalsnava	20.km 8.pk	-	x	
172.	Madona	45.km 5.pk	x	-	
173.	Madona	46.km 8.pk	-	x	
	Zasulauks - Bolderāja				
174.	Lāčupe	3.km 3.pk*)	-	x	
	*) Slokas street				
175.	Lāčupe	4.km 3.pk*)	x	-	
	*) Buļļu street				
	Lāčupe - Ilguciems				
176.	Lāčupe	1.km 10.pk	x	-	
177.	Ilguciems	- ‘ ‘ -	-	x	
	Brasa - Rīga - Krasta				
178.	Rīga-Krasta	4.km 3.pk	-	x	
	Rīga – Šķirotava “J” park (bypass)				
179.	Rīga – passenger (Rēznes street)	4.km 4pk.	x	-	
180.	Šķirotava “J” park (Rēznes street)	- ‘ ‘ -	-	x	
	Šķirotava				
181.	Šķirotava station “A” park – “J” park track No.30	7.km 3.pk	-	-	x
182.	Šķirotava “A” park Šķirotava “Preču” park	7.km 8.pk	-	-	x
183.	Šķirotava “J” park	6.km 2.pk	x	-	
184.	Šķirotava “J” park (Krustpils street) Šķirotava “Preču” park	6.km 10.pk	-	-	x
	Ventspils 2 - Naftas				
185.	Park Austrumi	2.km 6.pk		x	
186.	Park Naftas	5.km 6pk	x		
	Ventspils I station				
187.	crossing No.3	2.km 10.pk			
188.	crossing No.4	2.km 8.pk			
189.	crossing No.5				
190.	crossing No.6	1.km 3.pk			
191.	crossing No.9	119m9.pk			
192.	crossing No.10	118.km9.pk			
193.	crossing No.11	1.km 10.pk			
	Pieostas park				
194.	crossing No.1			x	
195.	- ‘ ‘ -				
196.	crossing No.2		x		
197.	- ‘ ‘ -				
198.	crossing No.6		x		
199.	Jūras park	3.km4.pk		x	

Order of year 2011 No. DT – 2/25

Appendix No.5

No.	District, station	Level crossing site			
		Km and pk	End of station (railway switch) or departure section		
			even	odd	rec./dep. track
1	2	3	4	5	6
	Rēzekne 2 – Rēzekne 1				
200.	Rēzekne 1	2.km 4.pk	-	x	
201.	Rēzekne 2	2.km 4.pk	x	-	
	Rēzekne 1 - Rēzekne 2 (through switch No.701)				
202.	Rēzekne1	1.km 7.pk	-	x	
203.	Rēzekne 2	1.km 7.pk	x	-	
	Grīva – Track post 5.km				
204.	Grīva	1.km 3.pk	-	x	
205.	- ‘‘ -	1.km 4.pk	-	x	
206.	Track post 5.km	2.km1.pk	x	-	

R/d track – receiving-departure track

Deputy Technical Director
Track Management

S.Venediktovs

Deputy Technical Director
Electrotechnical Issues

V.Vinokurovs

Order of year 2011 No. DT – 2/25
Appendix No.6

**List of engineering structures
where 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 technical structures are crossed:

section Rēzekne-1 - Rēzekne-2	bridge 3.km 2.pk	25 km/h
Passing point 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

**Deputy Technical Director
Track Management**

S.Venediktovs