

FINNISH NETWORK STATEMENT 2005



Publications of
Finnish Rail Administration

FINNISH NETWORK STATEMENT 2005

Finnish Rail Administration
Helsinki 2003

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FOREWORD

The Finnish Rail Administration (RHK) is publishing this Network Statement, which is the second Network Statement prepared in Finland, in accordance with the Finnish Railway Act. The Network Statement describes the access conditions, the state-owned rail network, the capacity allocation process, the services supplied to railway undertakings, and the principles of determining the infrastructure charge. The Network Statement is published for applicants for capacity for each timetable period separately. The present Network Statement is intended for the timetable period 12.12.2004–10.12.2005.

The Network Statement 2005 has been prepared on the basis of the previous Network Statement by taking into account the feedback received from users, and the results of a seminar organised for the purpose of developing the Network Statement.

The structure of this Network Statement follows the common European structure. It consists of the following chapters:

1. General Information
2. Access Conditions
3. Infrastructure
4. Capacity Allocation
5. Services
6. Infrastructure

Within the Finnish Rail Administration, the Network Statement is the responsibility of the Traffic System Department. All RHK's departments and several outside specialists have been involved in the preparation of the Network Statement.

Helsinki, 10th December 2003

Finnish Rail Administration
Traffic System Department

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1 GENERAL INFORMATION

1.1 Introduction

RHK publishes the Network Statement in accordance with the Railway Act (198/2003) and Directive 2001/14/EC of the European Parliament and of the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as the "Capacity and Infrastructure Charge Directive"). The Network Statement for the timetable period 2005 is the second Network Statement published in Finland.

1.2 Objective

The Network Statement describes the access conditions, the state-owned rail network, the capacity allocation process, the services supplied to railway undertakings and the basic infrastructure charge. The Network Statement specifies in detail the general rules, deadlines, procedures and grounds applicable to the charging and capacity allocation systems.

The Network Statement is published for the use of applicants for capacity for each timetable period separately. Railway undertakings can request capacity for international traffic within the European Economic Area. Domestic traffic can be operated only by VR Limited.

1.3 Legal Framework

In accordance with § 4 of the Railway Act, RHK publishes information on the provisions of the Railway Act and the Act on the Interoperability of the Trans-European Rail System (561/2002), as well as on the provisions issued under these Acts and other provisions, concerning

- 1) the right of access to the rail network;
- 2) the principles of determining the infrastructure charges;
- 3) applying for infrastructure capacity and the related deadlines;
- 4) the requirements for and approval of railway rolling stock; as well as
- 5) other conditions concerning operating and starting the operation of rail traffic.

RHK publishes information on the nature and extent of the rail network in the Network Statement for each timetable period. This information is contained in Chapter 3 of this Network Statement. The provisions issued by RHK on:

- 1) specialised infrastructure under § 18(1) of the Railway Act (point 3.3);
 - 2) the priority order to be applied to congested infrastructure under § 18(2) of the Railway Act (point 4.4); as well as on
 - 3) the threshold quota for the minimum use of railway infrastructure on each train path under § 23(2) of the Railway Act (point 4.6)
- are also published in the Network Statement.

1 General Information

A decision taken by RHK may be appealed against under § 43 of the Railway Act by filing a claim for rectification with the Regulatory Body, which in Finland is the Ministry of Transport and Communications. A claim for rectification may be filed if the decision taken by RHK concerns:

- 1) priority order for allocating capacity in individual cases;
- 2) levying of the infrastructure charge;
- 3) capacity allocation;
- 4) allocation of urgently needed capacity;
- 5) issuance of a safety certificate; or
- 6) the access contract.

The claim for rectification shall be filed with the Ministry of Transport and Communications within 30 days of the date of receipt of notice of the decision. The Ministry shall decide on the claim for rectification within two months of the date on which all relevant information for taking a decision has been delivered to it. The decision shall, however, be taken within ten days of the date on which all relevant information has been delivered if the claim concerns the priority order in individual cases, capacity allocation or a request for urgently needed capacity.

1.4 Legal Status

The Network Statement is not a regulation issued by RHK but a document providing information. The information published in the Network Statement does not affect the regulations issued by RHK.

1.5 Structure of the Network Statement

In addition to this chapter, the Network Statement contains five more chapters. Chapter 2 deals with the access conditions, including e.g. the safety certificate and the operating licence. Chapter 3 describes the state-owned rail network. The characteristics of the rail network are described in this chapter on a general level; more details are given in the appendices. Chapter 4 deals with capacity allocation. Chapter 5 describes the services supplied to railway undertakings. Chapter 6 deals with the infrastructure charge and the principles of determining it.

Network Statements of Other Countries

The Internet addresses of the Network Statements published by the Infrastructure Managers of other countries, as well as the names used for the Network Statement, are given in Appendix 13.

1.6 Validity and Changes to Be Expected

The Network Statement is valid for one timetable period. It is published four months ahead of the expiry of the deadline for submission of capacity requests, i.e. 12 months ahead of the timetable period. The Network Statement 2005 is intended for the timetable period 2005, i.e. for the period 12.12.2004–10.12.2005. The Network Statement for the timetable period 2006 will be published by 10.12.2004 at the latest.

Track work to be carried out during the timetable period 2005 is specified in this Network Statement¹. Longer-term rail network development plans for the years 2005–2008 are presented in RHK's action plan². Statistical information on the rail network and rail traffic is published in the Finnish Railway Statistics yearly.

1.7 Publishing, Distribution and Availability

The Network Statement is published in three languages: Finnish, Swedish and English. The Network Statement is available in printed form from RHK and in pdf form on RHK's Internet pages at the address www.rhk.fi/english.

1.8 Contact Information and OSS Activities

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¹ Applicants for capacity will be informed of possible changes.

² The action plan can be ordered from RHK. It is also available on RHK's Internet pages.

Finnish Rail Administration (RHK)

The Finnish Rail Administration (RHK) is a civil service department subordinated to the Ministry of Transport and Communications. RHK is in charge of maintaining and developing the network as well as ensuring the safety of rail transport and performing other official duties associated with rail infrastructure management.

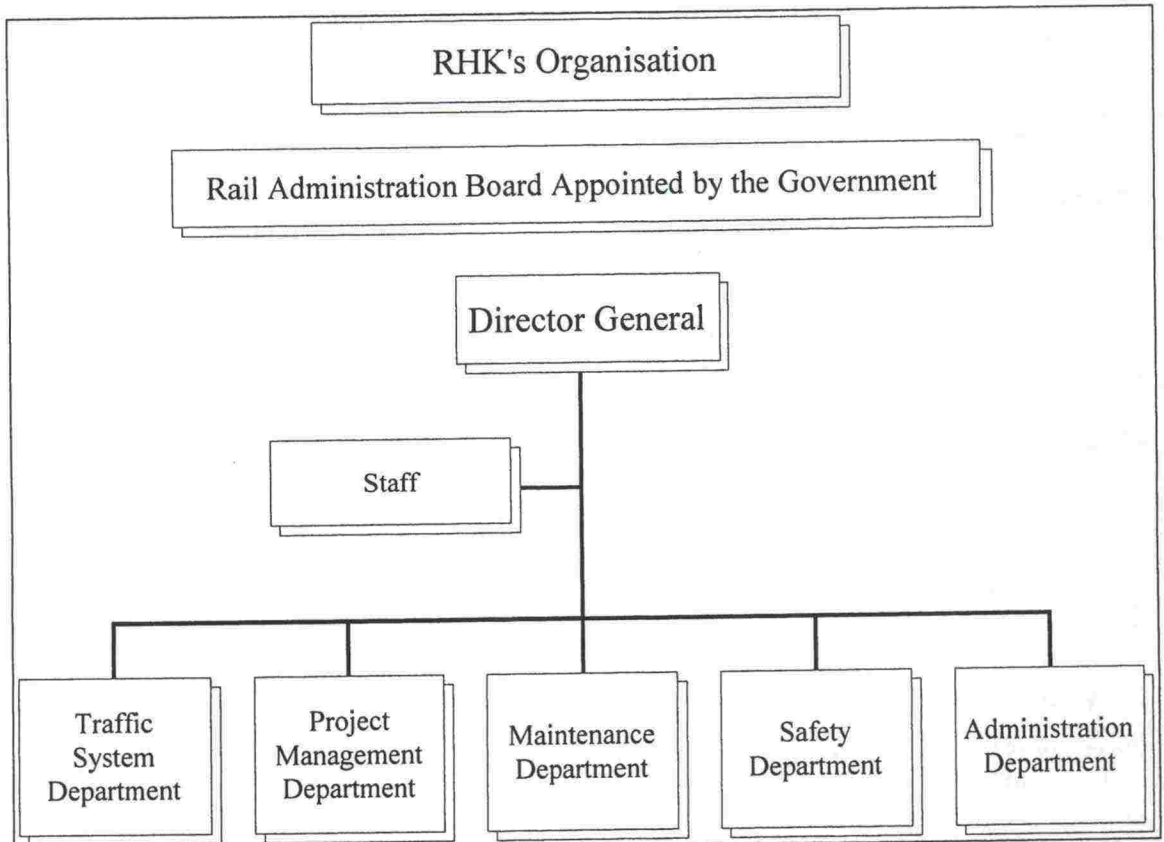


Figure 1. Organisation of the Finnish Rail Administration.

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More detailed contact information is available on RHK's Internet pages.

One Stop Shops – OSS Activities

Several European Infrastructure Managers have signed an agreement on a common sales and marketing organisation for international infrastructure capacity called RNE-RailNetEurope.

The members of RNE-RailNetEurope are

- Banestyrelsen (Denmark),
- Banverket (Sweden),
- BLS Lötschbergbahn AG (Switzerland),
- Chemins de fer Helléniques / Hellenic Railways (Greece),
- DB Netz AG (Germany),
- Eurotunnel (France / UK),
- Győr-Sopron-Ebenfurti Vasút Rt. / Raab-Oedenburg-Ebenfurter Eisenbahn AG (Austria/Hungary),
- Jernbaneverket (Norway),

1 General Information

- Network Rail (former Railtrack PLC) (UK),
- Österreichische Bundesbahnen (Austria),
- ProRail (former Railned B.V.) (Netherlands),
- Ratahallintokeskus (Finland),
- Red Nacional de los Ferrocarriles Españoles (Spain),
- Rede Ferroviária Nacional, E.P. (Portugal),
- Réseau Ferré de France & Société Nationale des Chemins de fer Français (France),
- Rete Ferroviaria Italiana SpA (Italy),
- Scandlines (Germany / Sweden),
- Schweizerische Bundesbahnen / Chemins de Fer Fédéraux suisses / Ferrovie Federali Svizzere (Switzerland),
- Société Nationale des Chemins de fer Belges / Nationale Maatschappij der Belgische Spoorwegen (Belgium),
- Société Nationale des Chemins de Fer Luxembourgeois (Luxembourg),
- Železnice Slovenskej republiky (Slovakia).

These Infrastructure Managers have set up One Stop Shops working as a network of single customer contact points within the framework of RNE-RailNetEurope. For international path requests, the Railway Undertaking needs only to contact one of these One Stop Shops, which will co-ordinate the whole international path allocation process.

The contacted One Stop Shop will

- offer customer attention and information on the full product and service range of the Infrastructure Managers;
- supply all the information required to gain access to and use the infrastructure of any Infrastructure Manager participating in RNE-RailNetEurope;
- handle requests for any international train path within RNE-RailNetEurope;
- make sure that requests for the next timetable period are duly taken into account in the yearly Forum Train Europe timetabling process;
- provide train path offers for the whole international journey;
- finalise the access contracts;
- give assistance to the customer in the billing and payment procedure.

1.9 Definitions, Markings and Abbreviations

Access contract A contract concluded between RHK and a railway undertaking e.g. on the use of traffic control services and railway yards.

Applicant for capacity A railway undertaking or an international grouping of railway undertakings.

ATU Structure gauge

Basic (/regular) interval timetable A passenger traffic timetable system regular and symmetrical. In the basic interval timetable system, train departure times are constant and traffic in the network hubs is hourly similar.

Capacity and infrastructure charge directive refers to Directive 2001/14/EU of the European Parliament and the Council (Directive on the allocation of railway capacity and the levying of charges for the use railway infrastructure and safety certification).

Centralised traffic control An operating and signalling system by means of which one person can centrally operate points and ensure route protection at several traffic operating points. CTC-controlled lines are equipped with section block. CTC operators act as dispatchers for the areas controlled by them.

Congested infrastructure An element of infrastructure for which the demand cannot be fully satisfied even after co-ordination of the different requests for capacity.

Co-ordination A procedure by which RHK and the applicants attempt to solve situations where there are competing requests for infrastructure capacity.

Dispatcher The person responsible for ensuring the safety of rail traffic. If necessary and the type of the signalling equipment so requires, there may be several persons participating in route protection at a train dispatching point. In such case, other persons granting permissions and their contact information is be laid down in additional regulations for each traffic operating point separately.

ETJ Advance Notification System

Infrastructure capacity The capacity of a train path to carry train traffic over a particular period of time and depending on the characteristics of the rail network, except train traffic directly connected with infrastructure maintenance.

Infrastructure maintenance Construction, maintenance and development of tracks, of structures and equipment connected with them, as well as of real property needed for infrastructure maintenance.

Jt Train Safety Regulations

Jtt Technical rules and guidelines connected with the Train Safety Regulations

KU Loading gauge

LIMO Rules and guidelines for rolling stock

Line with section block A line on which the safety of traffic is ensured by signals whose aspects are dependent on whether the section protected by them is vacant or not. Lines equipped with section block may also be CTC controlled.

1 General Information

LISO Rules and guidelines for the electric equipment of rolling stock

LKU Vehicle gauge

Loading gauge The space inside which the load on an open wagon shall remain when the wagon is in the centre position on a straight, even track.

Museum train traffic Traffic operated on a small scale on the rail network by a non-profit association with museum trains or comparable rolling stock.

Network Statement A document in which the rail network, as well as the general rules, deadlines and grounds applicable to the charging and capacity allocation systems, are described.

Private siding A track, connected to the state-owned rail network, which is not managed by RHK, except international connecting tracks at border stations (traffic operating points).

Rail network The state-owned rail network managed by RHK.

Rail traffic operating Traffic operated by railway undertakings and museum train operators on the rail network.

Railway undertaking A company or other association under private law whose main activity is to operate rail traffic on the basis of an appropriate operating licence issued in the European Economic Area and which has in its possession rolling stock needed for traffic operating. Undertakings providing only traction services are also regarded as railway undertakings.

RAMO Technical rules and guidelines for fixed installations of railway

Traffic with rail vehicles on the rail network, operated by a railway operator or connected with infrastructure maintenance or related activities, as well as other traffic crossing the track area of the rail network, except road traffic at level-crossings under the Road Traffic Act (267/1981).

Traffic control The implementation of the allocated infrastructure capacity as well as the control and management of traffic on individual train paths and on tracks at traffic operating points on the rail network in accordance with the available traffic control systems and the provisions concerning traffic on the rail network.

Traffic operating point (station) A place, named in the line section description, used for ensuring the safety of rail traffic or for customer service.

Train meeting Meeting of two trains arriving at the meeting point from opposite directions. After leaving the meeting point, at least one of the trains uses, on the train dispatching section in question, the same track from which the other train has arrived. Two trains meeting at a traffic operating point where the single-track line changes into multi-

ple-track or a train meeting another train which is standing blocked on a passing siding on open line is not regarded as a train meeting.

Markings Used in the Infrastructure Register and Traffic Operating Point Register

x, T	Yes
F, NOT, xxx	No
-1	Information not available
FIN1	Structure gauge (ATU)
AC2	Electrification voltage 25 kV / 50 Hz
ATP-VR/RHK	Automatic train protection system used in Finland
Linjaradio	Line radio
Satama	Harbour
Raja	Border

2 ACCESS CONDITIONS

2.1 Legal Framework

The legal framework of access to infrastructure is described in Chapter 2 of the Railway Act (198/2003) and in the Act on the Interoperability of the Trans-European Rail System (561/2002, as amended by Act 200/2003).

Pursuant to § 3(1) of the Act on the Interoperability of the Trans-European Rail System, the Government Decree on the Interoperability of the Trans-European Rail System (765/2002) has been issued. This Decree lays down e.g. the essential requirements for the rail system. RHK issues supplementary provisions to the essential requirements under § 3(2-3) of the said Act.

The provisions issued by RHK shall be observed on the state-owned rail network. These provisions are either provisions implementing the Community provisions on interoperability [provisions issued under § 3(2) of the Act] or RHK's national provisions [provisions issued under § 3(3) of the Act]. Information on the provisions issued by RHK currently in force is available from the Finlex Data Bank³.

2.2 General Access Conditions

The following railway undertakings and international groupings of railway undertakings may use the state-owned rail network for providing the rail services specified below:

- 1) the railway undertakings and international groupings of railway undertakings referred to in § 2(1) of the Railway Act for providing services in international rail traffic between states belonging to the European Economic Area;
- 2) the rail transport operating subsidiary of the limited company referred to in § 1 of the Act on the Incorporation of the Finnish State Railways (20/1995) for providing services in domestic freight and passenger traffic, as well as in traffic between Finland and Russia.

These railway undertakings and international groupings of railway undertakings may use the rail network in accordance with Chapter 4 of the Railway Act and the traffic operating points on the state-owned rail network for their traffic operating on separately agreed conditions (access contract).

Other undertakings or associations, too, may use individual traffic operating points on the rail network for their rail services, provided that this traffic serves a private siding connected to a traffic operating points and that an agreement on traffic operating has been made with RHK. The conditions for operating museum train traffic are laid down separately in the Railway Act.

³ At the address <http://www.finlex.fi/normit/index.html>.

Operation of rail traffic on the state-owned rail network also requires that the railway undertaking meet the following conditions:

- 1) The railway undertaking shall have an operating licence⁴ in accordance with § 5 of the Railway Act or a corresponding operating licence issued in the European Economic Area, unless the question is of museum train traffic referred to in § 36 of the Railway Act.
- 2) The licence holder shall have a safety certificate in accordance with § 11 of the Railway Act, issued or approved by RHK, which covers all the train paths on which traffic will be operated.
- 3) The licence holder shall make an agreement⁵ with RHK on the use of traffic control services, on the details of how safety matters shall be organised, on the use of marshalling yards, storage sidings and other tracks, as well as on other necessary practical arrangements.
- 4) Capacity in accordance with Chapter 4 of the Railway Act has been allocated to the railway undertaking for its traffic.
- 5) Other conditions for operating rail traffic, laid down in or under the Railway Act and the Act on the Interoperability of the Trans-European Rail System, are in all respects fulfilled.

Museum Train Traffic

The same requirements described in this Network Statement as to other rail traffic are applied to museum train traffic as well, except as concerns the operating licence. Capacity may be used for museum train traffic on the whole rail network. Capacity may be requested only as urgently needed capacity.

2.3 General Commercial Conditions

Safety Certificate

The safety certificate is issued by the national safety authority. In Finland, it is issued by RHK. RHK has drawn up instructions how to apply for a safety certificate. For the issuance or approval of a safety certificate, the applicant shall provide RHK with information on:

- 1) the applicant's safety management system and other internal arrangements which ensure that regulations concerning rail traffic operating are observed;
- 2) the qualification and professional training of the management and personnel responsible for the safety of railway traffic; as well as

⁴ The Ministry of Transport and Communications issues an operating licence for the operation of rail traffic to applicants established in Finland. The Ministry reviews the operating licence and its conditions every five years. An operating licence issued in one state belonging to the European Economic Area is valid throughout the territory of the European Economic Area.

⁵ Railway undertakings shall make an access contract with RHK, which is dealt with under 2.3. of the Network Statement [§ 12(1)(2) of the Railway Act].

2 Access Conditions

- 3) the applicant's railway rolling stock as well as servicing and maintenance systems, insofar as information relating to them has not already been given to RHK earlier in another context.

If the safety certificate has been issued in another state belonging to the European Economic Area, RHK may require the railway undertaking concerned to give additional details of the intended rail services. RHK shall take a decision on the issuance or approval of the operating licence within four months after the request has been filed with it.

Access Contract

Railway operators shall make an access contract with RHK on the use of traffic control services, on the details of how the safety matters will be organised, on the use of marshalling yards, storage sidings and other tracks, as well as on other necessary practical arrangements.

RHK makes this contract with each licence holder on usual and reasonable conditions. The precondition for making the access contract is that the licence holder meets the other conditions for starting rail operations laid down in the Railway Act. After the contract has been concluded, traffic on the state-owned rail network may be started.

Framework Agreement

RHK may make a framework agreement on the use of capacity with applicants for capacity. The purpose of such an agreement is to specify the characteristics of the capacity requested by the applicant. The framework agreement does not, however, entitle the applicant to obtain such capacity as is specified in the agreement.

Railway undertakings shall request the capacity specified in the framework agreement for each timetable period separately. Correspondingly, the access contract shall be concluded for each timetable period separately regardless of the framework agreement. If requested, RHK allocates the capacity specified in the framework agreement following the procedure laid down in the Railway Act. The framework agreement does not, however, impede the application of the provisions of the Railway Act to other applicants for capacity.

The framework agreement is made for a maximum period of ten years. For special reasons, RHK may, however, conclude framework agreements for a longer period as well. Conclusion of an agreement for a period over ten years can, however, be justified only by the contracts, special investments or special business risks connected with the transport business of the party with which the agreement is concluded, as well as by the large-scale and long-term investments of the party with which the agreement is concluded or the contractual obligations connected with such activities.

2.4 Rolling Stock Acceptance Process

An authorisation issued by RHK is required for placing rolling stock in service (Act on the Interoperability of the Trans-European Rail System, 561/2002, § 5, as amended by Act 200/2003). This authorisation can be issued for rolling stock that meets the requirements valid in Finland, which are laid down in § 3 of this Act.

The rail system interoperability requirements for rolling stock are applied on the whole rail network. They are based on the interoperability requirements for the rail system in accordance with Community law. Conformity can be proved by the EC Declaration of Conformity or a corresponding declaration issued within the European Economic Area. In other cases, RHK is responsible for technical approval for the authorisation to place rolling stock in service. This process will be applied after the technical specifications for interoperability for rolling stock have come into force by RHK's decision. Until then, RHK will issue provisions concerning the rolling stock acceptance process.

2.5 Traffic Safety Staff Qualification

In accordance with § 26 of the Railway Act, traffic safety staff shall meet the health, training and other qualification requirements laid down in Finnish legislation and RHK's regulations. The qualification requirements vary depending on the job.

Before RHK issues or approves a safety certificate, the railway operator shall provide it with information on the qualifications of its traffic safety staff. After receiving this information, RHK may examine in more detail whether a person or a group of persons meets the necessary qualification requirements.

3 INFRASTRUCTURE

3.1 Definition

The infrastructure refers to the state-owned rail network managed by RHK. RHK is responsible for infrastructure maintenance, i.e. for the construction and maintenance of tracks, of structures and equipment connected with them, as well as of real property needed for infrastructure maintenance.

3.2 Network Description

3.2.1 Geographical Description

Train Paths

The available train paths are presented graphically in Figure 2 (state-owned rail network) and in Appendix 1 (Infrastructure Register).

The following line sections are closed for traffic until further notice:

- Kankaanpää–Niinisalo
- Kihniö–Aitoneva
- Raudanlahti–Säynätsalo
- Sysmäjärvi–Outokumpu

The following line sections are open for traffic in summer only (no snow ploughing, no maintenance of switches, no snow and ice clearance at level-crossings):

- Kiukainen–Säkylä
- Kolari–Äkäsjoki
- Niesa–Rautuvaara

As for the Olli-Porvoo line section, the Porvoo Museum Railway Society operates traffic on this section and is responsible for its maintenance.

Traffic Operating Points

The available traffic operating points (stations) are presented in Figure 3 and in Appendix 2 (Traffic Operating Point Register).

The traffic operating points closed for train traffic are indicated with the marking "Reserve" in Appendix 2 (Traffic Operating Point Register). Use of sidings at traffic operating points requires advance notification to RHK, and no traffic may be operated on them before RHK has inspected the condition of the tracks and established that they are fit for operation.

The following traffic operating points are open for traffic in summer only (no snow ploughing, no maintenance of switches, no snow and ice clearance at level-crossings): Äkäsjoki, Niesa, Rautuvaara, Kauttua, Säkylä.

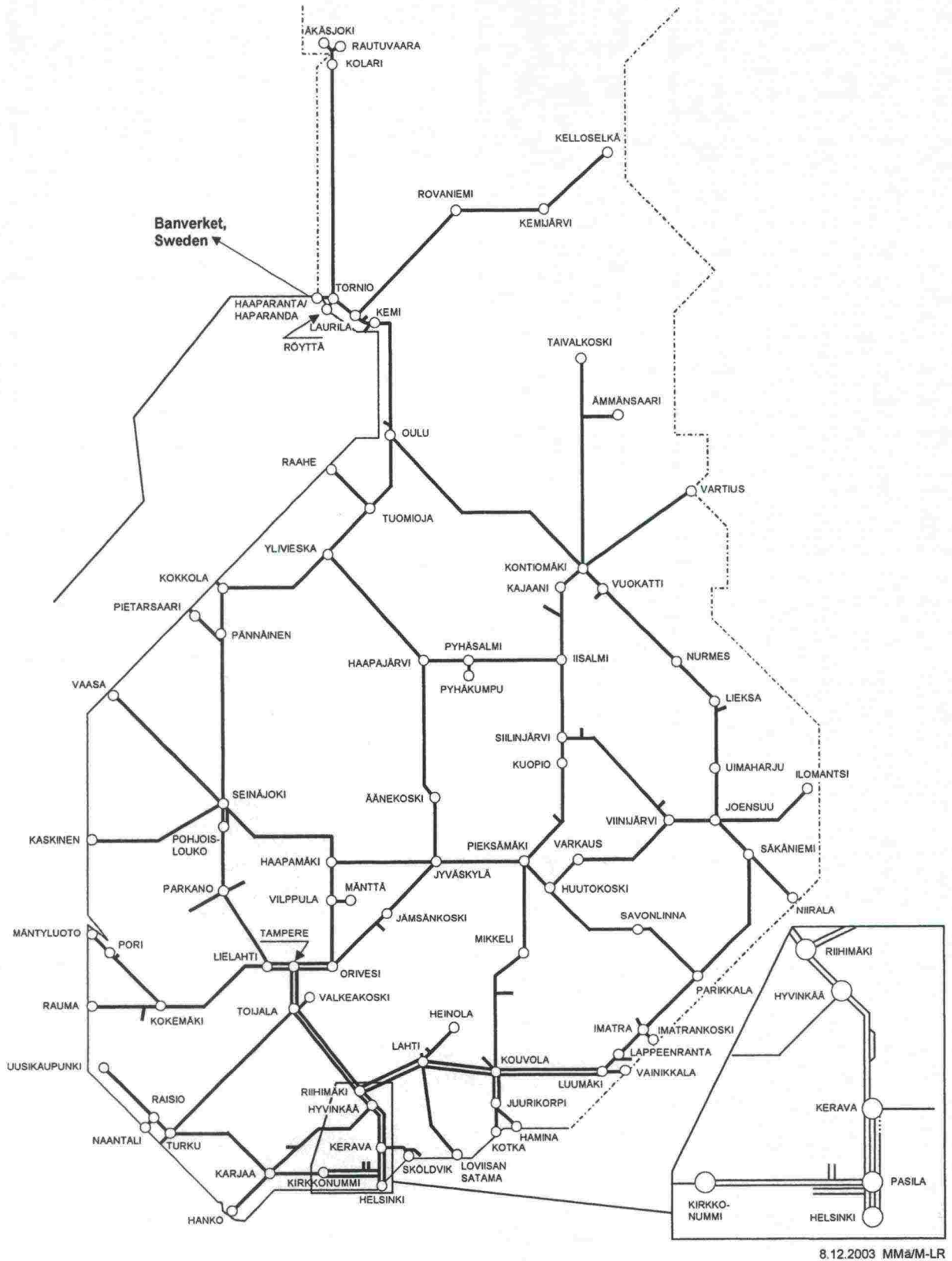


Figure 2. State-owned rail network.

3 Infrastructure

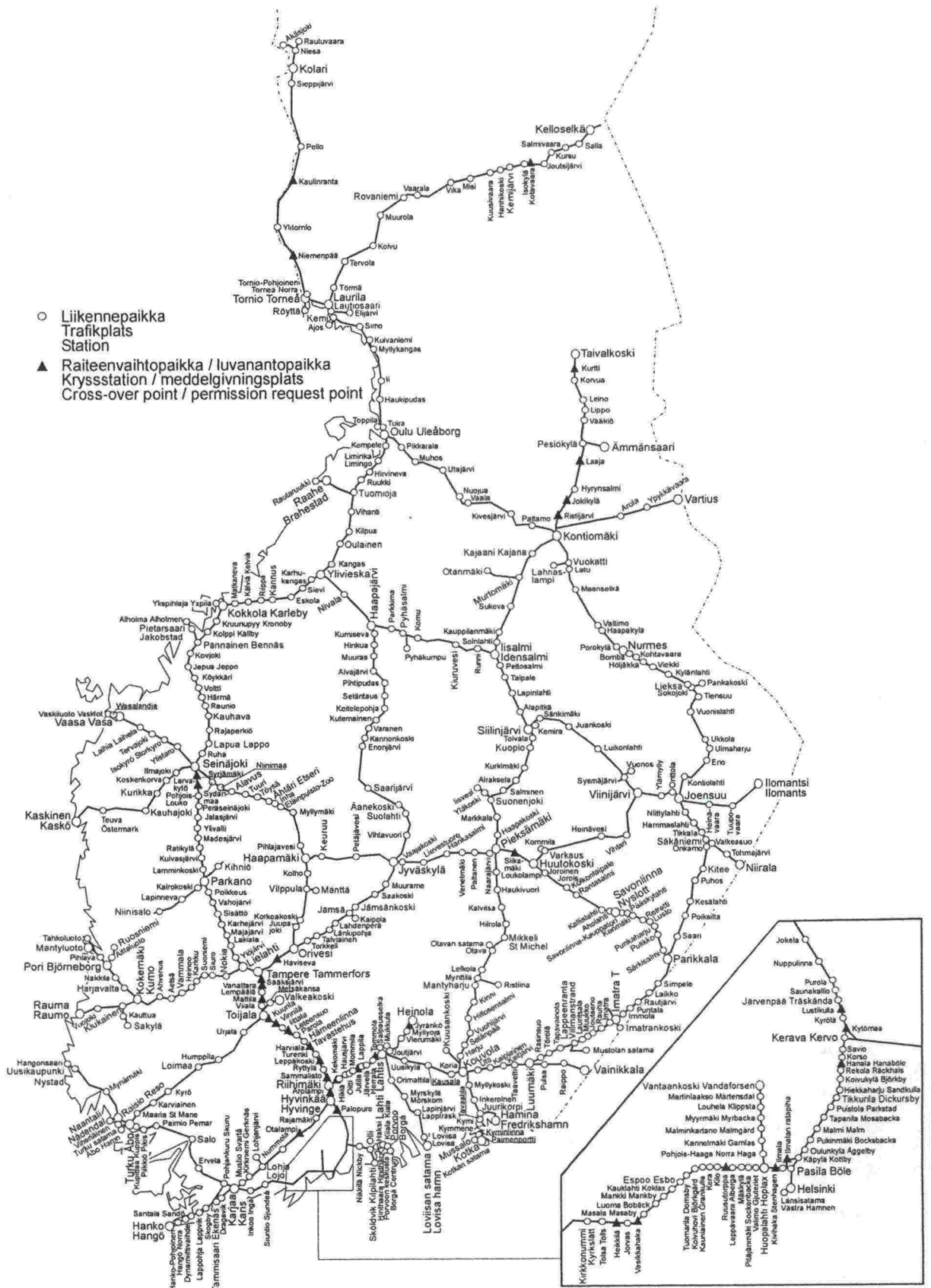


Figure 3. Traffic operating points on the state-owned rail network.

Euroopanlaajuinen rautatieverkko Suomessa
Europeiska bannätet i Finland
Trans-European Rail Network in Finland

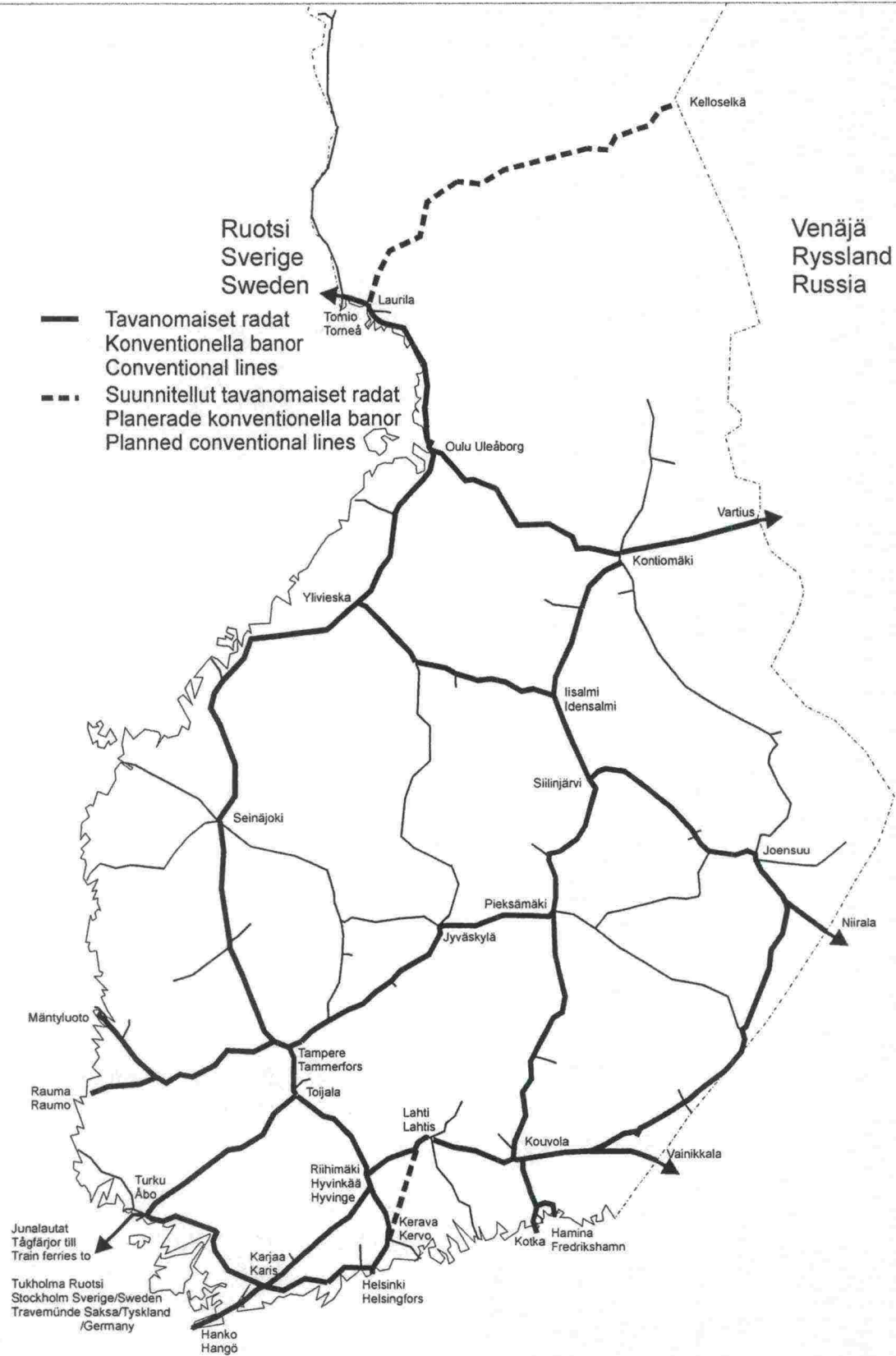


Figure 4. The Finnish TEN network.

Border Stations

The main outlines of traffic operating on the Tornio–Haparanda line section are presented in Appendix 3. The Swedish infrastructure manager is Banverket.

There is a rail connection from Finland to Russia via Vainikkala, Imatrankoski, Niirala and Vartius. Rail traffic between Finland and Russia is based on the Mutual Rail Traffic Agreement between Finland and Russia. Traffic between Finland and Russia is not internal international traffic within the European Economic Area. Only VR Limited has access to the Finnish rail network in traffic between Finland and Russia.

3.2.2 Characteristics of the Rail Network

Track Gauge, Loading Gauge and Structure Gauge

The nominal track gauge on the rail network 1,524 mm. The tolerance range is $-6...+20$ mm. The speed-dependent limit values for the track gauge are indicated in the RAMO publication, part 13 "Radan tarkastus" (Track inspection). /1/

The loading gauge (KU) /2/, Appendix 4, and the structure gauge (ATU) FIN1, Appendix 5 /3/, are used on the whole state-owned rail network. On private industrial sidings, there may be both loading and structure gauge limitations, which railway undertakings shall clarify separately for carrying out transportation /2/.

The vehicle gauge (LKU) is specified in the LIMO publication, point 1 "Yleiset määräykset" (General rules) /4/.

Axle Loads

22.5 ton axle loads are permitted on the most part of the rail network. The maximum permitted axle loads per line section are indicated in Appendix 1 (Infrastructure Register). The permitted speeds resulting from the axle load of the train are indicated in Appendix 6 (Speeds and axle loads) /2/.

Meter Loads

On the whole state-owned rail network, the permitted meter load of rolling stock is 8.0 tons/m /5/.

Gradient

The maximum gradient is 12.5 mm/m on the main lines and 22.5 mm on the secondary lines /2/, /3/. The characteristic gradients of the line sections are indicated in Appendix 1 (Infrastructure Register /2/, /6/).

Speed

The maximum speed is 200 km/h for passenger trains and 120 km/h for freight trains. The speeds permitted for passenger and freight trains on the rail network are indicated in Appendix 1 (Infrastructure Register). Changes in the permitted speed, determined according to the axle load of the train, are indicated in Appendix 6 (Speeds and axle loads) /2/.

Power Supply on Electrified Lines

On all electrified lines, power is taken from the catenary above the track in such a way that one or both of the running rails form a return circuit. Rated voltage is 25 kV/ 50 Hz AC /7/. The electrified line sections are indicated in Appendix 1 (Infrastructure Register) /2/.

For fixed installations, electrification is described in part 5 "Sähköistetty rata" (Electrified railway) of the RAMO publication /7/, and for the electric equipment of rolling stock in the LISO publication /8/ .

Maximum Permitted Train Lengths

The maximum train length permitted on a line section shall be such that trains can also use secondary tracks at the traffic operating points. Trains need not, however, be capable of using all secondary tracks at all traffic operating points. The train lengths used for dimensioning line sections are 550, 625, 725, 825 and 925 meters⁶ /9/. The longest secondary tracks at each traffic operating points are indicated in Appendix 2 (Traffic Operating Point Register).

3.2.3 Traffic and Safety Management

Signalling Systems

The signalling systems in use are indicated in Appendix 1 (Infrastructure Register) and graphically in Appendix 7 (Signalling Systems) /2/.

Traffic Safety Communication

The Train Safety Regulations prescribe that, before the departure of the train, the driver must have at his disposal the timetable; the line section description; an advance notice of exceptional circumstances affecting traffic safety or corresponding information; a list of braked weights, including a vehicle list; and he must have received the information that the train is in running order and the brakes have been checked and tested. The contents of these documents are described in more detail in the Train Safety Regulations.

Information on exceptional situations is transmitted through the Advance Notification System (ETJ), maintained by RHK. The railway undertakings shall join this system, which transmits information both on circumstances affecting traffic operating temporarily and on permanent changes on the selected route practically in real time.

Communication between traffic controllers and drivers takes place in the Finnish language orally, by phone, through signals or by radio. A line radio system with a channel reserved for each line section is used on the rail network. The same radio system can also be used for directing shunting operations, provided that the parties agree on the channels to be used. Speech is heard by all shunting units operating on the same channel within the range of audibility.

Speech transmitted via voice communication devices is recorded. Recordings are used for controlling traffic communication, as well as for investigating accidents and hazardous situations.

⁶ At present, the minimum dimensioning length is 725 m.

3.3 Traffic Restrictions

Dangerous Goods

Finland has signed the intergovernmental OTIF Convention, which regulates international rail traffic. Russia and other CIS countries have not acceded to the OTIF Convention. One of the annexes to COTIF are the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID). The RID Regulations apply as such to the international rail transport of dangerous goods. The domestic rail transport of dangerous goods is regulated by the provisions transposed into Finnish legislation in accordance with the RID framework directive (96/49/EC).

The most important differences compared to the RID regulations are as follows: cold resistance requirement for certain packagings and tanks in domestic traffic is -40°C (RID -18 and -20°C); as well as the regulations concerning protection wagons and the bringing of wagons loaded with explosives to traffic operating points and the temporary storage of explosives. The decree of the Ministry of Transport and Communications also takes into account the requirements of the so-called VOC directive (94/63/EC) concerning the recovery of vapours from petrol in connection with rail transport.

No absolute restrictions have been imposed on the transport of dangerous goods if carried out according to the regulations. It is recommended that wagons loaded with dangerous goods should not be parked in densely populated or groundwater areas. The transport of dangerous goods on tracks with spike fastening or laid with 43 kg rails shall be avoided.

It is prescribed by Government decree that railway undertakings shall carry out a safety analysis for railway yards through which considerable quantities of dangerous goods are carried. The safety analysis shall be submitted to the local rescue and environmental authorities for an opinion. The safety plan is approved by RHK.

Environmental Restrictions

The requirements laid down in RHK's LIMO publication (LIMO 1, 2, 3 and 5), 1998, are applied when registering rolling stock. LIMO sets out general and special requirements for rolling stock concerning noise, vibration, electromagnetic interferences, emissions, environmentally dangerous substances and the use of recycled construction materials.

Vibration-related speed restrictions are imposed on parts of the railway line on ten line sections throughout Finland. The restrictions mainly apply to heavy, over 3,000 ton trains (Appendix 8).

Tunnel Restrictions

There are tunnel restrictions on the Helsinki–Turku line section. The restrictions are indicated in Appendix 9.

Bridge Restrictions

Bridge restrictions are described in Appendix 10 /2/.

Other Restrictions

Other restrictions are described in the Train Safety Regulations and in the Advance Notification System.

Availability of Traffic Control

The line sections equipped with an automated traffic control system are indicated in Appendix 1 (Infrastructure Register) and in Appendix 7 (Signalling Systems) /2/. The following automated traffic control systems are used: centralised traffic control; train detection and train integrity monitoring; and radio control. On the CTC- and radio-controlled lines, all routes are equipped with the remote control of points and routes /10/. On the secondary, loading and storage sidings of these line sections, however, local route setting may also be necessary. On radio-controlled lines, routes shall be set locally if it is necessary to operate on secondary, loading or storage sidings. Availability of the traffic control services on specific line sections shall be agreed upon with RHK in the access contract.

Priority Order for Infrastructure Capacity

Under 4.4 of the Network Statement, RHK gives detailed provisions on the priority order according to which a specific type of traffic may get priority when allocating capacity on congested infrastructure.

Specialised Infrastructure

If there are sufficiently alternative routes for other traffic, RHK may designate an element of infrastructure or a part of it as specialised infrastructure. Specialised infrastructure refers to a train path or a part of it on which priority is given to the type of traffic for which the infrastructure is specialised. So far RHK has not designated any line section in Finland as specialised infrastructure.

3.4 Service Facilities

Train Formation Yards

Train formation yards are railway yards in which the layout and size of the track system make it possible to form trains. The train formation yards are indicated by the marking "Shunting" in Appendix 2 (Traffic Operating Point Register).

Storage Sidings

Storage sidings are yard tracks which are primarily intended for the parking of wagons and coaches waiting for a transport task. Storage sidings can also be used for other purposes required by traffic operating. The local traffic control centre determines which tracks are used as storage sidings.

Maintenance and Service Facilities

The 400 and 1,500 V power supply facilities for rolling stock are indicated in Appendix 2 (Traffic Operating Point Register). For the 400 V power supply, also the maximum current available is indicated in amperes.

Freight Terminals

Loading possibilities are indicated in Appendix 2 (Traffic Operating Point Register). K means "open to all" and Y "private".

Private siding connections at traffic operating points are indicated by the marking "Private sidings" in Appendix 2 (Traffic Operating Point Register).

Passenger Stations

The lengths of passenger platforms (shortest/longest) are indicated in Appendix 2 (Traffic Operating Point Register). The platforms not maintained by RHK are indicated in brackets. The stations closed for train traffic are indicated in Appendix 2 by the marking "Reserve". Use of sidings at closed traffic operating points requires advance notification to RHK, and no traffic may be operated on them before RHK has inspected the condition of the tracks and established that they are fit for operation.

3.5 Forecast Information

Forecast information and rail network development plans are presented in RHK's Action Plan for the years 2005–2008. According to this Plan, the most critical challenge for infrastructure maintenance during the years 2005–2008 will be to prevent the needs for infrastructure replacement from accumulating again. Nearly 30 % of the rail network superstructure is over 30 years old and in need of renewal. Thanks to the replacement investments made at the end of the 1990s, the condition of the rail network improved. In the last few years, however, the needs for infrastructure replacement have started accumulating again, due to insufficient financing. In this decade, infrastructure replacement will have to be carried out on lines with little traffic as well. It is therefore necessary to decide during the period covered by the Action Plan to which part of the rail network the replacement investments should be directed, assuming that financing will remain at a low level. If no replacement investments are made, train traffic will first have to be reduced and finally totally stopped.

The development plans for the years beyond the period covered by Action Plan are presented in the "Rail Network 2020" report.

4 CAPACITY ALLOCATION

4.1 Legal Framework

The legal framework of capacity allocation is described in Chapter 4 of the Railway Act (198/2003) and in the Government Decree on the Timetable Period in Rail Traffic and Applying for Infrastructure Capacity (207/2003).

4.2 Description of Process

Capacity for operating regular train services on the state-owned rail network in accordance with the Train Safety Regulations⁷ shall be requested from RHK for each timetable period within the period of time defined under 4.3 below. Capacity for regular train services can also be requested during the timetable period. The schedule for train path requests and for allocation process is shown in a diagrammatic form in Figure 5. It is also possible to make ad hoc requests for capacity for other than regular traffic.

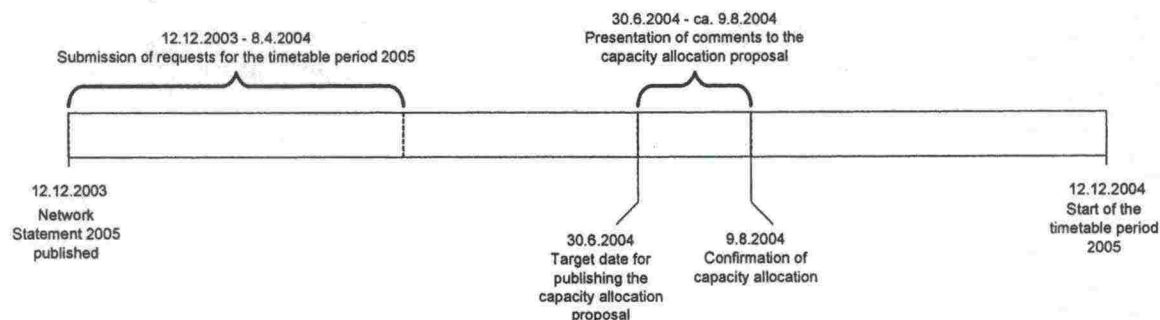


Figure 5. Diagrammatic presentation of the schedule for train path requests and for allocation process.

4.3 Schedule for Train Path Requests

RHK has drawn up instructions for capacity requests. The contents of these instructions are described in this chapter. The capacity request instructions can be used for requesting capacity for the timetable period for the purpose of operating regular services; for requesting changes in regular services during the timetable period; and also, as appropriate, for ad hoc requests for capacity.

Requests for capacity shall be made in writing. The request may, however, be sent electronically too, as provided in the Act on Electronic Service in the Administration (13/2003). Written requests shall be addressed to RHK's Traffic System Department under the following address:

Finnish Rail Administration
 Traffic System Department
 P.O. Box 185
 FIN-00101 Helsinki

⁷ Except traffic directly connected with track work.

4 Capacity Allocation

In accordance with the capacity request instructions, railway undertakings shall in their requests for capacity give the following information on each train:

- train diagram (so-called train graph);
- departure and arrival time;
- train type (passenger / freight train);
- maximum permitted speed;
- times / days / periods of operation.

In addition to the above-mentioned information, railway undertakings may also give the following train information:

- train number;
- priority order class;
- stops of passenger trains/ handling points of freight trains;
- other information relating to operation.

Railway undertakings may also request part of the capacity without indicating exact requirements concerning the days of operation or the train graph. Such a train could be placed in operation on the conditions to be specified in the capacity allocation decision under the direction of RHK's Traffic Control. In that case, the information on "times / days / periods of operation" need not be given in the request.

RHK will request further information from the applicant if the co-ordination process so requires.

Train Path Requests for the Timetable Period

The timetable period in rail traffic starts yearly at the second weekend of December, at 00.00 hrs on the night between Saturday and Sunday, and ends at the corresponding time the following year. The timetable period 2005 will start on 12.12.2004 and end on 10.12.2005. Correspondingly, the timetable period 2006 will start on 11.12.2005 and end on 9.12.2006. Applicants for capacity shall request capacity not earlier than 12 and not later than 8 months ahead of the timetable period. One request may include all the changes in traffic to be made during the timetable period.

Train Path Requests for Regular Services during the Timetable Period

Decisions on the allocation of capacity for regular services may be changed for the rest of the timetable period during the timetable period concerned, provided that these changes have no effects on the capacity allocated to other railway undertakings or to international traffic within the European Economic Area. The changes may take effect at 00.00 hrs on the night between Saturday and Sunday

- at the second weekend of January;
- at the second weekend following the end of the school year.

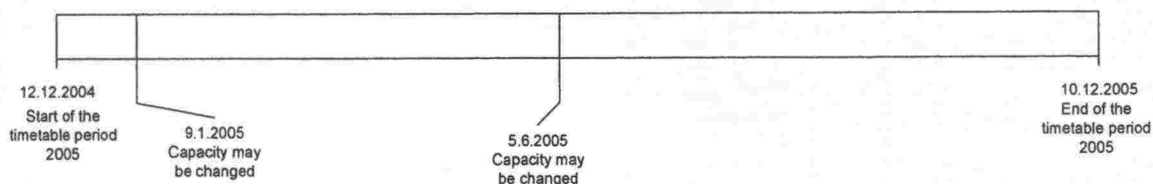


Figure 6. Dates on which the capacity for regular services may be changed during the timetable period 2005.

Requests for changing capacity allocated for regular services shall be submitted not earlier than six and not later than four months before the date on which the change shall take effect. In addition to the above dates, RHK may for special reasons decide on other dates on which changes can take place.

Ad Hoc Requests for Infrastructure Capacity

Applicants for capacity may request capacity from RHK regardless of the prescribed period of time if they urgently need capacity for one or more provisional train paths. Ad hoc requests for capacity for the beginning timetable period can be made after RHK has confirmed the capacity allocation proposal.

Ad hoc requests for capacity shall be made in writing. The request may, however, be sent electronically too, as provided in the Act on Electronic Service in the Administration (13/2003). Contrary to the provisions of this Act, the decision on a request submitted electronically may be sent to the applicant for information by telefax or electronic mail as well. In such cases, the applicant is considered having been informed of the decision after the telefax message or electronic mail has been sent to the applicant.

4.4 Allocation Process

Drawing up of the Capacity Allocation Proposal

Based on the applications, RHK draws up the capacity allocation proposal (called "draft working timetable" in the Railway Act) for the next timetable period no later than four months after the deadline for the submission of requests for capacity. It has, however, been agreed in the Forum Train Europe that no more than 2.5 months shall be used for the co-ordination of requests. The capacity allocation proposal contains information on the capacity that RHK proposes to allocate to an applicant only to such an extent and with such restrictions as is necessary for implementing traffic control for the use of this capacity.

The capacity allocation proposal is primarily based on the assumption that the requested capacity will be allocated, provided that the different train paths enable railway traffic to be operated in accordance with the technical and safety requirements. In order to improve the use of infrastructure capacity, RHK may, however, offer applicants capacity that does not essentially differ from the capacity they have requested. RHK may also decide not to allocate capacity, provided that reserve capacity is needed for the timetable period as a result of the priority order applied to rail traffic.

RHK sends the capacity allocation proposal to applicants for information within the prescribed period of time and gives them the opportunity to comment. Comments shall

be presented within 30 days after receipt of the capacity allocation proposal. Customers purchasing freight transport services and associations representing purchasers of rail transport services also have the right to present comments on the capacity allocation proposal within 30 days, counted from the date on which RHK publishes an announcement in its collection of regulations that the capacity allocation proposal has been prepared.

Co-ordination Process for the Timetable Period

If there are several applicants for the same capacity or the requested capacity has effects on the capacity requested by another applicant, RHK attempts to co-ordinate the requests between the applicants. In such cases, RHK may offer the applicants capacity that does not essentially differ from the capacity they have requested.

If the co-ordination of the requests between the applicants does not lead to a satisfactory result, RHK decides on the priority order in each individual case on the grounds laid down in the Railway Act. RHK shall decide on an individual priority order no later than ten days after the co-ordination process has ended.

Congested Infrastructure and Its Priority Criteria

RHK declares an element of infrastructure or a part of it to be congested infrastructure if the co-ordination of several requests for the same infrastructure has not led to a satisfactory result. RHK may also designate an element of infrastructure as congested if it is evident that it will become congested during the timetable period.

If there are several applications for the same infrastructure, the priority order is as presented in Table 1. Application of this priority order is based on the assumption that each train can be defined during its whole journey by one of the terms listed in the table. The term by which the train is defined may change during the journey of the train.

Table 1. Priority order on congested infrastructure.

Priority	Traffic
1.	Synergic passenger traffic entity ⁸
2.a	Express train traffic ⁹
2.b	Transport for the processing industry ¹⁰
3.a	Local and other passenger traffic
3.b	Other regular freight traffic
4.	Freight traffic not requiring strict transport times
5.	Other traffic ¹¹

Derogation from the Priority Order Laid Down in the Network Statement

RHK may by a separate decision make a derogation from the general priority order laid down in the Railway Act and the Network Statement in favour of an applicant operating international traffic or such traffic as otherwise maintains or improves the functioning of the rail transport system or public transport. The same applies to cases where the rejection of the application would cause unreasonable damage to applicants, railway undertakings, international groupings of railway undertakings or to the business activities of their customers.

Confirmation of the Capacity Allocation Proposal

Based on the capacity allocation proposal and the comments presented by the parties involved, RHK shall decide on the allocation of infrastructure capacity on a fair and non-discriminatory basis. In taking the decision, RHK shall pay particular attention to the needs of passenger and freight traffic and infrastructure maintenance, as well as to efficient use of the rail network. The priority order determined for specialised and congested infrastructure shall also be taken into account, unless otherwise provided in this chapter.

Ad Hoc Requests for Infrastructure Capacity

RHK allocates the requested ad hoc capacity if there is sufficient capacity for the use specified in the request. Unless otherwise provided in the Railway Act, the ad hoc capacity is allocated on a first-come first-served basis. RHK shall take the decision on the request within five days after its submission at the latest.

⁸ The term "synergic passenger traffic entity" refers in passenger traffic to the whole of trains which form a transport system producing clear added value for customers. A system of this kind is e.g. traffic operated according to the basic interval timetable.

⁹ The term "express train traffic" refers to traffic which in some respect does not belong within the scope of the synergy-producing traffic system. International passenger traffic may belong in this category.

¹⁰ The term "transport for the processing industry" mainly refers to transport whose immediate place of destination or origin is a port or a private siding. This transport is essentially connected with total logistics management. This group includes, in particular, combined transport, transport for the wood-processing industry and transport to ports.

¹¹ E.g. traffic connected with track work.

Claim for Rectification of a Capacity Allocation Decision Taken by RHK

Railway undertakings may appeal against a capacity allocation decision taken by RHK by filing a claim for rectification with the Regulatory Body. For further information, see 1.3.

4.5 Effects of Maintenance, Track Work and Other Projects on Capacity

The rail network may also be used for transferring track machines from bases to worksites, between worksites, and for maintenance purposes. In accordance with § 37 of the Railway Act, a safety certificate is required for traffic outside the area reserved for infrastructure maintenance if track machines are transferred as a train. Moreover, track machine movements shall be agreed upon separately with RHK. The track machines running on the rail network and their crews shall meet the requirements laid down under 2.4 and 2.5.

Track works to be carried out during the timetable period 2005 (12.12.2004–10.12.2004) is indicated in Appendix 11.

4.6 Arrangements in Light Non-usage

RHK has the right to cancel the capacity allocated to an applicant, or a part of it, if the applicant has used this capacity over a period of not less than 30 days less than required by the threshold quota specified below. In Finland, the threshold quota for the minimum use of capacity is 80 %, except on the line sections Helsinki–Kerava, Helsinki–Vantaankoski and Helsinki–Leppävaara, where the threshold quota for the minimum use is 95 %.

RHK may not, however, cancel the capacity if the failure to use it is due to non-economic reasons beyond the railway operator's control.

RHK always cancels the capacity for such a period of time during which the railway undertaking does not have a safety certificate for operating rail services.

4.7 Traffic Regulations

RHK's regulations concerning railway traffic and rolling stock are available on the Internet pages of the FINLEX Data Bank¹² and other instructions on RHK's Internet pages.

4.8 Special Measures to Be Taken in the Event of Disturbance

Principles and Foreseen Situations

RHK issues instructions how to clear disturbances in rail traffic. RHK defines the rules for managing disturbances between railway undertakings. Railway undertakings have the right to present their own proposals for instructions how to handle disturbances connected with their own trains. The liability for harm and damages caused by disturbances

¹² At the address <http://www.finlex.fi/normit/index.html>

shall be agreed upon by negotiation in accordance with RHK's instructions, as far as possible.

RHK has the right to cancel the capacity totally or partially on a train path which is provisionally out of service due to a technical failure in the railway network, an accident or other incident.

In such case, RHK offers the operator alternative train paths, as far as possible. RHK is, however, not obliged to compensate for damage that may be caused to the operator, unless otherwise agreed upon with the operator under § 12 or 25 of the Railway Act.

Unforeseen Situations

Railway undertakings and RHK shall be prepared for railway accidents in their fields of activity. Based on the Railway Network Act, RHK has earlier issued regulations concerning the obligation for emergency preparedness (MVRO).

These regulations are based on the principle that railway undertakings and railway track contractors shall be prepared for clearing their own vehicles and the transported freight of the track as well as remedying the damage caused to the environment within a reasonable time after the accident. Each undertaking shall draw up an emergency preparedness plan, which RHK shall approve. The preparedness measures included in the plan shall be taken before traffic operating is started. The undertakings themselves bear the costs caused by the creation and maintenance of the emergency preparedness system. The costs caused by an accident are borne by the party having caused the accident in accordance with the Act on Liability in Track-Guided Traffic (113/1999) and the Tort Liability Act (412/1974).

RHK shall be prepared for restoring the track quickly to operable condition and within a reasonable time to the condition it had before the accident. RHK agrees thereupon when making the rail network maintenance agreements.

The Ministry of Transport and Communications decides on the emergency preparedness obligations of each undertaking, depending on the nature and extent of its activities.

5 SERVICES

5.1 Legal Framework

The legal framework of capacity allocation is described in Chapter 6 of the Railway Act (198/2003) and in the Government decree on the services to be supplied to railway operators.

5.2 Minimum Access Package and Track Access to Service Facilities

Minimum Access Package

The minimum access package which RHK supplies to railway operators comprises:

- 1) handling of requests for infrastructure capacity by RHK;
- 2) the right of the operator to utilise the capacity granted to it by RHK;
- 3) use of tracks at the traffic operating points on the rail network, including marshalling yards, storage sidings and other tracks;
- 4) use of RHK's electricity supply network for traffic in accordance with points 2 and 3 on the electrified line sections specified in the Network Statement;
- 5) train traffic control;
- 6) passenger information and public address systems at the railway stations specified in the Network Statement (Appendix 12);
- 7) use of passenger platforms as well as of loading tracks belonging to the state-owned rail network.

Track Access to Service Facilities and Supply of Services

Railway undertakings, international groupings of railway undertakings, as well as companies or other associations providing services for rail traffic, are obliged, on the conditions specified in § 34 of the Railway Act, to supply the following services and track access to services facilities for the use of railway operators:

- 1) use of electrical supply equipment;
- 2) refuelling facilities;
- 3) use of passenger stations;
- 4) use of freight terminals;
- 5) use of marshalling yards;
- 6) use of train formation facilities;
- 7) use of depot sidings as well as premises and equipment needed for the servicing and maintenance of rolling stock;
- 8) use of maintenance and other technical devices.

5.3 Additional Services

RHK can offer services and track access to service facilities, additional services and ancillary services on a commercial basis for the use of railway operators. The additional and ancillary services could comprise e.g. the technical inspection of rolling stock and the use of buildings and land areas owned by RHK.

5.4 Ancillary Services

RHK can offer services and track access to services facilities, additional services and ancillary services on a commercial basis for the use of railway operators.

6 CHARGES

6.1 Legal Framework

The legal framework of the basic infrastructure charge is described in Chapter 3 of the Railway Act (198/2003).

6.2 Charging System

6.2.1 Services Included in the Infrastructure Charge

The basic infrastructure charge covers the minimum access package, including track access to service facilities on the state-owned rail network.

The minimum access package is described under 5.2.

6.2.2 Charging Principles

RHK shall collect a basic infrastructure charge from railway operators on a fair and non-discriminatory basis for the minimum access package and track access to service facilities, calculated on the basis of the actual level of use. The basic infrastructure charge shall always be based on the costs directly caused by the operation of railway traffic. The infrastructure tax consists of a charge for external costs and a supplementary charge in accordance with the Capacity and Infrastructure Charge Directive (2001/14/EC). In the charge for external costs, the environmental effects caused by the operation of rail traffic can be taken into account. The supplementary charge can be collected for covering the full amount of the costs caused by the use of the infrastructure.

6.3 Tariffs

As of 1st January 2004, the infrastructure charge consists of the charges mentioned in Table 2.

Table 2. Infrastructure charge.

Basic charge	Freight traffic 0.12227 cent/ gross tonne-kilometre Passenger traffic 0.1189 cent/ gross tonne-kilometre
Infrastructure tax	Freight traffic - electric 0.05 cent/ gross tonne-kilometre - diesel 0.1 cent/ gross tonne-kilometre Passenger traffic 0.01 cent/ gross tonne-kilometre

6.4 Changes to Charges

No changes to the infrastructure charge are expected.

6.5 Levying of the Infrastructure Charge

RHK invoices the infrastructure charge each calendar month on the basis of the realised performances of the previous month. For invoicing, railway operators shall provide RHK with information on the rail services operated by them.

6.6 Guarantees

RHK does not require any guarantee for the payment of infrastructure charges. The infrastructure charge and other charges connected with it are, however, subject to distraint without sentence or decision.

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- /11/ Private siding register, RHK, Maintenance Department.

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Traffic Operating point (node of the network)	Traffic Operating point (node of the network)	Include d in the TEN network	National code of the line section (here: RAPSU code)	Last updated	Length of line [km]	Single-track [km]	Double-track [km]	Multiple-track (>2) [km]	Number of tracks	Distance between centres of tracks [mm]	Min. curve radius [m]	Min. radius of vertical transition curve [m]	Max. gradient t_v [%] [mm/m]	Length of electrified line [km]	Electrification system
Helsinki	Kerava	T	003	27.9.2002	29	0	0	29	4	4300	550	10000	10	29	AC2
Helsinki	Länsisatama	F	HKI 341	27.9.2002	4	4	0	0	1	0	310	2000	10	0	NOT
Kerava	Hyvinkää	T	003	27.9.2002	29	0	24	5	3	4300	1750	25000	10	29	AC2
Hyvinkää	Riihimäki	T	003	27.9.2002	12	0	10	2	3	4300	1330	25000	10	12	AC2
Kerava	Olli	F	131	27.9.2002	16	16	0	0	1	0	396	4000	10	16	AC2
Olli	Sköldvik	F	131	27.9.2002	11	11	0	0	1	0	1100	4000	10	11	AC2
Olli	Porvoo	F	132	27.9.2002	17	17	0	0	1	0	450	2000	10	0	NOT
Hyvinkää	Lohja	T	141	27.9.2002	64	64	0	0	1	0	377	5000	10	0	NOT
Lohja	Karjaa	T	141	27.9.2002	34	34	0	0	1	0	710	8000	10	0	NOT
Lohja	Lohjanjärvi	F	TTR 141	27.9.2002	4	4	0	0	1	0	300	3800	16,5	0	NOT
Pasila	Sörnäinen	F	PSL s6	27.9.2002	3	3	0	0	1	0	-1	-1	10	0	NOT
Helsinki	Huopalahti	T	001	27.9.2002	6	0	0	6	4	4300	300	4000	10	6	AC2
Huopalahti	Vantaankoski	F	123	27.9.2002	9	0	9	0	2	4300	595	3800	20	9	AC2
Huopalahti	Kirkkonummi	T	001	27.9.2002	31	0	27	4	4	4300	588	4000	12,5	31	AC2
Kirkkonummi	Karjaa	T	001	27.9.2002	50	50	2	0	1	4300	604	10000	12,5	50	AC2
Karjaa	Hanko	T	142	27.9.2002	50	50	0	0	1	0	467	2900	10	0	NOT
Karjaa	Turku	T	001	27.9.2002	107	107	0	0	1	0	490	10000	12,5	107	AC2
Turku	Turku satama	T	321	27.9.2002	3	3	0	0	1	0	200	1000	10	3	AC2
Riihimäki	Toijala	T	003	27.9.2002	76	0	75	1	3	4300	597	12000	10	76	AC2
Toijala	Turku	T	321	27.9.2002	128	128	0	0	1	0	550	10000	10	128	AC2
Toijala	Tampere	T	003	27.9.2002	40	0	35	5	3	4300	847	6000	10	40	AC2
Toijala	Vaikeakoski	F	314	27.9.2002	18	18	0	0	1	0	370	5000	10	0	NOT
Turku	Raisio	F	332	27.9.2002	8	8	0	0	1	0	400	5000	10	0	NOT
Raisio	Naantali	F	333	27.9.2002	6	6	0	0	1	0	445	4000	10	0	NOT
Raisio	Uusikaupunki	F	332	27.9.2002	57	57	0	0	1	0	451	5000	10	0	NOT
Uusikaupunki	Hangonsaari	F	332	27.9.2002	3	3	0	0	1	0	332	5000	11,5	0	NOT
Tampere	Lielähti	T	003	27.9.2002	6	0	5	1	3	4300	400	12000	10	6	AC2
Lielähti	Kokemäki	T	002	27.9.2002	91	91	0	0	1	0	590	12000	12,5	91	AC2
Kokemäki	Kiukainen	T	342	9.11.2003	13	13	0	0	1	0	427	10000	12,5	13	AC2

Traffic Operating point (node of the network)	Traffic Operating point (node of the network)	Include in the TEN network	National code of the line section (here: RAPSU code)	Last updated	Length of line [km]	Single track [km]	Double track [km]	Multiple-track (>2) [km]	Number of tracks	Distance between centres of tracks [mm]	Min. curve radius [m]	Min. radius of vertical transition curve [m]	Max. gradient, ‰ [mm/m]	Length of electrified line [km]	Electrification system
Kiukainen	Rauma	T	342	9.11.2003	34	34	0	0	1	0	472	8000	12,5	34	AC2
Kiukainen	Säkylä	F	343	27.9.2002	19	19	0	0	1	0	300	8000	12,5	0	NOT
Kokemäki	Pori	T	002	27.9.2002	38	38	0	0	1	0	1420	16000	10	38	AC2
Pori	Mäntyluoto	T	002	27.9.2002	21	21	0	0	1	0	470	13000	10	0	NOT
Pori	Ruosniemi	F	350	27.9.2002	8	8	0	0	1	0	560	18000	10	0	NOT
Mäntyluoto	Tankoluoto	F	MIN Tko	27.9.2002	11	11	0	0	1	0	500	10000	10	0	NOT
Lielähti	Parkano	T	003	27.9.2002	69	69	0	0	1	0	2000	18000	10	69	AC2
Niinisalo	Parkano	F	351	27.9.2002	42	42	0	0	1	0	600	12000	10	0	NOT
Parkano	Kihniö	F	352	4.3.2003	16	16	0	0	1	0	550	10000	10	0	NOT
Parkano	Seinäjoki	T	003	27.9.2002	84	72	12	0	2	9000	1762	14000	10	84	AC2
Riihimäki	Lahti	T	006	27.9.2002	59	0	59	0	2	4300	400	18000	10	59	AC2
Lahti	Loviisan satama	F	252	27.9.2002	77	77	0	0	1	0	399	8000	12,7	0	NOT
Lahti	Salpausselkä	F	LH 201	27.9.2002	2	2	0	0	1	0	300	-1	16,5	0	NOT
Lahti	Joutjärvi	F	251	27.9.2002	3	3	0	0	1	0	450	20000	10	0	NOT
Joutjärvi	Heinola	F	251	27.9.2002	35	35	0	0	1	0	500	12000	12,5	0	NOT
Joutjärvi	Mukkula	F	MUK 300	27.9.2002	7	7	0	0	1	0	235	5000	15	0	NOT
Lahti	Kouvola	T	006	27.9.2002	61	0	61	0	2	4300	945	18000	10	61	AC2
Kouvola	Luumäki	T	006	27.9.2002	59	0	59	0	2	4300	1145	10000	10	59	AC2
Kouvola	Juurikorpi	T	221	27.9.2002	33	0	33	0	2	4100	600	15000	10	33	AC2
Juurikorpi	Kotka	T	221	27.9.2002	18	18	0	0	1	0	225	8000	10	18	AC2
Kotka	Kotkan satama	F		27.9.2002	1	1	0	0	1	0	225	-1	-1	1	AC2
Kotka	Mussalo	F	MSS 700	27.9.2002	5	5	0	0	1	0	350	2000	10	5	AC2
Juurikorpi	Hamina	T	222	27.9.2002	19	19	0	0	1	0	500	15000	10	19	AC2
Kouvola	Kuusankoski	F	232	27.9.2002	10	10	0	0	1	0	385	10000	10	10	AC2
Kouvola	Mynntilä	T	005	9.11.2003	86	86	0	0	1	0	600	15000	12,5	86	AC2
Mynntilä	Ristiina	F	610	27.9.2002	21	21	0	0	1	0	300	20000	12,5	0	NOT
Mynntilä	Otava	T	005	9.11.2003	20	20	0	0	1	0	700	25000	10	20	AC2
Otava	Otavan satama	F	OT 101	27.9.2002	2	2	0	0	1	0	350	3000	22,5	0	NOT
Otava	Pieksämäki	T	005	27.9.2002	86	86	0	0	1	0	500	25000	12,5	86	AC2

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Traffic Operating point (node of the network)	Traffic Operating point (node of the network)	Included in the TEN network	National code of the line section (here: RAPSU code)	Last updated	Length of line [km]	Single-track [km]	Double-track [km]	Multiple-track (>2) [km]	Number of tracks	Distance between centres of tracks [mm]	Min. curve radius [m]	Min. radius of vertical transition curve [m]	Max. gradient, ‰ [mm/m]	Length of electrified line [km]	Electrification system
Luumäki	Vainikkala	T	213	27.9.2002	33	33	0	0	1	0	510	18000	10	33	AC2
Luumäki	Lappeenranta	T	006	9.11.2003	27	27	0	0	1	0	805	18000	10	27	AC2
Lappeenranta	Mustolan satama	F	LR5 500	27.9.2002	18	18	0	0	1	0	300	10000	10	0	NOT
Lappeenranta	Imatra T	T	006	9.11.2003	39	39	0	0	1	0	390	14000	10	39	AC2
Imatra T	Imatrankoski-raja	F	243	27.9.2002	10	10	0	0	1	0	400	10000	12,5	0	NOT
Imatra T	Parikkala	T	006	27.9.2002	60	60	0	0	1	0	400	13000	10	60	AC2
Pieksämäki	Huutokoski	F	024	4.3.2003	31	31	0	0	1	0	540	15000	12,5	0	NOT
Huutokoski	Savonlinna	F	014	27.9.2002	75	75	0	0	1	0	490	15000	12,5	0	NOT
Savonlinna	Parikkala	F	014	27.9.2002	59	59	0	0	1	0	300	10000	12,5	0	NOT
Parikkala	Säkäniemi	T	006	9.11.2003	93	93	0	0	1	0	1200	15000	10	93	AC2
Niirala-raja	Säkäniemi	T	751	27.9.2002	33	33	0	0	1	0	490	10000	12,5	0	NOT
Säkäniemi	Joensuu	T	006	27.9.2002	37	37	0	0	1	0	700	18000	10	37	AC2
Joensuu	Ilomantsi	F	722	27.9.2002	72	72	0	0	1	0	800	12000	12,5	0	NOT
Joensuu	Viinijärvi	T	731	4.3.2003	32	32	0	0	1	0	391	15000	10	0	NOT
Huutokoski	Varkaus	F	024	4.3.2003	18	18	0	0	1	0	300	15000	12,5	0	NOT
Varkaus	Kommila	F	VAR 102	27.9.2002	2	2	0	0	1	0	400	4000	10	0	NOT
Varkaus	Viinijärvi	F	024	4.3.2003	101	101	0	0	1	0	590	8000	10	0	NOT
Joensuu	Uimaharju	F	006	2.12.2003	50	50	0	0	1	0	485	15000	12,5	0	NOT
Uimaharju	Liekka	F	006	2.12.2003	54	54	0	0	1	0	290	18000	12,5	0	NOT
Liekka	Pankakoski	F	713	27.9.2002	6	6	0	0	1	0	-1	-1	10	0	NOT
Liekka	Nurmes	F	006	2.12.2003	56	56	0	0	1	0	380	8000	12,5	0	NOT
Nurmes	Vuokatti	F	006	27.9.2002	85	85	0	0	1	0	350	10000	12,5	0	NOT
Vuokatti	Lahnaslampi	F	533	27.9.2002	12	12	0	0	1	0	300	-1	12,5	0	NOT
Vuokatti	Kontiomäki	F	006	27.9.2002	24	24	0	0	1	0	450	12000	10	0	NOT
Pieksämäki	Suonenjoki	T	005	27.9.2002	38	38	0	0	1	0	820	13000	10	38	AC2
Suonenjoki	Ilvesi	F	SNJ lsv	27.9.2002	6	6	0	0	1	0	-1	-1	10	0	NOT
Suonenjoki	Siiinjärvi	T	005	27.9.2002	76	76	2	0	2	0	340	10000	12,5	76	AC2
Viinijärvi	Siiinjärvi	T	017 / 731	4.3.2003	112	112	0	0	1	0	585	10000	10	0	NOT
Siiinjärvi	Ilisalmi	T	005	27.9.2002	60	60	0	0	1	0	505	10000	12,5	60	AC2

Traffic Operating point (node of the network)	Traffic Operating point (node of the network)	Include d in the TEN network	National code of the line section (here: RAPSU code)	Last updated	Length of line [km]	Single-track [km]	Double-track [km]	Multiple-track (>2) [km]	Number of tracks	Distance between centres of tracks [mm]	Min. curve radius [m]	Min. radius of vertical transition curve [m]	Max. gradient, ‰ [mm/m]	Length of electrified line [km]	Electrification system
Iisalmi	Murtomäki	T	005	27.9.2002	62	62	0	0	1	0	535	15000	12,5	0	NOT
Murtomäki	Otanmäki	F	553	27.9.2002	25	25	0	0	1	0	400	20000	10	0	NOT
Murtomäki	Kontiomäki	T	005	27.9.2002	46	46	0	0	1	0	460	15000	12,5	0	NOT
Kontiomäki	Vartiuss-raja	T	554	27.9.2002	95	95	0	0	1	0	593	10000	12,5	0	NOT
Kontiomäki	Pesioykylä	F	552	27.9.2002	74	74	0	0	1	0	700	10000	12,5	0	NOT
Pesioykylä	Ämmänsaari	F	555	27.9.2002	18	18	0	0	1	0	370	-1	12,5	0	NOT
Pesioykylä	Taivaalkoski	F	552	27.9.2002	82	82	0	0	1	0	800	-1	12,5	0	NOT AC2
Tampere	Orivesi	T	009	27.9.2002	40	0	40	0	2	4100	732	18000	12,5	40	NOT
Orivesi	Vilppula	F	066	2.12.2003	47	47	0	0	1	0	400	7000	12,5	0	NOT
Vilppula	Mänttä	F	373	27.9.2002	8	8	0	0	1	0	350	3000	12	0	NOT
Vilppula	Haapamäki	F	066	2.12.2003	26	26	0	0	1	0	510	10000	12,5	0	NOT
Haapamäki	Seinäjoki	F	066	27.9.2002	118	118	0	0	1	0	410	9000	12,5	0	NOT
Haapamäki	Jyväskylä	F	023	2.12.2003	77	77	0	0	1	0	460	-1	12,5	0	NOT
Orivesi	Jämsä	T	009	27.9.2002	56	56	0	0	1	0	500	8000	12,5	56	AC2
Jämsä	Kaipola	F	363	27.9.2002	7	7	0	0	1	0	300	6000	12,5	0	NOT
Jämsä	Jämsänkoski	T	009	27.9.2002	4	4	0	0	1	0	482	10000	12,5	4	AC2
Jämsänkoski	Jyväskylä	T	009	27.9.2002	52	52	0	0	1	0	1103	10000	10	52	AC2
Jyväskylä	Äänekoski	F	004	27.9.2002	47	47	0	0	1	0	600	2500	10	0	NOT
Äänekoski	Haapajärvi	F	004	27.9.2002	164	164	0	0	1	0	500	8000	10	0	NOT
Jyväskylä	Pieksämäki	T	023	27.9.2002	80	80	0	0	1	0	393	15000	12,5	80	NOT
Seinäjoki	Kaskinen	F	441	27.9.2002	112	112	0	0	1	0	325	10000	10	0	NOT
Seinäjoki	Vaasa	F	431	27.9.2002	75	75	0	0	1	0	595	20000	10	0	NOT
Vaasa	Vaskiluoto	F	431	27.9.2002	5	5	0	0	1	0	270	-1	10	0	NOT
Iisalmi	Pyhäkumpu erk.vh	T	087	9.11.2003	63	63	0	0	1	0	535	8000	10	0	NOT
Pyhäkumpu erk.vh	Pyhäkumpu	F	PYK 001Y	27.9.2002	3	3	0	0	1	0	500	8000	7,5	0	NOT
Pyhäkumpu erk.vh	Haapajärvi	T	087	9.11.2003	36	36	0	0	1	0	535	18000	10	0	NOT
Haapajärvi	Ylivieska	T	087	9.11.2003	55	55	0	0	1	0	735	15000	10	0	NOT
Seinäjoki	Pännäinen	T	008	27.9.2002	101	101	0	0	1	0	401	12000	10	101	AC2
Pännäinen	Alholma	F	415	27.9.2002	10	10	0	0	1	0	296	10000	10	0	NOT

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Traffic Operating point of the network	Traffic Operating point (node) of the network	Include in the TEN network	National code of the line section (here: RAPSU code)	Last updated	Length of line [km]	Single-track [km]	Double-track [km]	Multiple-track (>2) [km]	Number of tracks	Distance between centres of tracks [mm]	Min. curve radius [m]	Min. radius of vertical transition curve [m]	Max. gradient, % [mm/m]	Length of electrified line [km]	Electric action system
Pännäinen	Kokkola	T	008	27.9.2002	33	31	2	0	2	0	400	15000	10	33	AC2
Kokkola	Ykspihlaja	F	416	27.9.2002	5	5	0	0	1	0	-1	-1	10	0	NOT
Kokkola	Ylivieska	T	008	27.9.2002	79	79	0	0	1	0	550	12000	10	79	AC2
Ylivieska	Tuomioja	T	008	9.11.2003	68	68	0	0	1	0	593	12000	10	68	AC2
Tuomioja	Raahе	F	514	27.9.2002	28	28	0	0	1	0	690	10000	10	28	AC2
Raahе	Rautaruukki	F	RAT LÄNS	27.9.2002	9	9	0	0	1	0	430	8000	10	9	AC2
Tuomioja	Oulu	T	008	9.11.2003	54	54	0	0	1	0	830	20000	10	54	AC2
Oulu	Kontiomäki	T	531	27.9.2002	166	166	0	0	1	0	600	20000	10	0	NOT
Oulu	Tuira	T	008	9.11.2003	3	3	0	0	1	0	350	20000	7,5	0	AC2
Tuira	Toppila	F	TUA 761	27.9.2002	2	2	0	0	1	0	-1	-1	9	0	NOT
Tuira	Kemi	T	008	9.11.2003	102	102	0	0	1	0	280	16000	10	0	AC2
Kemi	Ajos	F	AJO 065	27.9.2002	9	9	0	0	1	0	450	4000	10	0	NOT
Kemi	Lautiosaari	T	008	9.11.2003	4	4	0	0	1	0	1220	18000	10	0	AC2
Lautiosaari	Elijärvi	F	ELI 003	27.9.2002	8	8	0	0	1	0	500	4000	15	0	NOT
Lautiosaari	Laurila	T	008	9.11.2003	3	3	0	0	1	0	270	20000	10	0	AC2
Laurila	Tornio	T	521	2.12.2003	19	19	0	0	1	0	300	15000	10	0	NOT
Laurila	Rovaniemi	T	008	9.11.2003	106	0	0	0	1	0	390	20000	10	0	AC2
Rovaniemi	Kemijärvi	T	008	2.12.2003	85	0	0	0	1	0	385	12000	12,5	0	NOT
Kemijärvi	Isokylä	T	008	27.9.2002	7	0	0	0	1	0	580	18000	12,5	0	NOT
Isokylä	Kelloseikä	T	008	27.9.2002	72	0	0	0	1	0	350	-1	12,5	0	NOT
Tornio	Tornio-raja	T	513	27.9.2002	3	0	0	0	1	0	350	-1	4	0	NOT
Tornio	Röyttä	F	RÖY 063	27.9.2002	8	0	0	0	1	0	180	-1	10	0	NOT
Tornio	Kolari	F	521	4.3.2003	183	0	0	0	1	0	400	8000	10	0	NOT
Kolari	Niesä	F	521	27.9.2002	8	0	0	0	1	0	800	-1	10	0	NOT
Niesä	Äkäsjoki	F	522	27.9.2002	10	0	0	0	1	0	800	-1	10	0	NOT
Niesä	Rautuvaara	F	523	27.9.2002	10	0	0	0	1	0	800	-1	10	0	NOT
Turku	Vihəriäinen	F	334	27.9.2002	7	0	0	0	1	0	801	5000	11	0	NOT

Traffic operating point (node of the network)	Traffic operating point (node of the network)	Signals: length of manually controlled section [km]	Signals: length of automatically controlled section [km]	Signals: systems transmitting information into the cabin, line length [km]	Definition of the system transmitting information into the cabin	Signals: ERTMS	Line: rails \geq 60 kg/m	Line: CWR track	Line: concrete sleeper	Structure of tunnels [km]	Structures: bridges & viaducts [km]	Max. line speed [km/h]	Axle load [t/axle]
Helsinki	Kerava	0	29	29	ATP-VR/RHK	XX	T	T	T	0	2	200	22,5
Helsinki	Länsisatama	4	0	0	XX	XX	F	F	F	0	0	35	22,5
Kerava	Hyvinkää	0	29	29	ATP-VR/RHK	XX	T	T	T	0	1	200	22,5
Hyvinkää	Riihimäki	0	12	12	ATP-VR/RHK	XX	T	T	T	0	0	200	22,5
Kerava	Olli	0	16	0	ATP-VR/RHK	XX	T	T	T	0	0	80	22,5
Olli	Sköldvik	0	11	0	ATP-VR/RHK	XX	T	T	T	0	0	80	22,5
Olli	Porvoo	17	0	0	XX	XX	F	F	F	0	0	50	16
Hyvinkää	Lohja	64	0	0	XX	XX	F	T	F	0	1	80	22,5
Lohja	Karjaa	34	0	0	XX	XX	F	T	T	0	0	80	22,5/25
Lohja	Lohjanjärvi	4	0	0	XX	XX	F	F	F	0	0	35	22,5
Pasila	Sörnäinen	3	0	0	XX	XX	F	F	F	1	0	35	22,5
Helsinki	Huopalahti	0	6	6	ATP-VR/RHK	XX	T	T	T	0	1	120	22,5
Huopalahti	Vantaankoski	0	9	9	ATP-VR/RHK	XX	F	T	T	1	2	120	22,5
Huopalahti	Kirkkonummi	0	31	31	ATP-VR/RHK	XX	F	T	T	0	1	120	22,5
Kirkkonummi	Karjaa	0	50	50	ATP-VR/RHK	XX	F	T	T	1	1	180	22,5
Karjaa	Hanko	0	50	50	ATP-VR/RHK	XX	T	T	T	0	0	120	25
Kajaja	Turku	0	107	107	ATP-VR/RHK	XX	F	T	T	5	3	200	22,5
Turku	Turku satama	0	3	3	ATP-VR/RHK	XX	F	F	F	0	0	40	22,5
Riihimäki	Toijala	0	76	76	ATP-VR/RHK	XX	T	T	T	0	1	200	22,5
Toijala	Turku	0	128	128	ATP-VR/RHK	XX	F	T	F	0	1	140	22,5
Toijala	Tampere	0	40	40	ATP-VR/RHK	XX	T	T	T	0	1	200	22,5
Toijala	Valkeakoski	18	0	0	XX	XX	F	F	F	0	0	50	22,5
Turku	Raisio	8	0	0	XX	XX	F	T	F	0	0	60	22,5
Raisio	Naantali	6	0	0	XX	XX	F	F	F	0	0	60	22,5
Raisio	Uusikaupunki	57	0	0	XX	XX	F	F	F	0	0	60	22,5
Uusikaupunki	Hangonsaari	3	0	0	XX	XX	F	F	F	0	0	35	22,5
Tampere	Lielähti	0	6	6	ATP-VR/RHK	XX	T	T	T	0	0	120	22,5
Lielähti	Kokemäki	0	91	91	ATP-VR/RHK	XX	F	T	T	0	1	140	22,5
Kokemäki	Kiukainen	0	13	13	ATP-VR/RHK	XX	T	T	T	0	0	100	22,5

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Traffic operating point (node of the network)	Traffic operating point (node of the network)	Signals: length of manually controlled section [km]	Signals: length of automatically controlled section [km]	Signals: systems transmitting information into the cabin, line length [km]	Definition of the system transmitting information into the cabin	Signals: ERTMS	Line: rails \geq 60 kg/m	Line: CWR track	Line: concrete sleeper	Structure: length of tunnels [km]	Structure: es: bridges & viaducts [km]	Max. line speed [km/h]	Axle load [t/axle]
Kiukainen	Rauma	0	34	34	ATP-VR/RHK	XX	T	T	T	0	0	100	22,5
Kiukainen	Säkylä	19	0	0	XX	XX	F	F	F	0	0	30	20
Kokemäki	Pori	0	38	38	ATP-VR/RHK	XX	T	T	T	0	0	140	22,5/25
Pori	Mäntyluoto	21	0	0	XX	XX	F	F	F	0	0	70	25
Pori	Ruosniemi	8	0	0	XX	XX	F	F	F	0	0	35	22,5
Mäntyluoto	Tahkoluoto	11	0	0	XX	XX	F	T	T	0	0	50	22,5
Lieliahti	Parkano	0	69	69	ATP-VR/RHK	XX	T	T	T	0	1	200	22,5
Niinisalo	Parkano	42	0	0	XX	XX	F	F	F	0	0	50	20
Parkano	Kihniö	16	0	0	XX	XX	F	F	F	0	0	50	20
Parkano	Seinäjäki	0	84	84	ATP-VR/RHK	XX	T	T	T	0	0	200	22,5
Riihimäki	Lahti	0	59	59	ATP-VR/RHK	XX	T	T	T	0	0	160	22,5
Lahti	Loviisan satama	77	0	0	XX	XX	F	F	F	0	0	80	22,5
Lahti	Salpausselkä	2	0	0	XX	XX	F	F	F	0	0	35	22,5
Lahti	Joujärvi	3	0	0	XX	XX	F	F	F	0	0	80	22,5
Joujärvi	Heinola	35	0	0	XX	XX	F	F	F	0	1	80	22,5
Joujärvi	Mukkula	7	0	0	XX	XX	F	F	F	0	0	35	22,5
Lahti	Kouvola	0	61	61	ATP-VR/RHK	XX	T	T	T	0	0	220	22,5
Kouvola	Luumäki	0	59	59	ATP-VR/RHK	XX	F	F	F	0	0	220	22,5
Kouvola	Juurikorpi	21	12	12	ATP-VR/RHK	XX	T	T	T	0	0	120	22,5
Juurikorpi	Kotka	4	14	14	ATP-VR/RHK	XX	T	T	T	0	0	120	22,5
Kotka	Kotkan satama	1	0	0	XX	XX	F	F	F	0	0	35	22,5
Kotka	Mussalo	5	0	0	XX	XX	F	F	F	0	0	50	22,5
Juurikorpi	Hamina	0	19	19	ATP-VR/RHK	XX	F	T	T	1	0	100	22,5
Kouvola	Kuusankoski	10	0	0	XX	XX	F	F	F	0	0	50	22,5
Kouvola	Mynttilä	0	86	86	ATP-VR/RHK	XX	T	T	T	1	1	140	22,5
Mynttilä	Ristiina	21	0	0	XX	XX	F	F	F	0	0	50	20
Mynttilä	Otava	0	20	20	ATP-VR/RHK	XX	T	T	T	0	0	140	22,5
Otava	Otavan satama	2	0	0	XX	XX	F	F	F	0	-1	35	22,5
Otava	Pieksämäki	0	86	86	ATP-VR/RHK	XX	T	T	T	0	0	140	22,5

Traffic operating point (node of the network)	Traffic operating point (node of the network)	Signals: length of manually controlled section [km]	Signals: length of automatically controlled section [km]	Signals: systems transmitting information into the cabin, line length [km]	Definition of the system transmitting information into the cabin	Signals: ERTMS	Line: rails \geq 60 kg/m	Line: CWR track	Line: concrete sleeper	Structure: length of tunnels [km]	Structures: bridges & viaducts [km]	Max. line speed [km/h]	Axle load [t/axle]
Luumäki	Vainikkala	0	33	33	ATP-VR/RHK	XX	T	T	T	0	0	200	22,5
Luumäki	Lappeenranta	0	27	27	ATP-VR/RHK	XX	T	T	T	0	0	200	22,5
Lappeenranta	Mustolan satama	18	0	0	XX	XX	F	F	F	0	0	50	22,5
Lappeenranta	Imatra T	39	0	39	ATP-VR/RHK	XX	T	T	T	0	1	140	22,5
Imatra T	Imatrankoski-raja	10	0	0	XX	XX	T	T	T	0	0	60	22,5
Imatra T	Parikkala	60	0	60	ATP-VR/RHK	XX	F	T	F	0	0	200	22,5
Pieksämäki	Huutokoski	0	31	31	ATP-VR/RHK	XX	F	T	F	0	0	120	22,5
Huutokoski	Savonlinna	75	0	0	XX	XX	F	F	F	0	0	50	20
Savonlinna	Parikkala	59	0	0	XX	XX	F	F	F	1	1	120	22,5
Parikkala	Säkäniemi	0	93	93	ATP-VR/RHK	XX	F	T	T	1	0	200	22,5
Niirala-raja	Säkäniemi	33	0	0	XX	XX	T	T	T	0	0	100	22,5
Säkäniemi	Joensuu	0	37	37	ATP-VR/RHK	XX	T	T	T	0	0	200	22,5
Joensuu	Ilomantsi	72	0	0	XX	XX	F	F	F	0	0	50	20
Joensuu	Viinijärvi	0	32	32	ATP-VR/RHK	XX	F	T	T	0	0	120	22,5
Huutokoski	Varkaus	0	18	18	ATP-VR/RHK	XX	F	T	T	0	0	120	22,5
Varkaus	Kommila	2	0	0	XX	XX	F	F	F	0	0	35	22,5
Varkaus	Viinijärvi	0	101	101	ATP-VR/RHK	XX	F	T	T	0	1	120	22,5
Joensuu	Uimaharju	0	50	50	ATP-VR/RHK	XX	F	T	T	0	1	120	22,5
Uimaharju	Liekka	0	54	54	ATP-VR/RHK	XX	F	F	F	0	0	100	22,5
Liekka	Pankakoski	6	0	0	XX	XX	F	F	F	0	0	35	20
Liekka	Nurmes	0	56	56	ATP-VR/RHK	XX	F	F	F	0	0	110	22,5
Nurmes	Vuokatti	85	0	0	XX	XX	F	F	F	0	0	70	20
Vuokatti	Lahnaslampi	12	0	0	XX	XX	F	F	F	0	0	50	22,5
Vuokatti	Kontiomäki	24	0	0	XX	XX	F	F	F	0	0	100	22,5
Pieksämäki	Suonenjoki	0	38	38	ATP-VR/RHK	XX	F	T	F	0	0	200	22,5
Suonenjoki	Iisvesi	6	0	0	XX	XX	F	F	F	0	0	35	22,5
Suonenjoki	Siilinjärvi	0	76	76	ATP-VR/RHK	XX	F	T	F	2	1	200	22,5
Viinijärvi	Siilinjärvi	0	112	112	ATP-VR/RHK	XX	F	F	F	0	0	100	22,5
Siilinjärvi	Iisalmi	0	60	60	ATP-VR/RHK	XX	F	T	T	0	1	140	22,5

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Iisalmi	Murtomäki	62	0	0	XX	XX	F	T	F	0	0	140	22,5
Murtomäki	Otanmäki	25	0	0	XX	XX	F	F	F	0	0	50	20
Murtomäki	Kontiomäki	46	0	0	XX	XX	F	T	F	0	1	140	22,5
Kontiomäki	Vartius-raja	95	0	0	XX	XX	F	T	T	0	1	80	22,5
Kontiomäki	Pesiökylä	74	0	0	XX	XX	F	F	F	0	1	70	20
Pesiökylä	Ämmänsaari	18	0	0	XX	XX	F	F	F	0	0	50	20
Pesiökylä	Taivalkoski	82	0	0	XX	XX	F	F	F	0	1	70	20
Tampere	Orivesi	0	40	40	ATP-VR/RHK	XX	F	T	T	0	0	200	22,5
Orivesi	Vilppula	0	47	47	ATP-VR/RHK	XX	F	F	F	0	0	100	22,5
Vilppula	Mänttä	8	0	0	XX	XX	F	F	F	0	0	50	22,5
Vilppula	Haapamäki	0	26	26	ATP-VR/RHK	XX	F	F	F	0	0	100	22,5
Haapamäki	Seinäjoki	0	118	118	ATP-VR/RHK	XX	F	F	F	0	0	100	22,5
Haapamäki	Jyväskylä	0	77	77	ATP-VR/RHK	XX	F	F	F	1	0	100	22,5
Orivesi	Jämsä	0	56	56	ATP-VR/RHK	XX	F	T	F	0	0	160	22,5
Jämsä	Kaipola	7	0	0	XX	XX	F	F	F	0	0	50	22,5
Jämsä	Jämsänkoski	0	4	4	ATP-VR/RHK	XX	F	T	F	0	0	130	22,5
Jämsänkoski	Jyväskylä	0	52	52	ATP-VR/RHK	XX	F	T	T	10	1	200	22,5
Jyväskylä	Äänekoski	47	0	0	XX	XX	F	F	F	3	0	100	22,5
Äänekoski	Haapajärvi	164	0	0	XX	XX	F	F	F	0	1	60	20
Jyväskylä	Pieksämäki	80	0	0	XX	XX	F	T	T	1	1	120	22,5
Seinäjoki	Kaskinen	112	0	0	XX	XX	F	F	F	0	1	80	22,5
Seinäjoki	Vaasa	0	75	75	ATP-VR/RHK	XX	F	T	T	0	0	120	22,5
Vaasa	Vaskiluoto	5	0	0	XX	XX	F	F	F	0	0	35	20
Iisalmi	Pyhäkumpu erk.vh	0	63	63	ATP-VR/RHK	XX	T	T	T	0	0	120	22,5
Pyhäkumpu erk.vh	Pyhäkumpu	3	0	0	XX	XX	F	F	F	0	0	35	22,5
Pyhäkumpu erk.vh	Haapajärvi	0	36	36	ATP-VR/RHK	XX	F	T	T	0	0	120	22,5
Haapajärvi	Ylivieska	0	55	55	ATP-VR/RHK	XX	F	T	T	0	0	120	22,5
Seinäjoki	Pännäinen	0	101	101	ATP-VR/RHK	XX	F	T	T	0	1	200	22,5
Pännäinen	Alholma	10	0	0	XX	XX	F	F	F	0	0	60	22,5

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Pännäinen	Kokkola	0	33	33	ATP-VR/RHK	XX	F	T	T	0	0	200	22,5
Kokkola	Ykspihlaja	5	0	0	XX	XX	F	F	F	0	0	35	22,5
Kokkola	Ylivieska	0	79	79	ATP-VR/RHK	XX	F	T	F	0	1	200	22,5
Ylivieska	Tuomioja	0	68	68	ATP-VR/RHK	XX	F	T	T	0	1	200	22,5
Tuomioja	Raah	0	28	28	ATP-VR/RHK	XX	F	T	T	0	0	80	22,5
Raah	Rautaruukki	9	0	0	XX	XX	F	F	T	0	0	35	22,5
Tuomioja	Oulu	0	54	54	ATP-VR/RHK	XX	T	T	T	0	1	200	22,5
Oulu	Kontiomäki	0	166	166	ATP-VR/RHK	XX	F	T	F	0	1	140	22,5
Oulu	Tuira	0	3	3	ATP-VR/RHK	XX	F	T	T	0	1	120	22,5
Tuira	Toppila	2	0	0	XX	XX	F	F	F	0	0	35	20
Tuira	Kemi	0	102	102	ATP-VR/RHK	XX	F	T	T	0	1	140	22,5
Kemi	Ajos	9	0	0	XX	XX	F	F	F	0	0	35	22,5
Kemi	Lautiosaari	0	4	4	ATP-VR/RHK	XX	F	T	T	0	0	140	22,5
Lautiosaari	Elijärvi	8	0	0	XX	XX	F	F	F	0	0	50	22,5
Lautiosaari	Laurila	0	3	3	ATP-VR/RHK	XX	F	T	T	0	0	120	22,5
Laurila	Tornio	0	19	19	ATP-VR/RHK	XX	F	T	T	0	1	120	22,5
Laurila	Rovaniemi	0	106	106	ATP-VR/RHK	XX	T	T	T	0	1	140	22,5
Rovaniemi	Kemijärvi	0	85	85	ATP-VR/RHK	XX	F	F	F	0	1	100	22,5
Kemijärvi	Isokylä	7	0	0	XX	XX	F	F	F	0	0	50	22,5
Isokylä	Kelloseikä	72	0	0	XX	XX	F	F	F	0	0	50	20
Tornio	Tornio-raja	3	0	0	XX	XX	F	F	F	0	1	40	22,5
Tornio	Röyttä	8	0	0	XX	XX	F	F	F	0	0	50	22,5
Tornio	Kolari	0	183	183	ATP-VR/RHK	XX	F	F	F	0	1	100	22,5
Kolari	Niesä	8	0	0	XX	XX	F	F	F	0	0	50	22,5
Niesä	Äkäsjoki	10	0	0	XX	XX	F	F	F	0	0	50	22,5
Niesä	Rautuvaara	10	0	0	XX	XX	F	F	F	0	0	50	22,5
Turku	Vihariäinen	7	0	0	XX	XX	F	F	F	0	0	35	22,5

Traffic operating point (node of the network)	Traffic operating point (node of the network)	Running time, passenger trains [min]	Running time, freight trains [min]	Operation of tilting trains	Present max. Speed of passenger trains [km/h]	Present max. speed of freight trains [km/h]	Use of the line: mixed traffic	Present traffic on the line: passenger trains/day	Present traffic on the line: freight trains/day	Present traffic on the line: trains/day	Line capacity : trains/day	Convention al radio system	Radio-based data transfer	Year when GSM-R into use	Number of long tunnels	Total length of long tunnels [m]
Helsinki	Kerava	22	0	T	140	120	T	441	14	455	-1	Linjaradio	F	2005	0	0
Helsinki	Länsisatama	0	7	F	35	35	F	0	4	4	-1	Linjaradio	F	2005	0	0
Kerava	Hyvinkää	15	20	T	200	120	T	163	16	179	-1	Linjaradio	F	2005	0	0
Hyvinkää	Riihimäki	7	10	T	200	120	T	163	25	188	-1	Linjaradio	F	2005	0	0
Kerava	Olli	0	17	F	80	80	T	0	6	6	-1	Linjaradio	F	2005	0	0
Olli	Sköldvik	0	10	F	80	80	F	0	6	6	-1	Linjaradio	F	2005	0	0
Olli	Porvoo	0	0	F	50	0	T	0	0	0	-1	Linjaradio	F	2005	0	0
Hyvinkää	Lohja	0	54	F	80	80	F	0	15	15	-1	Linjaradio	F	2005	0	0
Lohja	Karjaa	0	34	F	80	80	F	0	9	9	-1	Linjaradio	F	2005	0	0
Lohja	Lohjanjärvi	0	7	F	35	35	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Pasila	Sörnäinen	0	5	F	35	35	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Helsinki	Huopalahti	9	0	T	80	80	T	310	0	310	-1	Linjaradio	F	2005	0	0
Huopalahti	Vantaankoski	13	0	F	120	0	F	148	0	148	-1	Linjaradio	F	2005	0	0
Huopalahti	Kirkkonummi	15	33	T	120	120	T	162	0	162	-1	Linjaradio	F	2005	0	0
Kirkkonummi	Karjaa	22	28	T	180	120	T	33	0	33	-1	Linjaradio	F	2005	-1	-1
Karjaa	Hanko	42	58	F	120	120	T	8	11	19	-1	Linjaradio	F	2005	0	0
Karjaa	Turku	51	63	T	200	120	T	32	0	32	-1	Linjaradio	F	2005	-1	-1
Turku	Turku satama	7	0	F	40	0	F	5	0	5	-1	Linjaradio	F	2005	0	0
Riihimäki	Toijala	38	52	T	200	120	T	66	28	94	-1	Linjaradio	F	2005	0	0
Toijala	Turku	75	90	F	140	120	T	18	10	28	-1	Linjaradio	F	2005	0	0
Toijala	Tampere	21	29	T	200	120	T	84	35	119	-1	Linjaradio	F	2005	0	0
Toijala	Valkeakoski	0	22	F	50	50	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Turku	Raisio	0	14	F	60	60	F	0	6	6	-1	Linjaradio	F	2005	0	0
Raisio	Naantali	0	5	F	60	60	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Raisio	Uusikaupunki	0	65	F	60	60	F	0	4	4	-1	Linjaradio	F	2005	0	0
Uusikaupunki	Hangonsaari	0	6	F	35	35	F	0	4	4	-1	Linjaradio	F	2005	0	0
Tampere	Lieliahti	7	10	T	120	120	T	28	43	71	-1	Linjaradio	F	2005	0	0
Lieliahti	Kokemäki	53	85	F	140	120	T	11	25	36	-1	Linjaradio	F	2005	0	0
Kokemäki	Kiukainen	0	12	F	100	100	F	0	16	16	-1	Linjaradio	F	2005	0	0
Kiukainen	Rauma	0	36	F	100	100	F	0	16	16	-1	Linjaradio	F	2005	0	0

Traffic operating point (node of the network)	Traffic operating point (node of the network)	Running time, passing freight trains [min]	Running time, freight trains [min]	Operation of tilting trains	Present max. Speed of passenger trains [km/h]	Present max. speed of freight trains [km/h]	Use of the line: mixed traffic	Present traffic on the line: passenger trains/day	Present traffic on the line: freight trains/day	Present traffic on the line: trains/day	Line capacity : trains/day	Convention al radio system	Radio-based data transfer	Year when GSM-R into use	Number of long tunnels	Total length Of long tunnels [m]
Kiukainen	Säkylä	0	40	F	30	30	F	1	1	-1	Linjaradio	F	2005	0	0	
Kokemäki	Pori	23	40	F	140	120	T	16	27	-1	Linjaradio	F	2005	0	0	
Pori	Mäntyluoto	0	24	F	70	70	F	14	14	-1	Linjaradio	F	2005	0	0	
Pori	Ruosniemi	0	15	F	35	35	F	-1	-1	-1	Linjaradio	F	2005	0	0	
Mäntyluoto	Tahkoluoto	0	14	F	50	50	F	-1	-1	-1	Linjaradio	F	2005	0	0	
Lielähti	Parkano	30	58	T	160	120	T	16	35	-1	Linjaradio	F	2005	0	0	
Niinisalo	Parkano	0	80	F	50	50	F	0	0	-1		F	2005	0	0	
Parkano	Kihniö	0	30	F	50	50	F	0	0	-1		F	2005	0	0	
Parkano	Seinäjoki	37	55	T	160	120	T	16	35	-1	Linjaradio	F	2005	0	0	
Riihimäki	Lahti	31	49	F	140	120	T	19	75	-1	Linjaradio	F	2005	0	0	
Lahti	Loviisan satama	0	100	F	80	80	F	2	2	-1	Linjaradio	F	2005	0	0	
Lahti	Salpausselkä	5	0	F	35	35	F	0	0	-1	Linjaradio	F	2005	0	0	
Lahti	Joutjärvi	0	5	F	80	80	F	4	4	-1	Linjaradio	F	2005	0	0	
Joutjärvi	Heinola	0	55	F	80	80	F	3	3	-1	Linjaradio	F	2005	0	0	
Joutjärvi	Mukkula	0	12	F	35	35	F	1	1	-1	Linjaradio	F	2005	0	0	
Lahti	Kouvola	32	53	F	140	120	T	23	67	-1	Linjaradio	F	2005	0	0	
Kouvola	Luumäki	28	57	F	140	120	T	45	64	-1	Linjaradio	F	2005	0	0	
Kouvola	Juurikorpi	25	35	F	120	120	T	38	49	-1	Linjaradio	F	2005	0	0	
Juurikorpi	Kotka	17	20	F	120	120	T	22	33	-1	Linjaradio	F	2005	0	0	
Kotka	Kotkan satama	3	0	F	35	35	F	0	11	-1	Linjaradio	F	2005	0	0	
Kotka	Mussalo	0	12	F	50	50	F	9	9	-1	Linjaradio	F	2005	0	0	
Juurikorpi	Hamina	0	18	F	100	100	F	16	16	-1	Linjaradio	F	2005	0	0	
Kouvola	Kuusankoski	0	15	F	50	50	F	-1	-1	-1	Linjaradio	F	2005	0	0	
Kouvola	Mynttilä	55	64	F	140	120	T	14	26	-1	Linjaradio	F	2005	-1	-1	
Mynttilä	Ristina	0	26	F	50	50	F	0	-1	-1	Linjaradio	F	2005	0	0	
Mynttilä	Otava	13	19	F	140	120	T	14	26	-1	Linjaradio	F	2005	0	0	
Otava	Otavan satama	0	5	F	35	35	F	1	1	-1	Linjaradio	F	2005	0	0	
Otava	Pieksämäki	59	70	F	140	120	T	14	25	-1	Linjaradio	F	2005	0	0	
Luumäki	Vainikkala	20	32	F	120	120	T	6	23	-1	Linjaradio	F	2005	0	0	
Luumäki	Lappeenranta	15	24	F	140	120	T	13	26	-1	Linjaradio	F	2005	0	0	

Traffic operating point (node of the network)	Traffic operating point (node of the network)	Running time, passenger trains [min]	Running time, freight trains [min]	Operation of tilting trains	Present max. speed of freight trains [km/h]	Present max. speed of mixed traffic	Use of the line: passenger trains/day	Present traffic on the line: freight trains/day	Present traffic on the line: passenger trains/day	Line capacity : trains/day	Conventional radio system	Radio-based data transfer	Year when GSM-R into use	Number of long tunnels	Total length of long tunnels [m]
Lappeenranta	Mustolan satama	0	25	F	50	F	0	-1	0	-1	Linjaradio	F	2005	0	0
Lappeenranta	Imatra T	31	33	F	140	T	13	44	31	-1	Linjaradio	F	2005	0	0
Imatra T	Imatrankoski-raja	0	12	F	60	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Imatra T	Parikkala	40	60	F	120	T	10	24	14	-1	Linjaradio	F	2005	0	0
Pieksämäki	Huutokoski	20	35	F	120	T	8	18	10	-1	Linjaradio	F	2004	0	0
Huutokoski	Savonlinna	0	145	F	50	F	0	0	0	-1	Linjaradio	F	2005	0	0
Savonlinna	Parikkala	42	70	F	110	T	6	8	2	-1	Linjaradio	F	2005	0	0
Parikkala	Säkäniemi	57	70	F	140	T	10	20	10	-1	Linjaradio	F	2005	0	0
Niirala-raja	Säkäniemi	0	36	F	100	F	0	12	12	-1	Linjaradio	F	2005	0	0
Säkäniemi	Joensuu	20	40	F	140	T	10	20	20	-1	Linjaradio	F	2004	0	0
Joensuu	Ilomantsi	0	110	F	50	F	0	3	3	-1	Linjaradio	F	2004	0	0
Joensuu	Viinijärvi	22	36	F	120	T	8	18	10	-1	Linjaradio	F	2005	0	0
Huutokoski	Varkaus	13	21	F	120	T	8	18	10	-1	Linjaradio	F	2004	0	0
Varkaus	Kommila	0	8	F	35	F	0	4	4	-1	Linjaradio	F	2004	0	0
Varkaus	Viinijärvi	70	100	F	120	T	8	11	3	-1	Linjaradio	F	2004	0	0
Joensuu	Uimaharju	35	54	F	120	T	4	16	12	-1	Linjaradio	F	2004	0	0
Uimaharju	Liekka	40	60	F	100	T	4	7	3	-1	Linjaradio	F	2004	0	0
Liekka	Pankkoski	0	15	F	35	F	0	-1	-1	-1	Linjaradio	F	2004	0	0
Liekka	Nurmes	43	62	F	110	T	4	7	3	-1	Linjaradio	F	2004	0	0
Nurmes	Vuokatti	0	145	F	50	F	0	2	2	-1	Linjaradio	F	2004	0	0
Vuokatti	Lahnaslampi	0	16	F	50	F	0	1	1	-1	Linjaradio	F	2004	0	0
Vuokatti	Kontiomäki	0	30	F	100	F	0	3	3	-1	Linjaradio	F	2004	0	0
Pieksämäki	Suonenjoki	22	26	T	140	T	21	29	8	-1	Linjaradio	F	2004	0	0
Suonenjoki	Iisvesi	0	12	F	35	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Suonenjoki	Siilinjärvi	50	70	T	140	T	21	34	13	-1	Linjaradio	F	2004	-1	-1
Viinijärvi	Siilinjärvi	0	120	F	100	F	0	5	5	-1	Linjaradio	F	2004	0	0
Siilinjärvi	Iisalmi	39	60	F	140	T	15	26	11	-1	Linjaradio	F	2004	0	0
Iisalmi	Murtomäki	40	60	F	120	T	11	18	7	-1	Linjaradio	F	2004	0	0
Murtomäki	Otanmäki	0	30	F	50	F	0	0	0	-1	Linjaradio	F	2005	0	0
Murtomäki	Kontiomäki	40	45	F	120	T	11	19	8	-1	Linjaradio	F	2004	0	0

Traffic operating point (node of the network)	Traffic operating point (node of the network)	Running time, passenger trains [min]	Running time, freight trains [min]	Operation of tilting trains	Present max. Speed of passenger trains [km/h]	Present max. speed of freight trains [km/h]	Use of the line: mixed traffic	Present traffic on the line: passenger trains/day	Present traffic on the line: freight trains/day	Present traffic on the line: trains/day	Line capacity : trains/day	Conventional radio system	Radio-based data transfer	Year when GSM-R into use	Number of long tunnels	Total length of long tunnels [m]
Kontiomäki	Vartius-raja	0	110	F	80	80	F	0	3	3	-1	Linjaradio	F	2004	0	0
Kontiomäki	Pesiökylä	0	100	F	50	50	F	0	0	0	-1	Linjaradio	F	2005	0	0
Pesiökylä	Ämmänsaari	0	25	F	50	50	F	0	0	0	-1	Linjaradio	F	2005	0	0
Pesiökylä	Taivaalkoski	0	110	F	50	50	F	0	0	0	-1	Linjaradio	F	2005	0	0
Tampere	Orivesi	24	45	T	140	120	T	25	27	52	-1	Linjaradio	F	2005	0	0
Orivesi	Vilppula	37	58	F	100	100	T	6	8	14	-1	Linjaradio	F	2005	0	0
Vilppula	Mänttä	0	12	F	50	50	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Vilppula	Haapamäki	19	35	F	100	100	T	6	0	6	-1	Linjaradio	F	2005	0	0
Haapamäki	Seinäjoki	98	155	F	100	100	T	8	0	8	-1	Linjaradio	F	2005	0	0
Haapamäki	Jyväskylä	70	110	F	100	100	T	6	0	6	-1	Linjaradio	F	2005	0	0
Orivesi	Jämsä	34	60	T	120	120	T	19	19	38	-1	Linjaradio	F	2005	0	0
Jämsä	Kaipola	0	10	F	50	50	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Jämsä	Jämsänkoski	5	5	T	120	120	T	19	22	41	-1	Linjaradio	F	2005	0	0
Jämsänkoski	Jyväskylä	27	55	T	160	120	T	19	13	32	-1	Linjaradio	F	2005	-1	-1
Jyväskylä	Äänekoski	0	57	F	100	100	F	0	7	7	-1	Linjaradio	F	2005	-1	-1
Äänekoski	Haapajärvi	0	200	F	50	50	F	0	0	0	-1	Linjaradio	F	2005	0	0
Jyväskylä	Pieksämäki	48	68	T	120	120	T	15	12	27	-1	Linjaradio	F	2005	-1	-1
Seinäjoki	Kaskinen	0	140	F	80	80	F	0	5	5	-1	Linjaradio	F	2005	0	0
Seinäjoki	Vaasa	50	90	F	120	120	T	14	1	15	-1	Linjaradio	F	2005	0	0
Vaasa	Vaskiluoto	0	15	F	35	35	F	0	1	1	-1	Linjaradio	F	2005	0	0
Iisalmi	Pyhäkumpu erk.vh	41	65	F	120	120	T	4	7	11	-1	Linjaradio	F	2004	0	0
Pyhäkumpu erk.vh	Pyhäkumpu	0	8	F	35	35	F	0	4	4	-1	Linjaradio	F	2005	0	0
Pyhäkumpu erk.vh	Haapajärvi	23	35	F	120	120	T	4	7	11	-1	Linjaradio	F	2004	0	0
Haapajärvi	Ylivieska	34	60	F	120	120	T	4	8	12	-1	Linjaradio	F	2004	0	0
Seinäjoki	Pännäinen	55	75	T	140	120	T	25	14	16	-1	Linjaradio	F	2005	0	0
Pännäinen	Alholma	0	15	F	60	60	F	0	5	5	-1	Linjaradio	F	2005	0	0
Pännäinen	Kokkola	19	32	T	140	120	T	25	21	46	-1	Linjaradio	F	2005	0	0
Kokkola	Ykspihlaja	0	10	F	35	35	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Kokkola	Ylivieska	41	60	T	140	120	T	18	20	38	-1	Linjaradio	F	2005	0	0
Ylivieska	Tuomioja	42	50	T	140	120	T	18	13	31	-1	Linjaradio	F	2005	0	0

APPENDIX 1 Infrastructure Register

Traffic operating point (node of the network)	Traffic operating point (node of the network)	Running time, passenger trains [min]	Running time, freight trains [min]	Operation of tilting trains	Present max. Speed of passenger trains [km/h]	Present max. speed of freight trains [km/h]	Use of the line: mixed traffic	Present traffic on the line: passenger trains/day	Present traffic on the line: freight trains/day	Present traffic on the line: trains/day	Line capacity : trains/day	Conventional radio system	Radio-based data transfer	Year when GSM-R into use	Number of long tunnels	Total length of long tunnels [m]
Tuomioja	Raah	0	26	F	80	80	F	0	8	8	-1	Linjaradio	F	2005	0	0
Raah	Rautaruukki	0	20	F	35	35	F	0	8	8	-1	Linjaradio	F	2005	0	0
Tuomioja	Oulu	28	35	T	140	120	T	18	12	30	-1	Linjaradio	F	2005	0	0
Oulu	Kontiomäki	113	160	F	120	120	T	8	11	19	-1	Linjaradio	F	2004	0	0
Oulu	Tuira	5	5	F	140	120	T	13	10	23	-1	Linjaradio	F	2005	0	0
Tuira	Toppila	0	5	F	35	35	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Tuira	Kemi	2	105	F	140	120	T	13	8	21	-1	Linjaradio	F	2005	0	0
Kemi	Ajos	0	20	F	35	35	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Kemi	Lautiosaari	5	9	F	140	120	T	13	13	26	-1	Linjaradio	F	2005	0	0
Lautiosaari	Elijärvi	0	12	F	50	50	F	0	4	4	-1	Linjaradio	F	2005	0	0
Lautiosaari	Laurila	3	5	F	140	120	T	13	17	30	-1	Linjaradio	F	2005	0	0
Laurila	Tornio	16	24	F	120	120	T	1	12	13	-1	Linjaradio	F	2005	0	0
Laurila	Rovaniemi	75	104	F	140	120	T	12	5	17	-1	Linjaradio	F	2005	0	0
Rovaniemi	Kemijärvi	85	120	F	100	100	T	2	2	4	-1	Linjaradio	F	2005	0	0
Kemijärvi	Isokylä	0	12	F	50	50	F	0	1	1	-1	Linjaradio	F	2005	0	0
Isokylä	Kellosekkä	0	90	F	50	50	F	0	1	1	-1	Linjaradio	F	2005	0	0
Tornio	Tornio-raja	0	5	F	40	40	F	0	-1	-1	-1	Linjaradio	F	2005	0	0
Tornio	Röyttä	0	12	F	50	50	F	0	4	4	-1	Linjaradio	F	2005	0	0
Tornio	Kolari	148	175	F	100	100	T	1	2	3	-1	Linjaradio	F	2005	0	0
Kolari	Nies	0	12	F	50	50	F	0	0	0	-1	Linjaradio	F	2005	0	0
Nies	Äkäsjoki	0	15	F	50	50	F	0	0	0	-1	Linjaradio	F	2005	0	0
Nies	Rautuvaara	0	15	F	50	50	F	0	0	0	-1	Linjaradio	F	2005	0	0
Turku	Vihariäinen	0	15	F	35	35	F	0	-1	-1	-1	Linjaradio	F	2005	0	0

Traffic operating point (node of the network)	Passenger station	Platform height	Distance of platform from centre of the track	Length of the longest platform	Electrification system
Helsinki	T	550	1800	478	AC2
Kerava	T	550	1800	350	AC2
Pasila	T	550	1800	425	AC2
Länsisatama	F	0	0	0	NOT
Hyvinkää	T	550	1800	326	AC2
Riihimäki	T	265	1600	430	AC2
Olli	F	0	0	0	AC2
Sköldvik	F	0	0	0	AC2
Porvoo	T	265	1600	120	NOT
Lohja	F	0	0	0	NOT
Lohjanjärvi	F	0	0	0	NOT
Karjaa	T	550	1800	352	AC2
Huopalahti	T	550	1800	275	AC2
Vantaankoski	T	550	1800	276	AC2
Hanko	T	265	1600	108	NOT
Turku	T	550	1800	466	AC2
Turku satama	T	550	1800	430	AC2
Toijala	T	550	1800	450	AC2
Tampere	T	550	1800	500	AC2
Valkeakoski	F	265	1600	42	NOT
Raisio	F	265	1600	158	NOT
Naantali	F	0	0	0	NOT
Uusikaupunki	F	265	1600	68	NOT
Hangonsaari	F	0	0	0	NOT
Lielähti	F	0	0	0	AC2
Kokemäki	T	550	1800	249	AC2
Kiukainen	F	0	0	0	AC2
Rauma	F	0	0	0	AC2
Säkylä	F	0	0	0	NOT
Pori	T	550	1800	251	AC2
Mäntyluoto	F	0	0	0	NOT
Ruosniemi	F	265	1600	100	NOT
Tahkoluoto	F	0	0	0	NOT
Niinistö	F	0	0	0	NOT
Parkano	T	550	1800	600	AC2
Kihniö	F	0	0	0	NOT
Seinäjoki	T	265	1600	514	AC2
Lahti	T	265	1600	427	AC2
Loviisan satama	F	0	0	0	NOT
Salpausselkä	T	265	1600	194	NOT
Joutjärvi	F	0	0	0	NOT
Heinola	F	265	1600	105	NOT
Mukkula	F	0	0	0	NOT
Kouvola	T	265	1600	400	AC2
Luumäki	T	0	0	0	AC2
Juurikorpi	F	0	0	0	AC2
Kotka	T	265	1600	193	AC2

Traffic operating point (node of the network)	Passenger station	Platform height	Distance of platform from centre of the track	Length of the longest platform	Electrification system
Kotkan satama	T	265	1600	110	AC2
Mussalo	F	0	0	0	AC2
Hamina	F	0	0	0	AC2
Kuusankoski	F	0	0	0	AC2
Mynttilä	F	0	0	0	AC2
Ristiina	F	0	0	0	NOT
Otava	T	265	1600	152	AC2
Otavan satama	F	0	0	0	NOT
Pieksämäki	T	265	1600	611	AC2
Vainikkala	T	550	1800	484	AC2
Lappeenranta	T	550	1800	450	AC2
Mustolan satama	F	0	0	0	NOT
Imatra T	F	0	0	0	AC2
Imatrankoski-raja	F	0	0	0	NOT
Parikkala	T	265	1600	383	AC2
Huutokoski	F	0	0	0	NOT
Savonlinna	T	265	1600	155	NOT
Niirala	F	265	1600	35	NOT
Säkäniemi	F	0	0	0	AC2
Joensuu	T	265	1600	377	AC2
Ilomantsi	F	0	0	0	NOT
Varkaus	T	265	1600	213	NOT
Kommila	F	0	0	0	NOT
Viinijärvi	T	265	1600	211	NOT
Uimaharju	T	265	1600	120	NOT
Liekka	T	265	1600	292	NOT
Pankakoski	F	0	0	0	NOT
Nurmes	T	265	1600	110	NOT
Vuokatti	F	265	1600	130	NOT
Lahnaslampi	F	0	0	0	NOT
Kontiomäki	T	265	1600	544	NOT
Suonenjoki	T	265	1600	337	AC2
Iisvesi	F	0	0	0	NOT
Siilinjärvi	T	265	1600	365	AC2
Iisalmi	T	265	1600	396	AC2
Murtomäki	F	0	0	0	NOT
Otanmäki	F	0	0	0	NOT
Vartiuss-raja	F	0	0	0	NOT
Pesiökylä	F	265	1600	80	NOT
Ämmänsaari	F	0	0	0	NOT
Taivalkoski	F	265	1600	80	NOT
Orivesi	T	265	1600	304	AC2
Vilppula	T	550	1800	110	NOT
Mänttä	F	0	0	0	NOT
Haapamäki	T	265	1600	325	NOT
Jyväskylä	T	550	1800	449	AC2
Jämsä	T	265	1600	306	AC2

Traffic operating point (node of the network)	Passenger station	Platform height	Distance of platform from centre of the track	Length of the longest platform	Electrification system
Kaipola	F	0	0	0	NOT
Jämsänkoski	F	0	0	0	AC2
Äänekoski	F	265	1600	75	NOT
Haapajärvi	T	265	1600	160	NOT
Kaskinen	F	0	0	0	NOT
Vaasa	T	265	1600	255	NOT
Vaskiluoto	F	265	1600	80	NOT
Pyhäkumpu erk.vh	F	0	0	0	NOT
Pyhäkumpu	F	0	0	0	NOT
Ylivieska	T	265	1600	482	AC2
Pännäinen	T	265	1600	437	AC2
Alholma	F	0	0	0	NOT
Kokkola	T	265	1600	481	AC2
Ykspihlaja	F	0	0	0	NOT
Tuomioja	F	265	1600	198	AC2
Raahe	F	0	0	0	AC2
Rautaruukki	F	0	0	0	AC2
Rautuvaara	F	0	0	0	NOT
Oulu	T	550	1800	458	AC2
Tuira	F	0	0	0	AC2
Toppila	F	0	0	0	NOT
Kemi	T	265	1600	450	AC2
Ajos	F	0	0	0	NOT
Lautiosaari	F	0	0	0	AC2
Elijärvi	F	0	0	0	NOT
Laurila	F	265	1600	110	AC2
Tornio	F	265	1600	170	NOT
Rovaniemi	T	265	1600	548	AC2
Kemijärvi	T	265	1600	234	NOT
Isokylä	F	0	0	0	NOT
Kellosekä	F	0	0	0	NOT
Tornio-raja	F	0	0	0	NOT
Röyttä	F	0	0	0	NOT
Kolari	T	550	1800	740	NOT
Niesa	F	0	0	0	NOT
Äkäsjoki	F	0	0	0	NOT
Rautuvaara	F	0	0	0	NOT
Viheriäinen	F	0	0	0	NOT

Name	Another name	Abbr.	Km Hki	Line	Section	X-coord.	Y-coord.	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting	Reserve
Aholahti		Ahl	474+960	014	Huutokoski – Savonlinna	3592630	6865540	Savonlinna						K
Ahvenus		Ahv	270+960	002	Lielähti – Kokemäki	3259080	6806575	Kokemäki	K		K			
Airaksela		Arl	436+985	005	Pieksämäki – Siilinjärvi	3521140	6957880	Kuopio	K		K	K	K	
Aittaluoto		Atl	328+130	350	Pori – Ruosniemi			Pori				K	K	
Ajos		Ajo	867+100	AJO 065	Kemi – Ajos			Kemi			K		K	
Alapitkä		Apt	505+840	005	Siilinjärvi – Iisalmi	3527105	7011025	Lapinlahti	K		K			
Alavus		Alv	373+445	066	Haapamäki – Seinäjoki	3325710	6950500	Alavus			K		K	
Alholmen	Alholmen	Alh	533+753	415	Pännäinen – Pietarsaari			Pietarsaari				K	K	
Alvajärvi		Alv	551+031	004	Jyväskylä – Haapajärvi	3420865	7038005	Pihtipudas						K
Arola		Avi	707+668	554	Kontiomäki – Vartiuss-raj	3597670	7151840	Hyvinsalmi	K		K			
Arolampi		Aro	66+600	003	Helsinki – Riihimäki			Hausjärvi	K					K
Bomba		Arp	782+079	006	Joensuu – Kontiomäki	3608650	7050215	Nurmes						
Dragsvik		Bb	171+180	142	Karjaa – Hanko	3304430	6658400	Tammisaari	K		K			
Dynamiittivaihte		Dra	199+185	142	Karjaa – Hanko	3280300	6645590	Hanko				K	K	
Elijärvi		Dmv	870+536	ELI 003	Lautiosaari – Elijärvi	3406827	7302861	Keminmaa				K	K	
Eläinpuisto-Zoo		Eli	338+751	066	Haapamäki – Seinäjoki	3356720	6940440	Ähtäri						
Eno		Epz	660+170	006	Joensuu – Kontiomäki	3660380	6970830	Eno	K		K			
Enonjärvi		Eno	480+696	004	Jyväskylä – Haapajärvi	3408920	6982110	Kannonkoski						K
Ervelä		Ej	118+777	001	Karjaa – Turku	3291420	6682135	Perniö	K		K			
Eskola		Erv	603+762	008	Kokkola – Ylivieska	3360380	7093610	Kannus	K		K			
Espoo	Esbo	Ela	20+600	001	Helsinki – Karjaa	3370200	6679360	Espoo	K		K			
Haapejärvi		Epo	649+205	087	Iisalmi – Ylivieska	3417940	7073670	Haapajärvi	K	K	K	K	K	
Haapakoski		Hpj	393+454	005	Pieksämäki – Siilinjärvi	3509240	6927475	Pieksämäen mlk	K		K	K	K	
Haapakylä		Hps	806+189	006	Joensuu – Kontiomäki	3591350	7064965	Valtimo	K		K			
Haapamäki		Hky	300+235	066	Orivesi – Haapamäki	3367950	6907140	Keuruu	K		K	K	K	
Haksi		Hpk	56+097	132	Kerava – Porvoo / Sköldvik			Porvoo						
Hamina	Fredrikshamn	Hsi	243+646	222	Juurikorpi – Hamina	3509290	6715820	Hamina	K	K	K	K	K	
Hammaslahti		Him	602+199	006	Säkänemi – Joensuu	3653460	6928500	Pyhäselkä	K		K			
Hanala	Hanaböle	Hna	21+394	003	Helsinki – Riihimäki			Vantaa	K					
Hangonsaari		Hgs	269+655	332	Turku – Uusikaupunki – Hangonsaari			Uusikaupunki				K	K	
Hanhikoski		Hnh	1047+083	008	Laurila – Kelloselkä	3509895	7400607	Kemijärvi						
Hankasalmi		Hks	418+089	023	Jyväskylä – Pieksämäki	3473120	6910900	Hankasalmi	K		K	K	K	
Hanko	Hangö	Hnk	207+119	142	Karjaa – Hanko	3274130	6641850	Hanko	K	K	K	K		
Hanko-Pohjoinen	Hangö Norra	Hkp	205+935	142	Karjaa – Hanko	3275250	6642060	Hanko						
Harjavalta		Hva	295+542	002	Kokemäki – Pori	3239590	6809880	Harjavalta	K		K	K	K	

Name	Another name	Abbr.	Km Hki	Line	Section	X-coord.	Y-coord.	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting	Reserve
Harju		Hj	201+643	005	Kouvola – Pieksämäki			Valkeala	K	K	K		K	
Harviola		Hrv	99+456	003	Riihimäki – Tampere		3369095	Janakkala						
Haukipudas		Hd	775+159	008	Oulu – Laurila		3425590	Haukipudas	K	K	K			
Haukivuori		Hau	344+442	005	Kouvola – Pieksämäki		3510700	Haukivuori	K	K	K	K		
Hausjärvi		Has	85+765	006	Riihimäki – Lahti		3392060	Hausjärvi	K	K	K			
Haviseva		Hvs	208+135	009	Tampere – Orivesi			Kangasala						
Heikkilä		Hek	34+856	001	Helsinki – Karjaa		3360230	Kirkkonummi	K					
Heinola		Ha	167+600	251	Lahti – Heinola		3448950	Heinola	K	K	K			
Heino		Hno	237+965	002	Lielanti – Kokemäki			Vammala	K	K	K			
Heinävaara		Häv	648+408	722	Joensuu – Ilomantsi		3663935	Kiintelyvaara					K	
Heinävesi		Hnv	468+135	024	Huutokoski – Viinjärvi		3585200	Heinävesi	K	K	K			
Helsinki	Helsingfors	Hki	0+159	003	Helsinki – Riihimäki		3385906	Helsinki	K	K	K			K
Herrala		Hr	115+790	006	Riihimäki – Lahti		3417440	Hollola						
Hiekkaharju		Hkh	17+109	003	Helsinki – Riihimäki		3392319	Vantaa						
Hiirola		Hir	318+957	005	Kouvola – Pieksämäki		3516820	Mikkeli	K	K	K			
Hikiä		Hk	79+743	006	Riihimäki – Lahti		3386720	Hausjärvi				K		
Hiliosensalmi		Hls	233+344	005	Kouvola – Pieksämäki		3488740	Valkeala	K	K	K			
Hinkua		Hku	574+434	004	Jyväskylä – Haapajärvi		3418920	Haapajärvi						K
Hinthaara	Hindhär	Hh	52+150	132	Kerava – Porvoo / Sköldvik		3416425	Porvoo	K					
Hirvineva		Hvn	715+500	008	Ylivieska – Oulu		3415690	Liminka	K	K	K		K	
Humppila		Hp	186+778	321	Toijala – Turku		3302740	Humppila	K	K	K		K	
Huopalahti	Hoplax	Hpl	6+375	001	Helsinki – Karjaa		3383380	Helsinki	K	K	K			
Huutokoski		Hko	406+988	024	Pieksämäki – Huutokoski		3536015	Joroinen	K	K	K			
Hyrnsalmi		Hys	704+601	552	Kontiomäki – Ämmänsaari		3569995	Hyrnsalmi	K	K	K		K	
Hyvinkää	Hyvinge	Hy	58+792	003	Helsinki – Riihimäki		3382920	Hyvinkää	K	K	K	K	K	
Hämeenlinna	Tavastehus	Hi	107+559	003	Riihimäki – Tampere		3363787	Hämeenlinna	K	K	K	K	K	
Härmä		Him	472+940	008	Seinäjoki – Kokkola		3292990	Alahärmä	K	K	K			
Höjläkkä		Höl	765+261	006	Joensuu – Kontiomäki		3622050	Nurmes				K		
Il		li	789+165	008	Oulu – Laurila		3427550	Il	K	K	K			
Ilisalmi	Idensalmi	Ilm	550+360	005	Siiinjärvi – Ilisalmi		3510130	Ilisalmi	K	K	K		K	
Iisvesi		Isv	420+127	SNJ Isv	Suonenjoki – Iisvesi		3497993	Suonenjoki				K		
Iittala		Ita	129+286	003	Riihimäki – Tampere		3345950	Kalvola						
Ilmajoki		Ilj	434+494	441	Seinäjoki – Kaskinen		3274560	Ilmajoki				K		
Ilmala		Ila	4+434	001	Helsinki – Karjaa		3384860	Helsinki						K
Ilmalan ratapiha		Ilr	4+950	111	Helsinki – Ilmalan ratapiha		3385290	Helsinki					K	
Ilomantsi	Ilomants	Ilo	695+203	722	Joensuu – Ilomantsi		3702095	Ilomantsi	K	K	K		K	

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Imatra		Imr	323+977	006	Luumäki – Parikkala	3595810	6788810	Imatra						
Imatra T		Imt	326+542	006	Luumäki – Parikkala	3587530	6790175	Imatra	K	K	K	K	K	
Imatrankoski		Imk	331+267	243	Imatra T – Imatrankoski–	3596340	6785925	Imatra	K	K	K	K	K	
Imatrankoski-raja		Imkr	337+095	243	Imatra T – Imatrankoski–			Imatra	K					
Immola		Im	332+554	006	Luumäki – Parikkala	3601235	6794455	Imatra				K	K	
Inha		In	341+367	066	Haapamäki – Seinäjoki	3353360	6941710	Ähtäri						
Inkeroinen		lkr	212+781	221	Kouvola – Kotka	3491400	6731860	Anjalankoski	K	K	K	K	K	
Inkoo	Ingå	lko	70+620	001	Helsinki – Karjaa	3329720	6664990	Inkoo	K	K	K	K	K	
Isokylä		lkä	1062+871	008	Laurila – Kelloselkä	3523733	7402409	Kemijärvi	K	K	K	K	K	
Isokyrö	Storkyro	lky	447+488	431	Seinäjoki – Vaasa	3266570	6991460	Isokyrö	K	K	K	K	K	
Jalasjärvi		Jal	309+871	003	Lielähti – Seinäjoki	3291590	6936190	Jalasjärvi	K	K	K	K	K	
Jepua	Jeppo	Jpa	495+784	008	Seinäjoki – Kokkola	3283215	7041420	Uusikaarlepyy	K	K	K	K	K	
Joensuu		Jns	624+313	006	Säkänemi – Joensuu	3642691	6946900	Joensuu	K	K	K	K	K	
Jokela		Jk	47+937	003	Helsinki – Riihimäki	3388825	6717511	Tuusula	K	K	K	K	K	
Jokikylä		Jkk	688+344	552	Kontiomäki – Ammänsaari	3563325	7162510	Ristijärvi						
Joroinen	Jorois	Jor	414+550	014	Huutokoski – Savonlinna	3542280	6896800	Joroinen				K	K	
Jorvas		Jrs	32+322	001	Helsinki – Karjaa	3361960	6672170	Kirkkonummi						
Joutjärvi		Jou	133+460	251	Lahti – Heinola			Lahti	K			K	K	
Joutseno		Jts	305+826	006	Luumäki – Parikkala	3580400	6779920	Joutseno	K	K	K	K	K	
Joutsijärvi		Jsj	1082+855	008	Laurila – Kelloselkä	3542666	7400644	Kemijärvi	K	K	K	K	K	
Juankoski		Jki	531+995	017	Viinijärvi – Siilinjärvi	3566795	6996255	Juankoski	K	K	K	K	K	
Jutila		Jut	94+620	006	Riihimäki – Lahti	3398160	6748955	Kärkölä	K	K	K	K	K	
Juupajoki		Jj	246+580	066	Orivesi – Haapamäki	3361140	6857085	Juupajoki						
Juurikorpi		Jri	224+898	221	Kouvola – Kotka	3496775	6721530	Kotka	K	K	K	K	K	
Jyränkö		Jyr	165+925	251	Lahti – Heinola			Heinola						
Jyväskylä		Jy	377+435	023	Orivesi – Jyväskylä	3435330	6904500	Jyväskylä	K	K	K	K	K	
Jämsä		Jäs	284+084	009	Orivesi – Jyväskylä	3404035	6863315	Jämsä	K	K	K	K	K	
Jämsänkoski		Jsk	287+917	009	Orivesi – Jyväskylä	3404000	6866790	Jämsänkoski	K	K	K	K	K	
Järvelä		Jr	103+596	006	Riihimäki – Lahti	3406430	6752100	Kärkölä	K	K	K	K	K	
Järvenpää	Träskända	Jp	36+786	003	Helsinki – Riihimäki	3395160	6708500	Järvenpää	K					
Kainuunkylä		Kny	934+100	521	Tornio – Kolari	3354807	7352454	Ylitornio	K					
Kaipiainen		Kpa	214+151	006	Kouvola – Luumäki	3506575	6754475	Anjalankoski	K	K	K	K	K	
Kaipola		Kla	290+303	363	Jämsä – Kaipola	3406773	6845927	Jämsä	K	K	K	K	K	
Kairokoski		Kko	423+184	351	Niinisalo – Parkano	3292005	6886480	Parkano						
Kaitjärvi		Kjr	226+912	006	Kouvola – Luumäki	3519045	6755725	Luumäki						K
Kajaani	Kajana	Kaj	633+491	005	Iisalmi – Kontiomäki	3536030	7124710	Kajaani	K	K	K	K	K	

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Kallislahti		Kil	465+822	014	Huutkoski – Savonlinna	3584354	6868290	Savonlinna						
Kalvitsa		Ksa	330+634	005	Kouvola – Pieksämäki	3515170	6867090	Mikkeli	K		K			
Kangas		Kgs	642+466	008	Ylivieska – Oulu	3388840	7118010	Ylivieska	K		K		K	
Kannelmäki	Gamlas	Kan	9+300	123	Huopalahti – Vantaankoski	3382540	6682800	Heisinki	K					
Kannonkoski		Ksi	488+694	004	Jyväskylä – Haapajärvi	3412255	6987645	Kannonkoski						
Kannus		Kns	591+582	008	Kokkola – Ylivieska	3348690	7092360	Kannus	K		K		K	
Karhejärvi		Krr	224+902	003	Lielanti – Seinäjoki	3309230	6854945	Viljakkala	K		K			
Karhukangas		Khg	621+508	008	Kokkola – Ylivieska	3373970	7104260	Ylivieska	K		K			
Karjaa		Kr	87+056	142	Hyvinkää – Karjaa	3314320	6666540	Karjaa	K	K	K	K	K	
Karkku	Karis	Kru	230+733	002	Lielanti – Kokemäki	3289490	6821440	Vammala	K		K			
Karunki		Kri	910+979	521	Tornio – Kolari	3364305	7332880	Tornio			K			K
Karviainen		Kar	247+320	321	Toijala – Turku	3257090	6731720	Aura	K		K			
Kaskinen		Ksk	530+522	441	Seinäjoki – Kaskinen	3208870	6919400	Kaskinen	K		K	K		
Kauhajoki	Kaskö	Kji	472+720	441	Seinäjoki – Kaskinen	3253218	6937500	Kauhajoki			K	K		
Kauhava		Kha	455+728	008	Seinäjoki – Kokkola	3300070	7005790	Kauhava	K		K	K	K	
Kauklahti	Köklax	Klh	24+277	001	Heisinki – Karjaa	3367080	6677735	Espoo	K		K		K	
Kaulinranta		Klr	963+300	521	Tornio – Kolari	3352280	7377230	Ylitornio	K		K			
Kauniainen		Kni	16+054	001	Heisinki – Karjaa	3374360	6679980	Kauniainen	K		K	K		
Kauppiänmäki	Grankulla	Kpl	568+751	005	Iisalmi – Kontiomäki	3511430	7067640	Iisalmi			K			
Kausala		Ka	169+436	006	Lahti – Kouvola	3463720	6753060	Iitti			K		K	
Kauttua		Ktu	310+423	343	Kiukainen – Säkyliä			Eura			K			
Keitelepoijha		Ktp	519+256	004	Jyväskylä – Haapajärvi	3427070	7010820	Viitasaari						
Kekomäki		Kek	79+288	006	Riihimäki – Lahti	3385110	6739067	Hausjärvi	K					
Kelloseikä		Kls	1135+115	008	Laurila – Kelloseikä	3581804	7427669	Salla						
Kemi		Kem	858+300	008	Oulu – Laurila	3388934	7295754	Kemi	K	K	K	K	K	
Kemijärvi		Kjä	1056+399	008	Laurila – Kelloseikä	3517986	7403781	Kemijärvi	K			K		
Kemira		Ker	495+600	017	Viinijärvi – Siilinjärvi	3537525	6999440	Siilinjärvi				K		
Kempele		Kml	741+075	008	Ylivieska – Oulu	3429870	7202585	Kempele	K		K			
Kera		Kea	14+536	001	Heisinki – Karjaa	3375680	6680440	Espoo						
Kerava	Kervo	Ke	28+869	003	Heisinki – Riihimäki	3395804	6700661	Kerava	K	K	K	K	K	
Kerimäki		Kiä	495+531	014	Savonlinna – Parikkala	3611430	6863450	Kerimäki	K		K	K	K	
Kesälahti		Kti	428+003	006	Parikkala – Säkänemi	3647570	6867700	Kesälahti	K		K	K	K	
Keuruu		Keu	316+041	023	Haapamäki – Jyväskylä	3381060	6907660	Keuruu	K		K			
Kihniö		Kiö	444+460	352	Parkano – Kihniö	3306805	6899245	Kihniö						
Kiiala	Kiala	Kia	60+013	132	Kerava – Porvoo / Sköldvik	3300810	6850720	Porvoo						
Kilo		Kil	13+305	001	Heisinki – Karjaa	3377170	6680560	Espoo						

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Kilpua		Kua	668+910	008	Ylivieska – Oulu	3401675	7140215	Oulainen	K		K			
Kinni		Kii	247+982	005	Kouvola – Pleksämäki	3492220	6800065	Mäntyharju	K		K			
Kirkkonummi	Kyrkslätt	Kkn	37+503	001	Helsinki – Karjaa	3357799	6670298	Kirkkonummi	K	K	K		K	
Kirkniemi	Gerknäs	Krn	136+261	141	Hyvinkää – Karjaa	3331670	6677665	Lohja	K		K	K	K	
Kitee		Kit	460+016	006	Parikkala – Säkänemi	3659130	6896730	Kitee	K		K	K	K	
Kiukainen		Kn	297+395	342	Kokemäki – Rauma	3236390	6798910	Eurakoski	K		K			
Kiuruvesi		Krv	583+985	087	Isalmi – Ylivieska	3480920	7060030	Kiuruvesi	K		K	K	K	
Kivesjärvi		Kvj	878+146	531	Oulu – Kontiomäki	3522850	7152320	Paltamo	K		K			
Kivihaka	Stenhagen	Khk	4+701	001	Helsinki – Karjaa			Helsinki	K					
Kohtavaara		Koh	775+927	006	Joensuu – Kontiomäki	3613861	7047965	Nurmes						
Koivu		Kvu	923+373	008	Laurila – Kellosekkä	3419306	7343051	Tervola	K		K			
Koivuhovi	Björkgård	Kvh	18+138	001	Helsinki – Karjaa	3372895	6679455	Espoo						
Koivukylä	Björkby	Kvy	19+440	003	Helsinki – Riihimäki	3392967	6691819	Vantaa						
Kokemäki	Kumo	Kki	284+442	002	Lielahi – Kokemäki	3248240	6803030	Kokemäki	K	K	K		K	
Kokkola	Karleby	Kok	551+441	008	Seinäjoki – Kokkola	3309840	7087350	Kokkola	K	K	K	K	K	
Kolari		Kli	1067+206	521	Tornio – Kolari	3364203	7476817	Kolari	K		K	K	K	
Kolho		Klo	286+265	066	Orivesi – Haapamäki	3370110	6893830	Vilppula			K	K	K	
Kolontaipale		Kpe	435+989	014	Huutokoski – Savonlinna	3559250	6884135	Rantasalmi						K
Kolppi		Kpl	525+100	008	Seinäjoki – Kokkola	3296900	7065005	Pedersöre	K		K	K	K	
Kommila	Källby	Kmm	429+700	VAR 102	Huutokoski – Viinijärvi	3546150	6913675	Varkaus				K		K
Komu		Kom	607+174	087	Isalmi – Ylivieska	3458280	7062760	Pyhäjärvi	K		K	K		
Kontiolahti		Khi	640+295	006	Joensuu – Kontiomäki	3646250	6961930	Kontiolahti	K		K	K	K	
Kontiomäki		Kon	658+780	005	Isalmi – Kontiomäki	3554020	7138150	Paltamo	K	K	K	K	K	
Koria		Kra	185+440	006	Lahti – Kouvola	3478410	6748640	Elimäki	K		K	K	K	
Korkeakoski		Kas	247+910	066	Orivesi – Haapamäki	3361800	6858440	Juupajoki	K		K	K	K	
Korso		Krs	22+669	003	Helsinki – Riihimäki	3394114	6694862	Vantaa	K					
Korvaa		Kou	786+120	552	Pesäskylä – Taivalkoski	3564620	7251160	Taivalkoski				K		
Koskenkorva		Kos	442+447	441	Seinäjoki – Kaskinen	3267875	6961935	Ilmajoki						
Kotavaara		Ktv	1064+700	008	Laurila – Kellosekkä	3525225	7402320	Kemijärvi	K					
Kotka		Kta	242+775	221	Kouvola – Kotka	3496180	6706000	Kotka	K	K	K	K	K	
Kotkan satama		Kts	243+579	221	Kouvola – Kotka	3496635	6706210	Kotka			K	K	K	
Kouvola		Kv	191+540	006	Lahti – Kouvola	3484150	6750750	Kouvola	K	K	K	K	K	
Kovjoki		Koi	508+925	008	Seinäjoki – Kokkola	3285915	7053820	Uusikaarlepyy	K		K	K	K	
Kruunupyö	Kronoby	Kpy	537+585	008	Seinäjoki – Kokkola	3304280	7075030	Kruunupyö	K		K	K	K	
Kuivaniemi		Kui	823+510	008	Oulu – Laurila	3412770	7279410	Kuivaniemi	K		K	K	K	
Kuivasjärvi		Kis	276+327	003	Lielahi – Seinäjoki	3293765	6902910	Parkano	K		K	K	K	

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Kumiseva		Kms	582+154	004	Jyväskylä – Haapajärvi	3420415	7067950	Haapajärvi						K
Kuopio		Kuo	464+590	005	Pieksämäki – Siilinjärvi	3534790	6977220	Kuopio	K	K	K	K	K	
Kupittaa	Kuppis	Kut	196+372	001	Karjaa – Turku	3241360	6713760	Turku	K					
Kurikka		Krk	452+013	441	Seinäjoki – Kaskinen	3263935	6954410	Kurikka						
Kurkimäki		Krm	444+074	005	Pieksämäki – Siilinjärvi	3526560	6963210	Kuopio	K		K	K		K
Kursu		Kuu	1095+034	008	Laurila – Kelloseikä	3550940	7407935	Salla						
Kurtti		Kur	801+470	552	Pesäköylä – Taivalkoski	3558175	7264845	Taivalkoski						
Kutemainen		Ktm	512+792	004	Jyväskylä – Haapajärvi	3423040	7006210	Viitasaari						K
Kuurila		Ku	138+769	003	Riihimäki – Tampere	3338225	6784365	Kalvola	K					
Kuusankoski		Kuk	199+290	232	Kouvola – Kuusankoski	3481520	6756865	Kuusankoski	K	K	K	K		
Kuusivaara		Kvr	1037+026	008	Laurila – Kelloseikä	3501300	7396160	Kemijärvi						
Kylänlahti		Kyn	742+960	006	Joensuu – Kontiomäki	3637890	7031780	Liekka						
Kymi	Kymmene	Ky	233+450	221	Kouvola – Kotka	3495110	6714390	Kotka	K	K	K	K		
Kyminlinna		Kln	237+229	221	Kouvola – Kotka	3494760	6710445	Kotka						
Kyrö		Kö	232+875	321	Toijala – Turku	3268110	6740020	Karainen	K	K	K	K		
Kyrölä		Krö	34+784	003	Helsinki – Riihimäki	3395680	6706910	Järvenpää						
Kytömaa		Kyt	31+203	003	Helsinki – Riihimäki	3396060	6703385	Kerava	K					
Kälvä	Kelviä	Klv	568+144	008	Kokkola – Ylivieska	3325730	7089030	Kälvä	K		K			
Käpylä	Kotby	Käp	5+840	003	Helsinki – Riihimäki	3386250	6680435	Helsinki						
Köykkäri		Kök	486+583	008	Seinäjoki – Kokkola	3288575	7033850	Alahärmä	K		K			
Laeja		Lja	722+271	552	Kontiomäki – Pesäköylä	3573125	7194030	Suomussalmi	K					
Lahdenperä		Lpr	267+080	009	Orivesi – Jyväskylä	3391560	6857695	Jämsä	K					
Lahnaslampi		Lhn	880+839	533	Vuokatti – Lahnaslampi	3552375	7113840	Sotkamo				K		
Lahti	Lahtis	Lh	130+170	006	Riihimäki – Lahti	3427500	6763790	Lahti	K	K	K	K		
Laihia	Laihela	Lai	468+916	431	Seinäjoki – Vaasa	3247070	6997250	Laihia	K					
Laikko		Lkk	358+561	006	Luumäki – Parikkala	3628293	6800265	Rautjärvi						K
Lakiala		Lak	209+214	003	Lielanti – Seinäjoki	3316060	6840125	Ylöjärvi	K		K			
Lamminkoski		Lmk	266+785	003	Lielanti – Seinäjoki	3294605	6895335	Parkano	K		K			
Lapinjärvi		Lpj	185+432	252	Lahti – Loviisan satama	3452305	6721315	Lapinjärvi						
Lapinlahti	Lapträsk	Lna	525+604	005	Siilinjärvi – Iisalmi	3519900	7028790	Lapinlahti	K		K			
Lapinneva		Lpn	415+618	351	Niinisalo – Parkano	3287150	6881590	Parkano						
Lappeenranta	Villmanstrand	Lr	287+726	006	Luumäki – Parikkala	3564720	6771580	Lappeenranta	K	K	K	K	K	
Lappila		Laa	97+693	006	Riihimäki – Lahti	3400810	6750190	Kärkölä						
Lappohja	Lappvik	Lpo	189+639	142	Karjaa – Hanko	3289640	6649540	Hanko	K		K	K	K	
Lapua	Lappo	Lpa	441+094	008	Seinäjoki – Kokkola	3298070	6991580	Lapua	K		K	K	K	
Larvakyö		Lyö	333+057	003	Lielanti – Seinäjoki	3292080	6959580	Seinäjoki	K					

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Latu		Lat	867+527	006	Joensuu – Kontiomäki	3562660	7115860	Sotkamo						K
Laurila		Lla	865+776	008	Oulu – Laurila	3387350	7302510	Keminmaa	K		K		K	
Lauritsala		Lrs	291+936	006	Luumäki – Parikkala	3568080	6773535	Lappeenranta	K		K	K	K	
Lautiosaari		Lj	863+064	008	Oulu – Laurila	3388673	7301282	Kemi	K				K	
Leino		Lei	773+640	552	Pesio kylä – Taivaalkoski	3572545	7241660	Suomussalmi			K			
Leikkola		Lki	276+011	005	Kouvola – Pieksämäki	3498050	6823970	Hirvensalmi	K					
Lempäälä		Lpä	165+928	003	Riihimäki – Tampere	3326330	6804850	Lempäälä	K					
Leppäkoski		Lk	87+830	003	Riihimäki – Tampere	3375475	6752660	Janakkala	K					
Leppävaara	Alberga	Lpv	11+249	001	Helsinki – Karjaa	3379030	6680640	Espoo	K		K		K	
Leteensuo		Lts	123+554	003	Riihimäki – Tampere	3350885	6776015	Hattula	K	K	K	K	K	
Liekksa		Lis	728+121	006	Joensuu – Kontiomäki	3651320	7027560	Liekksa	K	K	K	K	K	
Lielahdi		Llh	193+393	002	Tampere – Lielahdi	3323530	6826930	Tampere	K	K	K	K	K	
Lievestuore		Lvt	402+191	023	Jyväskylä – Pieksämäki	3458400	6906320	Lievestuore	K	K	K	K	K	
Liminka		Lka	728+483	008	Ylivieska – Oulu	3425305	7191240	Liminka	K	K	K		K	
Lippo		Lip	764+550	552	Pesio kylä – Taivaalkoski	3576765	7233855	Suomussalmi						
Lohja		Lo	122+965	141	Hyvinkää – Karjaa	3340590	6687260	Lohja			K			
Lohjanjärvi		Loj	128+036	TTR 141	Lohja – Lohjanjärvi			Lohja			K			
Loimaa		Lm	208+870	321	Toijala – Turku	3286060	6755060	Loimaa	K		K		K	
Louhela		Loh	13+190	123	Huopalahti – Vantaankoski	3381440	6686260	Vantaa			K			
Loukolampi		Lol	360+013	005	Kouvola – Pieksämäki	3510515	6894540	Virtasalmi	K					
Loviisa		Lva	202+512	252	Lahti – Loviisan satama	3457135	6705255	Loviisa	K		K		K	
Loviisan satama		Lvs	207+209	252	Lahti – Loviisan satama	3458890	6700755	Loviisa	K		K	K	K	
Luikonlahti		Lui	557+061	017	Viinjärvi – Siilinjärvi	3585225	6981590	Kaavi	K		K	K		
Luoma	Bobäck	Lma	27+807	001	Helsinki – Karjaa	3364255	6675020	Kirkkonummi						
Lustikulla		Lul	35+347	003	Helsinki – Riihimäki	3395645	6707190	Järvenpää	K					
Lusto		Lus	509+170	014	Savonlinna – Parikkala	3622630	6857040	Punkaharju			K			
Luumäki		Lä	250+540	006	Kouvola – Luumäki	3541500	6759665	Luumäki	K		K	K	K	
Länkipohja		Läp	256+030	009	Orivesi – Jämsänkoski			Jämsä	K					
Länsisatama	Västra hamnen	Län	1+280	HIK 341	Helsinki – Länsisatama	3384845	6674410	Helsinki						
Maanselkä		Mlk	836+049	006	Joensuu – Kontiomäki	3573885	7087645	Sotkamo	K				K	
Maaria	St Marie	Mri	262+070	321	Toijala – Turku	3245610	6723095	Turku	K		K			
Madesjärvi		Md	291+821	003	Lielahdi – Seinäjoki	3292195	6918110	Jalasjärvi	K		K			
Majajärvi		Mjj	216+317	003	Lielahdi – Seinäjoki	3313310	6846820	Viljakkala	K		K			
Malmi	Malm	Ml	10+900	003	Helsinki – Riihimäki	3389871	6683714	Helsinki	K					
Malminkartano	Malmgård	Mlo	10+730	123	Huopalahti – Vantaankoski	3381740	6683910	Helsinki						
Mankki	Mankby	Mnk	25+401	001	Helsinki – Karjaa	3366030	6677320	Kirkkonummi						K

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Markkala		Mrk	403+737	005	Pieksämäki – Siilinjärvi	3509970	6937295	Suonenjoki	K		K			
Martinkaakso	Mårtensdal	Mrl	14+010	123	Huopalahti – Vantaankoski	3381400	6687120	Vantaa	K					
Masala	Masaby	Mas	29+561	001	Helsinki – Karjaa	3363517	6674414	Kirkkonummi	K		K			
Matkaneva		Mtv	562+059	008	Kokkola – Ylivieska	3320025	7087455	Käiviä	K					
Mattila		Mat	159+906	003	Riihimäki – Tampere	3326320	6798945	Lempäälä	K					
Metsäkansa		Msä	155+968	314	Toijala – Valkeakoski	3332930	6795765	Valkeakoski						K
Mikkeili	St Michel	Mi	305+165	005	Kouvola – Pieksämäki	3514860	6842320	Mikkeli	K	K	K	K	K	
Misi		Mis	1021+255	008	Laurila – Kelloseikä	3486300	7391930	Rovaniemen mlk	K					
Mommila		Mla	91+430	006	Riihimäki – Lahti	3395430	6747232	Hausjärvi	K					K
Muhos		Mh	788+424	531	Oulu – Kontiomäki	3452280	7190190	Muhos	K					K
Mukkula		Muk	140+012	MUK 300	Lahti – Mukkula	3428325	6767040	Lahti	K					K
Murtomäki		Mur	613+165	005	Iisalmi – Kontiomäki	3528490	7107300	Kajaani	K					
Mussalo		Mss	247+570	221	Kotka – Mussalo	3494750	6702260	Kotka						K
Mustio	Svartå	Mso	143+000	141	Hyvinkää – Karjaa	3326205	6673990	Karjaa						K
Mustolan satama		Mst	296+720	LR5 500	Lappeenranta – Mustolan satama	3571690	6772710	Lappeenranta						K
Muukko		Mko	297+112	006	Luumäki – Parikkala			Lappeenranta	K					
Muurame		Muu	324+768	009	Orivesi – Jyväskylä	3430030	6890440	Muurame	K					
Muuras		Mus	565+540	004	Jyväskylä – Haapajärvi	3418415	7051805	Haapajärvi	K					
Muurola		Mul	948+464	008	Laurila – Kelloseikä	3427480	7365270	Rovaniemen mlk	K					
Mylykangas		Mys	815+693	008	Oulu – Laurila			Kuivaniemi	K					
Mylykoski		Mki	203+742	221	Kouvola – Kotka	3488970	6740620	Anjalankoski	K					K
Mylymäki		Myl	333+721	066	Haapamäki – Seinäjoki	3360180	6938480	Ähtäri	K					
Mylyoja		Myl	161+727	251	Lahti – Heinola	3445800	6784290	Vierumäki	K					
Myyntilä		Myt	270+889	005	Kouvola – Pieksämäki	3496125	6819740	Mäntyharju	K					
Mynämäki		Myn	229+607	332	Turku – Uusikaupunki – Hangonsaari	3215031	6731869	Mynämäki	K					
Myrskylä	Mörskom	Myä	169+771	252	Lahti – Loviisan satama	3442785	6730755	Lapinjärvi						
Myyrämäki	Myrbacka	Myr	12+130	123	Huopalahti – Vantaankoski	3381430	6685260	Vantaa	K					
Mäkkylä		Mäk	9+676	001	Helsinki – Karjaa	3380557	6680760	Espoo						K
Mänttä		Män	282+740	373	Vilppula – Mänttä	3376700	6882540	Mänttä						K
Mäntyharju		Mr	262+680	005	Kouvola – Pieksämäki	3493830	6812580	Mäntyharju	K					K
Mäntyluoto		Mn	342+020	002	Pori – Mäntyluoto	3209010	6843630	Pori	K					K
Naantali		Nnl	213+934	333	Raisio – Naantali	3226970	6716620	Naantali						K
Naarajärvi		Nri	449+976	023	Jyväskylä – Pieksämäki	3502495	6908610	Pieksämäen mlk						K
Nakkila		Nal	308+091	002	Kokemäki – Pori	3232990	6816550	Nakkila	K					

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Niemenpää		Nmp	923+500	521	Tornio – Kolari			Tornio	K					
Niesa		Nie	1074+869	521	Kolari – Äkäsjoki	3364623	7483625	Kolari	K					K
Niinimaa		Nii	383+155	066	Haapamäki – Seinäjoki	3316230	6953950	Alavus						
Niinisalo		Nns	386+215	351	Niinisalo – Parkano	3262360	6868030	Kankaanpää				K		
Niirala		Nri	555+846	751	Niirala-raja – Säkäniemi	3687670	6901760	Värsilä	K		K	K		
Niirala-raja		Nrir	554+080	751	Niirala-raja – Säkäniemi			Värsilä	K		K			
Niitylahti		Nth	613+475	006	Säkäniemi – Joensuu	3646750	6937390	Pyhäseikälä	K					
Nikkilä	Nickby	Niä	39+176	131	Kerava – Porvoo / Sköldvik	3404590	6698070	Sipoo	K		K			
Nivala		Nvi	676+878	087	Iisalmi – Ylivieska	3400140	7094490	Nivala	K		K			
Nokia		Noa	204+004	002	Lielähti – Kokemäki	3313675	6824255	Nokia	K		K	K		
Nummela		Nm	109+368	141	Hyvinkää – Karjaa	3351990	6693915	Vihti	K		K			
Nuojua		Nua	835+579	531	Oulu – Kontiomäki	3484121	7163085	Vaala						K
Nuppulinna		Nup	44+210	003	Heisinki – Riihimäki	3391465	6714760	Tuusula	K		K			
Nurmes		Nirm	784+420	006	Joensuu – Kontiomäki	3606470	7050620	Nurmes	K		K			
Oitti		Oi	86+809	006	Riihimäki – Lahti	3392040	6743360	Hausjärvi						
Olli		Oli	45+740	131	Kerava – Porvoo / Sköldvik	3410025	6698545	Porvoo	K			K		
Onkamo		Onk	479+160	006	Parikkala – Säkäniemi	3661954	6908992	Tohmajärvi						
Ontola		Ont	631+177	731	Joensuu – Viinijärvi	3638700	6950800	Joensuu						
Orimattila		Om	150+407	252	Lahti – Loviisan satama	3432065	6745635	Orimattila						
Orivesi		Ov	228+276	009	Tampere – Orivesi	3360690	6840910	Orivesi						
Otalampi		Otp	94+900	141	Hyvinkää – Karjaa	3361995	6702025	Vihti						
Otanmäki		Otm	638+822	553	Murtomäki – Otanmäki	3504785	7112315	Vuolijoki						
Otava		Ot	290+521	005	Kouvola – Pleksämäki	3503980	6837040	Mikkeli	K		K			
Otavan satama		Ots	292+885	OT 101	Otava – Otavan satama			Mikkeli						
Oulainen		Ou	657+850	008	Ylivieska – Oulu	3394603	7131847	Oulainen	K		K			
Oulu	Uleåborg	Oi	752+778	008	Ylivieska – Oulu	3428708	7213601	Oulu	K		K			
Oulunkylä	Äggelby	Olk	7+399	003	Heisinki – Riihimäki	3387555	6681430	Heisinki	K		K			
Paimenportti		Pti	241+190	221	Kouvola – Kotka	3495710	6707055	Kotka						
Paimio	Pemar	Po	171+885	001	Karjaa – Turku	3262935	6713175	Paimio	K		K			
Palopuro		Pip	54+535	003	Heisinki – Riihimäki	3385440	6723070	Hyvinkää	K					
Paltamo		Pto	901+579	531	Oulu – Kontiomäki	3539820	7144940	Paltamo	K		K			
Paltanen		Ptn	440+738	023	Jyväskylä – Pleksämäki	3494745	6912920	Pieksämäen mlk	K		K			K
Pankakoski		Pas	731+865	006	Liekka – Pankakoski	3656527	7028122	Liekka						
Parikkala		Par	387+302	006	Luumäki – Parikkala	3633160	6830420	Parikkala	K		K			K
Parkano		Pko	262+483	003	Lielähti – Seinäjoki	3295090	6889060	Parkano	K		K			K
Parikkima		Pma	626+220	087	Iisalmi – Ylivieska	3440359	7069009	Pyhäjärvi	K					K

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Parola		Prl	115+764	003	Riihimäki – Tampere	3357910	6774030	Hattula				K		
Pasila	Böle	Psl	3+230	003	Helsinki – Riihimäki	3385560	6678120	Helsinki	K	K	K	K	K	
Pello		Pel	1002+804	521	Tornio – Kolari	3367907	7413648	Pello				K		
Peltosalmi		Pmi	545+355	005	Siilinjärvi – Iisalmi	3512425	7046595	Iisalmi				K		
Peräseinäjoki		Psj	318+481	003	Lielähti – Seinäjoki	3291550	6945200	Peräseinäjoki	K	K	K	K		
Pesiökylä		Psk	732+752	552	Kontiomäki – Ämmänsaari	3574404	7204255	Suomussalmi	K	K	K	K		
Petäjavesi		Pvi	343+357	023	Haapamäki – Jyväskylä	3406105	6907020	Petäjavesi	K	K	K	K		
Pieksämäki		Pm	376+000	005	Kouvola – Pieksämäki	3508880	6910580	Pieksämäki	K	K	K	K		
Pietarsaari	Jakobstad	Pts	528+780	415	Pännäinen – Pietarsaari	3288090	7069935	Pietarsaari	K	K	K	K		
Pihlajavesi		Ph	312+430	066	Haapamäki – Seinäjoki	3365270	6918360	Keuruu	K		K	K		
Pihlava		Plv	337+091	002	Pori – Mäntyluoto	3212625	6840360	Pori			K	K		
Pihlipudas		Pp	540+605	004	Jyväskylä – Haapajärvi	3427945	7030715	Pihlipudas			K			K
Piikkiö	Pikis	Pik	182+785	001	Karjaa – Turku	3253275	6709760	Piikkiö	K		K			
Pikkarala		Pkl	771+765	531	Oulu – Kontiomäki	3441200	7202315	Oulu	K	K	K	K		
Pitäjänmäki	Sockenbacka	Pjm	8+474	001	Helsinki – Karjaa	3381580	6681040	Helsinki			K			
Pohjankuru	Skuru	Pku	94+907	001	Karjaa – Turku	3308380	6670160	Pohja	K		K			
Pohjois-Haaga	Norra Haga	Poh	8+050	123	Huopalahti – Vantaankoski	3382900	6681850	Helsinki			K			
Pohjois-Louko		Plu	329+329	003	Lielähti – Seinäjoki	3292120	6955170	Peräseinäjoki	K					
Poikkeus		Pkk	254+744	003	Lielähti – Seinäjoki	3297850	6881820	Parkano	K		K			
Poiksilta		Poi	416+728	006	Parikkala – Säkänieni	3644725	6856585	Kesälahti						
Pori	Björneborg	Pri	322+278	002	Kokemäki – Pori	3222580	6829930	Pori	K	K	K	K		
Porokylä		Por	787+046	006	Joensuu – Kontiomäki	3604520	7052175	Nurmes			K	K		
Porvoo	Borgå	Prv	62+287	132	Kerava – Porvoo / Sköldvik	3425400	6699305	Porvoo			K	K		
Porvoon keskusta	Borgå Centrum	Pvk	63+150	132	Kerava – Porvoo / Sköldvik			Porvoo			K	K		
Puhos		Pus	452+808	006	Parikkala – Säkänieni	3655645	6890530	Kitee	K		K	K		
Puistola	Parkstad	Pla	14+050	003	Helsinki – Riihimäki	3391570	6686820	Helsinki			K			
Pukinmäki	Bocksbacka	Pmk	9+442	003	Helsinki – Riihimäki	3388840	6682740	Helsinki						
Pulsa		Pl	262+491	213	Luumäki – Vainikkala-raja	3550795	6764900	Lappeenranta	K		K	K		
Punkaharju		Pun	515+111	014	Savonlinna – Parikkala	3622610	6857010	Punkaharju	K		K	K		
Puntala		Pnt	337+019	006	Luumäki – Parikkala	3604630	6797135	Ruokolahti			K	K		K
Purola		Pur	40+533	003	Helsinki – Riihimäki	3392990	6711640	Järvenpää						
Putikko		Pu	520+902	014	Savonlinna – Parikkala	3626890	6847295	Punkaharju	K			K		K
Pyhäkumpu		Pyk	615+650	001Y	Pyhäkumpu erk.vh – Pyhäkumpu	3471853	7034376	Pyhäjärvi			K	K		
Pyhäsalmi		Phä	615+934	087	Iisalmi – Ylivieska	3449820	7065020	Pyhäjärvi	K		K	K		
Pännäinen	Bennäs	Pnä	518+604	008	Seinäjoki – Kokkola	3291320	7061800	Pedersöre	K		K	K		
Pääskylähti		Pky	484+939	014	Savonlinna – Parikkala	3601480	6863200	Savonlinna				K		K

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Raahe	Brahestad	Rhe	726+726	514	Tuomioja – Raahe	3380370	7178570	Raahe	K	K	K	K	K	
Raippo		Rpo	270+052	213	Luumäki – Vainikkala-raja	3560175	6756345	Lappeenranta	K		K	K		
Raisio	Reso	Rai	207+829	332	Turku – Uusikaupunki – Hangonsaari	3232570	6718240	Raisio	K		K	K		
Rajamäki		Rm	72+267	141	Hyvinkää – Karjaa	3377295	6715650	Nurmijärvi				K		
Rajaperkiö		Rjp	448+450	008	Seinäjoki – Kokkola	3298515	6998930	Lapua	K		K	K		
Rantasalmi		Rmi	445+165	014	Huutokoski – Savonlinna	3567035	6879330	Rantasalmi				K		
Rasinsuo		Ras	258+510	006	Luumäki – Parikkala	3548775	6763500	Luumäki	K		K			
Ratikylä		Rilä	284+344	003	Lielanti – Seinäjoki	3292950	6910835	Kihniö	K		K			
Rauha		Rah	318+490	006	Luumäki – Parikkala	3590955	6786675	Joutseno	K		K		K	
Rauma	Raumo	Rma	331+659	342	Kokemäki – Rauma	3203650	6792840	Rauma	K	K	K	K	K	
Raunio		Rio	464+660	008	Seinäjoki – Kokkola	3296560	7013910	Kauhava	K		K			
Rautaruukki		Rat	730+050	514	Tuomioja – Raahe	3611900	6800930	Raahe	K		K			
Rautjärvi		Rjä	345+788	006	Luumäki – Parikkala	3368225	7493005	Rautjärvi				K		
Rautuvaara		Rra	1085+102	523	Niesä – Rautuvaara	3393370	6692590	Kolari	K			K		
Rekola	Räckhals	Rkl	20+615	003	Helsinki – Riihimäki	3621150	6857280	Vantaa						
Retretti		Ree	507+500	014	Savonlinna – Parikkala	3379120	6738150	Punkaharju	K		K			
Riihimäki		Ri	71+410	003	Helsinki – Riihimäki	3335480	7089650	Riihimäki	K	K	K	K	K	
Riippa		Rpa	578+065	008	Kokkola – Ylivieska	3514600	6817300	Kälviä	K		K			
Ristiina		Rst	291+162	610	Mynttilä – Ristiina	3557205	7154970	Ristiina						
Risijärvi		Rjv	676+804	552	Kontiomäki – Ämmänsaari	3442540	7379130	Risijärvi	K		K			
Rovaniemi		Roi	971+775	008	Laurila – Kelloseikä	3296845	6984155	Rovaniemi	K	K	K	K	K	
Ruha		Rha	433+128	008	Seinäjoki – Kokkola	3494530	7055610	Lapua	K		K			
Runni		Rnn	568+518	087	Iisalmi – Ylivieska			Iisalmi						
Ruosniemi		Rsn	330+936	350	Pori – Ruosniemi	3409320	7174990	Pori				K		
Ruukki		Rki	705+228	008	Ylivieska – Oulu	3378350	6680670	Ruukki	K		K	K	K	
Ruusutorppa		Rus	11+927	001	Helsinki – Karjaa	3378150	6747450	Hausjärvi						
Ryhtylä		Ry	80+770	003	Riihimäki – Tampere	3370116	7299096	Tornio				K		
Röyttä		Røy	893+917	063	Tornio – Röyttä	3416950	6877050	Korpilahti	K		K			
Saakoski		Saa	305+373	009	Orivesi – Jyväskylä	3640900	6845920	Saari	K		K			
Saari		Sr	405+246	006	Parikkala – Säkänemi	3412270	6956290	Saarijärvi	K		K	K		
Saarijärvi		Srj	452+723	004	Jyväskylä – Haapajärvi	3573435	7417095	Salla						
Salla		Sil	1121+347	008	Laurila – Kelloseikä	3514835	6952470	Suonenjoki	K		K			
Salmi		Sin	426+718	005	Pieksämäki – Siilinjärvi	3564395	7413681	Salla						K
Salmi		Sin	1111+444	008	Laurila – Kelloseikä	3286380	6703400	Salo	K		K		K	
Salmivaara		Smv	143+981	001	Karjaa – Turku									
Salo		Slo												

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Salpausseikä		Sss	129+372	LH 201	Lahti – Salpausseikä	3427205	6763870	Lahti						
Sammalisto		Sam	74+487	003	Riihimäki – Tampere	3379370	6741155	Riihimäki	K					
Santala	Sandö	Sta	198+908	142	Karjaa – Hanko	3283000	6646650	Hanko						
Saunakallio		Sau	38+846	003	Heisinki – Riihimäki	3393891	6709999	Järvenpää			K	K	K	
Savio		Sav	26+265	003	Heisinki – Riihimäki	3395260	6698200	Kerava						
Savonlinna	Nyslott	Sl	481+772	014	Savonlinna – Parikkala	3598720	6864540	Savonlinna		K	K	K	K	
Savonlinna-Kauppatori		Sik	482+748	014	Savonlinna – Parikkala	3599490	6863880	Savonlinna						
Seinäjäki		Sk	418+001	066	Lielähti – Seinäjoki	3288180	6972140	Seinäjäki		K	K	K	K	
Selänpää		Spä	209+869	005	Kouvola – Pieksämäki			Vaikeala		K	K			
Seläntaus		Sts	532+456	004	Jyväskylä – Haapajärvi	3427785	7022915	Pihtipudas						K
Sieppi järvi		Spj	1045+904	521	Tornio – Kolari	3364455	7455815	Kolari						
Sievi		Svi	613+592	008	Kokkola – Ylivieska	3367100	7100570	Sievi			K		K	
Siikämäki		Skä	389+745	024	Pieksämäki – Huutokoski	3533830	6997060	Pieksämäen mlk						
Siilinjärvi		Sij	489+718	005	Pieksämäki – Siilinjärvi	3410970	7286800	Siilinjärvi			K	K	K	
Simpele		Sim	833+715	008	Oulu – Laurila	3626720	6815330	Rautjärvi			K	K	K	
Sisäntö		Spl	368+317	006	Luumäki – Parikkala	3306150	6863960	Ikaalinen						
Siuntio	Sjundeä	Stö	235+602	003	Lielähti – Seinäjoki	3345860	6673140	Siuntio			K	K	K	
Siuro		Siu	51+285	001	Heisinki – Karjaa	3305286	6823995	Nokia			K	K	K	
Skogby		Sgy	213+355	002	Lielähti – Kokemäki	3293950	6651720	Tammisaari						
Sköldvik	Kilpilahti	Sld	184+790	142	Karjaa – Hanko	3416310	6689215	Porvoo			K	K	K	
Soinlahti		Soa	56+360	131	Kerava – Porvoo / Sköldvik	3510480	7059040	Iisalmi			K	K	K	
Sokojoki		Sjo	559+343	005	Iisalmi – Kontiomäki	3652055	7026305	Liekka						
Sukeva		Skv	726+690	006	Joensuu – Kontiomäki	3520920	7084980	Sonkajärvi			K			
Suolahti		Suo	589+222	005	Iisalmi – Kontiomäki	3441100	6940155	Suolahti			K	K	K	
Suonenjoki		Snj	417+796	004	Jyväskylä – Haapajärvi	3506610	6946570	Suonenjoki			K	K	K	
Suoniemi		Snm	413+842	005	Pieksämäki – Siilinjärvi	3297875	6823210	Nokia			K			
Sydänmaa		Sm	220+655	002	Lielähti – Kokemäki	3306095	6957730	Alavus						K
Syrjämäki		Ski	394+867	066	Haapamäki – Seinäjoki	3291425	6967930	Nurmo						
Sysmäjärvi		Smj	341+474	003	Lielähti – Seinäjoki	3605570	6958650	Outokumpu						
Säkylä		Säk	669+601	017	Viinijärvi – Siilinjärvi			Säkylä						
Säkänemi		Sä	315+928	343	Kiukainen – Säkylä			Tohmajärvi						
Sänkimäki		Sä	586+841	006	Säkänemi – Joensuu	3662129	6915495	Tohmajärvi						
Särkisalmi		Skm	504+505	017	Viinijärvi – Siilinjärvi	3544380	7005620	Niisä						
Sääksjärvi		Smi	535+892	014	Savonlinna – Parikkala	3631970	6834750	Parikkala						
Taavetti		Sj	177+734	003	Riihimäki – Tampere	3326820	6817190	Tampere						
		Ta	238+589	006	Kouvola – Luumäki	3530520	6756090	Luumäki			K	K	K	

Name	Another name	Abbr.	Km Hki	Line	Section	X-coord.	Y-coord.	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting	Reserve
Tahkoluoto		Tko	350+750	002	Pori – Mäntyluoto			Pori				K	K	
Taipale		Te	537+239	005	Siilinjärvi – Iisalmi	3515720	7039760	Iisalmi	K		K	K	K	
Taivaalkoski		Tik	814+738	552	Pesökylä – Taivaalkoski	3556230	7276985	Taivaalkoski	K		K	K	K	
Talvainen		Tv	247+245	009	Orivesi – Jyväskylä	3376485	6848705	Längelmäki	K		K			
Tammisaari	Ekenäs	Tms	174+056	142	Karjaa – Hanko	3301660	6657240	Tammisaari	K		K	K	K	
Tampere	Tammerfors	Tpe	187+389	003	Riihimäki – Tampere	3328360	6825460	Tampere	K	K	K			
Tapanila	Mosabacka	Tna	12+610	003	Heisinki – Riihimäki	3391096	6685178	Heisinki	K		K			
Tapavainola		Tap	270+405	006	Luumäki – Parikkala	3599505	6768105	Lappeenranta	K					
Tavastila		Tsi	228+464	221	Kouvola – Kotka	3497650	6718025	Kotka						
Tervajoki		Tk	460+156	431	Seinäjoki – Vaasa	3255660	6997820	Isokyrö						
Tervola		Trv	900+521	008	Laurila – Kelloseikä	3399380	7333870	Tervola	K		K	K		
Teuva	Östermark	Tuv	497+474	441	Seinäjoki – Kaskinen	3229185	6941030	Teuva	K			K		K
Tiensuu		Tis	720+293	006	Joensuu – Kontiomäki	3656410	7021295	Lieksa						
Tikkala		Tkk	592+370	006	Säkänemi – Joensuu	3659850	6921455	Tohmajärvi	K		K	K	K	
Tikkurila	Dickursby	Tki	15+861	003	Heisinki – Riihimäki	3391940	6688200	Vantaa	K		K	K	K	
Tohmajärvi		Toh	571+752	751	Niirala-raja – Säkänemi	3674545	6908745	Tohmajärvi	K		K	K	K	
Toijala		Ti	147+339	003	Riihimäki – Tampere	3331250	6788650	Toijala	K		K	K	K	
Toivala		Toi	479+162	005	Pieksämäki – Siilinjärvi	3536905	6988420	Siilinjärvi	K		K	K		
Tolsa	Tolls	Tol	35+634	001	Heisinki – Karjaa	3359560	6670020	Kirkkonummi	K					
Tommola		Tom	117+197	006	Riihimäki – Lahti	3418360	6756200	Hollola	K			K		
Toppila		Tp	757+075	TUA 761	Tuira – Toppila	3426813	7215894	Oulu	K					
Torkkeli		Trk	240+158	009	Orivesi – Jämsänkoski				K					
Tornio	Torneå	Tor	884+646	521	Laurila – Tornio-raja	3370630	7308680	Tornio	K	K	K	K	K	
Tornio-Pohjoinen	Torneå Norra	Top	884+100	521	Tornio – Kolari	3370860	7309560	Tornio	K					
Tornio-raja	Torneå gränsen	Tir	887+236	513	Laurila – Tornio-raja				K					
Tuira		Tua	755+170	008	Oulu – Laurila	3428110	7215534	Oulu	K		K	K	K	
Tuomarila	Domsby	Tri	19+022	001	Heisinki – Karjaa	3371632	6679397	Espoo	K		K	K	K	
Tuomioja		Tja	698+504	008	Ylivieska – Oulu	3405795	7169290	Ruukki	K		K	K	K	
Turenki		Tu	93+771	003	Riihimäki – Tampere	3372070	6758820	Janakkala	K		K	K	K	
Turku	Abo	Tku	199+673	001	Karjaa – Turku	3239070	6714210	Turku	K		K	K	K	
Turku satama	Abo hamn	Tus	277+696	001	Turku – Turku satama	3237080	6712270	Turku						K
Turtola		Tur	985+224	521	Tornio – Kolari	3363406	7397304	Pello						
Tuupovaara		Tpv	668+672	722	Joensuu – Ilomantsi	3683390	6940415	Tuupovaara			K		K	
Tuuri		Tuu	366+950	066	Haapamäki – Seinäjoki	3332530	6948610	Alavus	K		K	K	K	
Törmä		Tör	878+075	008	Laurila – Kelloseikä				K		K			
Törölä		Trä	265+519	006	Luumäki – Parikkala	3554140	6767100	Lappeenranta	K		K	K	K	

Name	Another name	Abbr.	Km Hki	Line	Section	X-coord.	Y-coord.	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting	Reserve
Toysä		Tö	356+397	066	Haapamäki – Seinäjoki	3341505	6948095	Alavus						K
Uimaharju		Uim	674+451	006	Joensuu – Kontiomäki	3664890	6982910	Eno	K	K	K	K	K	
Ukkola		Uk	680+480	006	Joensuu – Kontiomäki	3661950	6987825	Eno	K	K				K
Ujjala		Ur	165+588	321	Toijala – Turku	3318060	6777260	Ujjala	K	K	K			
Urajärvi		Uj	810+502	531	Oulu – Kontiomäki	3472280	7184740	Utajärvi	K	K	K	K		K
Utti		Uti	204+085	006	Kouvola – Luumäki	3496560	6752000	Anjalankoski	K					
Uusikaupunki	Nystad	Ukp	264+643	332	Turku – Uusikaupunki – Hangonsaari	3196900	6755950	Uusikaupunki	K	K	K	K		
Uusikylä		Ukä	150+722	006	Lahti – Kouvola	3446840	6757970	Nastola	K	K	K	K		
Vaajakoski		Vko	384+866	023	Jyväskylä – Pieksämäki	3439675	6909580	Jyväskylän mlk	K	K	K	K		
Vaala		Vaa	844+671	531	Oulu – Kontiomäki	3492610	7162220	Vaala	K	K				
Vaarala		Vra	981+481	008	Laurila – Kelloseikä	3450495	7381100	Rovaniemen mlk						K
Vaasa	Vasa	Vs	492+588	431	Seinäjoki – Vaasa	3228770	7010760	Vaasa	K	K	K	K		
Vahojärvi		Vjr	244+926	003	Lielähti – Seinäjoki	3302085	6873515	Parkano	K	K	K			
Vainikkala		Vna	282+784	213	Luumäki – Vainikkala-raja	3571050	6751100	Lappeenranta	K	K	K	K		
Vainikkala-raja		Vnar	284+862	213	Luumäki – Vainikkala-raja	3572730	6750315	Lappeenranta	K	K				
Valimo	Gjuteriet	Vmo	7+480	001	Helsinki – Karjaa	3382410	6680850	Helsinki						
Valkeakoski		Vi	164+952	314	Toijala – Valkeakoski	3340190	6799810	Valkeakoski			K	K	K	
Valkeasuo		Vso	583+976	751	Niirala-raja – Säkäniemi	3664175	6915080	Tohmajärvi						
Valtimo		Vlm	808+636	006	Joensuu – Kontiomäki	3589170	7066370	Valtimo	K	K	K	K		
Vammala		Vma	245+885	002	Lielähti – Kokemäki	3280210	6811490	Vammala	K					
Vanattara		Vtr	172+340	003	Riihimäki – Tampere	3326950	6811095	Lempäälä	K					
Vantaankoski	Vandaforsen	Vks	14+907	123	Huopalahti – Vantaankoski	3381120	6688015	Vantaa	K					
Varanen		Vrn	499+770	004	Jyväskylä – Haapajärvi	3415460	6997995	Kannonkoski						
Varkaus		Var	424+685	024	Huutokoski – Viinjärvi	3545560	6912130	Varkaus	K	K	K	K		
Vartius		Vus	753+755	554	Kontiomäki – Vartius-raja	3641605	7163490	Kuhmo	K	K	K	K		
Vartius-Raja		Vur	755+856	554	Kontiomäki – Vartius-raja	3643480	7164195	Kuhmo	K	K	K	K		
Wasalandia		Wad	495+524	431	Seinäjoki – Vaasa	3226995	7010245	Vaasa	K					K
Vasikkahaka		Vkh	31+175	001	Helsinki – Karjaa	3362665	6673010	Kirkkonummi						
Vaskiluoto	Vasklot	Vsk	496+463	431	Seinäjoki – Vaasa	3227690	7010720	Vaasa				K		
Venetmäki		Vki	433+164	023	Jyväskylä – Pieksämäki	3487355	6911545	Pieksämäen mlk	K					
Viekki		Vk	753+979	006	Joensuu – Kontiomäki	3630540	7038180	Lieksa	K					
Vierumäki		Vrm	153+801	251	Lahti – Heinola	3442625	6777455	Vierumäki	K	K	K			
Vihanti		Vti	684+573	008	Ylivieska – Oulu	3403680	7155530	Vihanti	K					
Viheniäinen		Vie	209+305	334	Turku – Viheniäinen			Naantali	K			K	K	
Vihtari		Vih	489+889	024	Huutokoski – Viinjärvi	3605270	6921190	Heinävesi	K	K	K	K		
Vihtavuori		Vri	395+177	004	Jyväskylä – Haapajärvi	3442655	6919140	Laukaa	K	K	K	K		

Name	Another name	Abbr.	Km Hki	Line	Section	X-coord.	Y-coord.	Municipality	Traffic control	Track maintenance	Train meeting	Private siding	Shunting	Reserve
Viiala		Via	154+288	003	Riihimäki – Tampere	3326650	6793470	Viiala				K		
Viinjärvi		Vnj	656+569	731	Joensuu – Viinjärvi	3614890	6950550	Liperi	K	K	K		K	
Vika		Vik	1010+478	008	Laurila – Kelloseikä	3476200	7388530	Rovaniemen mlk						
Viippula		Vip	274+760	066	Orivesi – Haapamäki	3369690	6882450	Viippula	K	K	K		K	
Vinnilä		Vin	131+438	003	Riihimäki – Tampere	3344370	6780210	Kalvola	K	K				
Voltti		Vt	479+402	008	Seinäjoki – Kokkola	3290780	7027250	Alahärmä	K	K	K			
Vuohijärvi		Vhj	221+308	005	Kouvola – Pieksämäki			Valkeala	K	K				
Vuojoki		Vjo	318+501	342	Kokemäki – Rauma			Lapjoki	K	K				
Vuokatti		Vkt	868+838	006	Joensuu – Kontiomäki	3562140	7117050	Sotkamo	K	K	K	K		
Vuonisahti		Vsl	705+240	006	Joensuu – Kontiomäki	3650980	7009030	Liekka		K	K			
Vuonos		Vns	588+808	VNS 001	Sysmäjärvi – Vuonos			Outokumpu		K				
Vääkiö		Vö	753+580	552	Pesikylä – Taivaikoski	3576730	7223385	Suomussalmi				K		
Ykspihlaja	Yxpila	Yks	555+778	416	Kokkola – Ykspihlaja			Kokkola				K		
Ylistaro		Yst	439+558	431	Seinäjoki – Vaasa	3273320	6987260	Ylistaro						
Ylitornio		Ytr	946+139	521	Tornio – Kolari	3351540	7363155	Ylitornio		K				
Yivalli		Yiv	302+016	003	Lielähti – Seinäjoki	3291310	6928390	Jalasjärvi	K	K	K	K		
Yivieska		Yiv	630+343	008	Kokkola – Yivieska	3380180	7110328	Yivieska	K	K	K	K		
Yläkoski		Ylk	416+984	SNJ lsv	Suonenjoki – Iisvesi			Suonenjoki						
Ylämylly		Yly	639+019	731	Joensuu – Viinjärvi	3617800	6948845	Liperi						
Ylöjärvi		Ylö	200+753	003	Lielähti – Seinäjoki	3319070	6832055	Ylöjärvi	K	K				
Ypykkävaara		Ypy	729+780	554	Kontiomäki – Vartiuss-raja	3619330	7155860	Kuhmo					K	
Äetsä		Äs	258+280	002	Lielähti – Kokemäki	3270140	6806280	Äetsä	K	K	K	K		
Ähtäri	Eiseri	Äht	346+067	066	Haapamäki – Seinäjoki	3349150	6942190	Ähtäri	K	K	K			
Äkäsjoki		Äj	1084+439	522	Kolari – Äkäsjoki	3357187	7489641	Kolari				K		K
Ämmänsaari		Äm	750+448	555	Kontiomäki – Ämmänsaari	3589720	7200225	Suomussalmi	K	K	K	K		
Äänekoski		Äki	424+505	004	Jyväskylä – Haapajärvi	3435830	6944210	Äänekoski	K	K	K	K		

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Aholahti	0	0	0	0	0	0	309	—	—	—	K	—	—
Ahvenus	0	0	0	0	0	0	769	—	—	—	—	—	—
Airaksela			(265)		(14)		865	—	—	—	—	—	K
Aittaluoto	0	0	0	0	0	0	322	—	—	—	Y	—	K
Ajos	0	0	0	0	0	0	803	—	Y	—	Y	—	K
Alapitkä	0	0	0	0	0	0	673	—	—	—	K	—	K
Alavus	80	203	265	80	203	265	781	63 A	—	—	K	K	K
Alholma	0	0	0	0	0	0	700	—	—	—	K, Y	—	K
Alvajärvi	0	0	0	0	0	0	607	—	—	—	K	—	K
Arola	0	0	0	0	0	0	793	32 A	K	—	K	—	K
Arolampi	0	0	0	0	0	0	0	—	—	—	—	—	—
Bomba		(50)	(265)		(50)	(265)	0	—	—	—	—	—	—
Dragsvik		70	550		70	550	966	—	—	—	—	K	—
Dynamiittivaihde	0	0	0	0	0	0	151	—	—	—	K	—	K
Elijärvi	0	0	0	0	0	0	205	—	—	—	—	—	K
Eläinpuisto-Zoo		100	265		100	265	0	—	—	—	—	K	—
Eno		80	550		80	550	645	16 A	—	—	K	K	—
Enonjärvi	0	0	0	0	0	0	589	—	—	—	K	—	—
Ervellä	0	0	0	0	0	0	632	—	—	—	—	—	—
Eskola		(130)	(265)		(130)	(265)	825	—	K	—	K	—	K
Espoo	320	240	550	320	320	550	620	—	—	—	—	K	—
Haapejärvi	160		265	160	161	265	723	32 A	K	—	K, Y	K	K
Haapakoski		(51)	(265)		(51)	(265)	780	—	—	—	K	—	—
Haapakylä	0	0	0	0	0	0	543	—	K	—	K	—	—
Haapamäki	188	325	265	188	325	265	686	63 A	K	—	K	K	K
Haksi		10	265		10	265	0	—	—	—	—	K	—
Hamina	0	0	0	0	0	0	881	32 A	K	K	K	—	K
Hammaslahti		153	265		153	265	715	—	K	—	K	K	K
Hanala	0	0	0	0	0	0	0	—	—	—	—	—	—
Hangonsaari	0	0	0	0	0	0	442	—	—	—	—	—	K
Hanhikoski	0	0	0	0	0	0	653	—	—	—	—	—	—
Hankasalmi	200	279	265	200	279	265	825	32 A	K	K	K, Y	K	K
Hanko	108	108	265	108	108	265	767	32 A	K	K	K	K	K
Hanko-Pohjoinen		68	550		68	550	0	—	—	—	—	K	—
Harjavalta	250		550	250	250	550	790	32 A	—	—	K	K	K

APPENDIX 2 Traffic Operating Point Register

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Harju				0	0	0	811	—	—	—	K	—	—
Harviala				0	0	0	0	—	—	—	—	—	—
Haukipudas				0	0	0	837	—	—	—	K	—	—
Haukivuori				197	200	265	833	63 A	K	—	K	K	—
Hausjärvi				0	0	0	539	—	—	—	—	—	—
Haviseva				0	0	0	0	—	—	—	—	—	—
Heikkilä				0	0	0	0	—	—	—	—	—	—
Heinola					(105)	(265)	603	32 A	K	—	K	—	K
Heinoo				0	0	0	770	—	—	—	—	—	—
Heinävaara				0	0	0	690	—	—	—	K	—	K
Heinävesi				100	206	265	613	—	—	—	K	K	—
Helsinki				429	478	550	493	—	—	K	—	K	—
Herrala				110	110	550	0	—	—	—	—	K	—
Hiekkaharju				202	217	265	0	—	—	—	—	K	—
Hiirola				0	0	0	732	—	—	—	—	—	—
Hikiä				110	110	550	0	—	—	—	—	K	—
Hillosensalmi					(178)	(550)	826	—	—	—	—	—	—
Hinkua				0	0	0	500	—	—	—	K	—	—
Hinthaara				55	62	265	0	—	—	—	—	—	—
Hirvineva				0	0	0	857	32 A	—	—	K	—	—
Humpilla				250	426	550	905	—	—	—	K	K	—
Huopalahti				270	270	550	0	—	—	—	Y	—	—
Huutokoski					0	0	672	32 A	—	—	K	—	—
Hyrnsalmi					(100)	(265)	768	32 A	—	—	K	—	K
Hyvinkää				310	326	550	770	32 A	—	—	K	K	K
Hämeenlinna				257	450	550	1077	—	—	Y	K	K	K
Härämä				51	178	265	855	32 A	—	—	K	K	K
Höjälkä					92	265	368	32 A	—	—	K	K	K
Il					92	265	771	32 A	—	—	K	K	K
Ilisalmi				162	396	265	769	63 A	—	Y	K, Y	K	K
Ilivesi				0	0	0	308	—	—	—	K	—	—
Iittala				170	170	550	0	—	—	—	—	K	—
Ilmajoki				0	0	0	417	32 A	—	—	K	—	—
Ilmala				0	0	0	0	—	—	—	—	—	—
Ilmalan ratapiha				0	0	0	0	—	—	—	—	—	—

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Ilomantsi				0	0	0	787	63 A	—	—	K	—	K
Imatra					450	265	0	—	—	—	—	K	—
Imatra T				0	0	0	935	63 A	—	—	—	—	K
Imatrankoski				0	0	0	1269	—	K	—	K	—	K
Imatrankoski-raja				0	0	0	0	—	—	—	—	—	K
Immola				0	0	0	518	—	—	—	K	—	K
Inha					99	265	199	—	—	—	K	—	K
Inkeroinen				120	170	265	882	—	—	—	K	—	K
Inkoo				98	170	550	250	—	—	—	K	—	K
Isokylä				0	0	0	646	—	—	—	K	—	K
Isokyrö				110	150	550	542	—	—	—	—	K	K
Jalasjärvi					51	550	794	—	K	—	K	—	—
Jepua					(133)	(265)	795	16 A	K	—	K	—	—
Joensuu				226	377	265	733	63 A, 1500 V	K	K	K	—	K
Jokela				312	320	550	855	—	—	—	K	—	—
Jokikylä				0	0	0	0	—	—	—	—	—	—
Joroinen					(80)	(265)	456	—	—	—	K	—	K
Jorvas				97	124	265	0	—	—	—	—	K	—
Joutjärvi				0	0	0	0	—	—	—	—	—	—
Joutseno				460	460	550	845	—	—	—	—	K	—
Joutsijärvi				0	0	0	623	32 A	—	—	Y	—	K
Juankoski					(120)	(265)	610	32 A	K	—	K, Y	—	K
Jutila				0	0	0	0	—	—	—	—	—	—
Juupajoki					80	550	0	—	—	—	—	K	—
Juurikorpi				0	0	0	906	—	—	—	—	—	—
Jyränkö				0	0	0	0	—	—	—	—	—	—
Jyväskylä				160	449	550	842	63 A, 1500 V	K	K	K	—	K
Jämsä				190	306	265	800	32 A	K	K	K, Y	—	K
Jämsänkoski				0	0	0	640	32 A	—	—	K	—	K
Järvelä				122	122	550	658	—	—	—	K	—	K
Järvenpää				284	388	550	0	—	K	—	—	K	K
Kaimuunkylä				0	0	0	0	—	—	—	—	—	—
Kaipainen				0	0	0	743	—	K	—	K	—	K
Kaipola				0	0	0	540	—	—	—	K	—	K
Kairokoski				0	0	0	619	—	K	—	K	—	K

APPENDIX 2 Traffic Operating Point Register

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Kaitjärvi				0	0	0	911	—	—	—	K	—	—
Kejaani				251	311	265	777	63 A	K	K	K	K	K
Kallislahti				0	(84)	(265)	551	—	—	—	K	—	—
Kalvitsa				0	0	0	740	32 A	—	—	K	—	—
Kangas				0	(47)	(265)	811	—	—	—	K	—	—
Kannelmäki	227	227	550	0	0	0	0	—	—	—	—	—	—
Kannonkoski				338	(85)	(265)	643	—	K	—	K	—	K
Kannus				0	418	265	845	32 A	K	—	K	—	—
Karhejärvi				0	0	0	810	—	K	—	K	—	—
Karhukangas				0	0	0	879	—	—	—	—	—	—
Karjaa				248	352	550	785	—	Y	K	K	K	K
Karkku				0	143	265	886	—	—	—	K	K	—
Karunki				0	0	0	60	—	—	—	—	—	—
Karvainen				0	0	0	820	—	—	—	—	—	—
Kaskinen				0	0	0	1285	32 A	K	—	Y	—	K
Kauhajoki				0	0	0	434	—	K	—	K	—	—
Kauhava				0	416	265	870	32 A	—	—	K	K	K
Kauklahti				272	272	550	460	—	—	—	K	K	—
Kaulinranta				0	0	0	0	—	—	—	—	—	—
Kauniainen				213	229	265	360	—	—	—	—	K	K
Kauppilanmäki				0	0	0	619	—	—	—	K	K	—
Kausala				82	159	265	931	—	—	—	K	K	—
Kauttua				0	(42)	(265)	508	—	K	—	K	—	K
Keitelepojha				0	0	0	667	—	K	—	K	—	K
Kekomäki				0	0	0	0	—	—	—	—	—	—
Kelloseikä				0	0	0	637	—	—	—	Y	—	K
Kemi				210	450	265	1050	63 A	Y	Y	K	K	K
Kemijärvi				0	253	265	665	32 A	K	—	Y	K	K
Kemira				0	0	0	453	—	—	—	Y	—	—
Kempele				0	(119)	(265)	787	—	K	—	K	—	—
Kera				213	220	265	0	—	—	—	—	K	—
Kerava	270	270	550	326	350	550	580	32 A	K	—	—	K	—
Kerimäki				0	107	265	464	—	—	—	K	K	K
Kesälahti				0	321	265	694	—	—	—	K	K	K
Keuruu				0	108	550	782	—	—	—	K	K	K

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Kihniö	0		0	0	0	0	577	—	K	—	K	—	K
Kiiala			265	51	51	265	0	—	—	—	—	K	—
Kilo	270		550	270	270	550	0	—	—	—	—	K	—
Kilpua			(265)	(70)	(70)	(265)	784	32 A	—	—	—	—	—
Kinni	0		0	0	0	0	814	—	—	—	—	—	—
Kirkkonummi	316		660	316	316	660	730	—	—	—	—	—	—
Kirkniemi	0		0	0	0	0	620	—	—	—	—	—	—
Kitee	354		265	360	360	265	693	—	Y	—	—	—	K
Kiukainen	0		0	0	0	0	800	—	K	—	—	—	—
Kiuruvesi			265	126	126	265	592	—	K	—	—	—	K
Kivesjärvi			(265)	(55)	(55)	(265)	1145	—	—	—	—	—	—
Kivihaka	0		0	0	0	0	0	—	—	—	—	—	—
Kohtavaara			265	50	50	265	0	—	—	—	—	—	—
Koivu			(265)	(40)	(40)	(265)	745	—	K	—	—	—	K
Koivuhovi	276		550	276	276	550	0	—	—	—	—	—	—
Koivukylä		323	265	218	218	265	0	—	—	—	—	—	—
Kokemäki	249		550	249	249	550	796	32 A	K	—	—	—	K
Kokkola	379		265	379	479	265	871	63 A, 1500 V	Y	—	—	—	K
Kolari	216		550	216	740	550	770	63 A	Y	—	—	—	K
Kolho			(265)	(127)	(127)	(265)	705	—	K	—	—	—	K
Kolkontaipale			0	0	0	0	562	—	—	—	—	—	—
Kolppi			(265)	(119)	(119)	(265)	780	—	—	—	—	—	—
Kommila	0		0	0	0	0	789	32 A	—	—	—	—	K
Komu	0		0	0	0	0	576	—	—	—	—	—	—
Kontiolahti			265	96	96	265	684	—	—	—	—	—	K
Kontiomäki	226		265	544	544	265	823	63 A	K	—	—	—	K
Koria	60		265	60	60	265	1440	—	K	—	—	—	—
Korkeakoski			(265)	(72)	(72)	(265)	638	—	K	—	—	—	K
Korso	270		(265)	(177)	(177)	(265)	0	—	—	—	—	—	—
Korvaa		270	550	(50)	(50)	(265)	515	—	—	—	—	—	—
Koskenkorva	0		0	0	0	0	385	—	—	—	—	—	K
Kotavaara	0		0	0	0	0	0	—	—	—	—	—	—
Kotka	120		265	191	191	265	895	32 A	K	—	—	—	K
Kotkan satama	110		265	110	110	265	581	—	—	—	—	—	K
Kouvola	296		265	400	400	265	920	63 A	K	—	—	—	K

APPENDIX 2 Traffic Operating Point Register

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Kovjoki					(105)	(265)	880	—	—	—	—	—	—
Kruunupyö	0				0	0	805	32 A	K	—	K	—	K
Kuivaniemi	146				147	265	651	32 A	K	—	K	—	—
Kuivasjärvi	0				0	0	812	—	—	—	—	—	—
Kumiseva	0				0	0	500	—	—	—	—	—	—
Kuopio	180				387	265	839	63 A	Y	K, Y	Y	K	K
Kupittaa	420				420	550	657	—	—	—	—	—	—
Kurikka	0				0	0	365	—	K	K	K	—	K
Kurkimäki					(30)	(265)	870	—	—	—	K	—	—
Kursu	0				0	0	683	—	—	—	—	—	—
Kurtti	0				0	0	0	—	—	—	—	—	—
Kutemainen	0				0	0	307	—	—	—	—	—	—
Kuurila	0				0	0	0	—	—	—	—	—	—
Kuusankoski	0				0	0	863	32 A	—	—	Y	—	K
Kuusivaara					28	265	622	—	K	—	K	K	—
Kylälahti					65	265	0	—	—	—	—	—	—
Kymi	66				67	265	792	—	K	—	—	—	—
Kyminlinna					57	265	0	—	—	—	—	—	—
Kyrö	0				0	0	860	—	—	—	K	—	K
Kyrölä	266				268	550	0	—	—	—	—	—	—
Kytömaa	0				0	0	0	—	—	—	—	—	—
Käiviä	244	334	550		(130)	(265)	1075	32 A	K	—	K	—	—
Käpylä					(278)	(265)	0	—	—	—	—	—	—
Köykkäri					0	0	870	—	—	—	—	—	—
Laaja					0	0	0	—	—	—	—	—	—
Lahdenperä					0	0	750	—	—	—	—	—	—
Lahnaslampi					0	0	607	—	—	—	—	—	—
Lahti	314	427	265		427	265	742	63 A	Y	Y	K	K	K
Laihia	75	199	265		199	265	482	32 A	—	—	K	K	K
Laikko	0				0	0	558	—	—	—	—	—	—
Lakiala	0				0	0	951	—	K	—	—	—	—
Lamminkoski	0				0	0	764	—	—	—	—	—	—
Lapinjärvi	0				0	0	427	—	—	—	—	—	K
Lapinlahti	301	355	265		355	265	767	—	K	—	Y	K	K
Lapinneva	0				0	0	446	—	—	—	K	—	—

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Lappeenranta				430	450	550	782	32 A	K, Y	—	K	K	K
Lappila				60	60	550	0	—	—	—	—	K	—
Lappohja				215	70	550	774	—	—	—	—	K	K
Lapua				0	322	265	895	—	—	—	K	K	K
Larvakyttö					0	0	0	—	—	—	—	—	—
Latu					(110)	(265)	0	—	—	—	—	—	—
Laurila					(110)	(265)	706	32 A	K	—	K	—	—
Lauritsala				0	0	0	681	—	—	—	K	—	K
Lautiosaari				0	0	0	0	—	—	—	—	—	—
Leino				0	0	0	615	—	—	—	K	—	—
Leikola				0	0	0	827	—	—	—	—	—	—
Lempäälä				170	170	550	812	—	—	—	—	K	—
Leppäkoski				0	0	0	0	—	—	—	—	—	—
Leppävaara	270	300	550	270	270	550	0	—	—	—	—	K	—
Leteensuo				0	0	0	0	—	—	—	—	—	—
Liekksa				70	292	265	747	—	K	K	K	K	K
Lielähti				0	0	0	761	—	—	—	—	—	—
Lievestuore					257	265	817	32 A	K	—	K	K	K
Liminka					(147)	(265)	777	—	K	—	K	—	—
Lippo				0	0	0	607	—	—	—	K	—	—
Lohja				0	0	0	629	—	K	—	K	—	K
Lohjanjärvi				0	0	0	422	—	—	—	—	—	K
Loimaa				250	450	550	950	—	—	—	K	K	K
Louhela	234	234	550	0	0	0	0	—	—	—	—	—	—
Loukolampi				0	0	0	883	—	—	—	—	—	—
Loviisa				0	0	0	560	32 A	K	—	K	—	—
Lovisan satama				0	0	0	723	32 A	Y	—	K	—	K
Luikonlahti				0	0	0	920	32 A	—	—	Y	—	K
Luoma				219	219	265	0	—	—	—	—	K	—
Lustikulla				0	0	0	0	—	—	—	—	—	—
Lusto					115	265	0	—	—	—	—	K	—
Luumäki				0	0	0	790	—	—	—	K	—	—
Länkipohja				0	0	0	725	—	—	—	—	—	K
Länsisatama				0	0	0	600	—	—	—	—	—	K
Maanselkä				0	0	0	647	—	—	—	K	—	—

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Maaria				0	0	0	795	—	—	—	—	—	—
Madesjärvi				0	0	0	809	—	K	—	K	—	—
Majajärvi				0	0	0	740	—	—	—	—	—	—
Malmi	319	350	550	(309)	(323)	(265)	0	—	—	—	—	—	—
Malminkartano	294	294	550	0	0	0	0	—	—	—	—	—	—
Mankki				125	136	265	0	—	—	—	—	—	—
Markkala				0	0	0	775	—	—	—	—	—	—
Martiniiaakso	235	235	550	0	0	0	0	—	—	—	—	—	—
Masala				219	324	265	0	—	—	—	—	—	—
Matkaneva				0	0	0	880	—	—	—	—	—	—
Mattila				0	0	0	0	—	—	—	—	—	—
Metsäkansa				0	0	0	300	—	K	—	K	—	—
Mikkeli				450	450	550	777	32 A	Y	—	Y	—	—
Misi					80	265	842	63 A	K	—	K	—	—
Mommila				60	60	550	0	—	—	—	—	—	—
Muhos				151	212	265	1054	—	K	—	K	—	—
Mukkula				0	0	0	472	—	—	—	—	—	—
Murtomäki				0	0	0	710	—	—	—	—	—	—
Mussalo				0	0	0	1055	—	—	—	—	—	—
Mustio				0	0	0	300	—	K	—	K	—	—
Mustolan satama				0	0	0	500	—	Y	—	Y	—	—
Muukko				0	0	0	818	—	—	—	—	—	—
Muurame				0	0	0	880	—	—	—	—	—	—
Muuras				0	0	0	716	—	K	—	K	—	—
Muurola				320	320	265	737	—	—	—	—	—	—
Myllykangas				0	0	0	725	—	—	—	—	—	—
Myllykoski				110	110	265	710	—	—	—	—	—	—
Myllymäki				185	215	265	858	—	—	—	—	—	—
Myllyoja				0	0	0	418	—	—	—	—	—	—
Mynttilä				0	0	0	0	—	—	—	—	—	—
Mynämäki				0	(120)	(265)	575	—	K	—	K	—	—
Myrskylä				0	0	0	625	—	—	—	—	—	—
Myyrmäki	237	237	550	0	0	0	0	—	—	—	—	—	—
Mäkkylä	270	270	550	0	0	0	0	—	—	—	—	—	—
Mänttä				0	0	0	676	—	—	—	—	—	—

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Mäntyharju				460	460	550	1016	—	K	—	K	K	K
Mäntyluoto				0	0	0	840	—	Y	—	Y	—	K
Naantali				0	0	0	469	—	—	—	Y	—	K
Naarajärvi				0	0	0	850	—	—	—	K	—	K
Nakkila				0	0	0	766	—	—	—	—	—	—
Niemenpää				0	0	0	0	—	—	—	—	—	—
Niesa				0	0	0	0	—	—	—	—	—	—
Niinimaa				0	(85)	(265)	701	—	—	—	K	—	—
Niinisalo				0	0	0	547	—	Y	Y	Y	—	K
Niirala				0	(35)	(265)	1107	63 A	Y	—	K	—	K
Niirala-raja				0	0	0	0	—	—	—	—	—	K
Niittyiahti				0	0	0	730	—	K	—	K	—	—
Nikkilä				0	30	265	0	—	—	—	—	K	—
Nivala				0	123	265	555	32 A	K	—	K	K	K
Nokia				0	282	265	900	—	—	—	—	K	K
Nummela				0	0	0	446	—	—	—	K	—	K
Nuojua				0	0	0	601	—	—	—	K	—	—
Nuppulinna				210	210	550	0	—	—	—	—	K	—
Nurmes				54	110	265	906	63 A	K	K	K	K	K
Oitti				102	102	550	0	—	—	—	—	K	—
Olli [®]				0	0	0	0	—	—	—	—	—	—
Onkamo				0	211	265	0	—	—	—	—	K	—
Onttola				0	0	0	645	—	—	—	—	—	K
Orimattila				0	0	0	702	—	—	—	K	—	—
Orivesi				263	304	265	796	32 A	K	—	K	K	K
Otalampi				0	0	0	0	—	—	—	—	—	—
Otanmäki				0	0	0	449	—	—	—	Y	—	K
Otava				0	(152)	(265)	721	32 A	—	—	K	—	K
Otavan satama				0	0	0	550	—	—	—	—	—	—
Oulainen				427	428	265	969	32 A	Y	—	Y	K	K
Oulu				344	458	550	949	63 A, 1500 V	Y	Y	Y	K	K
Oulunkylä	270	274	550	(200)	(200)	(265)	0	—	—	—	—	K	—
Paimenportti				0	53	265	793	—	—	—	—	K	—
Paimio				0	0	0	0	—	—	—	—	—	—
Palopuro				0	0	0	0	—	—	—	—	—	—

APPENDIX 2 Traffic Operating Point Register

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Paltamo					230	265	687	—	—	—	K	—	K
Paltanen				0	0	0	327	—	—	—	K	—	—
Pankakoski				0	0	0	537	—	—	—	K	—	K
Parikkala				210	383	265	734	63 A	K	—	K	—	—
Parkano				600	600	550	974	63 A	Y	—	K	—	K
Parkkima				0	0	0	503	—	—	—	K	—	—
Parola				191	196	550	730	—	K	—	K	—	K
Pasila	322	322	550	425	425	550	747	32 A	Y	Y	K	—	K
Pello				233	233	265	707	32 A	Y	—	K	—	K
Peltosalmi				0	0	0	504	—	—	—	K	—	K
Peräseinäjoki				0	0	0	801	—	—	—	K	—	K
Pesikylä					(80)	(265)	783	—	—	—	—	—	—
Petäjavesi				142	142	265	757	—	—	—	K	—	K
Pieksämäki				332	611	265	985	63 A	Y	—	K	—	K
Pietarsaari					(80)	(265)	770	32 A	K	—	K	—	K
Pihlajavesi				40	93	265	580	—	—	—	K	—	—
Pihlava				0	0	0	435	—	—	—	—	—	—
Pihtipudas					(125)	(265)	797	32 A	Y	Y	—	—	K
Piikkiö				(30)	(30)	(265)	321	—	—	—	K	—	K
Pikkarala				0	0	0	762	—	—	—	—	—	—
Pitjännmäki	275	310	550	0	0	0	0	—	—	—	—	—	—
Pohjankuru				0	0	0	324	—	—	—	K	—	K
Pohjois-Haaga	244	244	550	0	0	0	0	—	—	—	—	—	—
Pohjois-Louko				0	0	0	0	—	—	—	—	—	—
Poikkeus				0	0	0	735	—	—	—	—	—	—
Poiksilta				0	0	0	268	—	—	—	—	—	—
Pori				251	251	550	789	63 A, 1500 V	Y	—	K	—	K
Porokylä				0	0	0	559	—	—	—	Y	—	K
Porvoo				120	120	265	450	—	—	—	K	—	—
Porvoon keskusta				70	70	265	0	—	—	—	K	—	—
Puhos				0	0	0	675	—	—	—	K	—	K
Puistola	278	278	550	(113)	(113)	(265)	0	—	—	—	—	—	—
Pukimäki	277	287	550	(131)	(131)	(265)	0	—	—	—	—	—	—
Pulsa				(68)	(68)	(265)	1881	—	—	—	K	—	—
Punkaharju				127	127	265	510	—	—	—	K	—	K

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Puntala	0	0	0	0	0	0	565	—	—	—	K	—	—
Purola	270	270	550	270	270	550	0	—	—	—	—	K	—
Putikko	0	0	(265)	(65)	(65)	(265)	751	—	—	—	K	—	—
Pyhäkumpu	0	0	0	0	0	0	550	—	K	—	K	—	K
Pyhäsalmi	0	0	265	126	126	265	548	—	K	—	K	K	K
Pännäinen	335	437	265	335	437	265	900	32 A	K	—	K	K	K
Pääskylähti	0	0	0	0	0	0	814	—	K	—	—	—	K
Raahе	0	0	0	0	0	0	747	32 A	K	—	—	—	K
Raippo	0	0	0	0	0	0	1893	—	—	—	—	—	K
Raisio	(100)	(158)	(265)	(100)	(158)	(265)	689	—	—	—	—	—	K
Rajamäki	0	0	0	0	0	0	290	—	—	—	K	—	K
Rajaperkiö	0	0	0	0	0	0	870	—	—	—	—	—	—
Rantasalmi	0	(94)	(265)	0	(94)	(265)	590	—	K	—	K	K	—
Rasinsuo	0	0	0	0	0	0	769	—	—	—	—	—	—
Ratikylä	0	0	0	0	0	0	771	—	—	—	K	K	K
Rauha	0	0	0	0	0	0	826	—	—	—	K	K	K
Rauma	0	0	0	0	0	0	957	32 A	Y	Y	Y	—	K
Raunio	0	0	0	0	0	0	870	—	—	—	—	—	—
Rautaruukki	0	0	0	0	0	0	884	—	—	—	Y	—	—
Rautjärvi	0	0	0	0	0	0	662	—	—	—	K	—	—
Rautuvaara	0	0	0	0	0	0	495	—	Y	—	Y	—	—
Rekola	270	270	550	0	0	0	0	—	—	—	—	K	—
Retretti	0	120	265	0	120	265	0	—	—	—	—	K	—
Riihimäki	425	430	265	425	430	265	820	63 A	Y	Y	K	K	K
Riippa	0	0	0	0	0	0	875	—	—	—	—	—	—
Ristiina	0	0	0	0	0	0	840	—	—	—	K	—	K
Ristijärvi	0	(80)	(265)	(80)	(80)	(265)	0	—	—	—	—	—	—
Rovaniemi	304	548	265	304	548	265	782	63 A	Y	Y	Y	K	K
Ruha	0	0	0	0	0	0	880	—	—	—	—	—	—
Runni	0	38	550	0	38	550	563	—	—	—	—	K	—
Ruosniemi	0	(100)	(265)	(100)	(100)	(265)	655	—	—	—	Y	—	K
Ruukki	430	449	265	430	449	265	784	32 A	—	—	K	K	K
Ruusutorppa	0	0	0	0	0	0	0	—	—	—	—	—	—
Ryhtylä	171	173	550	171	173	550	500	—	K	—	K	K	K
Röyttä	0	0	0	0	0	0	733	—	—	—	K	—	K

APPENDIX 2 Traffic Operating Point Register

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Saakoski	0			0	0	0	891	—	—	—	K	—	—
Saari					203	265	874	—	—	—	K	K	K
Saarijärvi					(75)	(265)	738	32 A	K	—	K	K	K
Salla	0			0	0	0	647	—	K	—	K	—	—
Salmiinen					(24)	(265)	895	—	—	—	K	—	—
Salmivaara	0			0	0	0	642	—	—	—	K	—	—
Salo	306			310	194	550	426	32 A	—	K	K	K	K
Salpausselkä					0	265	0	—	—	—	—	—	—
Sammalisto	0			0	0	0	0	—	—	—	—	—	—
Santala					70	550	0	—	—	—	—	K	—
Saunakallio	203	278	550	256	280	550	650	—	—	—	Y	K	K
Savio	303	303	265	244	244	265	0	—	—	—	—	K	—
Savonlinna				153	155	265	588	63 A	Y	—	K	—	—
Savonlinna-Kauppatori					135	265	0	—	—	—	—	K	—
Seinäjoki	335			335	514	265	914	63 A	Y	—	K	K	K
Selänpää	0			0	0	0	860	—	—	—	—	—	—
Seläntaus	0			0	0	0	651	—	—	—	K	—	—
Sieppijärvi	0			0	0	0	764	32 A	Y	—	Y	—	K
Sievi					(77)	(265)	780	—	—	—	K	—	—
Silkämäki	0			0	0	0	0	—	—	—	—	—	—
Siilinjärvi	156			156	365	265	1357	32 A	—	—	Y	K	K
Simo					(87)	(265)	776	32 A	K	—	K	—	—
Simpele	272			272	302	265	842	32 A	K	—	K	K	K
Sisättö	0			0	0	0	779	—	—	—	—	—	—
Siuntio	110			110	110	550	510	—	—	—	—	K	—
Siuro					(113)	(265)	727	—	—	—	—	—	—
Skogby					68	550	0	—	—	—	—	K	—
Sköldvik	0			0	0	0	1150	32 A	—	—	—	—	K
Soinlahti	0			0	0	0	841	32 A	—	—	Y	—	K
Sokojoki	0			0	0	0	527	—	—	—	—	—	—
Sukeva	110			110	239	265	663	—	—	—	K	K	K
Suolahti					(150)	(265)	704	32 A	—	—	K	K	K
Suonenjoki	324			324	384	265	853	16 A	K	—	K	K	K
Suoniemi	0			0	0	0	768	—	—	—	—	—	—
Sydänmaa					(104)	(265)	778	—	—	—	—	—	—

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Syrjämäki				0	0	0	0	—	—	—	—	—	—
Sysmäjärvi				0	0	0	636	—	—	—	K, Y	—	K
Säkylä				0	0	0	587	—	—	—	—	—	—
Säkänieniemi				0	0	0	0	—	—	—	—	—	—
Sänkimäki				0	0	0	700	—	—	—	K	—	K
Särkisalmi				0	(61)	(265)	574	—	—	—	K	—	K
Sääksjärvi				0	0	0	0	—	—	—	—	—	—
Taavetti				187	195	265	533	—	—	—	K	K	K
Tahkoluoto				0	0	0	500	—	—	—	Y	—	K
Taipale				0	0	0	852	—	—	—	—	—	—
Taivaikoski				0	(80)	(265)	595	63 A	—	—	K	—	K
Talviainen				0	0	0	765	—	—	—	K	—	—
Tammisaari				0	0	0	0	—	—	—	—	—	—
Tampere				500	500	550	800	63 A, 1500 V	—	—	Y	K	K
Tapanila	274	274	550	0	(126)	(265)	0	—	—	—	—	—	—
Tapavainola				0	0	0	774	—	—	—	—	—	—
Tavastila				0	49	265	0	—	—	—	—	K	—
Tenväjoki				0	172	265	0	—	—	—	—	K	—
Tervola				240	300	265	839	32 A	—	—	K	K	—
Teuva				0	0	0	500	—	—	—	K	—	K
Tiensuu				0	0	0	534	—	—	—	—	—	—
Tikkala				0	0	0	775	—	—	—	K	—	—
Tikkurila	320	378	550	420	438	550	450	—	—	—	K	K	K
Tohmajärvi				0	0	0	745	—	—	—	K	—	K
Toijala				450	450	550	770	32 A	—	—	K	K	K
Toivala				0	0	0	785	—	—	—	K	—	K
Tolsa				105	111	265	0	—	—	—	—	K	—
Tommola				0	0	0	0	—	—	—	—	—	—
Toppila				0	0	0	453	—	—	—	—	—	K
Torkkeli				0	0	0	725	—	—	—	—	—	—
Tornio				(86)	(170)	(265)	721	63 A	—	—	K, Y	—	K
Tornio-Pohjoinen				101	101	265	0	—	—	—	—	—	—
Tornio-raja				0	0	0	0	—	—	—	—	—	—
Tuira				0	0	0	785	—	—	—	K	—	K
Tuomarila				220	223	550	0	—	—	—	—	—	—

APPENDIX 2 Traffic Operating Point Register

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Tuomioja					(198)	(265)	829	32 A	K	—	K	—	—
Turenki	170			170	170	550	1287	—	K	—	K	K	K
Turku	315			466	466	550	788	63 A, 1500 V	Y	Y	K, Y	K	K
Turku satama	424			430	430	550	0	—	—	—	—	—	—
Turtola	0			0	0	0	232	—	K	—	K	—	—
Tuupovaara	0			0	0	0	599	—	K	—	K	K	K
Tuuri				66	66	550	332	—	—	—	K	—	—
Törmä	0			0	0	0	730	—	—	—	—	—	—
Törölä	0			0	0	0	789	—	—	—	—	—	—
Töysä				(91)	(91)	(265)	362	—	—	—	K	—	—
Uimaharju				120	120	265	897	16 A	—	—	K	K	K
Ukkola				(47)	(47)	(265)	498	—	—	—	—	—	—
Urajala	0			0	0	0	905	—	—	—	K	—	—
Utajärvi	163			174	174	265	737	—	K	—	K	K	K
Utti	0			0	0	0	1019	—	K	—	K	—	—
Uusikaupunki				(65)	(65)	(265)	880	—	K	—	—	—	—
Uusikylä	114			114	114	550	553	—	K	—	K	K	K
Vaajakoski				(127)	(127)	(265)	694	32 A	—	—	K	—	—
Vaala	183			236	236	265	1052	—	K	—	K	—	—
Vaarala	0			0	0	0	336	—	—	—	K	K	K
Vaasa	233			255	255	265	695	63 A, 1500 V	Y	Y	Y	K	K
Vahojärvi	0			0	0	0	740	—	—	—	—	—	—
Vainikkala	485			485	485	550	1138	32 A	Y	K	K	K	K
Vainikkala-raja				0	0	0	0	—	—	—	—	—	—
Valimo	275	275	550	0	0	0	0	—	—	—	—	K	K
Valkeakoski				(42)	(42)	(265)	903	—	K	—	K	—	—
Valkeasuo				(30)	(30)	(265)	628	—	—	—	—	—	—
Vaitimo	0			0	0	0	927	—	—	—	K	—	—
Vammala	250			250	250	550	875	—	—	—	Y	K	K
Vanattara	0			0	0	0	0	—	—	—	—	—	—
Vantaankoski	276	276	550	0	0	0	0	—	—	—	—	K	—
Varanen	0			0	0	0	227	—	—	—	—	—	—
Varkaus	180			180	213	265	763	32 A	Y	Y	K	K	K
Vartius	0			0	0	0	1056	—	—	—	Y	—	K
Vartius-raja	0			0	0	0	0	—	—	—	—	—	K

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Wasalandia					(65)	(265)	0	—	—	—	—	—	—
Vasikkahaka				0	0	0	0	—	—	—	—	—	—
Vaskiluoto					(80)	(265)	400	—	Y	—	K	—	K
Venetmäki					(72)	(265)	826	—	—	—	K	—	—
Viekki				0	0	0	747	—	K	—	—	—	—
Vierumäki				0	0	0	620	—	K	—	—	—	K
Vihanti				395	455	265	722	32 A	—	—	Y	K	K
Vihariäinen				0	0	0	530	—	—	—	—	—	K
Vihitari				58	103	265	603	32 A	K	—	K	—	K
Vihtavuori				0	0	0	573	—	—	—	K	—	K
Viiiala				170	170	550	305	—	—	—	K	—	K
Viinijärvi				136	211	265	663	32 A	K	—	K	—	—
Vika				0	0	0	0	—	—	—	—	—	—
Vilppula				0	110	550	775	—	—	—	K	—	K
Vinnilä				0	0	0	0	—	—	—	—	—	—
Voltti					(151)	(265)	890	—	—	—	K	—	—
Vuohijärvi				0	0	0	775	—	K	—	—	—	K
Vuojoki				0	0	0	784	—	—	—	—	—	—
Vuokatti				(111)	(116)	(265)	732	32 A	—	—	Y	—	K
Vuonisihti					80	265	699	—	—	—	—	—	—
Vuonos				0	0	0	501	—	—	—	Y	—	K
Vääkiö				0	(100)	(265)	714	—	—	—	K	—	—
Ykspihlaja				0	0	0	865	32 A	K	—	K	—	K
Ylistaro					177	265	525	—	—	—	—	K	—
Ylitornio					175	265	159	32 A	—	—	—	K	—
Ylivalli				0	0	0	1048	—	—	—	K	—	—
Ylivieska				315	482	265	812	32 A	Y	—	Y	K	K
Yläkoski				0	0	0	466	—	—	—	K	—	K
Ylämylly				0	0	0	674	—	K	—	K	—	K
Ylöjärvi				0	0	0	739	—	K	—	K	—	K
Ypykkävaara				0	0	0	786	—	—	—	K	—	K
Äetsä					(157)	(265)	953	—	—	—	K	—	K
Ähtäri				84	215	265	679	—	—	—	—	K	—
Äkäsjoki				0	0	0	621	—	K	—	K	—	—
Ämmänsaari				0	0	0	604	32 A	—	—	K, Y	—	K

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level	Passenger traffic	Freight traffic
Äänekoski					(75)	(265)	721	32 A	K	—	K, Y	—	K

Name	Another name	Abbr.	Km Hki	Line	Section	X-coord.	Y-coord.	Municipality	Traffic control	Truck meeting	Private sidings	Shunting	Reserve
(Haapamäen kylästäimö)			304+940	066	Haapamäki – Seinäjoki			Keuruu			K		
(Iisalmen sahat)			546+495	005	Siilinjärvi – Iisalmi			Iisalmi			K		
(Iisalmen teollisuuskyliä)			553+182	087	Iisalmi – Ylivieska			Iisalmi			K		
(Iisalmen teollisuusraiteet)	Keveli		548+611	005	Siilinjärvi – Iisalmi			Iisalmi			K		
(Imatran terästehdas)			332+619	243	Imatra T – Imatrankoski–raja			Imatra			K		K
(Finnish Chemicals)	Pappilankangas		308+650	006	Luumäki – Parikkala			Joutseno			K		
(Jyväskylän Energia)			380+500	023	Jyväskylä – Pleksämäki			Jyväskylä			K		
(Kirjola)			384+495	006	Luumäki – Parikkala			Parikkala			K		
(Korjala)			192+677	232	Kouvola – Kuusankoski			Kouvola			K		
(Lieksan teollisuuskyliä)			728+847	006	Joensuu – Kontiomäki			Lieksa			K		
(Lohja Oy)			588+427	VNS 001	Joensuu – Siilinjärvi			Outokumpu			K		
(Metro)	Metr		7+515	003	Helsinki – Riihimäki	3392070	6680110	Helsinki			K		
(Metsä-Timber)			272+900	066	Orivesi – Haapamäki			Vilppula			K		
(Nivalan teollisuuskyliä)			674+718	087	Iisalmi – Ylivieska			Nivala			K		
(Nurmeksen saha)			782+844	006	Joensuu – Kontiomäki			Nurmes			K		
(Palta Oy)			905+050	531	Oulu – Kontiomäki			Paltamo			K		
(Perniön viljavarasto)			129+261	001	Pasila – Turku satama			Perniö			K		
(Pietarsaaren romu)		Pö	524+840	415	Pännäinen – Pietarsaari			Pedersöre			K		
(Rautakonttori)			29+980	Ke3 732	Kerava – Porvoo / Sköldvik			Kerava			K		
(Rautopohja)			372+841	023	Haapamäki – Jyväskylä			Jyväskylä			K		
(Savontalo)		Nip	194+017	232	Kouvola – Kuusankoski			Kouvola			K		
(Suomivalimo)			552+430	005	Iisalmi – Kontiomäki			Iisalmi			K		
(Esso)			267+417	332	Turku – Uusikaupunki			Uusikaupunki			K		
(Vaimet)			415+324	004	Jyväskylä – Haapajärvi			Laukaa			K		
(Vuorten-Vuori)			576+769	004	Jyväskylä – Haapajärvi	3486445	7055540	Haapajärvi			K		
Huuhkajavaara		Hjv	748+117	552	Pesökyliä – Taivalkoski			Suomussalmi			K		
Isokangas			431+744	352	Pori – Haapamäki			Parkano			K		
Jukajärvi		Jkj	637+376	722	Joensuu – Ilomantsi			Kiihtelysvaara					
Kaleton		Ktn	320+915	023	Haapamäki – Jyväskylä	3385640	6905695	Keuruu					K

Name	Another name	Abbr.	Km Hki	Line	Section	X-coord.	Y-coord.	Municipality	Traffic control	Trac k mai ng nten	Train meeti ng	Private sidings	Shunting	Reserve
Kalkku		Kau	199+471	002	Lielähti – Kokemäki	3317980	6825920	Tampere				K		
Kalliovarasto		Kao	644+770	005	Isalmi – Kontiomäki			Kajaani				K		
Keijo		Kej	336+692	009	Orivesi – Jyväskylä	3433770	6901785	Jyväskylä				K		
Keijonlahti		Kei	338+700	JY Keijo	Orivesi – Jyväskylä	3434865	6899390	Jyväskylä				K		
Keikkamäki		Kik	399+992	023	Jyväskylä – Pieksämäki			Lievestuore				K		
Keltti		Kelt	190+492	KRA 008	Koria – Keltti			Elimäki				K		
Kelvä		Kel	694+963	006	Joensuu – Kontiomäki	3656035	7000845	Liekka				K		
Kinahmi		Knh	508+922	017	Viinijärvi – Siilinjärvi			Niisä				K		
Koppnäs		Kop	203+540	142	Karjaa – Hanko			Hanko				K		
Koskenkylä		Knk	894+408	008	Laurila – Kelloseikä	3395147	7318530	Keminmaa				K		
Kulus		Kul	994+980	008	Laurila – Kelloseikä	3463355	7381005	Rovaniemen				K		
Kuusanlampi		Ksn	194+000	232	Kouvola – Kuusankoski			Kouvola				K		
Laukaa		Lau	401+180	004	Jyväskylä – Haapajärvi	3444600	6924480	Laukaa				K		
Lohiluoma		Luo	463+718	441	Seinäjoki – Kaskinen			Kurikka				K		
Melitola	Mjöbolsta	Mel	149+862	141	Kirkniemi – Karjaa	3320685	6670225	Karjaa				K		
Mustola		LR5	295+526	LR5	Lappeenranta – Mustolan satama			Lappeenranta				K		
Nastola		Nsl	146+134	006	Lahti – Kouvola	3442415	6758940	Nastola				K		
Niesä		Nie	1074+869	521	Kolari – Äkäsjoki	3364623	7483625	Kolari				K		
Närpiö		När	518+255	441	Seinäjoki – Kaskinen	3215770	6928180	Närpiö				K		
Ohenmäki			542+264	005	Siilinjärvi – Isalmi			Isalmi				K		
Patuna		Pat	205+618	252	Lahti – Loviisan satama			Loviisa				K		
Pelkola		Pi	335+672	243	Imatra T – Imatrankoski-räjä			Imatra				K		
Pitkälahti		Pi	453+113	005	Pieksämäki – Siilinjärvi	3531040	6970415	Kuopio				K		
Puukari		Pkr	818+358	006	Joensuu – Kontiomäki	3582965	7073310	Valtimo				K		
Pyhäkumpu erk.vh.		Rdl	613+511	087	Isalmi – Ylivieska			Pyhäjärvi				K		
Raudanlahti		Rum	330+077	009	Orivesi – Jyväskylä	3417220	6894413	Muurame				K		
Rumo		Rum	827+603	006	Joensuu – Kontiomäki	3578195	7080810	Valtimo				K		
Röykkä		Rö	80+657	141	Hyvinkää – Karjaa	3370815	6711045	Nurmijärvi				K		
Santamäki		Sor	838+314	531	Oulu – Kontiomäki			Vaala				K		
Sorsasalo		Sor	473+775	005	Pieksämäki – Siilinjärvi			Kuopio				K		
Starckjohann Steel		Suos	133+140	252	Lahti – Loviisan satama			Lahti				K		
Suosaari		Syr	472+076	005	Pieksämäki – Siilinjärvi			Kuopio				K		
Syrjä		Syr	452+865	024	Huutokoski – Viinijärvi	3570970	6917530	Heinävesi				K		
Tervasuo			645+040	722	Joensuu – Ilomantsi			Kiintelysvaara				K		

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level
(Haapamäen kyllästämö)				0	0	0		—	—	—	—
(Iisalmen sahat)				0	0	0		—	—	—	—
(Iisalmen teollisuuskylä)				0	0	0		—	—	—	—
(Iisalmen teollisuusraiteet)				0	0	0		—	—	—	—
(Imatran terästehdas)				0	0	0		—	—	—	—
(Joutsenon Finnish Chemicals)				0	0	0		—	—	—	—
(Jyväskylän Energia)				0	0	0		—	—	—	—
(Kirjola)				0	0	0		—	—	—	Y
(Korjala)				0	0	0		—	—	—	Y
(Lieksan teollisuuskylä)				0	0	0		—	—	—	—
(Lohja Oy)				0	0	0		—	—	—	Y
(Metro)				0	0	0		—	—	—	—
(Metsä-Timber)				0	0	0		—	—	—	Y
(Nivalan teollisuuskylä)				0	0	0		—	—	—	Y
(Nurmeksen saha)				0	0	0		—	—	—	Y
(Palta Oy)				0	0	0		—	—	—	Y
(Perniön viljavarasto)				0	0	0		—	—	—	Y
(Pietarsaaren romu)				0	0	0		—	—	—	Y
(Rautakonttori)				0	0	0		—	—	—	Y
(Rautpohja)				0	0	0		—	—	—	Y
(Savontalo)				0	0	0		—	—	—	Y
(Suomivalimo)				0	0	0		—	—	—	Y
(Uusikaupunki Esso)				0	0	0		—	—	—	—
(Valmet)				0	0	0		—	—	—	—
(Vuorten-Vuori)				0	0	0		—	Y	—	Y
(Huuhtajavaara)				0	0	0		—	—	—	K
(Isokangas)				0	0	0		—	—	—	K
(Jukajärvi)				0	0	0	285	—	—	—	K
(Kaleton)				0	0	0	374	—	—	—	K
(Kalkku)				0	0	0		—	K	—	Y
(Kalliovarasto)				0	0	0		—	Y	—	Y

APPENDIX 2 Traffic Operating Point Register / Line Switches

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level
Keijo	0	0	0	0	0	0	0	—	—	—	—
Keijonlahti	0	0	0	0	0	0	382	—	—	—	—
Keikkämäki	0	0	0	0	0	0	0	—	Y	—	Y
Keitti	0	0	0	0	0	0	0	—	—	—	K
Kelvä	0	(56)	(265)	0	0	0	451	—	—	—	K
Kinahmi	0	0	0	0	0	0	312	—	—	—	—
Koppnäs	0	0	0	0	0	0	0	—	—	—	—
Koskenkylä	0	0	0	0	0	0	154	—	—	—	K
Kulus	0	0	0	0	0	0	214	—	—	—	K
Kuusanlampi	0	0	0	0	0	0	0	—	—	—	K
Laukaa	0	(90)	(265)	0	0	0	250	—	—	—	K
Lohiluoma	0	0	0	0	0	0	243	—	—	—	K
Meltola	0	0	0	0	0	0	0	—	—	—	Y
Mustola	0	0	0	0	0	0	0	—	Y	—	Y
Nastola	0	0	0	0	0	0	213	—	—	—	K
Niesä	0	0	0	0	0	0	0	—	—	—	—
Närpiö	0	0	0	0	0	0	122	—	—	—	K
Ohenmäki	0	0	0	0	0	0	372	—	—	—	—
Patana	0	0	0	0	0	0	0	—	—	—	Y
Pelkola	0	0	0	0	0	0	1410	—	—	—	Y
Pitkälähti	0	0	0	0	0	0	0	—	Y	—	—
Puukari	0	0	0	0	0	0	592	—	—	—	K
Pyhäkumpu erk.vh.	0	0	0	0	0	0	0	—	—	—	—
Raudanlahti	0	0	0	0	0	0	0	—	—	—	—
Rumo	0	0	0	0	0	0	206	—	—	—	K
Röykkä	0	0	0	0	0	0	181	—	—	—	—
Santamäki	0	0	0	0	0	0	0	—	—	—	K
Sorsasalo	0	0	0	0	0	0	0	—	—	—	—
Starckjohann Steel	0	0	0	0	0	0	0	—	—	—	Y
Suosaari	0	0	0	0	0	0	674	—	—	—	K
Syrjä	0	0	0	0	0	0	245	—	K	—	K
Tervasuo	0	0	0	0	0	0	722	—	—	—	K

Name	Another name	Abbr.	Km Hki	Line	Section	X-coord.	Y-coord.	Municipality	Traffic control	Tracked maintenance	Private sidings	Shunting	Reserve
Haarajoki		Haa	39+600	007	Kerava – Hakosilta			Järvenpää					
Hakosilta		Hlt	94+000	006	Kerava – Hakosilta	Riihimäki – Lahti		Hollola	K	K			
Konvensuo		Ksu	50+500	007	Kerava – Hakosilta			Mäntsälä	K				
Kuninkaanimäki		Knm	38+500	125	Kerava – Vuosaari			Vantaa	K				
Liminpuro		Lmp	864+750	531	Oulu – Kontiomäki				K				
Lähdemäki		Läh	80+100	007	Kerava – Hakosilta			Orimattila	K				
Mäntsälä		Mlä	59+300	007	Kerava – Hakosilta			Mäntsälä	K				
Niska		Nsk	826+880	531	Oulu – Kontiomäki				K				
Puikkokoski		Pui	665+680	554	Kontiomäki – Vartius				K				
Sipilä		Sip	68+800	007	Kerava – Hakosilta			Mäntsälä	K				
Tuomaanvaara		Tva	682+300	554	Kontiomäki – Vartius				K				
Virtakallio		Vrk	89+900	007	Kerava – Hakosilta			Orimattila	K				
Vuosaari	Nordsjö	Vsa	48+750	125	Kerava – Vuosaari			Heisinki	K	K	K	K	

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Min. platform length (long-distance traffic) [m]	Max. platform length (long-distance traffic) [m]	Platform height (long-distance traffic) [mm]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level
Haarajoki			550								
Hakosilta											
Korvensuo											
Kuninkaammäki											
Liminpuro											
Lähdemäki											
Mäntsälä					550						
Niska											
Puikkokoski											
Sipilä											
Tuomaanvaara											
Virtakallio											
Vuosaari											

Name	Another name	Abbr.	Km Hki	Line	Section	X-coord.	Y-coord.	Municipality	Traffic control	Track maintenance	Train meetings	Private siding	Shunting	Reserve
Buslovskaja			288+000	213	Vainikkala raja – Viipuri				K					
Haaparanta	Haparanda	Hpa	888+130	513	Tornio-raja – Boden	3370910	7311880	Haparanda	K					
Kivijärvi	Kiv		759+800	554	Vartiuss-raja – Kostamus				K					
Svetogorsk			338+200	243	Imatrankoski-raja – Kamennogorsk (Antrea)				K					
Värtsilä	Vär		553+300	751	Niirala-raja – Matkaseikä				K					

Name	Min. platform length (local traffic) [m]	Max. platform length (local traffic) [m]	Platform height (local traffic) [mm]	Platform height (long-distance traffic) [mm]	Platform length (long-distance traffic) [m]	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level
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Buslovskaja
 Haaparanta
 Kivijärvi
 Svetogorsk
 Värtsilä

OPERATING REGULATIONS FOR THE TORNIO–HAPARANDA LINE SECTION

Operating regulations for the crossing of the Finnish-Swedish border (km 1311 + 155) on the Haparanda–Tornio line section.

General

These regulations, prepared jointly by RHK and Banverket in Finnish and Swedish, apply both to Finnish and Swedish rolling stock and shall be distributed to the staff.

Fixed Signals and Signs

The signals and signal aspects mentioned in these regulations are governed by the regulations issued by the responsible rail administration. Their meanings are as follows:

In the direction Haparanda–Tornio:

From the Finnish track, route signal 1/6 Km 1310+845:



"Stop"



"Proceed"



"Proceed with caution"



"Proceed with caution," check points position and that the track is clear

From the Swedish track, route signal 5/6 Km 1310+696 and 6/6 Km 1310+697:



"Stop"



"Signal may be passed", but behind the signal there may be an obstacle on the track

Note. Addition to BV regulations (BVF) 900.3 TRI § 3.1a) and d) as well as § 3.3c)

APPENDIX 3 Operating Regulations for the Tornio–Haparanda Line Section

From the Swedish and Finnisch track, route signal 6/8 Km 1311+006:



”Stop”

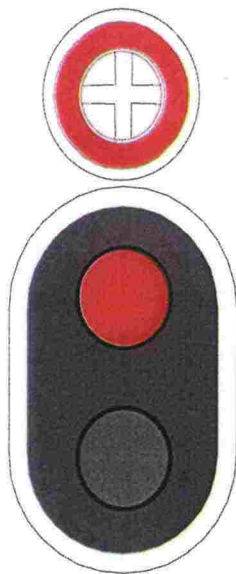


”Proceed”

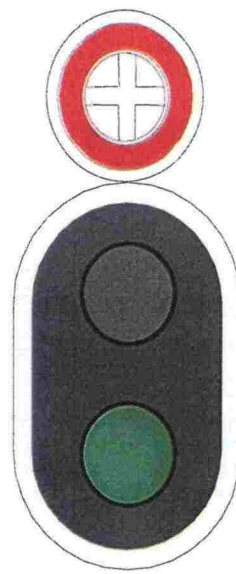
Sign ”Station limit” Km 1311+155:

STATIONSGRÄNS

The main signal H (protecting the station) at Tornio is equipped with the "interdependence free" sign:



”Stop”

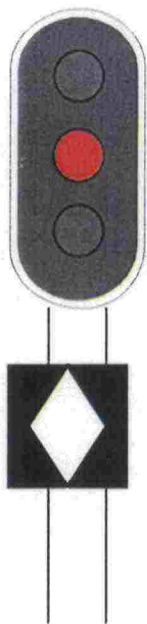


”Proceed”

APPENDIX 3 Operating Regulations for the Tornio–Haparanda Line Section

In the direction Tornio–Haparanda:

Tornio main signal K ½



”Stop”

(signal with a shunting sign)



”Proceed”



Distant signal board, announcing a main signal without a distant signal. The distant signal board is equipped with a sign on which the abbreviation of the station is marked.



Main signal board with an additional sign on which the signal location Hp 6/1, Km311+155, is marked. Meaning: ”stop”.

Route signal 6/3 km 1311+012



”Stop”



”Signal may be passed”, but behind the signal there may be an obstacle on the track

Hand Signals

Basic Rule

Hand signals in accordance with BVF 900.3, § 3, are applied to Swedish rolling stock on the Swedish track gauge regardless of whether traffic takes place on Finnish or Swedish territory. Hand signals in accordance with the Finnish Train Safety Regulations (Jt) are applied to Finnish rolling stock. The "stop" signal shall always be obeyed regardless of whether it is given in accordance with the Swedish TRI or the Finnish Jt.

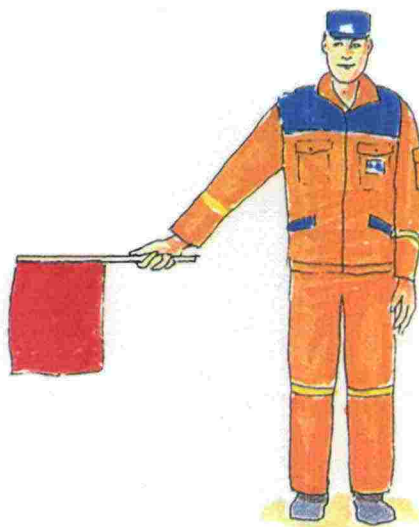
The "stop" signal is given as follows:

In accordance with BVF 900.3, § 3:

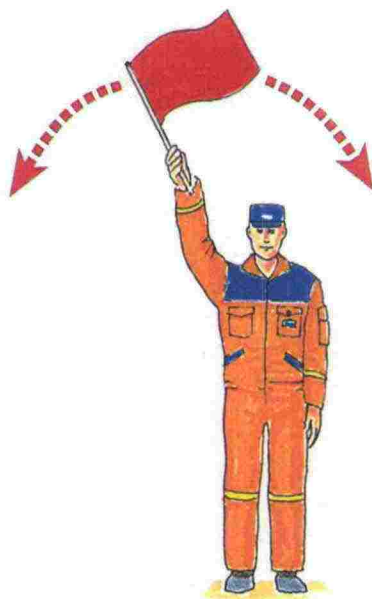
APPENDIX 3 Operating Regulations for the Tornio–Haparanda Line Section

Day Signal

The signalman moves hands together to and fro in the lateral direction.



Red signal flag (stationary)



The signalman waves a red signal flag above his head in a circle to and fro.

Night Signal



Red light in the lantern (stationary).

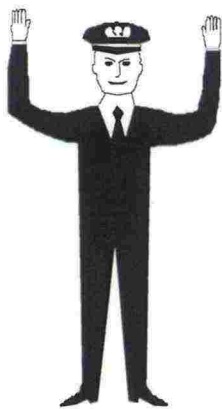


The signalman raises and lowers the lantern.

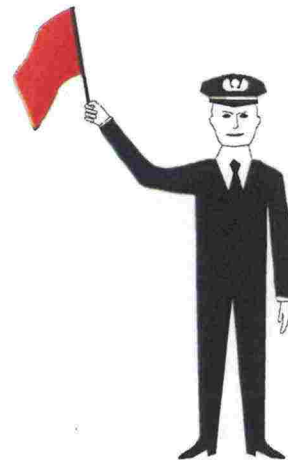
Note. The light can be white or red.

In accordance with the Jt "Stop"

Day Signal



Hands upraised



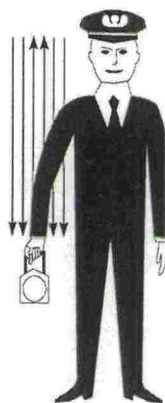
Red signal flag

APPENDIX 3 Operating Regulations for the Tornio–Haparanda Line Section

Night Signal



Red light



The signalman slowly moves a white light to and fro vertically

Traffic Operating Between Haparanda–Tornio–Haparanda

According to the Finnish Train Safety Regulations (Jt), approved by RHK, traffic over the national border takes place as shunting or track-work movements. According to the Swedish BVF 900.3 TRI, traffic over the border takes place as shunting movements or as shunting movements by light rail motor tractors.

Before dispatching a shunting/work unit over the border from Haparanda to Tornio, the Finnish unit must get the permission to start from the dispatcher at Tornio, and the Swedish unit from the dispatcher at Haparanda. If the main signal H at Tornio displays a "stop" aspect, the driver of the Swedish unit must get in contact with the dispatcher at Haparanda, who transmits to him the permissions and orders given by the dispatcher at Tornio.

Before dispatching a unit over the border from Tornio to Haparanda, the Finnish unit must get the permission to leave from the dispatcher at Tornio, and the Swedish unit from the dispatcher at Haparanda. If the main signal K½ displays a "stop" aspect, the driver of the Swedish unit must get in contact with the dispatcher at Haparanda, who transmits the information about the "stop" signal to Tornio. The dispatcher at Haparanda transmits to the driver the permission to proceed given by the dispatcher at Tornio. After receiving the permission to start from Tornio to Haparanda, the unit may pass the distant signal board Hp 6/1.

Special Instructions for Train Dispatching

The dispatcher at Haparanda must be able to speak both Finnish and Swedish. Conversations regarding safety matters between the dispatchers at Haparanda and Tornio may be conducted either in Swedish or in Finnish.

The unit can be given the permission to cross the border after the line section has been reserved for it and the dispatchers at Haparanda and Tornio have agreed thereupon as follows:

APPENDIX 3 Operating Regulations for the Tornio–Haparanda Line Section

- Requesting permission to dispatch a unit: The dispatcher at Haparanda requests the dispatcher at Tornio to give permission to dispatch a unit from Haparanda to Tornio. The dispatcher at Tornio requests the dispatcher at Haparanda to give permission to dispatch a unit from Tornio to Haparanda.
- Giving permission to dispatch a unit: In the direction Haparanda - Tornio, the dispatcher at Haparanda gives the permission to the dispatcher at Tornio. In the direction Tornio-Haparanda, the dispatcher at Tornio gives the permission to the dispatcher at Haparanda.
- Informing about stopping traffic over the border: After the unit has finished its work at Tornio, the dispatcher at Tornio informs the dispatcher at Haparanda thereof. After the unit has finished its work at Haparanda, the dispatcher at Haparanda informs the dispatcher at Tornio thereof.

When the line section is reserved for traffic, it must be vacant over its whole length. In exceptional situations, e.g. in the case of a locomotive breakdown, there may be more than one unit on the line section at the same time. Documentation shall be prepared and necessary markings made in accordance with the regulations of the rail administration concerned.

Maximum Permitted Speed

The maximum permitted speed in the yards at Haparanda and Tornio is the shunting speed specified in Jt and BVF 900.3 TRI, which is at Haparanda max. 30 km/h and in Tornio max. 35 km/h.

Maintenance

Banverket is responsible for the maintenance of the line and installations on the Swedish side as well as for snow ploughing on the tracks with the Swedish track gauge at Tornio. RHK is responsible for the maintenance of the line and installations on the Finnish side as well as for snow ploughing on the tracks with the Finnish track gauge in Haparanda.

Telecommunication and Radio Connections

There is a direct telephone connection between the dispatchers at Tornio and Haparanda. Communication with the dispatchers takes place via line radio, yard radio, fixed-network phone or mobile phone.

Accidents and Hazardous Situations

On the Swedish side, the following shall be taken into account:

- Accidents and hazardous situations shall be investigated, clarified and reported in accordance with the Järnvägsinspektionens's regulations (BV-FS 1997:3).

APPENDIX 3 Operating Regulations for the Tornio–Haparanda Line Section

- If the accident or hazardous situation occurs on the Swedish side and the crew of the Finnish unit is involved in it, the dispatcher at Haparanda shall inform the dispatcher at Tornio thereof. After that, one proceeds according to the given instructions.

On the Finnish side, the following shall be taken into account:

- If the accident or hazardous situation occurs on the Finnish side and the crew of the Swedish unit is involved in it, the dispatcher at Tornio shall inform the dispatcher at Haparanda thereof. After that, one proceeds according to the given instructions.
- Investigation takes place in accordance with the Act (373/1985) and the Decree (6/1996) on Accident Investigation or as internal investigation within the railway company.
- The authority responsible for investigating accidents and hazardous situations in rail traffic is the Accident Investigation Board Finland.

Abbreviations and Concepts

General

TU	Trafikutövare = Operator, (also VR Limited on the Swedish side)
Tkl	Tågklarerare = Dispatcher

Swedish

BV	Banverket
BVF	Banverket's regulations
TRI	Traffic Safety Instructions
T	Train traffic control

Finnish

RHK	Finnish Rail Administration
Jt	Train Safety Regulations

LOADING GAUGE

The loading gauge (KU) refers to the space inside which the load on a open wagon shall remain when the wagon is in the centre position on a straight, even track.

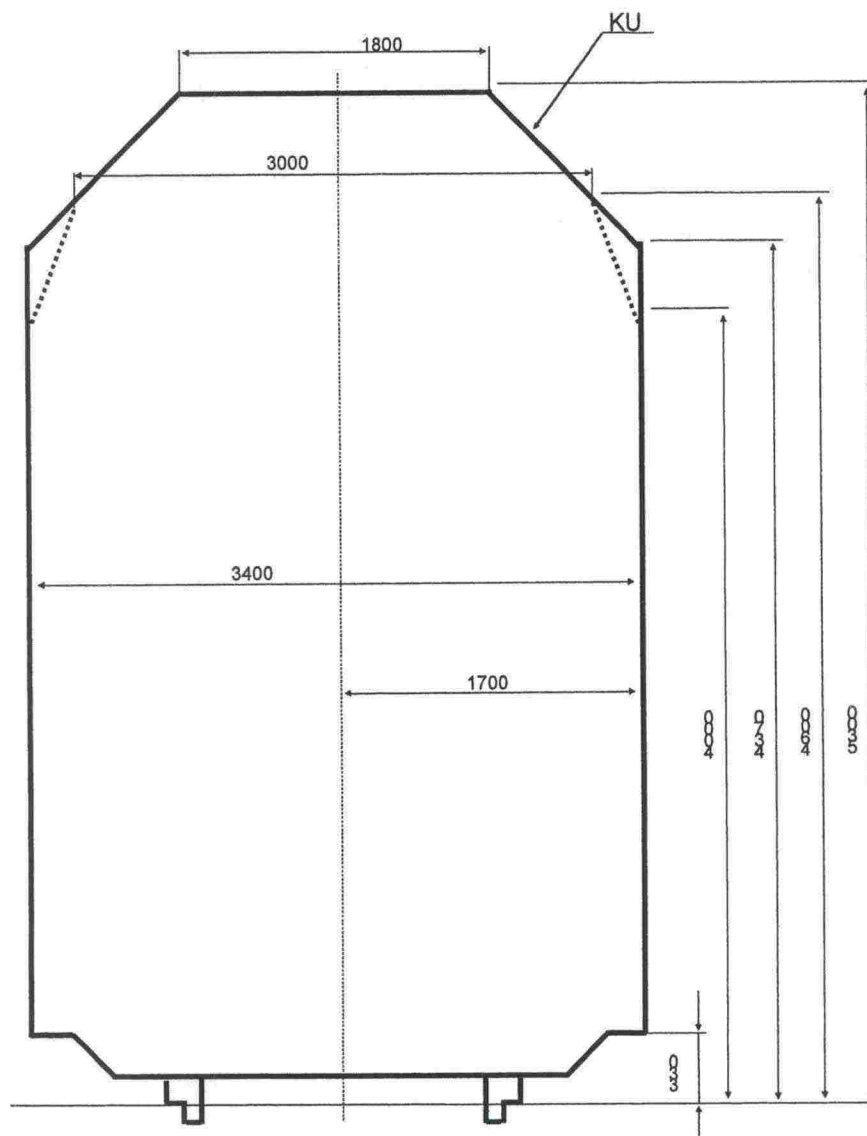


Figure 1. Principal dimensions of the loading gauge.

Use of the Loading Gauge

The loading gauge is valid on the whole rail network with the exceptions mentioned below.

The loading gauge may be used for wagons in which the wheelbase or the distance between bogie centres is max. 17.5 m and the length of the loading area of the wagon outside the wheelbase or the distance between bogie centres max. 0.2 times the length of the wheelbase or the distance between bogie centres. In other cases, loading shall be examined separately.

APPENDIX 4 Loading Gauge

If there is a risk that the load may be displaced in the lateral direction outside the loading gauge during transportation, the width of the load shall be reduced correspondingly. If the displacement of the load may increase the height of some parts of the load so that they extend outside the loading gauge, the height of the load shall be reduced correspondingly.

If the load extends below the floor level of the wagon, the regulations concerning the vehicle gauge (LKU) are applied or the load is carried as a special consignment.

Loading Gauge Restrictions

The bridges on the line section Helsinki (passenger railway yard) – Pasila (passenger railway yard) – Ilmala (depot) restrict the loading gauge. The loading gauge valid on these bridges is marked with dashed line (-----) on the loading gauge drawing (Figure 1).

On several industrial and other sidings, there are loading gauge restrictions, which shall be taken into account in local traffic operating.

Consignments Exceeding the Loading Gauge

Lorries, lorry trailers and containers exceeding the loading gauge may be transported on separately specified line sections on the conditions laid down in the transport permit.

Other consignments exceeding the loading gauge are transported as special consignments.

STRUCTURE GAUGE

The form and dimensions of the structure gauge (ATU) on a straight track, on open line and in the railway yard are shown in Figure 1. The space required for the mounting of the catenary structure and for the passage of the pantograph on electrified lines is marked by the broken line D-E-F-G-H-L. The widenings of the structure gauge in curves, restrictions and more detailed instructions are presented in the RAMO publication, part 2 "Radan geometria" (Track geometry).

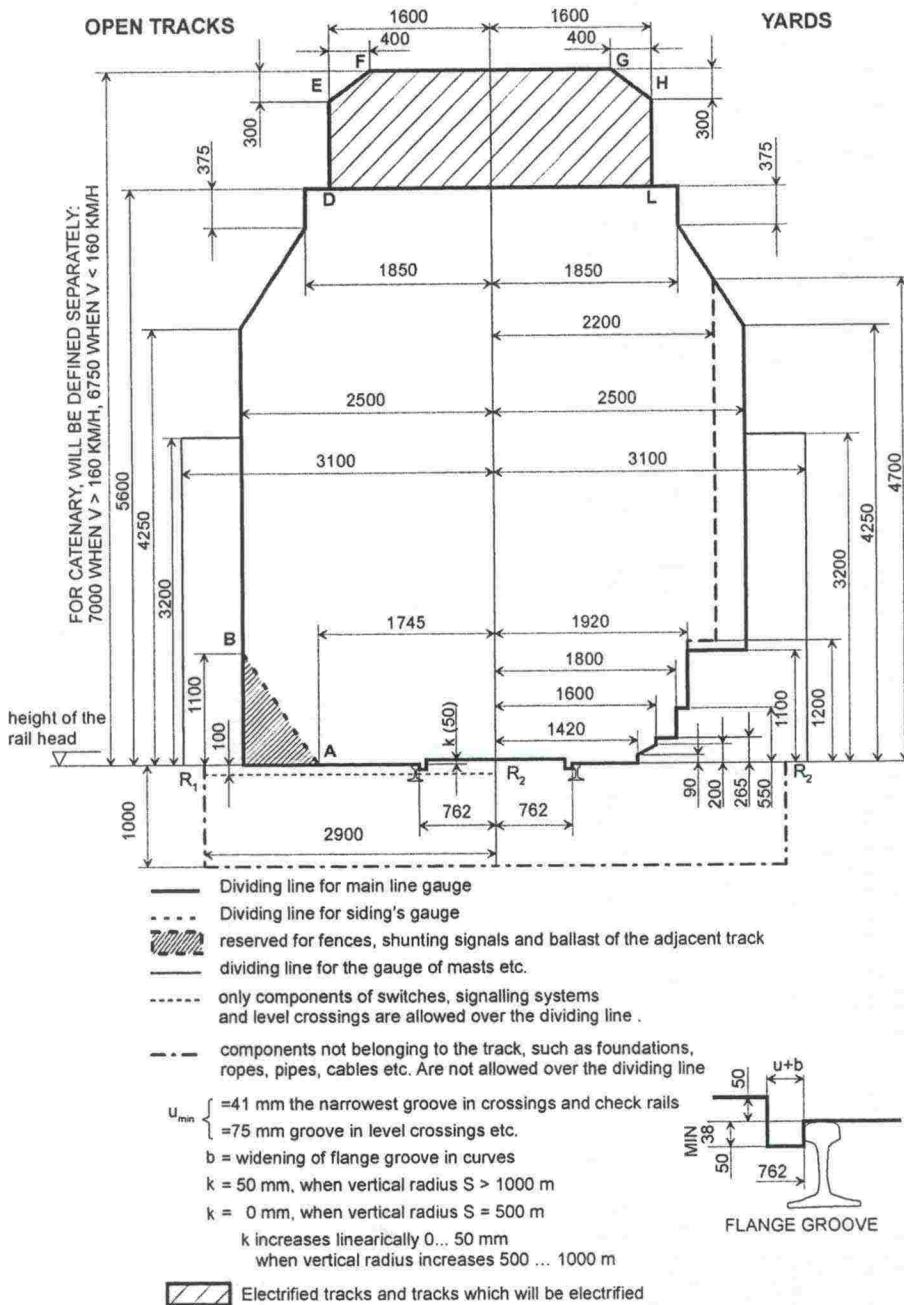


Figure 1. Principal dimensions of the structure gauge.

Effective Passing Clearance

The structure gauge described on the previous page is used as a guideline for building and mounting new structures and installations in the vicinity of the track. The structure gauge or the deviations from it constitute the so-called effective available structure gauge, i.e. the passing clearance, for special consignments. Information on the passing clearance is collected for each line section and continuously updated by the track maintainers.

LINE CATEGORIES AND PERMITTED SPEEDS FOR DIFFERENT AXLE LOADS

Other lines than those listed in Table 2 are secondary lines. The secondary lines and sidings belong in different line categories in accordance with Table 3.

Division of Lines into Line Categories

The lines are divided into line categories according to the superstructure as follows:

Table 1. Division of lines into line categories.

Line category	Superstructure		
	Rails	Sleepers	Ballast
A	K30, K33	wooden	gravel or equal
B ₁	K43, 54 E1, K60, 60 E1	wooden	gravel or equal
B ₂	K43, K60	Wooden, concrete	railway ballast
C ₁	54 E1	Wooden, concrete before 1987	railway ballast
C ₂	54 E1	Concrete 1987 and after	railway ballast
D	60 E1	concrete	railway ballast

The limit of the line category is marked in the middle of the station building at the traffic operating point or indicated by kilometre marking at some other point.

The line categories in which the different line sections belong are also presented in Figure 1.

Responsibility of Track Maintainers

Track maintainers have the right to issue, at their discretion, regulations restricting the permitted axle load and speed depending on the condition of the track superstructure.

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

Table 2. Categories of the main lines and permitted speeds for different axle loads.

Line section	Line-category	Passenger trains		Freight trains			
		Locomotive hauled	Railcars	16t	20t	22,5t	25t
Helsinki – Tampere							
Helsinki – Pasila	C ₁	80	80	80	80	80	—
Pasila – Kerava	D	140	140	120	120	100	—
Kerava – Tampere	D	160	200	120	120	100	—
Toijala – Valkeakoski	C ₁	50	50	50	50	50	—
Kerava - Sköldvik							
Kerava – ohitusraide vaihde	C ₂	30	30	30	30	30	—
Kytömaa vaihde – Sköldvik	D	80	80	80	80	80	—
Helsinki – Turku satama							
Helsinki – Leppävaara	D	120	120	120	120	100	—
Leppävaara – Kirkkonummi	C ₂	120	120	120	120	100	—
Kirkkonummi – Karjaa	C ₁	160	180	120	120	100	—
Karjaa – Pohjankuru	D	160	200	120	120	100	—
Pohjankuru – km 103,6	C ₁	160	180	120	120	100	—
km 103,6 – km 158,0	C ₂	160	200	120	120	100	—
km 158,0 – Turku	C ₁	160	180	120	120	100	—
Turku – Turku satama	C ₁	40	40	40	40	40	—
Huopalahti – Vantaankoski	C ₁	120	120	120	120	100	—
Turku – Uusikaupunki/Naantali							
Turku – Raisio (km 207,4)	C ₁	60	60	60	60	60	—
Raisio (km 207,4) – Uusikaupunki (km 265,1)	B ₁	60	60	60	60	50	—
Uusikaupunki (km 265,1) – km 266,4	C ₁	60	60	60	60	60	—
Raisio – Naantali	B ₁	60	60	60	60	50	—
Hyvinkää – Hanko							
Hyvinkää – km 133,1	C ₁	80	80	80	80	80	—
km 133,1 – Kirkniemi	D	80	80	80	80	80	—
Kirkniemi – km 152,2	D	80	80	80	80	80	80
km 152,2 – Karjaa	C ₁	80	80	80	80	80	60
Karjaa – km 205,7	D	120	120	120	120	100	100
km 205,7 – Hanko	C ₁	60	60	60	60	60	60
Toijala – Turku							
Toijala – km 203,6	C ₂	140	140	120	120	100	—
km 203,6 – km 256,7	C ₁	140	140	120	120	100	—
km 256,7 – Turku	C ₁	120	120	120	120	100	—
Lielähti – Mäntyluoto/Rauma							
Lielähti – Kokemäki	C ₁	140	140	120	120	100	—
Kokemäki – Harjavalta	D	140	140	120	120	100	—
Harjavalta – Pori	D	140	140	120	120	100	100
Pori – Mäntyluoto	C ₁	70	70	70	70	70	50
Kokemäki – Rauma	C ₁	100	100	100	100	100	—
Tampere – Seinäjoki							
Tampere – Lielähti	D	120	120	120	120	100	—
Lielähti – Seinäjoki	D	160	160	120	120	100	—
Parkano – Niinisalo	A	50	50	50	40	—	—
Parkano – Kihniö	A	50	50	50	40	—	—
Tampere – Pieksämäki							
Tampere – Orivesi	C ₂	140	140	120	120	100	—
Orivesi – Jämsänkoski	C ₁	120	120	120	120	100	—
Jämsänkoski – Jyväskylän	C ₁	160	160	120	120	100	—
Jyväskylän – Pieksämäki	C ₁	120	120	120	120	100	—
Orivesi – Seinäjoki							
Orivesi – Haapamäki	B ₁	100	100	100	70	50	—
Haapamäki – km 301,4	B ₁	100	100	100	60	50	—
km 301,4 – Pihlajavesi	B ₂	100	100	100	90	80	—
Pihlajavesi – Seinäjoki	B ₁	100	100	100	60	50	—

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

Line section	Line-category	Passenger trains		Freight trains			
		Locomotive hauled	Railcars	16t	20t	22,5t	25t
Seinäjoki – Kaskinen	B ₁ ¹⁾	80	80	80	60	50	—
Seinäjoki – Vaasa	C ₂	120	120	120	120	100	—
Seinäjoki – Tornio-raja							
Seinäjoki – Ylivieska	C ₁	140	140	120	120	100	—
Ylivieska – Tuomioja	C ₂	140	140	120	120	100	—
Tuomioja – Oulu	D	140	140	120	120	100	—
Oulu – Kemi	C ₂	120	120	120	120	100	—
Kemi – Tornio	C ₁	120	120	120	120	100	—
Tornio – Tornio-raja	C ₁	40	40	40	40	40	—
Pännäinen – Pietarsaari	B ₁	60	60	60	60	50	—
Tuomioja – Raahе	C ₂	80	80	80	80	80	—
Tornio – Röyttä	B ₁	50	50	50	50	50	—
Tornio – Kolari							
Tornio – km 1011,6	B ₂	100	100	100	90	80	—
km 1011,6 – Kolari	C ₁	100	100	100	100	100	—
Laurila – Kellosekkä							
Laurila – Rovaniemi	D	120	120	120	120	100	—
Rovaniemi – Misi	C ₂	100	100	100	60	50	—
Misi – Kemijärvi	B ₁	100	100	100	60	50	—
Kemijärvi – Isokylä	B ₁	50	50	50	50	50	—
Isokylä – Kellosekkä	A	50	50	50	40	—	—
Riihimäki – Kouvola	D	140	140	120	120	100	—
Lahti – Heinola	B ₁	60	60	60	60	50	—
Lahti – Loviisan satama	B ₁	60	60	60	60	50	—
Kouvola – Kontiomäki							
Kouvola – Pieksämäki	D	140	140	120	120	100	—
Pieksämäki – Kuopio	C ₁	140	140	120	120	100	—
Kuopio – Iisalmi	C ₂	140	140	120	120	100	—
Iisalmi – Kontiomäki	C ₁	120	120	120	120	100	—
Kouvola – Kuusankoski	C ₁	50	50	50	50	50	—
Murtomäki – Otanmäki	A	50	50	50	40	—	—
Iisalmi – Ylivieska							
Iisalmi – km 555,8	C ₁	120	120	120	120	100	—
km 555,8 – km 613,1	D	120	120	120	120	100	—
km 613,1 – Ylivieska	C ₂	120	120	120	120	100	—
Kontiomäki – Vartius							
Kontiomäki – Vartius	C ₁	80	80	80	80	80	—
Kontiomäki – Taivalkoski	A	70	70	50	40	—	—
Pesiökylä – Ämmänsaari	A	50	50	50	40	—	—
Siilinjärvi – Viinijärvi	C ₁	100	100	100	100	100	—
Haapamäki – Jyväskylä							
Haapamäki – Jyväskylä	B ₁	100	100	100	70	50	—
Jyväskylä – Haapajärvi							
Jyväskylä – Äänekoski	C ₁	100	100	100	100	100	—
Äänekoski – Haapajärvi	A	60	60	50	40	—	—
Kouvola – Kotka/Hamina							
Kouvola – Juurikorpi western track	D	120	120	120	120	100	—
Kouvola – Inkeroinen eastern track	C ₁	120	120	120	120	100	—
Inkeroinen – Juurikorpi eastern track	D	120	120	120	120	100	—
Juurikorpi – Kotka	D	120	120	120	120	100	—
Juurikorpi – Hamina	C ₁	100	100	100	100	100	—

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

Line section	Line-category	Passenger trains		Freight trains			
		Locomotive hauled	Railcars	16t	20t	22,5t	25t
Kouvola – Imatra T / Vainikkala							
Kouvola – Luumäki southern track	D	140	140	120	120	100	—
Kouvola – Kaipiainen northern track	D	140	140	120	120	100	—
Kaipiainen – Luumäki northern track	C ₁	140	140	120	120	100	—
Luumäki – Imatra T	D	140	140	120	120	100	—
Luumäki – Vainikkala	D	120	120	120	120	100	—
Joensuu – Ilomantsi							
Joensuu – Ilomantsi	A	50	50	50	40	—	—
Pieksämäki – Joensuu							
Pieksämäki – Varkaus	C ₁	120	120	120	120	100	—
Varkaus – Joensuu	C ₂	120	120	120	120	100	—
Parikkala – Huutokoski							
Parikkala – Savonlinna	B ₂ ¹⁾	110	110	110	90	80	—
Savonlinna – Huutokoski	A	50	50	50	40	—	—
Imatra T – Joensuu							
Imatra T – Parikkala	D	120	120	120	120	100	—
Parikkala – km 395,5	D	140	140	120	120	100	—
km 395,5 – Säkäniemi	C ₂	140	140	120	120	100	—
Säkäniemi – Tikkala	D	140	140	120	120	100	—
Tikkala – Hammaslahti	C ₁	140	140	120	120	100	—
Hammaslahti – Joensuu	D	140	140	120	120	100	—
Imatra T – Imatrankoski raja	D	60	60	60	60	60	—
Säkäniemi – Niirala raja	D	100	100	100	100	100	—
Joensuu – Kontiomäki							
Joensuu – Uimaharju	C ₂	120	120	120	120	100	—
Uimaharju – Lieksa	B ₂	100	100	100	90	80	—
Lieksa – Porokylä	B ₂	110	110	110	90	80	—
Porokylä – Vuokatti	A	70	70	50	40	—	—
Vuokatti – Kontiomäki	B ₁	100	100	100	60	50	—
Vuokatti – Lahnaslampi	B ₂	50	50	50	50	50	—
Oulu – Kontiomäki							
Oulu – Kontiomäki	C ₁	120	120	120	120	100	—

1) Restriction caused by bridges

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

Secondary Lines and Sidings

The maximum permitted speed on secondary lines and sidings is 35 km/h, unless otherwise prescribed separately.

On the sidings belonging in line category A, the maximum permitted speed is 20 km/h.

On the following secondary lines, the speeds defined in Table 3 are permitted for different axle loads:

Table 3. Permitted speeds on sidings for the different axle loads.

Line section	Line category	Passenger trains	Freight trains			
			16t	20t	22.5t	25t
Naantali – Naantalin satama	B ₁	30	30	30	30	—
Mäntyluoto – Tahkoluoto	B ₂	50	50	50	50	—
Vilppula – Mänttä	B ₁	50	50	50	50	—
Lautiosaari – Eljäjärvi	B ₂	50	50	50	50	—
Kolari – Äkäsjoki /Rautuvaara	B ₂	50	50	50	50	—
Lappeenranta – Mustola Port	C ₁	50	50	50	50	—
Mynttilä – Ristiina	A	50	50	35	—	—
Kiukainen – Säskylä	A	30	30	20	—	—
Jämsä – Kaipola	B ₁	50	50	50	50	—
Hovinsaari – Mussalo	C ₁	50	50	50	50	—
Kirkniemi industrial line	B ₁	30	30	30	30	30

Wagons with Axle Loads Above the Accepted Limit

- 1) A wagon whose axle load exceeds the maximum axle load permitted for a specific line category is too heavy for the line category in question.
- 2) Wagons shall not be intentionally overloaded. When an overload is discovered, the speed of the train shall be reduced in accordance with Tables 3 and 4 and Point (3). If the weight of the load exceeds the permitted load by more than 5% (by more than 2% for 25 t axle load), the excess load shall be unloaded at the first possible station.
- 3) If the maximum permitted axle load of the wagon is 22.5 t, overloaded wagons may be transported only with the following maximum speeds:

Line category	Max. axle load [t]	Speed [km/h]
A	—	—
B ₁	23,5	35
B ₂	23,5	50
C ₁ , C ₂ , D	23,5	80

Moreover, transportation shall be carried out in accordance with the regulations for special consignments. The condition of the wagons shall be inspected before transportation, especially as concerns the wheelsets.

- 4) On certain lines belonging in line category A, overloaded wagons may be transported in regular traffic. The axle loads mentioned below shall not be exceeded, and the

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

excess load shall be unloaded at the station where it is discovered. The maximum permitted speed is 40 km/h on the track and 20 km/h on K30 switches. The line sections and the axle loads permitted on them are as follows:

Line section	Max. permitted axle load [t]
Parkano – Niinisalo	20
Parkano – Aitoneva	20
Isokylä – Kelloselkä	20
Äänekoski – Haapajärvi	20
Murtomäki – Otanmäki	20
Kontiomäki – Taivalkoski/Ämmänsaari	20
Savonlinna – Huutokoski	20
Joensuu – Ilomantsi	20
Porokylä – Vuokatti	20

- 5) On the *secondary lines* belonging in line category A, overloaded wagons may be transported as follows:

- axle load not more than 20 t, speed 35 km/h
- axle load over 20 but not more than 22.5 t, speed 20 km/h

Traffic with over 22.5 t axle loads on the secondary lines belonging in line category A is forbidden.

- 6) On the *sidings* belonging in line category A, overloaded wagons may be transported as follows:

- axle load not more than 2.5 t, speed 20 km/h

Traffic with over 22.5 t axle loads on the sidings belonging in line category A is forbidden.

- 7) On the *main lines* belonging in line category A, overloaded wagons may *temporarily* be transported as follows:

- axle load not more than 22.5 t, speed 20 km/h

Temporary transportation of overloaded wagons is allowed if occasional need arises. The maintainer of the line shall be informed of temporary transportation of overloaded wagons to control the condition of the line superstructure.

- 8) Wagons with 24,5 t axle load built according to the Russian standard may be carried as special transport on the line sections laid down separately on the conditions specified in the transport permit. Traffic on the secondary lines and sidings belonging in the line category A is forbidden.

- 9) Bridge restrictions, see appendix 10 of the Network Statement.

- 10) Wagons with axle loads above the accepted limit, other than those mentioned under (3), (4) and (5), which do not have a permit for permanent traffic, are handled as special transport.

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

Maximum Permitted Speed on Points and Track Crossings

Table 4. Maximum permitted speed on points and track crossings.

	Line category					
	A	B ₁	B ₂	C ₁	C ₂	D
Straight track						
Single points, 60 E 1, short	70	100	110	180	200	200
Single points, 60 E 1, long	—	100	110	180	200	220
Single points, 54 E 1, long	70	100	110	140	140	140
Single points, other	70	100	110	160	160	160
Three-throw points	70	100	110	120	120	120
Diamond crossings	35	90	90	90	90	90
Track crossings	35 ¹⁾	90 ¹⁾	90 ¹⁾	90 ¹⁾	90 ¹⁾	90 ¹⁾
Deflecting section						
Short points R = 165 m	20 ¹⁾	20 ¹⁾	20 ¹⁾	20 ¹⁾	20 ¹⁾	20 ¹⁾
Short points	35	35	35	35	35	35
Short points when axle load is 25 t	—	10	20	20	20	35
Long points						
R = 530 m	70	70	70	—	—	—
R = 900 m	—	80	80	80	80	80
R = 1600 m	—	—	—	110	110	110
R = 2500 m	—	—	—	140	140	140
Non-interlocked points						
Straight track	50	50	50	50	50	50
Deflecting section	35	35	35	35	35	35
Trailable points						
	30	30	30	30	30	30

1) Indicated with a speed board

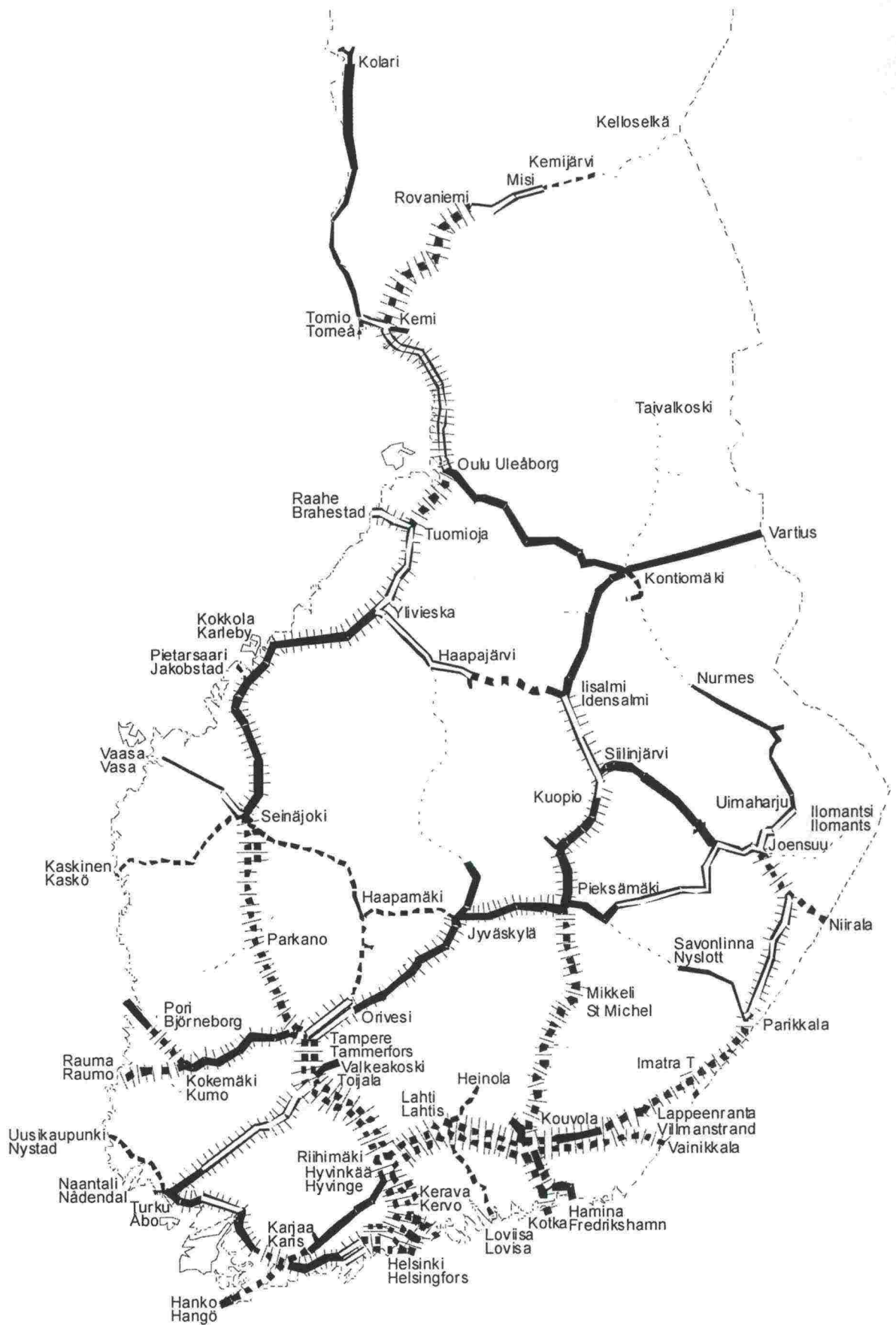
APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads


Figure 1. Line categories and electrification (markings' explanations on the next page).

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

Line category	Superstructure				
	Non-electrified	Electrified	Rails	Sleepers	Ballast
A	· · ·		K30, K33	Wooden	Gravel or equal
B ₁	·····	·+·+·+·	K43, 54 E 1, K60, 60 E1	Wooden	Gravel or equal
B ₂	—	+·+·+	K43, K60	Wooden, concrete	Railway ballast
C ₁	—	+·+·+	54 E1	Wooden, concrete before 1987	Railway ballast
C ₂	==	+·+·+	54 E1	Concrete 1987 and after	Railway ballast
D	· · · ·	+·+·+	60 E1	Concrete	Railway ballast

The border of line category is in the middle of traffic operating point's station, unless there is not declared some other location by kilometremarking.

SIGNALLING SYSTEMS

The signalling systems used on the lines are represented in the figures in this appendix. The lines on which none of the signalling systems mentioned in the figures is used, are controlled manually by the dispatchers.

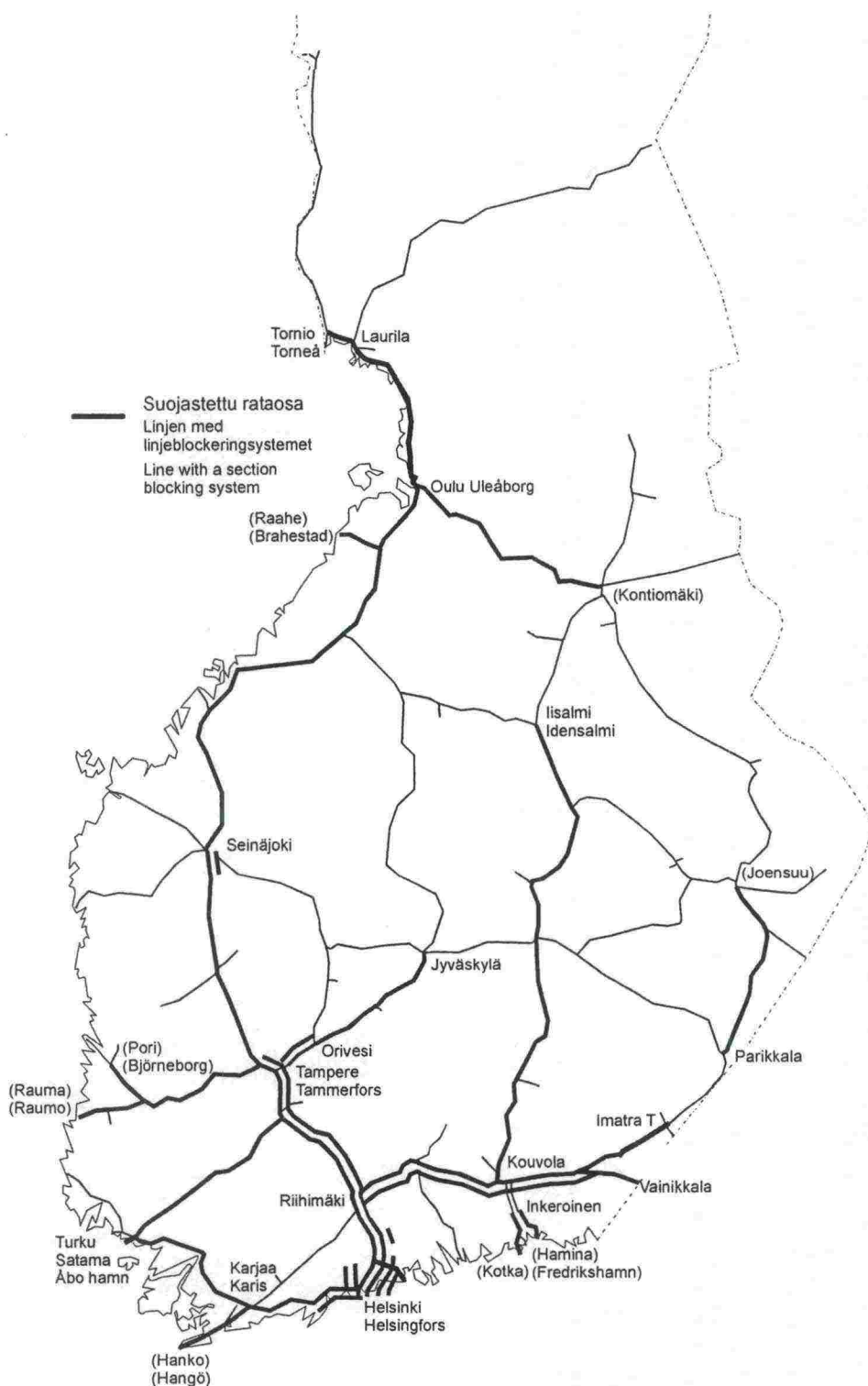


Figure 1. Lines with a section blocking system.

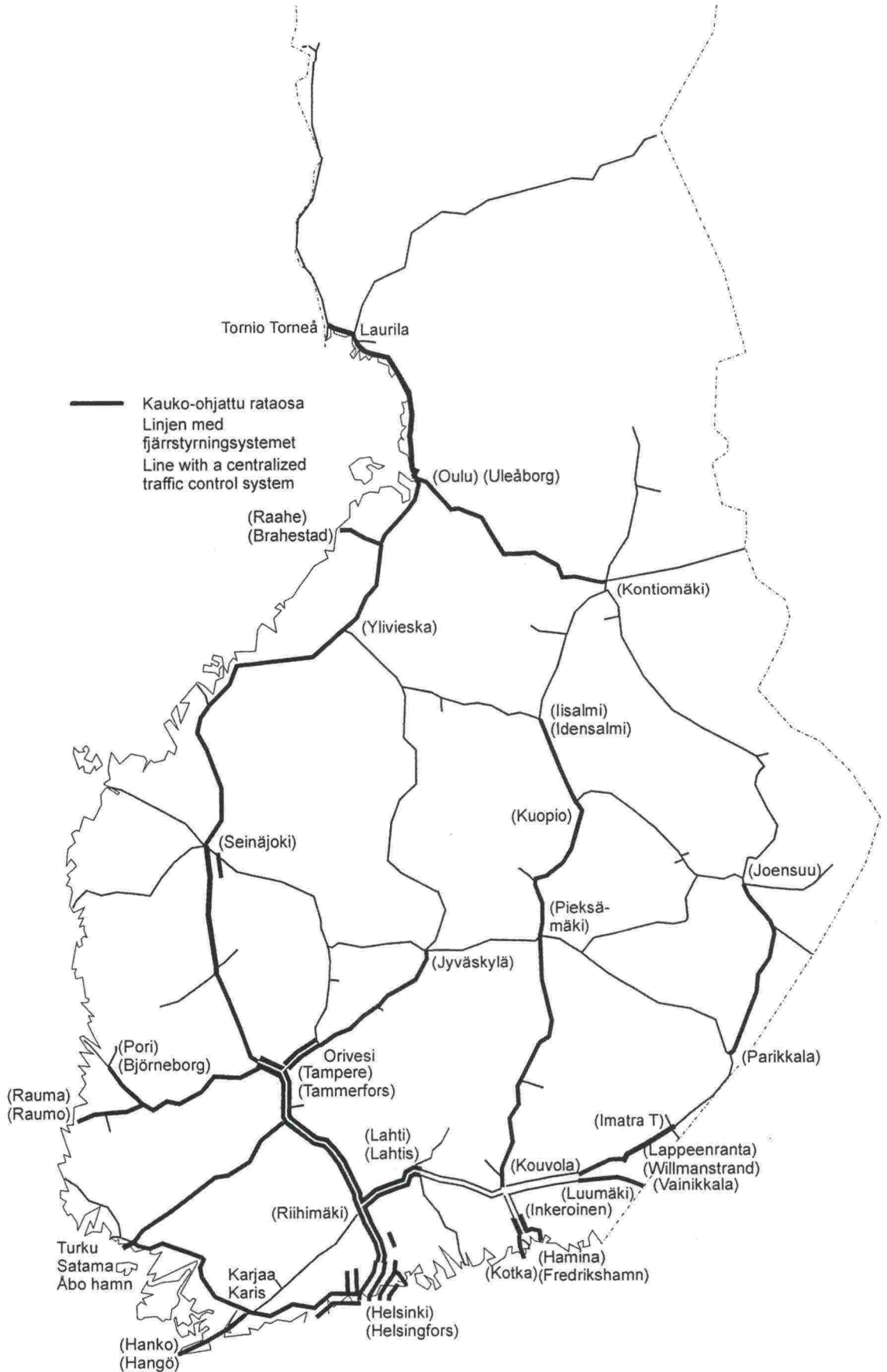


Figure 2. Lines with a centralized traffic control system.

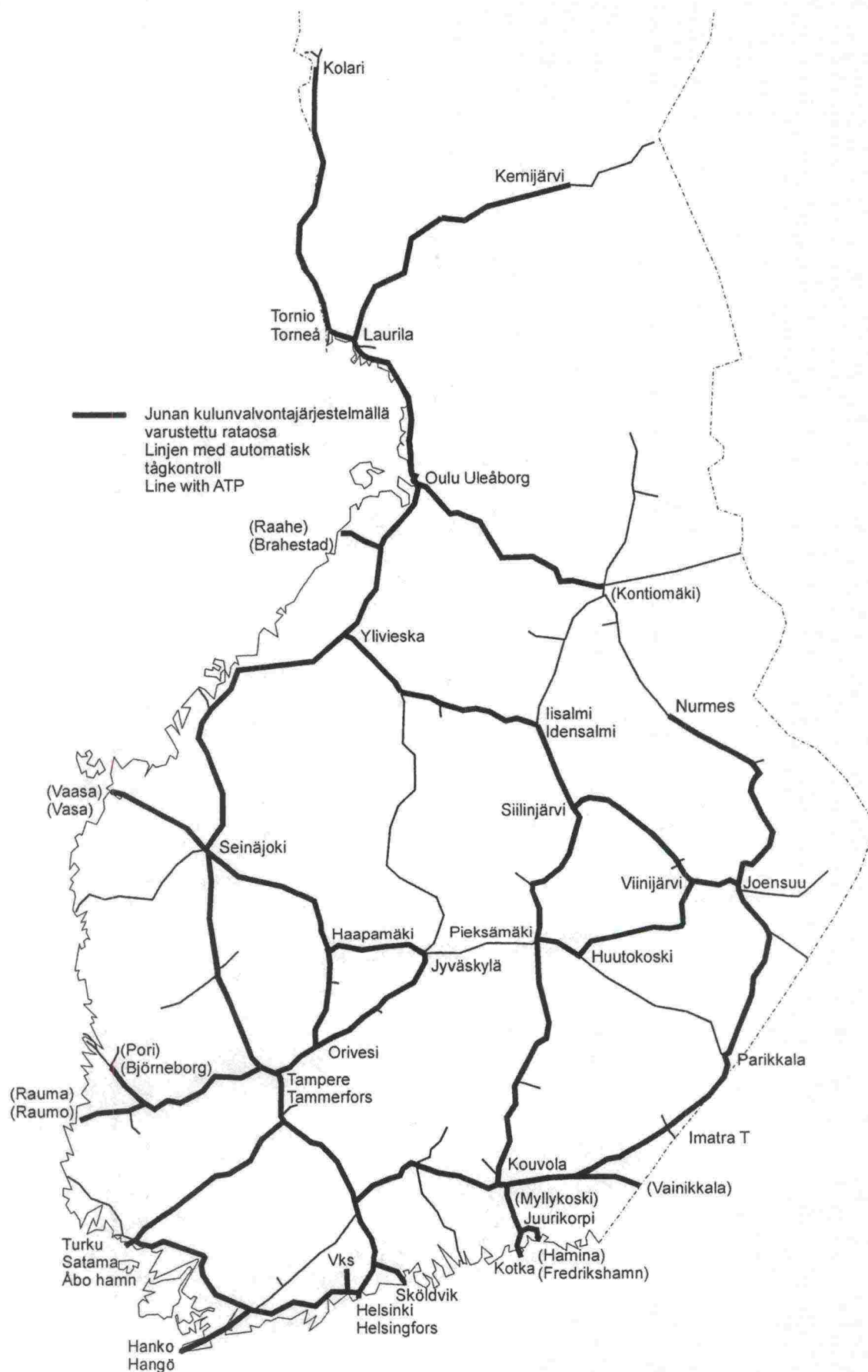


Figure 3. Lines with ATP.

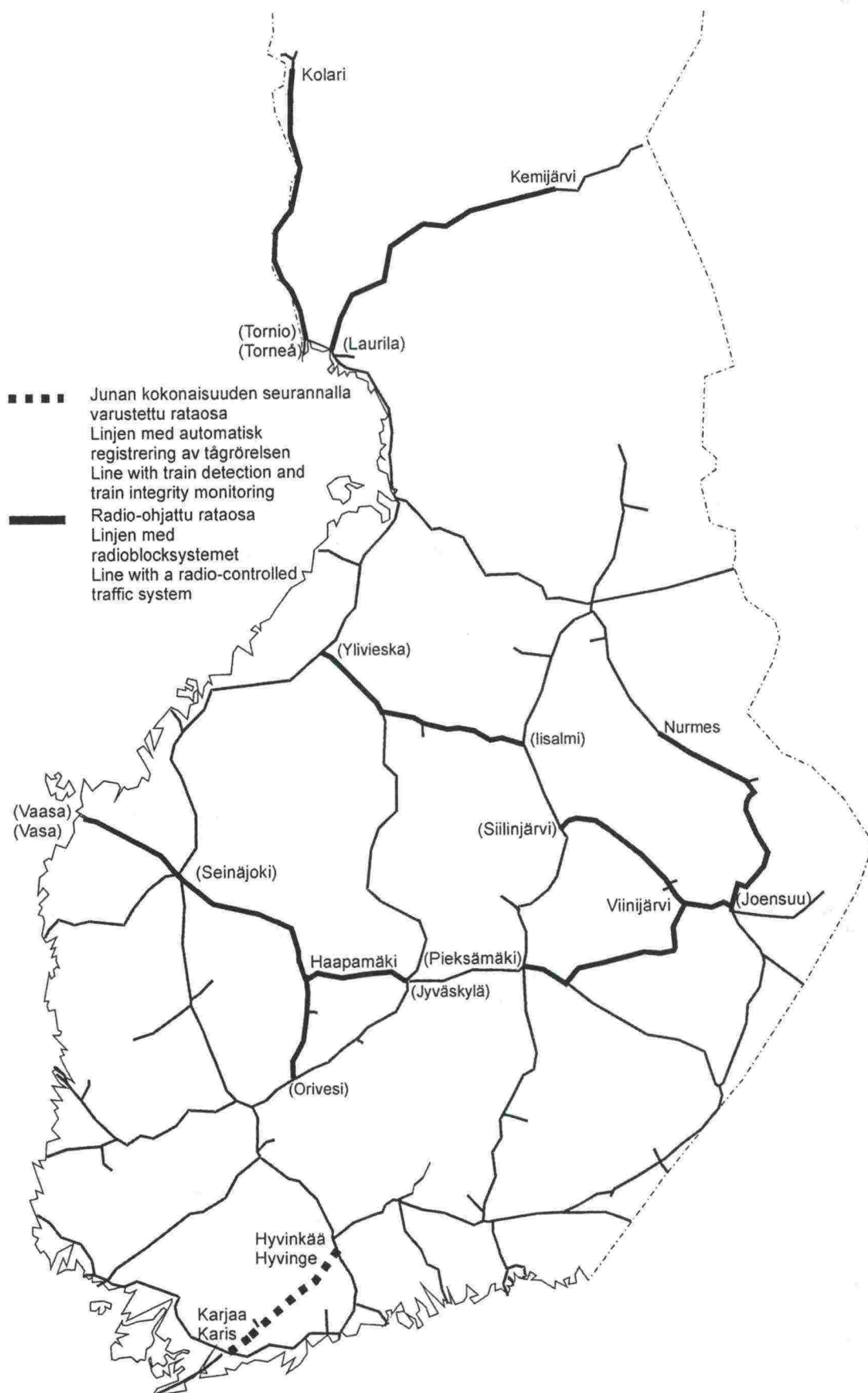


Figure 4. Lines with train detection and train integrity monitoring or with a radio-controlled traffic system.

VIBRATION-RELATED SPEED RESTRICTIONS

Table 1. Vibration-related speed restrictions.

Locality	km-km	In force since	Speed restriction
Liminka	726+900 – 729+200	1998	≥ 3,000 ton trains 50 km/h
Koria	182+900 – 186+400	2001	≥ 3,000 ton trains 30 km/h
Kempele	740+600 – 741+700	7.1.2002	≥ 3,000 ton trains 50 km/h
Hollola	116+200 – 118+500	2001	≥ 3,000 ton trains 40 km/h
Lahti	125+000 – 125+400	7.1.2002	≥ 3,000 ton trains 40 km/h
Jokela	47+950 – 49+950	1999	≥ 3,000 ton trains 40 km/h
Nikkilä	38+850 – 40+160	1997	All trains 40 km/h
Myllykoski	201+500 – 203+100	2000	≥ 3,000 ton trains 40 km/h
Kurikka	450+500 – 452+000	1999	All trains 40 km/h
Muhos	786+000 – 790+000	5.11.2002	≥ 3,000 ton trains 60 km/h

MAXIMUM PERMITTED TRAINS SPEEDS IN TUNNELS

Table 1. Maximum permitted trains speeds in tunnels.

Tunnel	Maximum speed [km/h]		
	Single-deck	Double-deck	Sm3
<i>Hki - Karjaa</i>			
Espoo			
Lillgård	160	120	180
Riddarbacken	160	120	180
<i>Karjaa-Salo</i>			
Bäljens	160	140	200
Köpskog	160	140	200
Åminne	160	140	200
Högbacka	160	140	200
Kaivosmäki	160	140	200
Haukkämäki	160	140	200
Harmaämäki	160	140	200
Lemunmäki	160	160	180
Märjänmäki	160	160	180
Lavianmäki	160	160	180
Tottola	160	120	180
<i>Salo-Turku</i>			
Halikko	160	140	200
Pepallonmäki	160	140	200

BRIDGE RESTRICTIONS

On the bridges mentioned below, axle loads, speed or both impose restrictions on the running of rail vehicles. The speed restrictions are indicated in the Jtt and by speed boards.

Bridges with Axle Load Restrictions

- 1) Kyrönsalmi bridge on the Parikkala-Savonlinna line section
 - Axle load restriction 22.5 t
 - Maximum permitted speed on the bridge is 20 km/h
- 2) Movable bridge at Hietalahti, Helsinki port railway
 - Axle load restriction 20 t. Traffic with Dr16 locomotives, as well as with Dr14 locomotives with additional load, not permitted.
 - Maximum permitted speed on the bridge is 20 km/h
- 3) Seinäjoki, Kyrönjoki, Nenätönjoki, Kainastonjoki, Teuvanjoki, Närpiönjoki and Kaskistensalmi bridges on the Seinäjoki-Kaskinen line section.
 - Axle load restriction 22.5 t
 - Maximum speed on the bridges is 60 km/h, unless a lower speed is prescribed separately.

These regulations do not apply to 6- or 8-axle wagons built according to the Russian standard, which can be carried over the above-mentioned bridges only as special transport on the conditions laid down in the transport permit.

Movable Bridges

On movable bridges, the maximum permitted speed is 40 km/h, unless reduced for other reasons. If the movable bridge is locked and the rail joints are equipped with fishplates or other corresponding locking or control, the maximum speed is 60 km/h, if not reduced for other reasons.

APPENDIX 10 Bridge Restrictions

Table 1. Restrictions caused by movable bridges.

Bridge	Line section	Permitted speed [km/h]
Hietalahti	Helsinki port railway	20 ¹
Pohja	Tammisaari–Hanko	50
Kyrönsalmi	Savonlinna–Parikkala	20 ¹
Pirttiniemi	Varkaus–Viinijärvi	40 ¹
Taipale Canal	Varkaus–Viinijärvi	40 ²
Pielisjoki	Joensuu–Lieksa/Viinijärvi	50
Päiväranta	Kuopio–Iisalmi	60
Uimasalmi	Joensuu–Lieksa	60
Tahkoluoto	Pori–Tahkoluoto	60

Bridges Restricting the Structure Gauge

The bridges which restrict the loading gauge (KU) presented in Appendix 3 are located on the line section – Helsinki (passenger railway yard) – Pasila (passenger railway yard) – Ilmala (depot). The loading gauge permitted on these bridges is indicated by dashed line (-----) on the loading gauge drawing (Appendix 3).

¹ The bridge and the rail joints can be locked, in which case the permitted speed is 60 km/h.

TRACK WORKS IN 2005

Helsinki–Turku

Traffic arrangements due to the renewal of station areas on the Leppävaara–Kirkkonummi line section. Upgrading of the track substructure and tunnel repair on the Karjaa-Turku line section; total traffic disruption in week 26.

Helsinki – Riihimäki

Traffic arrangements due to the construction of the new Kerava-Lahti direct line at Kytömaa.

Riihimäki–Tampere

-

Tampere–Seinäjoki

Upgrading of the track substructure for speed increase on the Parkano–Seinäjoki line section.

Seinäjoki–Vaasa

-

Tampere–Pori/ Rauma

-

Tampere–Pieksämäki

Upgrading of the superstructure on the Orivesi–Jämsä line section. Daily 8-hour track possessions on 6–8 May. Traffic arrangements due to the construction of grade separations. Signalling work on the Jyväskylä–Pieksämäki line section.

Orivesi–Haapamäki

-

Jyväskylä–Haapamäki

-

Haapamäki–Seinäjoki

-

Turku–Toijala

-

Riihimäki–Kouvola

Traffic arrangements due to building the connection of the new Kerava-Lahti direct line with the Riihimäki-Lahti line at Hakosilta. Traffic arrangements due to the construction of grade separations (at weekends). Arrangements caused by the renewal of the railway yard in Lahti.

Kouvola–Pieksämäki

Upgrading work for speed increase.

Pieksämäki–Kuopio

Sleeper replacement.

Kuopio–Iisalmi

-

Kouvola–Luumäki

-

Luumäki–Lappeenranta

-

Lappeenranta–Imatra

-

Imatra–Parikkala

Signalling work.

Parikkala –Nurmes

-

Parikkala –Savonlinna

-

Joensuu–Pieksämäki/ Siilinjärvi

-

Viinijärvi–Siilinjärvi

Traffic arrangements due to upgrading the superstructure (total traffic disruption possible).

Kouvola–Kotka

-

Seinäjoki–Oulu

Traffic arrangements due to superstructure upgrading.

Oulu–Tornio/ Rovaniemi

-

Laurila–Kolari

-

Oulu–Kontiomäki–Iisalmi/Vartius

Renewal of the railway yard for electrification (Kontiomäki). Traffic arrangements due to electrification work.

Iisalmi–Ylivieska

-

PASSENGER INFORMATION AT THE STATIONS ON THE STATE-OWNED RAIL NETWORK

Table 1. Passenger information at the stations.

Line section	Information system
Helsinki–Turku, Helsinki–Hyvinkää	The so-called HELMI system at the liveliest stations. This is an automatic electronic information system, giving timetable-based passenger information and information on train delays. Some of the stations are only provided with remote announcement equipment.
Helsinki–Vantaankoski	Remote announcement equipment between Pohjois-Haaga and Vantaankoski
Riihimäki–Tampere	Stations are equipped with an electronic information system, giving timetable-based passenger information and warning of passing trains. Riihimäki and Tampere have electronic timetable-based information equipment and automatic announcement equipment.
Toijala–Turku, Tampere–Pori, Oulu–Kontiomäki, Kouvola–Pieksämäki	Remote announcement equipment
Other major stations	Automatic announcement equipment
Other stations	Generally provided with remote announcement equipment.
Travel centres Seinäjoki, Jyväskylä, Kouvola, Lappeenranta	Electronic timetable-based information equipment, automatic announcement equipment. New travel centres will be equipped with this system.


NETWORK STATEMENTS OF OTHER COUNTRIES

The table below shows the Internet addresses of the Network Statements published by the Infrastructure Managers of other countries, and the names used for the Network Statement. The information given in the table may change.

Table 1. Network Statements of other countries.

Infrastructure Manager	Country	Name used	Internet address
Banestyrelsen	Denmark	Netredegørelse	www.banestyrelsen.dk
Banverket	Sweden	Järnvägsnätsbeskrivning	www.banverket.se
DB Netz AG	Germany	Schienennetz-Nutzungsbedingungen	www.bahn.de/snb
Jernbaneverket	Norway	Network Statement	www.jernbaneverket.no/ /marked/
Magyar Allamvasutak	Hungary	Halozati üzletszabalyzat	www.mav.hu
Network Rail	UK	Network Statement	www.networkrail.co.uk/ operations/networkstate ment
Österreichische Bundesbahnen	Austria		www.oebb.at
ProRail	Netherlands	Netverklaring	www.prorail.nl
Red Nacional de los Ferrocarriles Españoles	Spain	Declaracion sobre la Red	www.renfe.es
Rede Ferroviária Nacional, E.P.	Portugal	Directorio da Rede	www.refer.pt
Réseau Ferré de France	France	Document de référence du réseau ferré national	www.rff.fr
Rete Ferroviaria Italiana SpA	Italy	Prospetto Informativo della Rete	www.rfi.it
Schweizerische Bundesbahnen / Chemins de Fer Fédéraux Suisses / Ferrovie Federali Svizzere	Switzerland	"Open access"	www.sbb.ch
Société Nationale des Chemins de fer Belges / Nationale Maatschappij der Belgische Spoorwegen	Belgium		www.sncb.be
Société Nationale des Chemins de Fer Luxembourgeois	Luxemburg	Document de Reference du Reseau	www.railinfra.lu
Železnice Slovenskej Republiky	Slovakia		www.zsr.sk

- 1/2003 Verkkoselostus 2004
- 2/2003 Luettelo rautatieliikennepaikoista 1.6.2003
- 3/2003 Finnish Network Statement 2004
- 4/2003 Beskrivning av Finlands bannät 2004
- 5/2003 Verkkoselostus 2005



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