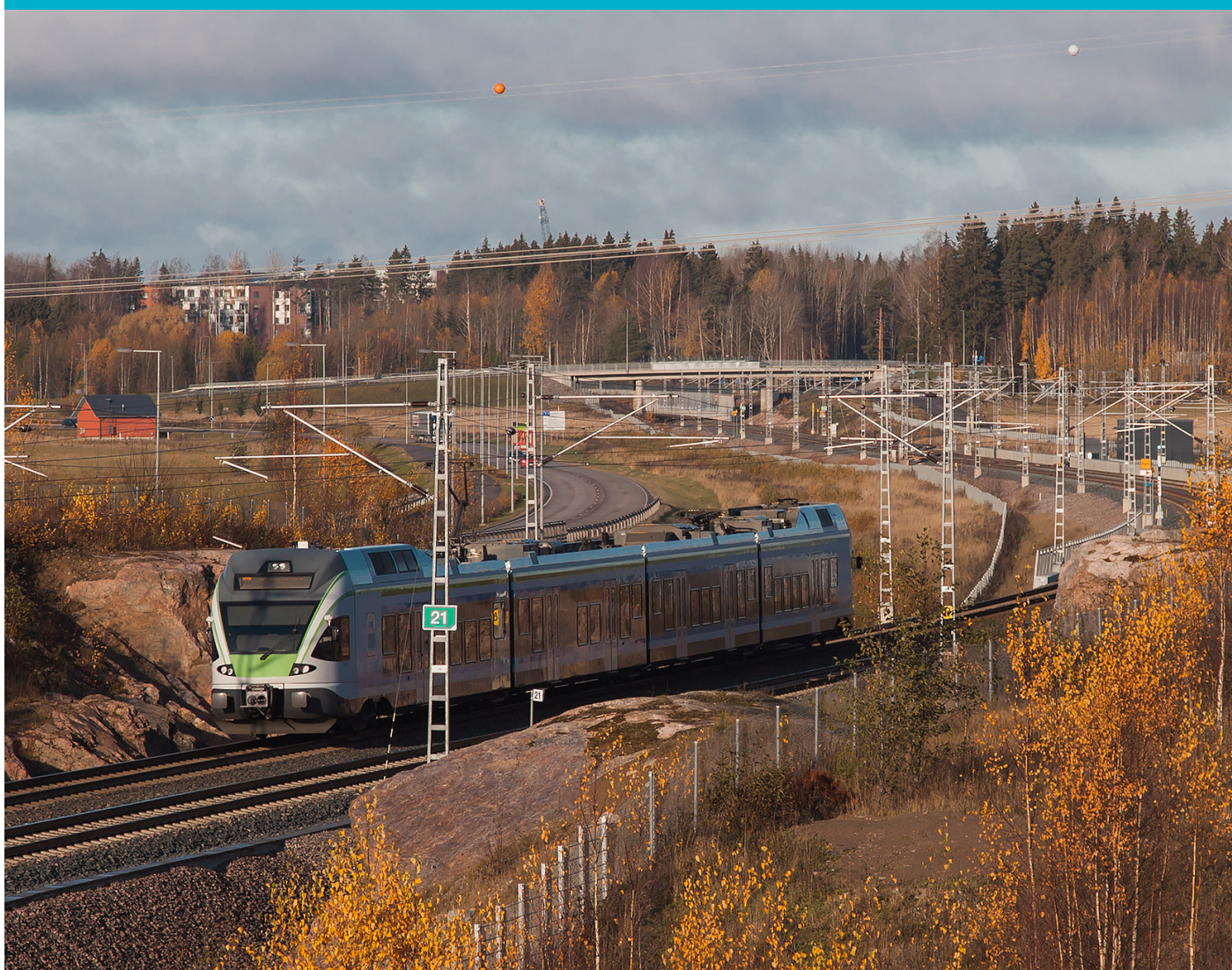


# RAILWAY NETWORK STATEMENT 2021



Updated 18 June 2021

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# Railway Network Statement 2021

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## Foreword

In compliance with the [Rail Transport Act \(1302/2018 \(in Finnish\)\)](#) and in its capacity as the manager of the state-owned railway network, the Finnish Transport Infrastructure Agency is publishing the Network Statement of Finland's state-owned railway network (hereafter the 'Network Statement') for the timetable period 2021. The Network Statement describes the state-owned railway network, access conditions, the infrastructure capacity allocation process, the services supplied to railway undertakings and their pricing as well as the principles for determining the infrastructure charge. The Network Statement is published for each timetable period for applicants requesting infrastructure capacity. This Network Statement covers the timetable period 13 December 2020 – 11 December 2021.

The Network Statement 2021 has been prepared on the basis of the previous Network Statement taking into account the feedback received from users and the Network Statements of other European Infrastructure Managers. The Network Statement 2021 is published as a PDF publication. The Finnish Transport Infrastructure Agency updates the Network Statement as necessary and keeps capacity managers and known applicants for infrastructure capacity in the Finnish railway network up to date on the document. RINF data and the Finnish Transport Infrastructure Agency's register information have been used to create a map service giving information about the characteristic features of the Finnish railway network.

The Network Statement 2021 follows the general European structure for similar documents, which partially differs from the structure of previous Network Statements. The Network Statement comprises the following chapters:

- 1 General
- 2 Access conditions
- 3 Railway network
- 4 Capacity allocation
- 5 Services
- 6 Payments.

The Finnish Transport Infrastructure Agency is responsible for preparing the Network Statement. A large number of experts working in different sectors of the Finnish Transport Infrastructure Agency and outside the agency have been involved in the drafting process.

The road and rail traffic management functions and vessel traffic services were corporatised as a state-owned limited company on 1 January 2019. The Finnish Transport Infrastructure Agency purchases all traffic control services from the traffic control company Finntraffic Ltd.

Helsinki, 13 December 2019

Finnish Transport Infrastructure Agency  
Infrastructure Access and Information Services

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Appendix 5M	Service description: Rail Training Centre (RTC)
Appendix 5N	Service description: Electricity transmission service
Appendix 5O	Service description: Technical Control Centre
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Appendix 6A	Performance scheme

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## Definitions, signals and abbreviations

**ENNE** is a railway traffic prediction and optimisation system.

[Fintraffic Railway Ltd.](#) is a subsidiary of the Traffic Control Company Finland, which provides railway traffic control and management services. Fintraffic's services include railway traffic control, traffic planning, capacity management, catenary system operating centre activities and passenger information services related to rail passenger traffic.

**JKV** is a class B system 'ATP-VR/RHK - Junankulunvalvonta (JKV)' under Appendix B to the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system of 28 March 2006.

**JETI** is a system for advance information on train traffic, in which the advance reports of and information on changes affecting traffic are drafted, shared and maintained. Advance plans and track work carried out in the railway network are prepared and approved in this system. JETI is also used to reserve capacity on railway yards and main lines for storage of rolling stock, trials or other special needs.

**Ad hoc infrastructure capacity** means infrastructure capacity requested for temporary, short-term and varying train paths. Example: trains operating on individual days; machinery and trains with deviating routes or stopping behaviour.

**KUPLA** is an application for transmitting essential information to the train driver.

**LIIKE** is the system used for infrastructure capacity management in Finland. The LIIKE system will be replaced with the SAAGA system one function at a time between 2020 and 2022.

The task of [traffic planning](#) is to coordinate track work and rail traffic in the state-owned railway network. The service is provided by Fintraffic Railway Ltd.

**Traffic control** protects and secures operations and track work. Traffic control grants permits for track work and operations and gives notifications to them. The service is provided by Fintraffic Railway Ltd.

The traffic control company refers to the Fintraffic Group which began operating on 1 January 2019. Most of the tasks of the traffic control company referred to in this Network Statement are performed by Fintraffic Railway Ltd, a subsidiary of the Group.

**Museum train traffic** means small-scale train traffic in the railway network by non-profit museum train associations. Museum trains mean rolling stock registered as museum trains in the Finnish Transport and Communications Agency Traficom's rolling stock register.

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Through **OSS** (One Stop Shop), customers can manage all matters concerning international railway traffic, such as access to the railway network, requests for international infrastructure capacity or reporting on operations. Each RNE member state has its own OSS. In Finland, the OSS also functions as a point of contact in matters concerning domestic railway operations. The email address of the point of contact is [oss@ftia.fi](mailto:oss@ftia.fi).

**RAILI** is an integrated railway communication service, which can be accessed with VIRVE phones and smart phones containing the RAILI application.

**Infrastructure management** means the construction, maintenance and development of tracks, structures, equipment and systems connected with them, as well as the immovable property needed for infrastructure management.

**RAPLI** is an application through which the RAILI service can be accessed with login information on smartphones in the general network.

**Track work** is work carried out in the railway network that requires interruption of railway operations (in class 1 traffic control areas) or prevents a safety installation from operating at interlocking level or at the level of Centralised Traffic Control. In class 1 traffic control areas, a permit granted by the traffic control is required for track work. The work carried out in class 2 traffic control areas is track work when the track work manager protects the track work site. In class 2 traffic control areas, the track work manager is responsible for the track work and for protecting it.

Under the Rail Transport Act, **infrastructure capacity** means the chance to use the railway network and to prepare timetables for train paths in the railway network. It can also be defined as the train traffic capacity on a train path during a certain period depending on the characteristic features of the railway network.

**An applicant for infrastructure capacity** means a railway operator, a competent authority referred to in Part IV, chapter 1, section 4 of the Act on Transport Services ([320/2017](#)) and shippers, forwarders, integrated transport operators and a railway sector training institute that wish to obtain infrastructure capacity for reasons related to the provision of a public service or for commercial reasons.

The [Rail Traffic Management Centre](#) is a national rail traffic control and management service that is part of the traffic control company. The service is provided by Fintraffic Railway Ltd.

**Railway network** means the state-owned railway network managed by the Finnish Transport Infrastructure Agency.

**Infrastructure manager** means the Finnish Transport Infrastructure Agency or a railway infrastructure manager of a private siding coming under the Rail Transport Act.

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**RATO** means the technical instructions for railway tracks, comprising the basic information on the design, inspection and maintenance of the tracks and track equipment. RATO is based on the regulations issued by the Finnish Transport and Communications Agency. RATO is published by the Finnish Transport Infrastructure Agency. ([RATO](#).)

**Railway operator** means railway undertakings, railway maintenance undertakings, infrastructure managers operating in the railway network and museum train traffic operators. Other companies and associations operating in the railway network for whom railway operations are not part of their core activities, are also railway operators.

**Railway operations** mean the services operated by a railway undertaking, operations related to railway maintenance, operations by a museum train traffic operator, a company or other association for whom railway operations are not part of their core activity, or the operations of an infrastructure manager in the railway network.

**Railway undertaking** means a company or other association, either public or under private law, whose main activity is to operate rail passenger or freight services. The company must have an appropriate licence issued in the European Economic Area and it is obliged to provide traction services. Undertakings providing only traction services are also considered as railway undertakings.

**RINF** or the Register of Infrastructure means the centralised EU-wide register of the Member States' railway infrastructure. In practice, RINF is made up of national registers (NREs). The Finnish Railway Register is abbreviated as NRE-FI. RINF is made up of collected data, which can basically be divided into data on the following topics: a) railway network; b) detailed railway network; c) railway line; d) line section; e) operational point; f) running track; and g) siding.

RNE ([RailNetEurope](#)) is a non-profit organisation of European railway infrastructure managers and bodies allocating infrastructure capacity. Its purpose is to promote international traffic in the European railway infrastructure. The Finnish Transport Infrastructure Agency has rejoined in 2021.

**RUMA** or the mobile platform for track work contractors is an application for determining the location of a track work site, for describing the work, and for describing the restrictions remaining in effect after the work is completed.

**A line section with section block** is a line divided into block sections. The traffic control system ensures that a train can safely enter a block section. Only one train may occupy a block section at a time. The system of block sections allows successive trains to move between traffic operating points.

**Capacity for regular train services** means infrastructure capacity requested for regular, long-term and identical train services. Example: services required all year round from Monday to Saturday or on each Tuesday and Thursday for three months.

**TURI** is the Finnish Transport Infrastructure Agency's information system for safety-related anomalies and risk management. Railway operators and the Finnish Transport Infrastructure Agency's service providers use this system to report safety-related anomalies to the Finnish Transport Infrastructure Agency.

**TURO** means the safety instructions for infrastructure management. [The Finnish Transport Infrastructure Agency publishes the instructions on its website.](#)

**VIRVE** is a network based on TETRA technology supplying radio communication services for elevated security, safety and preparedness levels and for joint use by the authorities and operators using critical infrastructure that have been granted permission to use the network.

**Private siding** means a track not managed by the Finnish Transport Infrastructure Agency.

# 1 General

## 1.1 Introduction

The Finnish Transport Infrastructure Agency is a central government agency operating in the administrative branch of the Ministry of Transport and Communications. It is responsible for maintaining and developing the service level of the transport infrastructure administered by the State of Finland. The agency promotes the smooth functioning of the Finnish transport system, traffic safety, balanced regional development and sustainable development. The Finnish Transport Infrastructure Agency is the Finnish railway infrastructure management authority and the manager of the railway network under its management.

Provisions on the publication of the Network Statement are laid down in section 131 of the Rail Transport Act and in the [Directive 2012/34/EU of the European Parliament and of the Council](#) establishing a single European railway area. The Network Statement is published for each timetable period.

## 1.2 Purpose

The Network Statement is published for applicants of infrastructure capacity. The Network Statement describes the access conditions, the state-owned railway network and its characteristic features, capacity allocation, services supplied to railway operators, and the charging principles concerning access to the railway network.

Applicants may request infrastructure capacity for domestic freight transport, for international transport within the European Economic Area, and for transit traffic between Finland and Russia. VR Group Ltd may operate domestic rail passenger services on the Finnish line sections specified in the exclusive rights agreement between the Ministry of Transport and Communications and VR Group Ltd. Any railway operator may provide passenger services on the line sections that are not included in the agreement.

## 1.3 Legal framework

### Current legislation

As laid down in section 131 of the Rail Transport Act, the infrastructure manager must publish the provisions of the Rail Transport Act, as well the provisions and regulations issued under the act and other provisions that concern:

1. the right of access to the railway network
2. the principles of determining the infrastructure charges
3. requesting for infrastructure capacity and the related deadlines
4. the requirements for and authorisation of railway rolling stock, and
5. other matters concerning the management of railway operations and prerequisites for starting railway operations.



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The infrastructure manager publishes the details on the characteristic features and extent of the railway network in the Network Statement for each timetable period. The information can be found in chapter 3 of this Network Statement. The following decisions issued by the infrastructure manager under the Rail Transport Act are also published in the Network Statement:

1. specialised infrastructure capacity (section 3.4.1)
2. order of priority applied to congested track capacity (section 4.4.3)
3. threshold quota for the minimum use of infrastructure capacity on each train path (section 4.6).

## 1.4 Legal relevance

### 1.4.1 General

The Network Statement is a legally binding document in so far as it contains regulations on matters laid down in section 131 of the Rail Transport Act. Railway operators also commit to complying with the network statement under the network operating agreements.

### 1.4.2 Binding nature

The information published in the Network Statement does not affect the instructions issued by the infrastructure manager or the regulations issued by the Finnish Transport and Communications Agency. The information on the third parties given in the Network Statement may also change during the timetable period. The infrastructure manager reserves the right to transfer or change maintenance and development projects and charges pertaining to the railway network as a result of political decisions.

### 1.4.3 Appeals procedure

The [appeals procedure concerning the infrastructure manager's decisions is described on the website of the Finnish Rail Regulatory Body](#). A claim for rectification must be submitted to the Finnish Transport and Communications Agency's address within 30 days of receipt of the infrastructure manager's decision: Rail Regulatory Body, PO Box 467, 00101 Helsinki, Finland or by email to [kirjaamo@traficom.fi](mailto:kirjaamo@traficom.fi).

A claim for rectification may be submitted to the Rail Regulatory Body if the infrastructure manager's decision concerns the following matters laid down in the Rail Transport Act:

- 1) congested train path or part of it or order of priority (section 120)
- 2) allocation of infrastructure capacity (section 122)
- 3) allocation of ad hoc infrastructure capacity (section 123)
- 4) cancellation or withdrawal of infrastructure capacity (section 125)
- 5) infrastructure charge (section 139)
- 6) reductions and increases in the basic infrastructure charge (section 140)
- 7) additional charges (section 141).

## 1.5 Structure of the Network Statement

This Network Statement follows the common structure set for network statements by RailNetEurope (RNE). The purpose is to ensure that applicants requesting infrastructure capacity can find the same information in the same place in all network statements.

In addition to this chapter, the Network Statement contains five chapters and appendices. The second chapter of the Network Statement provides information on the conditions for access to the railway network, the third chapter on the characteristics of the railway network, the fourth chapter on matters related to the rail capacity allocation process, the fifth chapter on services provided to railway undertakings, and the sixth chapter on the charges and criteria for the use of the railway network. [The Network Statement contains appendices that provide more details of the characteristics of the railway network and other issues related to railway operations, as well as a separate map service describing the characteristic features of the railway network \(in Finnish\).](#)

## 1.6 Validity and updating of the network statement

### 1.6.1 Validity

The Network Statement is valid for one timetable period and it is published no later than four months before the expiry of the deadline for submitting capacity requests (12 months before the change of the timetable period). This Network Statement covers the timetable period 2021: 13 December 2020–11 December 2021. The Network Statement 2022 will be published no later than 12 December 2020.

### 1.6.2 Updates

Any changes to information in chapter 1.3 will be published on the [website of the Finnish Transport Infrastructure Agency](#). Every effort is made to keep the Network Statement up to date. The most important changes of the year are introduced on two preliminary adjustment dates: at the beginning of January and June. The infrastructure manager will consult the parties involved before introducing updates on these adjustment dates. There may be updates on the Network Statement and the appendices to it after the publication. The updates are published on the website of the Finnish Transport Infrastructure Agency.

This Network Statement contains references to the instructions issued by the infrastructure manager, which will also be updated during the timetable period as necessary. If there are any discrepancies between the instructions and the Network Statement, the valid instructions take precedence over the Network Statement.

## 1.7 Publication

The Network Statement is prepared in Finnish and published in Finnish and English. If there are any discrepancies between the language versions, the Network Statement published in Finnish takes precedence over other versions. The language versions of the Network Statement can be viewed and downloaded free of charge on the website of the Finnish Transport Infrastructure Agency.

## 1.8 Railway sector operators and contact information

The ownership/steering relationships between the Finnish railway sector operators are detailed on the website [Finnish railway market](#) > Railway sector operators.

### **Finnish Transport Infrastructure Agency**

The Finnish Transport Infrastructure Agency is responsible for maintaining and developing the state-owned transport infrastructure, and it acts as the manager of the state-owned railway network. The Finnish Transport Infrastructure Agency and Fintraffic -Group have concluded a service agreement on the provision of traffic management and control services. The Finnish Transport Infrastructure Agency also purchases construction and maintenance work related to the infrastructure as well as regional property management services from private sector service providers.

PO Box 33 (Visiting address: Opastinsilta 12 A)  
00521 Helsinki, Finland  
Email: [kirjaamo\(at\)ftia.fi](mailto:kirjaamo@ftia.fi)  
Website: [www.vayla.fi](http://www.vayla.fi)

You can contact OSS in all matters concerning this Network Statement, market entry and railway traffic ([oss\(at\)ftia.fi](mailto:oss@ftia.fi)). [For other contact information, see the Finnish Transport Infrastructure Agency website at \[www.vayla.fi\]\(http://www.vayla.fi\).](#)

### **Ministry of Transport and Communications**

The Ministry of Transport and Communications prepares the legislation and the budget of its administrative branch in cooperation with the agencies in the administrative branch. The Finnish Transport Infrastructure Agency, the Finnish Transport and Communications Agency and the Finnish Meteorological Institute are the agencies in the ministry's administrative branch. The traffic control company Fintraffic is part of the ownership steering of the Ministry of Transport and Communications.

PO Box 31 (Visiting address: Eteläesplanadi 16–18)  
00023 Government, Finland  
Email: [kirjaamo\(at\)lvm.fi](mailto:kirjaamo@lvm.fi)  
Website: [www.lvm.fi](http://www.lvm.fi)

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### **Transport and Communications Agency (Traficom)**

The Finnish Transport and Communications Agency Traficom is a central government agency that operates in the administrative branch of the Ministry of Transport and Communications. It is responsible for the regulatory duties and permit matters in the field of transport and communications.

PO Box 320 (Kumpulantie 9)  
00101 Helsinki, Finland  
Email: kirjaamo(at)traficom.fi  
Internet: [www.traficom.fi](http://www.traficom.fi)

### **Finnish Rail Regulatory Body**

The Rail Regulatory Body monitors, supervises and promotes the functioning of the rail market, ensuring that it operates in a fair and non-discriminatory manner.

PO Box 467 (Kumpulantie 9), 00101 Helsinki, Finland  
Email: kirjaamo(at)traficom.fi and railregulator(at)traficom.fi  
Website: [www.saantelyelin.fi](http://www.saantelyelin.fi)

### **Rail transport purchasers**

At the time of the publication of the Network Statement, there were two bodies purchasing rail transport services in Finland: Ministry of Transport and Communications and Helsinki Regional Transport (HSL). HSL is a joint municipal authority acting as the competent authority referred to in the Regulation (EC) No 1370/2007 of the European Parliament and of the Council, and in the Act on Transport Services. HSL is responsible for planning and providing public transport services in the Helsinki region and for drawing up the regional transport system plan.

PO Box 100 (Opastinsilta 6 A), 00077 Helsinki, Finland  
Email: hsl@hsl.fi (kirjaamo)  
Internet: [www.hsl.fi](http://www.hsl.fi)

### **Finnish Competition and Consumer Authority**

The task of the Finnish Competition and Consumer Authority is to implement competition and consumer policy, ensure the proper functioning of the markets, enforce competition legislation and EU competition rules, and protect the financial and legal position of the consumers. The supervisory duties of the Consumer Ombudsman are also the responsibility of the agency.

PO Box 5 (Visiting address: Siltasaarekatu 12 A)  
00531 Helsinki, Finland  
Email: kirjaamo(at)kkv.fi  
Internet: [www.kkv.fi](http://www.kkv.fi)

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### **Traffic control company Fintraffic**

A group whose subsidiary Fintraffic Railway Ltd is responsible for the management and traffic control of railway traffic in accordance with the service agreement between the group and the Finnish Transport Infrastructure Agency. The agreement covers such railway traffic sectors as the control service, passenger information service, infrastructure capacity management service, catenary system use service, monitoring service for the railway network's technical systems, monitoring service for the railway network's safety systems, and the development and life cycle management of the railway network systems, an information service and an expert service.

Palkkatilanportti 1, 00240 Helsinki, Finland  
Email: viestinta(at)fintraffic.fi  
Website: www.fintraffic.fi

### **MaaS (Mobility as a Service) operators**

Under the Act on Transport Services, providers of road and rail passenger transport services, providers of brokering and dispatch services, or actors managing a ticket or payment system on behalf of the above parties must give mobility service providers and providers of integrated mobility services access to the sales interface of their ticket and payment systems, through which passengers may without restrictions: 1) purchase a ticket product at a basic price, which, at a minimum, entitles the passenger to a single trip; the travel right based on this ticket must be easily verifiable using generally applied technology; or 2) reserve a single trip or a transportation, the exact price of which is unknown when the service begins or which for some other reason will be paid by mutual agreement after the service has been provided.

### **Railway undertakings**

At the time of the publication of the Network Statement, there were four railway undertakings operating in Finland: VR, Fenniarail and Aurora Rail. The railway undertakings are responsible for the planning, marketing and sales of their services, for their operations and for real-time traffic control. In matters concerning licences, safety certificates and registration of rolling stock in Finland, a new railway undertaking can contact the Finnish Transport and Communications Agency Traficom and in matters concerning the use of the railway network, the Finnish Transport Infrastructure Agency.

### **Stock companies**

The Metropolitan Area Rolling Stock Ltd owns the rolling stock required for passenger services in the Helsinki region (HSL region).

### **Infrastructure managers of private sidings**

[The links to the network statements published by the infrastructure managers of private sidings \(in Finnish\), can be found on the website of the Finnish Transport Infrastructure Agency.](#) The private sidings are connected with the state-owned railway network in such areas as ports and in the vicinity of industrial facilities.

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### Station area development company Senate Station Properties Ltd

The company, which was established at the start of 2019, works together with cities and other municipalities to find the best way to ensure that each of the station areas managed by the company can make a maximum contribution to sustainable urban development in its area. The company primarily develops the station areas by means of land use planning so that the areas can be extensively used for residential building construction and business operations and as transport hubs. For more information on the development of station areas, go to [www.asepanseutu.fi](http://www.asepanseutu.fi) (in Finnish).

## 1.9 Rail freight corridors in Finland

[Finland's railway network is not connected with the European-wide Rail Freight Corridors network.](#)

## 1.10 International cooperation between infrastructure managers

[RailNetEurope \(RNE\)](#) is a non-profit organisation of European railway infrastructure managers and bodies allocating infrastructure capacity. Its purpose is to promote international traffic in the European railway infrastructure.

For links to the network statements published by other countries' infrastructure managers, see the [RailNetEurope \(RNE\)](#) website.

[European Rail Infrastructure Managers \(EIM\)](#) is a Brussels-based association representing the common interests of European railway infrastructure managers. The members of EIM also include multi-modal organisations, such as the Finnish Transport Infrastructure Agency. Its members manage 53% of the European Union's railway lines, and EIM is also recognised in the EU regulations as an organisation that EU bodies must consult. Through EIM, the Finnish Transport Infrastructure Agency can play a role in the preparation of the European railway legislation, both at the political and technical level. The Finnish Transport Infrastructure Agency can influence the contents of the Fourth Railway Package, the technical specifications for interoperability and the common safety methods through both EIM and national channels.

The Finnish Transport Infrastructure Agency participates in PRIME meetings (Platform for Rail Infrastructure Managers in Europe) through EIM. PRIME is a joint platform of the European Commission and the European railway infrastructure managers for preliminary discussions on the Commission's emerging legislative proposals. At the meetings, the parties also discuss the effectiveness of the current legislation.

EIM is part of the working group implementing the technical pillar of the Fourth Railway Package. The working group includes the Finnish Transport Infrastructure Agency's mandated representative and the President of EIM.



### **1.10.1 One Stop Shop (OSS)**

Each member state has an RNE OSS contact point or contact person. Customers can select an OSS contact point or contact person with whom they can manage all matters concerning international rail traffic, such as network access, international path requests and operations as well as all matters concerning operations on the planned route (including cross-border services).

You can also contact the Finnish OSS for matters concerning domestic railway traffic. The email address is [oss\(at\)ftia.fi](mailto:oss(at)ftia.fi)

For the addresses of the OSS contact persons of infrastructure managers, visit the [website of RailNetEurope at www.rne.eu](http://www.rne.eu). The Finnish Transport Infrastructure Agency withdrew from RNE in 2014.

### **1.10.2 The RNE's Information technology tools**

RNE IT Tools are not used in Finland.

## 2 Access conditions

### 2.1 Introduction

Chapter 2 describes the conditions for accessing the railway network and for operating rail services. The licence, the railway operator's safety certificate, allocated infrastructure capacity and a network access agreement are the requirements for operating rail services. The rolling stock authorisation process and matters concerning the qualifications of traffic safety staff are also described in this chapter.

The stages of access to the railway market are described on the website <http://www.rautatiemarkkinoille.fi> -> Rautatiesektorin toimijat.

Finnish is the only language of communications used in Finland's state-owned railway network.

### 2.2 General access conditions

Access conditions are described in the Rail Transport Act. The state rail network must comply with Traficom's regulations and the Finnish Transport Infrastructure Agency's instructions. Information on Traficom's valid regulations is available on [the Traficom website](#) and on the [Finlex website \(in Finnish\)](#). [The instructions issued by the infrastructure manager are listed on the Finnish Transport Infrastructure Agency website.](#)

[The Government Decree on the Interoperability of the Rail System \(284/2019\) \(in Finnish\)](#) contains provisions on the essential requirements for the rail system.

Locomotives operating in the state-owned railway network must be equipped with a functioning ATP on-board unit. This requirement does not apply to units to which the Finnish Transport and Communications Agency Traficom has granted an exemption to operate without the equipment in question, or units to which the requirement of installing ATP equipment does not apply.

#### 2.2.1 General requirements for operating railway traffic

A railway undertaking or an international grouping of railway undertakings may only operate in the state-owned railway network if it meets the following conditions:

1. A railway undertaking or an international grouping of railway undertakings must have a licence granted by the Finnish Transport and Communications Agency Traficom and meeting the requirements laid down in the Rail Transport Act or a corresponding licence issued in the European Economic Area.
2. The railway operator must have a safety certificate referred to in the Rail Transport Act that has been issued or approved by the Finnish Transport

- and Communications Agency Traficom and that covers the train paths on which operations are planned.
3. Infrastructure capacity has been allocated to the railway operator for the planned traffic.
  4. The railway undertaking has concluded a network access agreement with the Finnish Transport Infrastructure Agency.
  5. All other conditions for operating rail services, laid down in and under the Rail Transport Act, are met.

### **Museum train traffic**

Except for the licence, all requirements applying to rail traffic described in this Network Statement also apply to museum train traffic. A museum train traffic operator must have a safety certificate issued by the Finnish Transport and Communications Agency Traficom. The certificate is issued on application for a maximum of five years at a time. The Finnish Transport Infrastructure Agency also requires that museum train traffic operators conclude access agreements for each timetable period. Museum train traffic operators may only request ad hoc infrastructure capacity.

## **2.2.2 Conditions for accessing railway infrastructure**

The following railway undertakings and international groupings of railway undertakings may access the state-owned railway network to operate rail services:

1. Railway undertakings and international groupings of railway undertakings referred to in the Rail Transport Act providing domestic freight services and international railway traffic services between states belonging to the European Economic Area.
2. VR Group Ltd has the exclusive right to operate domestic rail passenger services on the Finnish line sections specified in the exclusive rights agreement between the Ministry of Transport and Communications and VR Group Ltd. Any railway undertaking may operate passenger services on the line sections that are not included in the agreement.

These railway undertakings may access the railway network in accordance with the Rail Transport Act and the traffic operating points in the state-owned railway network for their services in accordance with the network access agreement. Other railway operators may also use the state-owned railway network, provided that an agreement on the operations has been concluded with the infrastructure manager.

## **2.2.3 Licence**

[A railway undertaking may only operate rail services if it has been granted a licence by the licensing authority. The Finnish Transport and Communications Agency Traficom issues the licences](#) for operating railway services to applicants established in Finland. Licences issued in another member state of the European Economic Area are also accepted and a copy of the licence must also be sent to Traficom.

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## 2.2.4 Safety certificate

In Finland, safety certificates are issued by the Finnish Transport and Communications Agency Traficom.

If a railway undertaking has been granted part A of the safety certificate in another country belonging to the European Economic Area, it must apply for part B of the safety certificate from Traficom before it can start train operations or infrastructure management in Finland.

The safety certificate is issued or approved for a maximum of five years at a time. The railway operator must apply for a new safety certificate as soon as its old certificate has expired.

The safety certificate consists of two parts. Part A is issued to approve the safety management system, while part B is issued to approve the documents and arrangements that the holder of the safety certificate has provided and that concern the meeting of the requirements laid down in the appropriate legislation. The safety certificate ensures that the applicants meet the safety requirements set for their operations and that the railway operators meet the requirements for safe operations in the railway network. These requirements are laid down in the Rail Transport Act. In order to ensure rail transport safety, conditions concerning the safety of rail transport may be included in the safety certificate, taking into account the nature and extent of the rail services to be operated by the applicant. The requirements referred to above are described in more detail and explained in the [instructions for applying for a safety certificate issued by Traficom](#).

## 2.2.5 Obligation to have insurance cover

A railway operator must have adequate liability insurance cover in place or make equivalent arrangements for situations in which damage is caused to third parties and the railway operator is liable for the damage under the law or an agreement. The nature and scope of the operations and the risks arising from the operations must be taken into account when the adequacy of the insurance cover or similar arrangements are assessed. The insurance cover or equivalent arrangements must be valid for the whole duration of the operations. For more information on the matter, see the [guidelines on liability insurance issued by the Finnish Transport and Communications Agency Traficom](#) (the information is in Finnish).

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## 2.3 Network access agreements

### Network access agreement

Railway undertakings and museum train traffic operators must conclude an agreement with the infrastructure manager on the access to the state-owned railway network and on the use of the services required for railway operations. These services include access to tracks at traffic operating points and access to traffic control services. The parties may also agree on other practical arrangements concerning railway operations.

The railway operator should contact the infrastructure manager to prepare the access agreement and contractual negotiations at an early stage, preferably before requesting infrastructure capacity. The access agreement is concluded separately for each timetable period and it can be changed if required by decisions concerning capacity allocation made during the timetable period or other matters concerning the condition or accessibility of the railway network. The access agreement can only be concluded after all conditions on operating rail services specified in the Rail Transport Act have been met. Operations may start after the agreement has been concluded and the infrastructure capacity allocated.

### Agreement on access to individual traffic operating points

A railway operator, for whom operations in the state-owned railway network are not part of its core activities, must conclude an access agreement with the infrastructure manager on using the state-owned railway network or individual traffic operating points before starting railway operations. The agreement is concluded for one timetable period. A railway operator wishing to conclude an access agreement must send a free-form application to the infrastructure manager ([kirjaamo\(at\)ftia.fi](mailto:kirjaamo@ftia.fi)) well before the start date of the planned operations.

### Railway yard agreement

At traffic operating points with more than one railway operator, the parties must conclude a railway yard agreement, if necessary. The agreement sets out the common rules for the railway yard and parts of it and for access to and operation of tracks in the railway yard. The railway yard agreement is appended to the network access agreement and it is concluded for one timetable period. The infrastructure manager convenes the parties to negotiate on the railway yard agreement. The aim of the infrastructure manager is to develop information systems for railway yard capacity allocation so that separate railway yard agreements would no longer be needed.

### Network access agreements with maintenance undertakings

Maintenance contractors that have a valid maintenance agreement with the infrastructure manager (or the subcontractor of the maintenance provider of the infrastructure manager) do not need a separate network access agreement for the activities falling within the scope of the maintenance agreement because the maintenance agreement also grants them access to the infrastructure. The contractors must contact the infrastructure manager so

that it can be determined whether an access agreement for the activities outside the scope of the maintenance agreement or other similar agreement concluded with the infrastructure manager can be determined.

### **Agreement on storing rolling stock on the tracks of the state-owned railway network**

The need and the right to access railway yard tracks are discussed and agreed in the access agreement. In a multi-operator environment, railway yard agreements may be concluded with all operators at the traffic operating point or in the railway yard in question. The JETI system may also be used to request track reservations from Fintraffic's traffic planning for temporary storage of rolling stock. Longer-term storage is examined separately on a case-by-case basis. For more information, see Appendix 4B. Storage must be temporary, and it may not interfere with other operators' activities at the traffic operating point or in the railway yard. If the situation so requires, the rolling stock must be moved to a storage location assigned by the infrastructure manager within a reasonable time frame.

If a museum train traffic operator needs to store its rolling stock in the state-owned railway network, an agreement on the storage of the rolling stock must be concluded with the infrastructure manager. The need for such an agreement is always determined on a case-by-case basis and the infrastructure manager may refuse to conclude the agreement on reasonable grounds. Applications for the agreement must be sent to: kirjaamo(at)ftia.fi.

### **Agreement between infrastructure managers**

The agreement between infrastructure managers contains provisions on traffic between railway networks, traffic control, the dividing line between railway networks and its ownership and maintenance, as well as on the cooperation between infrastructure managers. In order to enter into such an agreement, a private infrastructure manager must submit a free-form request to the Finnish Transport Infrastructure Agency at kirjaamo(at)ftia.fi.

### **Agreement on the use of draisines**

Draisines may not be used in the state-owned railway network on line sections with commercial traffic. However, draisines may be used on certain line sections that are closed to traffic, provided that the track conditions are satisfactory and all safety requirements are met. An agreement on the use of draisines on such line sections is always on a case-by-case basis and the infrastructure manager may refuse to conclude the agreement. Inquiries concerning such agreements should be sent to the infrastructure manager well in advance of the planned use (kirjaamo(at)ftia.fi).

## **2.3.1 Framework agreement**

The infrastructure manager may conclude a framework agreement on the use of the infrastructure capacity with the applicant for capacity. The purpose of the agreement is to specify the characteristics of the infrastructure capacity required by the applicant. However, the framework agreement does not entitle the applicant to obtain the infrastructure capacity set out in the agreement.



The railway undertaking must request the infrastructure capacity set out in the framework agreement for each timetable period. The infrastructure manager also allocates the infrastructure capacity specified in the framework agreement in accordance with the procedure described in the Rail Transport Act. Correspondingly, the network access agreement is concluded for each timetable period separately regardless of the framework agreement. The framework agreement notwithstanding, the provisions of the Rail Transport Act can be applied to other applicants for infrastructure capacity.

The framework agreement is concluded for a maximum of five years. For special reasons, the infrastructure manager may, however, also conclude framework agreements for longer periods. Framework agreements concluded for more than five years must, however, be based on agreements, special investments or special business risks connected with the transport business of the party with which the agreement is concluded. They may also be based on large-scale long-term investments of the party with which the agreement is concluded and the contractual obligations arising from such activities.

The Finnish Transport Infrastructure Agency does not currently conclude framework agreements.

## 2.4 Operational regulations and guidelines

The operational regulations can be found in the [Finlex service \(in Finnish\)](#) and on the [website of the Finnish Transport and Communications Agency](#). The operational instructions can be found on the websites of the Finnish Transport and Communications Agency Traficom and the [Finnish Transport Infrastructure Agency](#). The infrastructure manager makes every effort to ensure that the latest versions of the instructions are available to the railway operators no later than two months before they enter into force.

## 2.5 Exceptional transports

Restrictions concerning exceptional transports are described in chapters 3.4 and 4.7. The regulations concerning rail traffic and rolling stock are available in the [Finlex service](#) (in Finnish) and on the [Traficom website](#). Other instructions can be found on the [Finnish Transport Infrastructure Agency website](#).

Permits for exceptional transports are issued by the Finnish Transport Infrastructure Agency's Railway Technology unit.

## 2.6 Carriage of dangerous goods

Carriage of dangerous goods is discussed in chapters 3.4.3. The regulations concerning rail traffic and rolling stock are available in the [Finlex service](#) (in Finnish) and on the [Traficom website](#).

## 2.7 Rolling stock

Before rolling stock can be used in the railway network, it must be granted [authorisation for placing on the market by Traficom](#). In Finland, the authorisation is granted under the Rail Transport Act. The Rail Transport Act is in accordance with the provisions laid down in the fourth railway package of the EU. The requirements concerning rolling stock are based on the interoperability requirements for the single European railway system, and Traficom issues regulations supplementing them, as necessary. Before issuing the authorisation, Traficom may, in order to specify any restrictions, request the infrastructure manager's opinion on the compatibility of the vehicle type or -unit with the railway network.

[The Finnish Transport and Communications Agency Traficom maintains a register to promote rail system safety and identify rolling stock](#). The purpose is to monitor the validity and traffic safety of the rolling stock. The rolling stock granted the authorisation for placing on the market in Finland is entered in the register maintained by the Finnish Transport and Communications Agency Traficom. Details of the owner, holder and lessee of the rolling stock must be entered in the register.

The special characteristics and features of the railway network in matters concerning the compatibility of the rolling stock with the railway network are described in the RATO 21 instructions issued by the Finnish Transport Infrastructure Agency. They must be taken into account when authorisation for new rolling stock in the railway network managed by the Finnish Transport Infrastructure Agency is sought.

There are level crossings equipped with warning devices on the line sections Toijala–Valkeakoski, Olli–Porvoo and Lahti–Heinola. The traction units and track construction/maintenance machines using these line sections must carry a portable appliance activating the warning devices. The units receive the appliance in the railway yard located on the line section. [For the instructions on activating the warning devices on the line section Toijala–Valkeakoski, see the Finnish Transport Infrastructure Agency website](#).

## 2.8 Tasks with a significant impact on railway safety

Under the EU railway safety directive (EU) 2016/798, railway undertakings and infrastructure managers are responsible for the training and qualifications of their staff performing safety-critical work. In its capacity as the manager of Finland's state-owned railway network, the Finnish Transport Infrastructure Agency is responsible for setting qualification requirements for persons working in the railway network on behalf of the infrastructure manager and in joint projects involving the infrastructure manager and for ensuring that these persons are provided with adequate training. It is also laid down in section 11 of the Occupational Safety and Health Act (738/2002) that employers must ensure the qualifications of their personnel, especially in tasks involving a particular risk of injury or illness.

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The Act on Transport Services only contains provisions on the qualifications of train drivers in the railway system. The train driver's licence demonstrates that the person in question possesses the general qualifications for driving a train. The licence proves that in respect of their health and psychological qualities, the person in question meets the minimum requirements laid down in the act and is suitable for working as a train driver. The train driver must always carry the licence with them when performing their task in the state-owned railway network.

### **Qualification requirements set by the manager of the state-owned railway network**

In its instructions titled '[Valtion rataverkon haltijan osaamis- ja pätevyys-vaatimukset](#)', the infrastructure manager has set minimum qualification requirements for railway operators and infrastructure managers of private sidings operating in the state-owned railway network. A railway operator must describe the management of the qualifications and training for the tasks that have a critical impact on railway safety and that are laid out in its safety management system. The infrastructure manager requires that shunting personnel possess specific qualifications and that railway operators ensure that these requirements are met. The qualification requirements are set out in the qualifications instructions prepared by the manager of the state-owned railway network.

The qualification requirements issued by the manager of the state-owned railway network also specify the [essential tasks concerning the safety of track work and the training for them](#).

### **Small-scale train driver operations**

Small-scale train driver operations and the operators' responsibilities are described in [Traficom's instructions 'Pienimuotoinen kuljettajatoiminta' \(in Finnish\)](#). Provisions on small-scale train driver operations are laid out in the network access agreements between the infrastructure manager and the railway operator. Small-scale train driver operations are in small scale and limited in terms of their geographic area. [Areas for small-scale train driver operations at traffic operating points are shown in the Railway Information Extranet \(in Finnish\)](#).

During its 2020 autumn session, Parliament is discussing the Government proposal HE 113/2020 vp, which contains a proposal for amending section 69 of the Act on Transport Services (320/2017). Under the proposal, no train driver's licence would be required for operating rolling stock when the operations are carried out as shunting within a traffic operating point, on a private siding or between a private siding and the first traffic operating point of the state-owned railway network if the railway operator and the infrastructure manager jointly designate the area for the shunting not requiring a licence.

If adopted, the amendment would replace the current system of small-scale train driver operations. It is proposed that the amendment should enter into force on 1 February 2020. The Finnish Transport Infrastructure Agency will update the Network Statement accordingly.

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## 3 Railway network

### 3.1 Introduction

The state-owned railway network managed by the Finnish Transport Infrastructure Agency is described in the Network Statement. The Finnish Transport Infrastructure Agency's infrastructure management comprises the planning, construction and maintenance of tracks and their structures and equipment as well as of the immovable property needed for infrastructure management.

### 3.2 Extent of the railway network

#### 3.2.1 Limits

The Network Statement describes Finland's state-owned railway network. The railway network is shown in the map service and in Appendix 3A.

#### 3.2.2 Connected railway networks

The railway networks of Finland and Sweden are connected in Tornio. The management of traffic on the line section Tornio–Haaparanta is described in the Jt rules issued by the Finnish Transport Infrastructure Agency. The Swedish railway infrastructure is managed by Trafikverket.

The railway networks of Finland and Russia are connected in Vainikkala, Imatrankoski, Niirala and Vartius. Provisions on the direct international railway traffic between Finland and Russia are laid out in the railway traffic agreement between the two countries. Railway traffic between Finland and Russia is not international traffic within the European Economic Area.

Under the Commission Decision of 20 February 2015, [private sidings at ports with international trade and private sidings owned by VR](#) are part of the Finnish local railway infrastructure of strategic importance, as referred to in Article 2(4) of the [Directive 2012/34/EU](#).

## 3.3 Network description

### 3.3.1 Geographical description

#### 3.3.1.1 *Track typologies*

In 2019, the state-owned railway network in Finland measured 5,923 km, of which 5,650 were in transport use. Of the tracks 5,231 km were single-tracks and 692 km had two or more adjacent tracks.

The double-track line sections are as follows:

- Leppävaara–Kirkkonummi
- Huopalahti–Havukoski
- Kytömaa–Ainola
- Purola–Riihimäki station
- Sammalisto–Sääksjärvi
- Kouvola–Juurikorpi
- Pohjois-Louko–Seinäjoki station–(Lapua)
- Kytömaa–Hakosilta
- Riihimäki station–Luumäki
- Tampere freight–Lielähti
- Tampere Järvensivu–Orivesi
- Kokkola–Ylivieska

The three-track line sections are as follows:

- Riihimäki station–Sammalisto
- Sääksjärvi–Tampere freight

The four-track line sections are as follows:

- Ainola–Purola
- Kytömaa–Ainola (expected to become operational at the end of 2021)
- Helsinki station–Leppävaara
- Helsinki station–Kytömaa

#### 3.3.1.2 *Track gauges*

The nominal track gauge in the railway network is 1,524 mm. The speed-dependent limit values for the track gauge are indicated in Traficom's document Rautatiejärjestelmän infrastruktuuriosajärjestelmä (Trafi/ 18116/ 03.04.02.00/2012) (in Finnish). [The regulation can be found in the Finlex service.](#)

#### 3.3.1.3 *Railway traffic operating points*

The traffic operating points in the state-owned railway network are shown in Appendix 3B and in the map service.

### 3.3.2 Characteristics of the rail network

#### 3.3.2.1 Loading gauge and structure gauge

The loading gauge (KU) (Appendix 3D) and the structure gauge (ATU) (Appendix 3E) are used throughout the railway network. On private sidings, there may be both loading and structure gauge limitations, and railway operators must clarify these matters separately before transport operations.

For more information on the structure gauge and the vehicle gauge (LKU), visit the [Traficom website](#) (the information is in Finnish) and part 2 'Radan geometria' of the Finnish Transport Infrastructure Agency's publication 'Railway Engineering Guidelines (RATO)'. For more information on the track work gauge, see [TURO \(safety instructions for infrastructure management\) \(in Finnish\)](#).

#### 3.3.2.2 Weight limits

##### **Axle loads**

The axle load 225 kN is permitted in most parts of railway network. The maximum permitted axle loads on individual line sections and the maximum permitted speeds on different axle loads are shown in the map service of the Network Statement. Appendices 3M and 3N specify the axle loads and restrictions applying to overweight loads and the wagons used in the eastern transit traffic.

##### **Metre load**

The permitted rolling stock metre load throughout the state-owned railway network is 80 kN/m.

#### 3.3.2.3 Line gradients

On the main lines, the maximum dominant gradient is 20 mm/m. There are higher gradients in a number of places. On secondary lines, the maximum gradient is 22.5 mm/m. The maximum gradient on line sections measured over a distance of 1,200 metres is described in Appendix 3A.

The gradient between the traffic operating points Leinelä and Kivistö on the Ring Rail Line is 40 mm/m.

#### 3.3.2.4 Line speeds

The maximum speed for passenger trains is 220 km/h and for freight trains 120 km/h. The maximum speed on tracks without ATP is 80 km/h. The speeds permitted for passenger and freight trains in the railway network are shown in the map service of the Network Statement. The maximum permitted speeds for different rolling stock categories are given in Appendix 3L. [For more information about areas in which trains pick up speed, see 'Junaliikenteen ja vaihtotyön turvallisuussäännöt' \(It rules\)](#).

#### 3.3.2.5 Maximum train length permitted on a line section

The maximum train length permitted on a line section must be such that trains can also use sidings at the traffic operating points on the line section. The parties must separately agree on exceptional and other special transports.



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Trains are not required to fit in all sidings at all traffic operating points. Trains with a length of 1,100 metres are allowed on the line section Vainikkala–Kotka/Hamina. The train lengths used for dimensioning line sections are 700, 750, 925 and 1,100 metres. The maximum useful length of the sidings at individual traffic operating points is shown in Appendix 3B and in the map service.

### **3.3.2.6 Power supply**

The nominal voltage on electrified line sections is 25 kV/50 Hz AC. On all electrified line sections, power is taken from the contact line above the track so that one or both of the running rails and the return conductors form the return circuit. Neutral sections are located between the feeding sections of the contact line feeder stations, and rolling stock cannot collect current from the neutral sections. The main switch of the electric locomotive or electric train unit must be opened at the neutral sections. The electric traction units of the trains may not stop at neutral sections.

The maximum current supply capacity of the overhead line for electrically hauled stock is between 350 and 800 A. The available current depends on the number and location of the rolling stock using electric power simultaneously in the power supply area.

The fixed electrification installations are described in [part 5 'Sähköistetty rata' of the publication 'Railway Engineering Guidelines \(RATO\)](#).

The electrical equipment of the electric locomotives and train units is described in the regulation 'Rautateiden liikkuva kalusto' issued by the Finnish Transport and Communications Agency Traficom (TRAFICOM/ 168146/03.04.02.00/2019). [The regulation can be found in the Finlex service](#) (in Finnish) and in part 21 '[Liikkuva kalusto](#)' of the '[Railway Engineering Guidelines](#)' (RATO) issued by the Finnish Transport Infrastructure Agency.

All new electric traction stock must be equipped with an energy measurement system complying with invoicing requirements and the standard EN 50463-1...5 (2017). Data transmission to the Finnish Transport Infrastructure Agency's measurement and balance management system must comply with part 4 in Standard EN 50463. Data can also be transmitted in a UTILTS message.

### **3.3.3 Traffic control and communication systems**

[Within the framework of the partnership agreement between the Finnish Transport Infrastructure Agency and the traffic control company, Fintraffic Ltd. provides rail transport operators information system services](#) and interfaces free of charge, according to instructions prepared by the Finnish Transport Infrastructure Agency and Fintraffic Railway Ltd.. Any other operator-specific interfaces or services can be agreed on separately, and, in this case, a fee will be charged in accordance with the actual costs incurred. Fintraffic Railway Ltd. supplies the data and instructions required to use the data system services. Railway operators are responsible for the competence of their own staff and must arrange or purchase the training required to ensure the competence.

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[A description of the information system interfaces, application services and required technology components essential for railway operators is maintained on the Fintraffic website.](#) The infrastructure capacity management system (for the time being LIKE) is a key data system for operating rail services in Finland as the train driver's data terminal application (KUPLA) and the passenger information system rely on the data from this system.

### **3.3.3.1 Traffic control systems**

The signalling systems used in the state-owned railway network are described in Appendix 3A, in the map service and in part 6 ('Turvalaitteet') of the publication 'Railway Engineering Guidelines'(RATO).

The line sections equipped with Centralised Traffic Control are shown in the map service. However, on sidings and loading and storage sidings, units may have to secure routes locally.

[The regulation 'Määräys ohjaus-, hallinta- ja merkinanto-osajärjestelmästä': TRAFICOM/251470/03.04.02.00/2019\) issued by Traficom \(in Finnish\)](#) is applied in the state-owned railway network.

### **Predicting train traffic (ENNE system)**

ENNE is a railway traffic prediction and optimisation system. With ENNE, the traffic situation over the entire network can be predicted, which gives more time for decision-making. It also makes transport operations more energy-efficient. ENNE will be put into operational use in stages, starting in 2020. ENNE is Fintraffic Railway Ltd.'s system.

In order to produce more accurate train traffic predictions, improve the effectiveness of the multi-actor environment, achieve smoother flow of traffic and better handling of disruptions, and to boost energy efficiency, railway undertakings must submit the following updated information to the infrastructure manager. The data must be submitted in a manner agreed between the parties (preferably via interfaces). Unless otherwise agreed, the data will be made available for operational traffic control. However, the data can also be used as a basis for predictions of train services, which can be made available to passengers and in open interfaces.

- Predicted train preparation times for departure from the site of departure or for a transfer to the site of departure, when the transfer has been scheduled.
- Requests for track changes at traffic operating points that are relevant to railway undertakings. The track change request tool is used especially in Helsinki and Ilmala.
- Reservations and needs for storage sidings in railway yards: advance messages submitted in the JETI system or other agreement with Fintraffic's traffic planning.
- Inter-train dependencies (rolling stock, staff, passengers changing trains), shunting operations between Helsinki and Ilmala and Ilmala and Helsinki as well as shunting operations at other stations (if their number differs from that given to the train). Shunting operations between Ilmala and Helsinki are requested as capacity; in other places the aim is also to include shunting operations in the capacity.

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- Temporary train-specific speed limits due to partial rolling stock malfunctions or replacements if new capacity cannot be requested or if traffic control is not aware of the malfunctions.
  - Changeover of freight train crews (when there is no other need to stop).
  - Changes in commercial stops (additional stops or withdrawal of stops, including crew changeovers).
  - Estimated repair times given by the train drivers when, after the ready-to-depart notification, the train is unable to proceed or the rolling stock breaks down on the line.
  - Travel time predictions produced by the driver's energy efficiency system or by the drivers if they are significantly longer than scheduled or targeted.

### 3.3.3.2 *Communication systems*

#### **RAIL service**

The RAIL service is only used for communications related to traffic safety.

The integrated railway communications system RAIL can be used on VIRVE phones and smart phones. For use on smart phones, the RAIL application must be installed. The VIRVE network is used for communications between trains and traffic control. Railway operators wishing to install VIRVE phones in their rolling stock to which train traffic rules apply must submit an application for a **VIRVE licence** to Traficom. For further information, see Appendix 3P.

Railway operators must submit an application to the Finnish Transport Infrastructure Agency for a **permit to use the RAIL service** and familiarise themselves with the [permit conditions of the service \(in Finnish\)](#). In addition to the VIRVE network, other commercial networks can also be used in communications between shunting foremen and traffic control, and between track work managers and traffic control on the basis of the RAIL application referred to above. For more information, visit the [Finnish Transport Infrastructure Agency website](#) (the information is in Finnish).

Traficom issues regulations on such matters as traffic operations, track work and communications. [All valid regulations can be found in the Finlex service \(in Finnish\)](#).

The Finnish Transport Infrastructure Agency issues instructions supplementing regulations on traffic control, traffic operations, track work and communications. [All valid instructions can be found on the website of the Finnish Transport Infrastructure Agency. For contact information for traffic control, see the Extranet site of the Finnish Transport Infrastructure Agency.](#)

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### **Advance Information System (JETI)**

Information on anomalies is provided via the Advance Information System (JETI) (the information is in Finnish), maintained by Fintraffic Railway Ltd., and through notifications given by traffic control. Real-time information on track work and train operations is maintained in JETI. Drivers and persons responsible for track work must have knowledge of the advance plans that are valid for the duration of the work/journey and in the working area/line sections of the journey. They must also have the contact details for traffic control.

[For more information, visit the Fintraffic Railway Ltd website.](#)

### **Train drivers' data terminal application (KUPLA)**

The infrastructure manager requires that the train drivers' terminal application (KUPLA) is used in all units operated in train traffic as well as in units used for shunting operations between traffic operating points.

For more detailed descriptions of the technical requirements of the train drivers' terminal application (KUPLA) and the principles for purchasing and using the application, visit the [Fintraffic Railway Ltd. website](#): (the information is in Finnish).

### **Railway contractors' mobile platform (RUMA)**

In the infrastructure manager's class 1 traffic control area, the RUMA application must be used for track work performed with the permission of traffic control. RUMA is used to locate track work managers, contact persons of track work teams and track construction/maintenance machines. RUMA is also used to submit track work notices and report traffic restrictions. The data in the RUMA application can be integrated in the LIKE system by adding a link to the RUMA application map in the planning graphics. The advance plans and yearly plans made in the JETI system are also presented in the RUMA application (the information is in Finnish).

[For more information, visit the Fintraffic Railway Ltd website.](#)

### **TURI**

Railway operators and the infrastructure manager's service providers use the TURI system to report safety-related anomalies to the infrastructure manager. Further information <https://vayla.fi/palveluntuottajat/aineistot/turi>.

#### **3.3.3.3 Train control systems**

Automatic Train Protection (ATP) is a system that supervises compliance with speed restrictions and signalling.

Locomotives operating in the state-owned railway network must be fitted with an ATP on-board unit meeting the requirements of the class B Finnish system (ATP-VR/RHK) or with a combination of the European Train Control System on-board unit and a specific transmission module (ETCS + STM) with similar functionalities. For information about the availability and terms of delivery of the on-board units meeting the requirements of the class B Finnish system

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(ATP-VR/RHK), contact [Bombardier Transportation Finland Oy](#). For information about the availability and terms of delivery of the ETCS+STM combination, contact Bombardier Transportation Finland Oy.

The special permit referred to in section 41 of the Rail Transport Act is required for operations without an ATP on-board unit or similar equipment. Traficom may grant the special permit provided that the operations do not endanger the safety of the rail system. In cases concerning the use of an ATP on-board unit, a fixed-term special permit may be granted if the case involves a need for exceptional and temporary train services or if an ATP on-board unit or spare parts for the equipment are not available. No special permits are granted to train units or locomotives that are used in passenger or commercial freight traffic not directly connected with infrastructure management. No ATP on-board unit is required for rolling stock that is only used for shunting.

More information on ATP systems and operations and on instructions applying to museum train traffic are provided in the regulations issued by [Traficom \(The information is in Finnish\)](#).

## 3.4 Traffic restrictions

### 3.4.1 Specialised infrastructure

The infrastructure manager may designate a train path or a part of it as specialised infrastructure if there are sufficient alternative train paths for other traffic. Specialised infrastructure means a train path or a part of it on which priority is given to the traffic for which the infrastructure is intended. The following train paths in Finland are designated as specialised infrastructure: Helsinki–Kerava (easternmost track and eastern middle track), Helsinki–Leppävaara (southernmost track and southern middle track) and Huopalahti–Havukoski (both tracks). These urban tracks are primarily reserved for Helsinki region commuter traffic. Passenger trains may not use the line section Kerava–Vuosaari and freight trains may not use the line section Havukoski–Huopalahti. Platform tracks 1–4 and 13–19 at the Helsinki Central Railway Station are also designated as specialised infrastructure and reserved for Helsinki region commuter traffic. Access to tracks 4 and 13–16 in particular requires coordination between applicants.

### 3.4.2 Restrictions due to environmental protection

Annex III to Government Decree 284/2019 contains provisions on environmental protection concerning the interoperability of the railway system. The regulations cover general provisions on rolling stock in terms of noise, vibration, electromagnetic interference, emissions, etc.

Speed restrictions prompted by vibration have been introduced in different parts of Finland. The vibration-related speed restrictions are presented in Appendix 3H.

### 3.4.3 Dangerous goods

#### Provisions, regulations and supervision

The following legislation and regulations apply to the domestic transport of dangerous goods: the Act on the Transport of Dangerous Goods (719/1994), which applies to all transport modes, the Government Decree on the Transport of Dangerous Goods by Rail (195/2002) and the [regulation on the carriage of dangerous goods by rail issued by Traficom](#) (in Finnish).

The appendix to the Traficom regulation contains detailed provisions on such matters as the classification of dangerous goods, packaging, required documentation and equipment, excepted quantities, markings in the bill of lading and on the packages, as well as placarding and marking of vehicles/wagons.

Finland's national regulations on transport by rail are based on the international RID regulations.

The Finnish Transport and Communications Agency Traficom supervises the carriage of dangerous goods by rail and the related temporary storage. Dangerous goods arriving to and departing from Finland by rail and the related temporary storage are also supervised by the Finnish Customs and the Finnish Border Guard in their respective areas of responsibility. In these cases, too, the Finnish Transport and Communications Agency Traficom is primarily responsible for supervising the operations.

Under the orders of the infrastructure manager, wagons loaded with dangerous goods may only be temporarily stored in railway yards designated by the Finnish Transport and Communications Agency Traficom as railway yards handling such goods. Railway yards handling dangerous good should primarily be used for the storing of wagons loaded with dangerous goods. In case of congestion of dangerous goods transports, or if there are other needs for storing dangerous goods, other rolling stock must be moved elsewhere at the request of the infrastructure manager. Transport undertakings must notify the traffic control, the Rail Traffic Management Centre and local rescue authorities of storing wagons loaded with dangerous goods and they are also responsible for handling the cargo and for ensuring that the wagons remain stationary. For more information about the notification obligation, see the rules '[Junaliikenteen ja vaihtotyön turvallisuussäännöt](#)' (JT). All cleaning of the rolling stock, cleaning of leakages and other cleaning must be separately agreed on with the rescue authorities, the local environmental authorities and the infrastructure manager.

Legislation on the handling of dangerous goods is currently undergoing a reform.

#### Special agreements

[RID special agreements](#) signed by the countries involved in the transport operation may also be applied to the carriage of dangerous goods.

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An RID special agreement signed by Finland may also be applied to domestic rail transports of dangerous goods. At present, there are no valid RID special agreements signed by Finland.

### **Safety advisor**

Companies transporting or loading dangerous goods or whose operations otherwise impact the safe transport of these goods by road and/or by rail must appoint a safety advisor specifically trained for the task.

The person appointed as the safety advisor must pass an examination, in which Traficom serves as the examiner.

Provisions on the safety advisor are laid down in the [Government Decree on the Safety Adviser for the Transport of Dangerous Goods by Road and Rail \(274/2002\)](#).

### **Conventions on international carriage of dangerous goods by rail**

[Updated information about the conventions on international carriage of dangerous goods by rail can be found on the website of the Finnish Transport and Communications Agency Traficom \(The information is in Finnish\)](#).

### **VAK-ratapihat**

In accordance with the '[Junaliikenteen ja vaihtotyön turvallisuussäännöt](#)' (JT), Traficom has designated the following railway yards as national railway yards handling dangerous goods: Hamina, Joensuu (Joensuu Sulkulahti and Joensuu Peltola), Kokkola, Kotka (Kotka Mussalo and Kotolahti), Kouvola (Kouvola freight and Kouvola train formation yard), Niirala, Oulu (Oulu freight and Oulu Nokela), Riihimäki (Riihimäki freight), Sköldvik, Tampere (Tampere Viinikka and Tampere freight), Turku (Turku station), Vainikkala and Ykspihlaja (Ykspihjala freight and Ykspihlaja intermediate railway yard). Operators using these railway yards must be thoroughly familiar with the obligations laid down in the legislation on the carriage of dangerous goods by rail and the safety assessments carried out in the railway yards. Traficom inspects the railway yards designated to handle dangerous goods at least every three years. If necessary, the parties involved must participate in joint exercises in the area, the time and duration of which must be agreed on separately.

Steam locomotives may not be used in the Sköldvik railway yard. For more information about operations in railway yards handling dangerous goods, see the Jt rules.

#### **3.4.4 Tunnel restrictions**

The tunnel restrictions on the line sections Helsinki-Turku and Orivesi-Jyväskylä The restrictions are set out in Appendix 3H.

Only freight trains and track work machinery may use the tunnels of the Vuosaari line. Passenger transport and the use of steam locomotives is prohibited in the tunnels of the Vuosaari line.

Only passenger trains and track work machinery may use the tunnel of the Ring Rail Line. Passenger trains between the traffic operating points Leinelä and Kivistö may only be operated with electric traction units. Occasional diesel



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locomotive transfers are permitted. Steam locomotives may not use this line section.

### 3.4.5 Bridge restrictions

Bridge restrictions are described in Appendix 3H.

### 3.4.6 Other restrictions

The axle loads and restrictions applicable to the carriage of overweight loads and wagons used in the eastern transit traffic are described in Appendices 3M and 3N.

The substations of the electrified line sections have a limited capacity to supply power to the contact line. The power supply will shut down automatically in overload situations, which will cause a temporary power failure in the contact line. The nominal power of each feeder station is available for electric train operations in the feeding section. If the maximum power taken by electric trains in the feeding section exceeds the normal demand, the protection built into the electrified railway network will minimise the damage caused by the overload.

In the Helsinki region commuter area, the maximum input power of the electric trains substantially exceeds the maximum power supply available on the line sections. Thus, to ensure the safety of the electrified railway network and to prevent malfunctions, the protection built into the feeder stations may cause feeder station switches to be momentarily disconnected. As a rule, the switches are disconnected because of excessive power demand by the electric rolling stock units running in the railway network.

## 3.5 Availability of the infrastructure

The restrictions affecting traffic are described in Appendices 3H and 3J and in the JETI system. Track works, causing traffic restrictions are described in Appendix 3K.

Intensified maintenance helps to keep a number of line sections with low traffic levels in operable condition. The technical condition of a line section at the end of its life-cycle may, however, deteriorate rapidly and the maintenance provider may have to impose significant traffic restrictions on the line section. Applicants for infrastructure capacity must be prepared for traffic restrictions and even service interruptions on the following line sections:

- Heinävaara–Ilomantsi
- Kontiomäki–Pesiökylä–Ämmänsaari
- Saarijärvi–Haapajärvi
- Mynttilä–Ristiina
- Lieksa–Pankakoski
- Niinisalo–Parkano
- (Lahti)–Loviisa, especially the section Orimattila, 150+407 – Lapinjärvi, 185+432
- (Raisio)–Naantali
- (Ihala)–Viheriäinen

The following line sections are closed to traffic:

- Aittaluoto–Niinisalo
- Parkano–Haapamäki
- Pesiökylä–Taivalkoski
- Kolari–Äkäsjoki
- Niesa–Rautuvaara
- Kiukainen–Säkylä
- Isokylä–Kellosekä
- Lautiosaari–Elijärvi
- Lohja–Lohjanjärvi
- Otava–Otava harbour
- Yläkoski–Iisvesi
- Rantasalmi–Savonlinna
- Maintenance of the section Ahonkylä, (approximately Km 425+000) – Kaskinen (Km 530+522) on the line (Seinäjäki)–Kaskinen will end on 31 December 2022.

[The infrastructure manager will provide information on changes introduced during the timetable period by separate decisions, which will be listed on the website of the Finnish Transport Infrastructure Agency.](#)

## 3.6 Services

### 3.6.1 Passenger transport stations

Platform lengths (shortest/longest) for passenger services are listed in Appendix 3B. The appendix also includes in brackets those platforms that are not in the scope of maintenance performed by the infrastructure manager. Passenger traffic stations have been added to the map service and separate Appendices 3Q and 3R have been compiled on these. For more information on passenger transport stations, see chapter 5.3.1.1.

### 3.6.2 Freight terminals

Freight terminals in the state-owned railway network are marked with "K" in the table in Appendix 3B. Most of the loading facilities in the state-owned railway network are used for loading timber. Private loading areas are marked with "Y".

For more details of freight terminals and timber loading facilities in the state-owned railway network, see Section 5.3.1.2.

### 3.6.3 Train formation yards

Train formation yards are railway yards where the shape and the extent of the tracks allow for the formation of trains. The train formation yards are marked with "Shunting" in Appendix 3B of the Network Statement. For further information on formation yards see section 5.3.1.3.

At the traffic operating points in Kouvola and Tampere the railway operators have access to inclines for the recomposing of train wagons. For more information on inclines and their use, see section 5.3.1.3.

### **3.6.4 Storage sidings**

Storage sidings are yard tracks primarily intended for the parking of wagons and coaches waiting to be used in transport services. For more information on storage sidings, see section 5.3.1.4.

### **3.6.5 Maintenance facilities**

The use of service and maintenance services requires that their use has been agreed upon with the operator of the service facility. The infrastructure manager does not provide maintenance services for the technical maintenance of rolling stock. The maintenance platforms at the Ilmala depot are services provided by the infrastructure manager, and access to these is described in section 5.3.1.5. In addition, a separate appendix (Appendix 35) has been drawn up of the maintenance services provided at the Ilmala depot by the infrastructure manager.

### **3.6.6 Other technical services**

#### **Rolling stock monitoring equipment**

Hot box detectors have been placed on the network at intervals of approximately 50 kilometres. Intervals may be longer on line sections where the maximum permitted speed is 160 km/h. The devices have been installed on the track and to ensure that they function as intended, rolling stock and the infrastructure must be interoperable as laid down in the acceptance requirements. The alarms given by the system are transmitted to the traffic control supervising the line section in question and to the Technical Control Centre.

Wheel force measurement stations are positioned as comprehensively as possible so that the rolling stock crosses at least one measuring instrument on its normal routes. The instruments measure the static and dynamic load from the wheelset to the rail. Based on these measurement results, defects in the wheel tread (such as wheel flats) and incorrect loading can be detected. Critical alarms from these track-mounted instruments are transmitted via the Technical Control Centre to the Rail Traffic Management Centre.

Traffic control will notify the train driver of hot box and wheel load alarms and provide them with the necessary instructions.

The condition of the pantograph contact carbon is monitored using cameras installed on a number of bridges. Active pantographs approaching the measuring station are scanned, the images are analysed and faulty pantographs are reported to the undertaking operating the vehicle. Traffic control will notify the train driver if the condition of the pantograph requires immediate measures and provide further instructions in order to avoid damage to the electrified track or rolling stock.

Equipping rolling stock with the system used by the infrastructure manager with interoperable radio frequency identification (RFID) will enable the rapid

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transmission of the control data to the correct vehicle and the party responsible for its maintenance.

Appendix 30 contains a map showing the location of the rolling stock monitoring equipment and more detailed information is available on the [Railway Information Extranet, which requires registration](#).

The Technical Control Centre monitors and maintains the functioning of the monitoring system. The VALTSU system used by the Technical Control Centre collects the measurement data produced by the monitoring system, combines it with the available RFID reading and further distributes this data to actors who need it.

### **Camera surveillance**

Many of the largest stations are equipped with a camera surveillance system. The system allows traffic control operator to monitor train movements, and the information centre for Southern Finland can monitor passenger movement on platforms and the condition of information devices. The Security Control Centre can use the system to monitor the safety of passengers and to prevent vandalism. The Technical Control Centre and property maintenance managers can use the system to monitor such things as the tidiness of platform areas as well as the need for equipment and maintenance. Camera surveillance, the Security Control Centre and the Technical Control Centre services are provided to the Finnish Transport Infrastructure Agency by Fintraffic or a Fintraffic subcontractor.

### **3.6.7 Services in ports**

Most of the tracks in ports are private sidings and the services provided as part of them are described in the [network statements published by ports \(in Finnish\)](#).

### **3.6.8 Rescue services**

The infrastructure manager is responsible for the clearing operations concerning the tracks and the rolling stock in the state-owned railway network, and for assisting the rescue authorities in rescue operations. The operating procedure is described in more detail in Section 4.8.4.

### **3.6.9 Refuelling facilities**

The refuelling facilities located at traffic operating points are shown in Appendix 3B. For further information see section 5.3.1.9. The refuelling facilities are marked in the Network Statement's map service.

### **3.6.10 Technical equipment**

The cranes located at traffic operating points are shown in Appendix 3B. For further information see section 5.3.1.6.

### 3.7 Service facilities not managed by the infrastructure manager

The service provider must submit the details of the service, access to it, the charges payable for the service, and the required agreements to the infrastructure manager.

Provisions on access to service facilities and rail-related services are laid down in the Commission Implementing Regulation (EU) 2017/2177.) The [infrastructure manager publishes a form for submitting the information titled RNE Common Template for Service Facilities on its website](#).

Information on services located on the state-owned railway network and access to them have been included in Appendices 3B, 3S, 4B and 5D-5P. The services are also presented in the map service. [The service facility descriptions for the services not provided by the infrastructure manager are listed on the FTIA website](#).

### 3.8 Infrastructure development

#### National Transport System Plan

Finland's first 12-year national transport system plan is under preparation. The work is carried out under parliamentary auspices and in interaction and cooperation with stakeholders. The preparations are guided by the Act on the Transport System and Arterial Roads as well as the Government report on the preparation of the national transport system plan, which was adopted in spring 2019.

The Ministry of Transport and Communications is responsible for the preparation of the plan, which will be submitted to the Government for approval. Before that, it will be presented to Parliament as a report. The first national transport system plan is expected to be adopted in spring 2021. The transport system plan will be reviewed at the beginning of each government term and coordinated with the General Government Fiscal Plan.

The preparation of the national transport system plan creates a common situational picture of the development needs and solutions of the transport system and brings together the measures taken by the state and municipalities to develop the transport system. The plan presents a vision for the development of the transport system until 2050, an assessment of the current state of the transport system and changes in the operating environment, the objectives of the national transport system plan and the strategic guidelines specifying them, and an action plan for achieving the objectives. The plan also includes a state funding programme.

The action plan for the draft, which was sent out for statements in spring 2021, includes the action plan for fairway networks and the preparation of an investment programme. The planning programme guides the planning of the transport network efficiently and appropriately so that the objectives set out in the plan can be achieved and EU funding can be utilised as much as possible for

projects that promote the objectives of the plan. The investment programme will be prepared for a period of 6-8 years. This is a concrete formulation of the planning programme for the order of implementation and funding of the projects and will be used in the preparation of the budget proposals. The investment programme would not change Parliament's competence in the preparation of the budget. The investment programme will be updated after the preparation of the national transport system plan and, if necessary, at other times.

A transport system analysis is maintained for the needs of the national transport system plan, one part of which is the strategic situational picture of the road network. The strategic situational picture describes, such things as, the state of transport networks and the most significant challenges at the national level. Transport network funding will be targeted at the needs identified in the situational picture. A continuous process will be established on the existence and updating of the strategic situational picture of the transport network.

[Website of the national transport system plan \(in Finnish\).](#)

### **Service level of the arterial railways**

The Ministry of Transport and Communications decree on arterial routes and their service levels entered into force on 1 January 2019. Under the decree, the infrastructure manager must maintain a sufficient service level on the arterial railways, taking into account the significance of each railway line for the transport system. Arterial railway routes are categorised as passenger and goods routes based on their primary traffic profile. The decree lays down requirements for speed limits and axle loads.

[Decree on Arterial Routes and their Service Levels \(in Finnish\).](#)

### **Reports on the railway network**

The Finnish Transport Infrastructure Agency acts as an expert on matters concerning the railway network and examines the issue from different perspectives. To keep the overall picture up to date, the agency regularly produces reports on a wide range of different topics, which can be found in its publications.

At the beginning of 2021, the Finnish Transport Infrastructure Agency published a report titled "The target development picture of the railway network to 2050". The report compiles different types of information, predominantly on Finland's main railway lines, and it has highlighted the Finnish Transport Infrastructure Agency's expert views on the target development of the railway network. The report has produced background information for the preparation of the first national transport system plan.

[Target development picture of the railway network to 2050.](#)

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## **Railway network development and improvement projects**

The following development projects will be under way in the Finnish railway network in 2021:

- Capacity improvement on Helsinki–Riihimäki railway section
- Service level improvement of the line section Luumäki–Imatra 2017–2023
- Electrification of the line sections Iisalmi–Ylivieska, Hyvinkää–Hanko, Siilinjärvi–Ruokosuo (Yara plant) and Tornio–Haaparanta.
- Iisalmen kolmioraide
- Renovation and capacity improvement of the line sections Kouvola–Kotka–Hamina
- Removal of level crossings on the line section Pori–Tampere
- Joensuu railway yard improvement
- Construction of Pietarsaari–Pännäinen track safety equipment.
- Construction of Akaa timber terminal

## **Reduction of the maintenance backlog in 2021**

- Railway network renovations (lines, turnouts, bridges and safety installations)
- Repairs of areas with ground frost damage and soft soils on the main railway network
- Renewal of safety installations on the line section Tampere–Seinäjoki
- Oulu railway yard improvement
- Renewal of safety installations in the Kokkola railway yard
- Renovation of the line section Helsinki–Turku
- Renovation of the line section Pori–Mäntyluoto



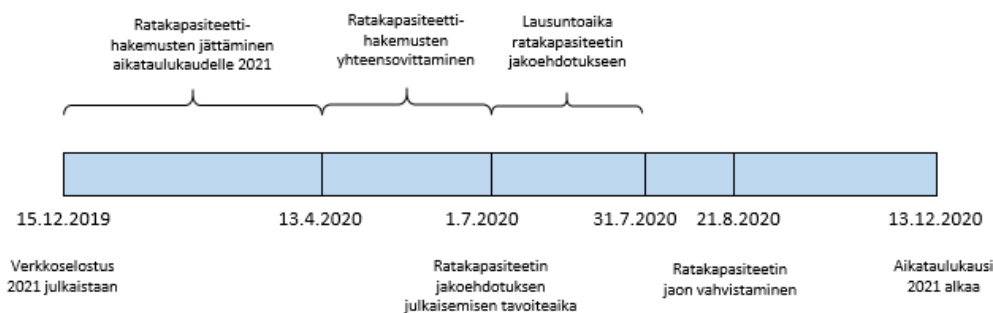
## 4 Capacity allocation

### 4.1 Introduction

The legal framework for requesting and allocating infrastructure capacity is laid down in [Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area](#), in the Rail Transport Act and in the Government Decree on the Timetable Period in Railway Traffic and Requesting Infrastructure Capacity.

### 4.2 Process description

Applications for Infrastructure capacity for the state-owned railway network must be submitted to the Finnish Transport Infrastructure Agency for each timetable period as well as at certain intervals during the timetable period. The schedule for capacity requests and allocation for the timetable period 2021 is shown in the chart. Requests for infrastructure capacity can also be submitted on an ad hoc basis for non-regular traffic.



#### 4.2.1 Requesting infrastructure capacity

The principles for requesting infrastructure capacity are described in the legislation referred to above. To specify these, the infrastructure manager has prepared [instructions for requesting infrastructure capacity](#).

The requests for infrastructure capacity for regular services, for changes in regular services and for ad hoc capacity during the timetable period must be submitted in the LIIKE information system or using the interface specified by the infrastructure manager (for more information, visit the [Fintraffic Railway Ltd. website](#)). For the coordination of requests, applicants must be prepared to report the train priority group, as referred to in Section 4.4.3.

If the LIIKE system is inoperative due to a widespread malfunction, the Rail Traffic Management Centre can approve requests for urgent capacity changes by phone. If the JETI system is inoperative due to malfunctions, the Rail Traffic Management Centre instructs users to use the backup systems containing driver timetables and advance report information.

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For more information on requesting infrastructure capacity, and related background information regarding timetable planning, see the instructions for requesting infrastructure capacity.

#### 4.2.2 Requesting infrastructure capacity for shunting operations

Requests for infrastructure capacity for shunting operations between traffic operating points and between parts of divided traffic operating points must be submitted in the LIKE system. The lines between traffic operating points and the sections of the railway yards referred to above are specified in the [instructions for requesting infrastructure capacity](#). Infrastructure capacity requested and allocated using the LIKE system as well as infrastructure capacity allocated for track work is prioritised on all line sections.

Capacity for transfers in regular services between the Ilmala railway yard and Helsinki Central Railway Station is requested on the adjustment dates for regular services. Capacity for other transfers is requested as ad hoc capacity.

#### 4.2.3 Requesting railway yard capacity

The use of railway yard tracks is described on a general level in the service facility description of storage sidings in Appendix 4B. The planning of track use in railway yards intended for passenger traffic and the process of requesting capacity in them are described in the [instructions for requesting infrastructure capacity](#). In operational situations, Fintraffic's capacity management function coordinates the use of tracks at specific traffic operating points or in certain tracks of the operating points. Fintraffic has prepared instructions for capacity management operating models and tasks. The use of the tracks in the Ilmala railway yard is described in Appendix 4C, and the use of the tracks in the Helsinki railway yard, as well as the transfers between Helsinki and Ilmala are described in Appendix 4D. The railway yard capacity of freight yards will be developed in the SAAGA system, and the instructions will be updated in the instructions on how to apply for capacity will be updated as development work progresses.

Applicants for infrastructure capacity and railway operators must contact the infrastructure manager and Fintraffic's traffic planning regarding needs for long-term storage of rolling stock arising during the timetable period. Railway operators using a traffic operating point must report their need to access a railway yard when the network access agreement is prepared. Short-term access may be requested with an advance plan in the JETI system, whereby Fintraffic's traffic planning checks the suitability of the storage siding.

In exceptional situations, rolling stock can be temporarily stored on separately specified storage sidings, reserved for train traffic, as described in chapter 5.3.1.4.

Decisions on meeting urgent storage needs are made by the traffic planning in the traffic control area, the traffic operator of the specific track, or if necessary, by the Rail Traffic Management Centre, based on the current situation. Enquiries about access to a storage siding can be made by submitting an advance plan in the JETI system, after which Fintraffic's traffic planning processes the plan and, if it approves it, converts the advance plan into a

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capacity reservation. As a rule, rolling stock may not be stored on line tracks intended for train services or on route tracks of a meeting point on a single-track line section.

#### 4.2.4 Requesting service facility capacity

Service facility capacity is booked by contacting the infrastructure manager and the service facility operator. [In addition to the Network Statement, information on service facilities is also provided in the open data of the Network Statement \(Services at traffic operating points, 'Liikennepaikkojen palvelut'\) and in the map service.](#)

#### 4.2.5 Developing infrastructure capacity management

##### Line capacity

The infrastructure manager is developing the management of line capacity in accordance with the needs of a multi-operator environment. The aim is to develop an operating model in which

- the capacity planning and acceptance processes are guided by uniform planning principles.
- the planning is carried out using systems that support capacity planning and such functions as conflict detection on a track-specific basis. The planning is based on principles and methods that allow the formation of a detailed situation picture of the utilisation rate and use of the planned capacity
- workability of the annual capacity arrangements is ensured by simulating them at least on the most important routes during capacity coordination before the annual capacity plan is approved

The methods will be developed in cooperation with other infrastructure operators. The new methods are expected to be introduced in the timetable period 2022.

##### Railway yard capacity

The infrastructure manager continues its work to define a more detailed level of capacity management for railway yards (such as the level of detail and purpose of track reservations, from the annual level to daily operations). The aim is to ensure fair allocation of capacity in a multi-operator environment and sufficient dissemination of situational awareness to different operators. The development work will be carried out in cooperation with railway operators, other capacity managers, Fintraffic Railway Ltd. and railway maintenance. The implementation of the new operating models resulting from the development work is planned in cooperation with the operators. Information on the changes is included as required in the infrastructure manager's instruction process.

## 4.3 Procedure timetable for infrastructure capacity applications

### 4.3.1 Requesting infrastructure capacity for the timetable period

The timetable period in railway traffic starts annually at the second weekend of December, at midnight between Saturday and Sunday, and ends at the same time the following year. The timetable period 2021 starts on 13 December 2020 and ends on 11 December 2021. The timetable period 2022 starts on 12 December 2021 and ends on 10 December 2022. The applicants must request infrastructure capacity for each timetable period no earlier than 12 and no 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.

Requests received after the deadline (13 April 2020) will be processed as follows. Decisions on the allocation of capacity for regular services may be changed for the rest of the timetable period during the timetable period in question on specific adjustment dates, provided that the changes have been approved by all parties concerned and the changes do not affect the infrastructure capacity allocated to other capacity applicants or international traffic within the European Economic Area. The obligatory adjustment dates are as follows: at the beginning of the timetable period on the night between Saturday and Sunday at 00.00 and at the second weekend after the end of the school year on the night between Sunday and Monday at 00.00 (between calendar weeks 24 and 25). In addition to the above dates, the infrastructure manager may, for special reasons, also determine other dates on which adjustments are made.

The adjustment dates for the timetable period 2021 will probably be as follows:

	Request submission date	Allocation decision	Entry into force
1.	Wed 28 October 2020	Fri 6 November 2020	Sun 13 December 2020
2.	Wed 09 December 2020	Fri 18 December 2020	Mon 1 February 2021
3.	Wed 10 February 2021	Fri 19 February 2021	Sun 28 March 2021
4.	Wed 05 May 2021	Fri 14 May 2021	Mon 21 June 2021
5.	Wed 30 June 2021	Fri 9 July 2021	Mon 16 August 2021
6.	Wed 15 September 2021	Fri 24 September 2021	Sun 31 October 2021

The infrastructure manager will inform all infrastructure capacity applicants, the Ministry of Transport and Communications, the Rail Regulatory Body and all other parties concerned about the new adjustment dates for regular traffic. [The decisions on the adjustment dates are published on the infrastructure manager's website.](#) In particular, if the decision to end the use of summer time in 2021 is made before April 2020, the possibility of postponing the timetable period change days 28 March and 31 October from Sundays to the next Mondays can be examined.

### 4.3.2 Requesting infrastructure capacity for temporary traffic

For a description of requesting ad hoc capacity, see the [instructions for requesting infrastructure capacity](#) (in Finnish).

### 4.3.3 Requesting railway yard capacity

The infrastructure manager currently allocates railway yard capacity by means of network access agreements and, if necessary, by means of railway yard agreements appended to the access agreement. The aim is to replace these agreements completely or partially in 2020/2022 with the information system, which is currently under development. Railway operators must report and specify their need to use railway yards in the network access agreements.

Plans for the use of tracks in railway yards are also prepared and agreements on the use concluded on a daily basis and when adjustments to regular railway traffic are made, as described in Appendices 4B, 4C and 4D.

### 4.3.4 Service facility capacity

Railway undertakings must provide the infrastructure manager with details of their railway yard access and service needs in connection with the infrastructure agreement negotiations. In particular, the track capacity required for shunting work, the need for storage siding capacity and any special service needs (e.g. water point) must be highlighted if the need is critical or deviates from normal use.

The requests concerning the use of a service facility must be submitted to the infrastructure manager and the service facility operator as soon as the service need has arisen.

The capacity allocation of service facilities will be actively developed in system development in cooperation with actors.

For submitting requests for service capacity on private sidings, see the network statements of the respective infrastructure managers.

[Deadlines for responding to the service requests are specified in the instruction TRAFICOM/ 270984/03.06.04/2019 \(in Finnish\).](#)

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## 4.4 Capacity allocation

### 4.4.1 Preparing the proposal for allocating infrastructure capacity

Based on the requests received, the Infrastructure Access Department of the Finnish Transport Infrastructure Agency will prepare the proposal for allocating infrastructure capacity (referred to as the 'draft working timetable' in the Rail Transport Act) for the next timetable period within four months after the deadline for submitting the capacity requests. European railway infrastructure managers have, however, jointly decided that a maximum of 2.5 months should be used for coordinating the requests.

In the event that infrastructure capacity requests conflict with one another, the infrastructure manager will endeavour to coordinate all applications as well as possible. In the coordination procedure, the infrastructure manager may propose alternative infrastructure capacity that differs from the original request. The infrastructure manager will resolve any conflicts through negotiations with the applicants. The coordination procedure and its related negotiations must take into account, particular the needs of passenger and freight traffic and track maintenance, such as track possessions, as well as the efficient use of the infrastructure.

Negotiations are based on the infrastructure manager providing the following information to the capacity applicants within a reasonable time frame, free of charge and in written form:

- 1) train paths requested by the applicants on the same routes
- 2) train paths that have been preliminarily assigned to the applicants on the same route sections
- 3) alternative infrastructure capacity proposed on relevant train paths
- 4) criteria applied to the capacity allocation.

The infrastructure manager will send the capacity allocation proposal to the applicants and other interested parties by a specific deadline. The consultation period (at least one month) starts when the infrastructure manager announces the [completion of the timetable proposal on its website](#). In addition to the allocation proposal, detailed information on the comment procedure is also published on the website.

Based on the capacity allocation proposal and the comments presented by the parties involved, the infrastructure manager must decide on the allocation of the infrastructure capacity on a fair and non-discriminatory basis.

The infrastructure manager must inform all applicants how the infrastructure capacity has been allocated between the applicants. If the infrastructure manager has decided to reserve part of the capacity as spare capacity to be allocated later, all applicants must also be informed of this. For more information about requesting, allocating and cancelling infrastructure capacity, see the instructions for requesting infrastructure capacity.

#### **4.4.2 Appealing against the decision on allocating infrastructure capacity**

An applicant for infrastructure capacity may appeal against a capacity allocation decision made by the infrastructure manager by submitting a claim for rectification to the Rail Regulatory Body (see chapter 1.4.3).

#### **4.4.3 Congested train path and its applicable order of priority**

If the conflicting requests for infrastructure capacity for the timetable period cannot be adequately satisfied on the basis of negotiations and compromises (see instruction for requesting infrastructure capacity), the infrastructure manager must declare the section of infrastructure in question as congested. This procedure is also followed in the case of infrastructure that is expected to become congested during the timetable period. The infrastructure manager may introduce an increased infrastructure charge for the congested infrastructure section. If an increased charge has not been introduced or it has not led to the elimination of the congestion, the infrastructure manager may decide on the priority criteria for the route according to which specific traffic types may be given priority when capacity on the congested infrastructure section is allocated. When the priority criteria are applied, consideration must be given to the societal importance of the service in relation to other transport services. When the priority criteria are established, every effort must be made to treat all service providers in a fair and non-discriminatory manner.

Non-disclosure provisions notwithstanding, the infrastructure manager has the right to obtain the necessary confidential information from the capacity applicants in order to establish the priority criteria. The infrastructure manager must establish the priority criteria within ten days of the conclusion of the negotiations on the congested infrastructure section.

After the infrastructure has been declared as congested, the infrastructure manager must initiate a capacity analysis, as referred to in the Rail Transport Act. The focus in the analysis is on diverting the railway traffic to other line sections, drawing up a new timetable plan, changes in speed limits and improving the condition of the railway network.

The infrastructure manager must prepare a capacity enhancement plan within six months of the completion of the capacity analysis.

#### **Priority criteria for the allocation of capacity on congested infrastructure and coordination principles applied in Finland**

Overlapping infrastructure capacity applications on a congested train path may be placed in order of priority during the infrastructure capacity coordination phase according to the order in Table 1. The assumption is that each train can be defined throughout its journey in one of the priority groups in the table.

However, the priority group may also change during the journey. For example, a passenger train may belong to the Synergic transport category for only part of the journey and otherwise fall under the category Fast passenger transport. Similarly, the priority group may change if a freight train formation changes.



If necessary, the infrastructure manager will arrange an assessment discussion with the rail capacity applicant about whether the priority group reported for the train meets the infrastructure manager's criteria on the priority order assigned to the train.

Table 1. *Priority categories used in Finland and the priority order used for allocating railway capacity.*

Priority	Traffic
1.	Synergic passenger transport <sup>1</sup>
2.	Fast passenger transport <sup>2</sup> Synergic freight traffic <sup>3</sup>
3.	Other passenger transport Other regular freight transport
4.	Freight train traffic without great timetable requirements
5.	Other transport <sup>4</sup>

The order within priority groups 2 and 3 can be assessed specifically for each line section, if traffic on the line section is predominantly passenger and freight traffic.

When following the order of priority, it must be ensured that the necessary track maintenance work can be carried out.

When coordinating infrastructure capacity applications, trains in the same priority categories can be considered using various sets of criteria. It is essential that a train that travels on numerous days takes precedence over a train that travels less frequently. In coordination, a train travelling over a longer distance train may take precedence over a train travelling a shorter distance, provided that any changes to the timetable of the train travelling over a longer distance will lead to a number of other changes along the train route. The number and length of additional stops due to other traffic shall not become unreasonable in relation to the duration of a train's total journey.

Factors taken into account in the coordination of passenger services may include the estimated total number of passengers, the significance of the train in the transport system and the onward connections from the train to other trains and transport modes. The infrastructure manager must, where

<sup>1</sup> Synergic passenger transport refers to a group of trains that form a transport entity that creates clear additional value for customers. Such a system could be, for example, the Basic Interval Timetable, with trains running within or between large city centres, and which have good onward rail or other public transport connections. However, the frequency of traffic may depend on the number of passengers in the area.

<sup>2</sup> Fast passenger transport refers to traffic that is not part of the synergic passenger transport category. As a rule, trains are made up of wagons for long-distance traffic and only stop at the most important stations. International passenger transport may belong to this category.

<sup>3</sup> Synergic freight transport refers to a train or a group of trains that is tightly connected to industry processes. Trains carry goods, for example, between industrial plants or from industrial plants directly to ships in port, which requires a strict timetable for train traffic. Typically, transported goods are not intermediately stored, but are carried straight from the factory to the train and further to the ship in port. In general, a certain type of wagon assigned for these transports, are used.

<sup>4</sup> Other traffic can be, for example, traffic related to track work, non-commercial traffic or shunting on line sections.



necessary, be provided information about the volume of passengers for the coordination process. In passenger transport, it can also be assessed how coordination affects rolling stock and personnel duty rotations, so that these do not cause unreasonable inconvenience for the operators after coordination is carried out. During peak hours, trains running in the congested direction are prioritised.

In the coordination of freight traffic, attention should be given to energy efficiency in situations where trains meet. For example, it is not convenient to stop heavy trains repeatedly due to other train traffic. Similarly, an effort should be made to situate meeting trains at traffic operating points where the terrain does not hinder the movements of a slowly arriving or departing train, possibly causing disruptions to other traffic. [Track gradient information can be found on the rail data extranet site](#) and in the Digitraffic.fi service. Longer stops by trains carrying dangerous goods are only possible in railway yards that handle dangerous goods.

### **Congested infrastructure and priority criteria**

The following order of priority for operations, giving permits and using tracks should be applied in railway yards (unless otherwise agreed concerning specific traffic operating points):

1. Use of the infrastructure capacity allocated in the infrastructure capacity management system
2. Train traffic
3. Moving locomotives in front of a departing fleet at the site of departure
4. Shunting operations between traffic operating points
5. Shunting traffic between traffic operating point sections/client traffic shunting
6. Wagon group shunting operations or train formation/splitting
7. Use of loading and unloading tracks
8. Moving rolling stock to storage sidings
9. Storage of rolling stock on the track

Permits for the same type of traffic are granted in the order in which they have been requested. The traffic operator will consider the permits to move track work units (due to malfunctions, service and other needs) at the traffic operating point on a case-by-case basis. The traffic operator will take the effects of the disruption or the malfunction into account and apply the order of priority when issuing operating permits.

In situations in which a permit to use a storage siding has been issued and it is already used for storage of rolling stock, and the track is needed for operations of higher priority, the Rail Traffic Management Centre first attempts to assign an alternative track for the train traffic/shunting operations. If it is not possible to provide an alternative track, the railway operator must, without any undue delay, move its stationary rolling stock to a location assigned by the Rail Traffic Management Centre. If the railway operator is unable to arrange for its rolling stock to be moved within reasonable time, another party may also move the wagons if this is required to ensure a smooth flow of traffic in accordance with section 4.8.2. If necessary, the reasonable time will be determined by the Rail Traffic Management Centre.

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The aim is to ensure smooth and predictable use of the railway yard tracks so that sufficient information on track reservations and the general need for usage is available before permits to store rolling stock on individual tracks are issued. In such cases, the conflict situation described above is an exceptional situation that needs to be resolved separately.

Railway operators must contact the infrastructure manager to discuss any needs involving the storing of rolling stock that arise during the timetable period, as referred to in section 4.2.3.

Operators in the railway yard may not intentionally obstruct each other's operations. Rolling stock may not be unnecessarily stored at points or crossovers (for example during breaks). Operations between different parts of the railway yard must be possible at all times.

Railway operators must also ensure that track maintenance work can be performed and that rolling stock can be moved as required by the work. Snow clearing may be prioritised over the storage of rolling stock and other requirements.

#### **Derogation from the order of priority laid down in the Network Statement**

The infrastructure manager may derogate from the order of priority in favour of an applicant operating international services or services that otherwise help to maintain or improve the functioning of the rail transport system or public transport or if the rejection of the request would cause unreasonable inconvenience to applicants or to the business operations of their customers. Derogation from the procedure of setting priority criteria when allocating an element of congested infrastructure shall be preceded by a rail capacity analysis, as referred to in the Rail Transport Act.

#### **4.4.4 Impact of the framework agreement**

The infrastructure manager does not currently enter into framework agreements (see chapter 2.3.1). However, in order to ensure a smoothly functioning timetable structure, applicants for rail capacity are requested where possible to provide preliminary information on significant adjustment needs concerning the timetable structure in effect at the time. The information should be provided no later than 11 months before the start of the new timetable period so that the infrastructure manager can start the timetable coordination process 10-11 months before the start of the new timetable period.

The process described in chapter 4.2.5 of the Network Statement will replace this process starting from timetable year 2022.

## 4.5 Use of infrastructure capacity for maintenance and track work

### 4.5.1 Machinery operations and storage

The railway network may also be used for moving track machines from depots to work sites, between work sites, and for maintenance purposes.

Under the Rail Transport Act, a safety certificate issued by Traficom is required for train or shunting operations outside the area reserved for track work. The safety certificate is issued on application for a maximum of five years at a time. The requirements for obtaining the safety certificate are as follows: the actor operating rail services as part of the infrastructure management has sufficient liability insurance cover and an adequate risk management system, its rolling stock has been approved by Traficom and the persons involved in the traffic operations possess the required competence.

Requests for the rail capacity required to operate train services shall be submitted in the LIIKE system. Use of storage tracks must be agreed on with Fintraffic's traffic planning and the applicant must save an advance plan for this in the JETI system. Based on the advance plan, Fintraffic allocates the capacity, after which the track or part of it is reserved for the operator in question for a specific period.

[The TURU publication \(in Finnish\) contains detailed instructions on the track work machinery as well as on the persons and railway undertakings involved in infrastructure management safety duties.](#)

### 4.5.2 Coordination of track work and traffic

#### 4.5.2.1 Consulting stakeholder groups

The infrastructure manager conducts negotiations with applicants for infrastructure capacity, railway undertakings, and maintenance and transport providers on the timing of track work, track possessions, and other capacity restrictions arising from the work. A national meeting discussing the coordination of track work and traffic is the key cooperation forum in this respect. The meetings, which are held four times each year, are convened and chaired by the infrastructure manager. Stakeholder groups are also invited to join the planning of the work stages of rail projects with traffic impacts and, if necessary, the weekly meetings held during track work projects. Based on the results of the negotiations, the infrastructure manager decides on anticipated timings, track possessions and other measures impacting traffic.

A separate working group convened by the Finnish Transport Infrastructure Agency serves as the cooperation forum for infrastructure managers.

#### **4.5.2.2 Appendix 3K Track work**

At the time of the publication, Appendix 3K provides the best estimate of the track work affecting traffic during the timetable period 2021 and of the rail capacity needs for railway infrastructure management arising from the work. Appendix K3 will be updated in accordance with section 1.6.2.

#### **4.5.2.3 Specifying information on track work before the start of a new timetable period**

The capacity restrictions arising from track work in 2024 (first consultation round) and in 2023 (second consultation round) will be published in autumn 2021 in accordance with the available information and the publication and consultation procedure for capacity restrictions laid down in the Commission Delegated Decision (EU) 2017/2075 (Annex VII(8)). The capacity restrictions are published in Appendix 3K.

Track work affecting the timetable period that has been known to the infrastructure manager at least six months prior to the change of the timetable period and that will result in capacity restrictions must be reported at latest four months prior to the change of timetable periods, APPENDIX VII, section (12).

#### **4.5.2.4 Specifying track work information during a timetable period**

The allocated infrastructure capacity is available to the railway operator unless it overlaps the track possessions required for infrastructure management work. The work programme, timing of the work and the track possessions required may, however, change as the funding and planning are specified. Occasionally, the traffic impacts of the work will have to be reviewed during the timetable period in question, or infrastructure maintenance work not foreseen in the annual plan must be carried out. These situations arise because of the following factors: safe train traffic has to be ensured despite the capacity restrictions; the infrastructure manager has no influence on the timing of the restrictions; application of the time limits is not cost-efficient or causes unnecessary damage to railway asset management; or there are other situations in which all parties concerned approve the change (EU 2017/2075, Annex VII(14)).

In those cases, the rail capacity allocated to railway undertakings that overlaps infrastructure maintenance needs is not available to railway operators and notification of this is provided no later than:

- 2 months before the start of the work if the work causes one-off traffic disruptions.
- 3 months before the start of the work if the work results in daily traffic disruptions lasting several weeks or months or the work affects traffic at several weekends
- 4 months before the start of the work if fast international passenger services are affected.

If the traffic impacts of the work will have to be specified so that the time limits referred to above cannot be observed, the infrastructure manager will discuss

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the matter with railway operators before making its decision. If decisions have to be made at short notice or outside office hours, a representative of the infrastructure manager (Fintraffic's traffic planning) will conduct the necessary negotiations before decision-making.

In addition to the infrastructure capacity allocations made in connection with annual planning, capacity is also allocated for maintenance during the timetable periods in slots with no traffic, and the capacity is defined in the JETI system. After it has been entered in the advance information system, the required infrastructure capacity has been allocated to track work, and railway operators cannot request or use any of the capacity at the same time. If not all parts of the Advance Information System are used in the railway yard, information is provided by Fintraffic Railway Ltd. or, during malfunctions, by the traffic control.

In snow clearing, priority is given to key railway yards of the main railway network. Detailed snow clearing plans are prepared by the end of September each year and they can be found in the railway data extranet site.

#### **4.5.2.5 Using diversionary routes**

Diversionary routes, as referred to in the Commission Delegated Decision (ANNEX VII(11)), to which trains can be rerouted during track work, are not available in Finland because most of the railway network is single track and only a small number of lines can be used as alternatives. For this reason, track work causing traffic disruptions is carried out during low traffic. When diversionary routes are available, the infrastructure capacity is prioritised in accordance with the arrangement used in Finland. Occasionally, trains also have to be replaced with other modes of transport. However, in these cases, arranging replacement transport and the costs arising from it are the responsibility of the railway operator.

#### **4.5.2.6 Requesting a track possession affecting traffic**

The party requiring the track possession must always contact Fintraffic and agree on the track possession and its details in accordance with the infrastructure manager's decision on track possessions no later than 2-4 months prior to the start of work. [For contact details of Fintraffic's traffic planning, see the website of the Finnish Transport Infrastructure Agency \(The information is in Finnish\)](#): The party performing the work must have been allocated infrastructure capacity, received a permission for track work, and if necessary, granted a voltage cut-off before starting the work during the allocated track possessions.

#### **4.5.2.7 Updating track work information**

Updated information on track work affecting traffic and listed in Appendix 3K is maintained and published in the [advance information system](#) (JETI). From this system, information is relayed to the LIKE system and published in [Fintraffic Railway Ltd's open data](#).

#### 4.5.2.8 *Communication on track work*

Each party is responsible for its own communication concerning track work. The infrastructure manager is responsible for communication regarding track and rail accessibility and for providing information about track work. The railway undertakings are responsible for providing information on their own train services and timetables. The parties must coordinate and, if necessary, review the practical measures concerning the provision of information on the track work before starting the work.

## 4.6 Non-usage

The capacity manager must notify the infrastructure manager of the unused infrastructure and service facility capacity without delay.

The infrastructure manager may cancel the infrastructure capacity allocated to an applicant or part of it for the entire remaining timetable period if the applicant has used less than the required threshold quota over a period of at least 30 days. At the time of the publication of the Network Statement, the threshold quota for the minimum capacity use in Finland was 95% for passenger trains and 50% for freight trains. The threshold quotas refer to infrastructure capacity for regular services, which are monitored on a monthly basis. If the threshold quotas have not been reached, the infrastructure manager may ask the capacity manager to explain the reasons for not having used the capacity. However, action will only be taken if a train service has been cancelled more than three times within a period of 30 days.

The infrastructure manager may not, however, cancel the infrastructure capacity if the failure to use it is due to non-economic reasons beyond the applicant's or the railway operator's control. The infrastructure manager must always cancel the infrastructure capacity of a railway operator for the time during which the general requirements for railway operations described in chapter 2.2.1 are not met.

The use of the allocated infrastructure capacity is monitored in connection with the monitoring of the network access agreement and, if required, at other times during the timetable period.

## 4.7 Exceptional transports

A permit for exceptional transports is always required for transports that exceed the loading gauge. The permit is issued by the Finnish Transport Infrastructure Agency's Track and Rolling Stock Technology Unit and the request for the permit should be submitted well in advance of the transport to [erikoiskuljetukset.rata@ftia.fi](mailto:erikoiskuljetukset.rata@ftia.fi). The following information must be included in the request: weights and dimensions of the transport; vehicles, line sections and tracks to be used; and the estimated time of transport. A fee based on the [Government decree applying to the chargeable performances of the infrastructure manager \(in Finnish\)](#) is charged for the permit. The fees are based on the amount of work required and they are calculated separately for each transport. The amount of work depends on the background work required for the permit as each exceptional transport is different.

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After the infrastructure manager has granted a permit for the exceptional transport, the permit applicant must submit at least the track diagrams of the hindrance report attached to the permit to regional traffic control units. The number of the exceptional transport permit must be given when the documents are submitted.

The following information must be entered in the basic details of the capacity request for exceptional transport:

- the request concerns exceptional transport
- the permit number of the exceptional transport and
- in the text field for additional schedule information: the special conditions applying to the driver and/or traffic control (for example, the transport must not meet another transport exceeding the loading gauge on the adjacent track).

When infrastructure capacity is allocated, it must be ensured that all necessary information on the exceptional transport is included in the request.

The railway operator may, however, at its own risk and without the permit granted by the infrastructure manager, carry exceptional transports, which horizontally exceed the loading gauge by a maximum of 300 mm at a height of 1,300–4,300 mm above the rail surface. The railway operator must notify the infrastructure manager of such transports. The railway operator must ensure a smooth traffic flow during the transport, and request the necessary infrastructure capacity from the infrastructure manager. The special characteristic of the transport must be considered in the request for the infrastructure capacity. Two exceptional transports that exceed the loading gauge must not meet on adjacent tracks.

A permit issued by the infrastructure manager is always required for exceptional transports on heavy load wagons.

The terms and conditions for transports on vehicles exceeding the loading gauge are detailed in Appendix 3D. The terms and conditions for transports on overweight wagons are detailed in Appendix 3M.

## 4.8 Operation in the event of disruptions

### 4.8.1 Principles

For information on the traffic control service see section 5.2.

The infrastructure manager may temporarily withdraw the infrastructure capacity or part of it on train paths that are out of use due to technical malfunctions, an accident or damage affecting the infrastructure.

In such situations, the infrastructure manager will offer capacity managers alternative train paths whenever possible. The infrastructure manager is not, however, obliged to compensate the capacity manager for any damage arising from such disruptions unless otherwise agreed in the network access agreement.



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Compensation issues arising from disruptions, meaning the performance scheme are discussed in section 6.5.

The aim in the management of disruptions is to restore normal operations without delay, minimise harmful impacts, apply transparent operating models and communication procedures, and ensure impartiality and even quality. Punctuality of railway traffic, efficient use of infrastructure capacity during infrastructure malfunctions, feedback received from stakeholder groups and high/low media visibility are used as success indicators.

Under section 173 of the Rail Transport Act, the infrastructure manager must keep the infrastructure in operable condition and eliminate disruptions, and to achieve this, the infrastructure manager may request a railway undertaking to provide assistance to eliminate the disruptions. The railway operator has the right to request a reasonable compensation for the use of its resources.

Railway undertakings and rail transport purchasers must designate the parties that are authorised to resolve operational disruptions on a 24/7 basis. This operational group, working under the auspices of the Rail Traffic Management Centre, is responsible for the coordination of measures and for making the necessary anticipatory decisions on providing train services during major disruptions.

By concluding a separate agreement with the infrastructure manager, a railway undertaking may also place members of its operational staff in the facilities of the traffic control centre so that closer cooperation between rolling stock operations management and traffic control can be ensured during disruptions. A total of 5 work points for representatives of traffic operators are situated in Helsinki's traffic control facilities in Pasila. There is no similar possibility in other localities. Only operator personnel whose task is to support the management of traffic disruptions may be situated in the facilities. The work points are divided evenly among the operators who are interested in them and the matter must be agreed on with Fintraffic Railway.

The infrastructure manager and operators have jointly prepared cards describing how to deal with different types of disruptions. The purpose of the cards is to produce a clear situation picture and ensure that decisions can be made on basis of it. Jointly prepared cards speed up the recovery from disruptions and improve the flow of information in connection with the disruptions. All parties must act in accordance with the instructions given in the cards and the guidelines on applying them issued by the Rail Traffic Management Centre.

To prepare for disruptions, the operators (railway operators, the Rail Traffic Management Centre, traffic planning and traffic control) must draw up a traffic reduction plan and enter it in the cards describing how to deal with disruptions or save the plan as a data file for the operational group. The purpose of the plan is to prepare for traffic reductions on days with heavy snowfall when snow clearing and cleaning of turnouts reduce capacity available to traffic. Each railway operator must be prepared to list the train services that it could cancel during major disruptions. The Rail Traffic Management Centre decides on the introduction of the reduction plan with immediate effect or the decision can be made on an anticipatory basis on the previous day.



Fintraffic is responsible for keeping the reduction plan and the information cards up to date. The infrastructure manager, Fintraffic, railway operators and rail transport purchasers work together to keep the operating model for managing disruptions up to date.

#### 4.8.2 Guidelines

The infrastructure manager lays out the rules for managing disruptions between railway operators. The railway operator may submit its own proposal for instructions on how to manage disruptions affecting its trains.

The Rail Traffic Management Centre defines traffic management measures to minimise disruptions in rail traffic and their impacts, and provides instructions on how to proceed in the event of disruptions in accordance with chapters 4.8.3 (Probable situations) and 4.8.4 (Unlikely situations).

In its instruction '[Ohje varautumisesta rautatieonnettomuuksiin](#)' (OVRO)' (in Finnish), the infrastructure manager sets out how to prepare for accidents and what should be done when accidents occur.

#### Instructions for using certain VIRVE call groups during disruptions

The calls must be made using **RATA INFO** or **KEHÄRATA YT** call groups.

In the **RATA INFO** call group, the caller must give the other users the name of the **RATA YT 1-3** operational call group that they should connect to if the matter requires lengthy conversations and the views of more than one participant must be heard. In most cases, the Rail Traffic Management Centre starts the conversation and invites other actors to join it.

**KEHÄRATA YT** is an operational call group used during disruptions affecting the Helsinki region commuter traffic area (especially the Ring Rail Line).

Example:

Rail Traffic Management Centre in the RATA INFO call group:

'VR OPK, VR OPK - this is Rail Traffic Management Centre calling'

VR OPK: 'Rail Traffic Management Centre, this is VR OPK'

Rail Traffic Management Centre: 'K train has broken down in Oulunkylä at track 3.'

Connecting to KEHÄRATA YT call group.'

VR OPK: 'Connecting to KEHÄRATA YT call group.'

After this, the KEHÄRATA YT call group takes over until the situation is normalised or the action is ended.

For example:

Rail Traffic Management Centre: 'K train has broken down in Oulunkylä at track 3 and needs assistance.'

VR OPK: Assistance will be ordered and takes about one hour to arrive.

The conversation now continues in this call group.

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Finally, the Rail Traffic Management Centre announces the end of the disruption in the RATA INFO call group.

The Rail Traffic Management Centre keeps a list of the users and call signs of these call groups in the YKÄ system. Users inform the Rail Traffic Management Centre of the changes and the centre also provides them with updated details of the other call group users.

Operators may request access rights to the call groups from the Rail Traffic Management Centre.

The call groups are managed by the Finnish Transport Infrastructure Agency. The conversations in the call group are not recorded.

### **Safety issues**

Safety issues are discussed in the network access agreement and in Appendix 4A. The instructions issued by the infrastructure manager within its competence must be observed in the state-owned railway network managed by the Finnish Transport Infrastructure Agency.

### **Moving rolling stock of other operators**

The instruction '[Junaliikenteen ja vaihtotyön turvallisuussäännöt](#)' (Jt) must be observed when rolling stock belonging to other operators is moved.

The parties must agree between themselves on the costs arising as a result and on compensation for any damage.

### **4.8.3 Probable situations**

The Rail Traffic Management Centre determines the order of priority of trains during disruptions. Instructions for dealing with disruptions are set out in the document '[Häiriötilanteiden hallinta ja yhteysjunien odotus](#)'.

### **4.8.4 Unlikely situations**

The infrastructure manager and the railway operators must be prepared for railway accidents in their fields of activity, as laid out in the Finnish Transport Infrastructure Agency's [guidelines on how to prepare for railway accidents \(OVRO\)](#).

The infrastructure manager is responsible for the clearing operations concerning the rolling stock and the rail line in the state-owned railway network, and for assisting the rescue authorities in rescue operations as laid down in the Rail Transport Act, the Rescue Act and the Commission Regulation 2015/995. The infrastructure manager has published guidelines on how to prepare for railway accidents (OVRO), and these guidelines apply to both railway operators and all other operators in the state-owned railway network.

The infrastructure manager can perform the clearing operations itself or use its network of service providers and partners. The service providers and partners are subordinated to the infrastructure manager's operative

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management, unless otherwise provided by law. The Finnish Transport Infrastructure Agency is responsible for the official and prioritisation decisions concerning the clearing operations. The infrastructure manager may issue instructions on the training or certification required for the task.

The railway operator must provide the infrastructure manager with information on the rolling stock that the infrastructure manager can use in the clearing operations or forward to the rescue authorities, as provided in the Commission Regulation 2015/995 (OPE TSI). The information to be provided is described in more detail in WAG TSI (Commission Regulation 321/2013) and in LOC PAS TSI (Commission Regulation 1302/2014). The railway operator must also, if necessary, instruct the breakdown gangs on how to safely recover, de-energise and safeguard the train. This is done to ensure the safety of the rolling stock and the people performing the rescue and clearing operations. In accidents and exceptional situations, the railway operator must, on request, provide specialist technical advice at its own cost.

The costs arising from accidents and clearing operations are shared by the parties in accordance with the Rail Traffic Liability Act and the indemnity legislation.

The infrastructure manager must be prepared to restore the track to an operable condition as quickly as possible and, within a reasonable time, to the condition before the accident. The infrastructure manager must agree on this with other parties when concluding railway network maintenance agreements. Performing several simultaneous tasks and the prioritisation of tasks affects the availability of clearing and rescue services.

If safety deficiencies affecting traffic in the railway network are identified, the infrastructure manager may have to reduce axle loads or speed limits.

The Ministry of Transport and Communications provides guidelines for and oversees the capacity of rail sector operators to deal with accidents and exceptional situations.

## 4.9 Use of infrastructure capacity to provide services

Using rail capacity for providing services is described in Chapter 5.3.

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## 5 Services

### 5.1 Introduction

Provisions on services supplied to railway operators are laid down in the [Commission Implementing Regulation \(EU\) 2017/2177 on access to service facilities and rail-related services](#), the Rail Transport Act (1302/2018), and in the [Government Decree on services supplied to railway operators \(1489/2015\)](#) (in Finnish). Under the legislation, the services are divided into services included in the minimum access package, access services, additional services and ancillary services.

Services related to infrastructure access are described in chapter 5, in Appendix 3B and in the map service. These services may be provided by the infrastructure manager or by other parties. As a rule, access to services provided by the infrastructure manager is specified in the network access agreement. Any changes introduced after the signing of the agreement are agreed on separately with the railway operator/operators and updated as required in the form of an appendix to the network access agreement.

Changes will be announced on the [infrastructure manager's website](#).

The prices for the services provided by the infrastructure manager are listed in Chapter 6.

The service descriptions for the services provided by the infrastructure manager are published in Appendices 4B and 5D-5P of the Network Statement. [Service descriptions for other service facility operators operating on the state-owned railway network are published on the FTIA website](#).

### 5.2 Services included in the minimum access package

In return for the infrastructure charge referred to in section 139 of the Rail Transport Act, the infrastructure manager must provide all railway undertakings, in a fair and non-discriminatory manner, with the services included in the minimum access package referred to in point 1 of Annex II to the [Railway Market Directive](#). In return for the infrastructure charge, the infrastructure manager must also guarantee access to the service facilities referred to in section 133 of the Rail Transport Act.

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The following services, included in the minimum access package and referred to in section 132 of the Rail Transport Act, are provided by the infrastructure manager:

- 1) processing of requests for infrastructure capacity (described in chapter 4 of the Network Statement);
- 2) right to use infrastructure capacity;
- 3) use of railway infrastructure, railway junctions and turnouts;
- 4) train control, signalling, traffic control, dispatching and the communication and provision of information on train movements
- 5) connection to the infrastructure manager's transmission network and use of electrical supply equipment for traffic on electrified line sections, as referred to in sections 2 and 3
- 6) information required to operate the services for which capacity has been allocated.

The infrastructure operator will collect an infrastructure charge for all traffic on granted infrastructure capacity. The principles for the collection of the infrastructure charge are described in chapter 6 of the Network Statement.

### **Traffic management and control**

The infrastructure manager is responsible for traffic control and traffic management in the state-owned railway network. The infrastructure manager has purchased traffic control and management services from Fintraffic Railway Ltd. In addition to the rail traffic control service, the service also includes the national rail traffic control and management service (Rail Traffic Management Centre). [The contact information for traffic control can be found on the rail data extranet site.](#) Traffic control's service hours and the restrictions related to its services are presented in the LIKE system.

Railway operators may influence traffic management at two different levels: at high level and at the operational level. At the high level, railway operators may comment on the anticipatory information to be included of the Network Statement, influence the new timetable period during access agreement negotiations (chapter 2.3) and influence the current timetable period in the monitoring groups of the access agreements. Access agreement-related meetings are mutual forums for the infrastructure manager and the railway operator.

At the operative level, railway operators can influence traffic management by taking part in the regular infrastructure capacity coordination procedure (section 4.4.1), in separate cooperation forums (e.g. section 4.5.2.1) and in operational situations. In operational-level forums, the infrastructure manager provides railway operators and rail transport purchasers with an opportunity to develop operating models in cooperation with the infrastructure manager, Fintraffic Railway Ltd. and other railway operators.

Operational responsibilities are described in Appendix 5C.

Details of the management of track use in the Helsinki and Ilmala railway yards are provided in Appendices 4C and 4D.

Feedback on the work of the traffic control and management service (Fintraffic Railway Ltd.) can be given to the Finnish Transport Infrastructure Agency

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personnel responsible for the rail traffic control service agreements or via the feedback channel ([www.palautevayla.fi](http://www.palautevayla.fi)).

Details of the chargeable additional traffic control service for shunting operations provided by the infrastructure manager are given in Section 5.3.2.1 and in Appendices 5A and 5D.

## 5.3 Access services

Access, including track access, must be given to the following service facilities, when they exist, and to the services supplied in these facilities:

- 1) passenger stations, their buildings and other facilities, including travel information display services and suitable facilities for ticketing services
- 2) freight terminals
- 3) train formation yards and train formation facilities, including shunting facilities
- 4) depot sidings
- 5) maintenance facilities, with the exception of heavy maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities
- 6) technical facilities other than those referred to in points 3 and 5, including cleaning and washing facilities
- 7) maritime and inland port facilities that are linked to railway transport
- 8) rescue and assistance functions and the equipment required for these
- 9) refuelling facilities and supply of fuel in these facilities, charges for which must be shown on the invoices separately.

### 5.3.1 Access to services

The infrastructure manager, the railway operator or other service location manager shall, in return for the infrastructure charge, supply access to the service facilities referred to in Section 133 of the Rail Transport Act and in Annex II, point 2 of [Directive 2012/34/EU of the European Parliament and the Council](#) and the services provided there.

Access to services provided by the infrastructure manager is agreed to in the railway network access agreements or separately when applying for capacity. The availability and use of other services must be negotiated and agreed upon with the service provider.

The railway operator specifies their service needs and the need to use the tracks of a railway yard when the realisation date for the requested capacity approaches. The application for urgent capacity must include both the need for use of railway yards and information on service needs.

The track access required to access the service facilities is provided in return for the basic infrastructure charge. The operator of the service facility is entitled to collect a charge pursuant to Section 133, subsection 3 of the Rail Transport Act for access to the service facility and track access at the service facilities and for the services supplied at these.

### 5.3.1.1 *Passenger transport stations*

The infrastructure manager owns and provides access to the tracks and passenger platforms at all passenger stations. See Appendix 5J for a service description of passenger stations.

The facilities at passenger stations owned by the infrastructure manager and other parties that may be rented for railway traffic purposes as well as their contact information, are listed in Appendices 3Q and 3R. [Open data bank on the development of railway station areas](#).

#### **System for passenger information and announcement data**

The passenger information provided at railway stations is part of railway infrastructure, and is thus the responsibility of the infrastructure manager. The infrastructure manager is responsible for the information systems at stations and in platform areas, which include timetable displays, public address systems, signs directing to locations, signs for station name and track numbers as well as timetable display cabinets. The information provided in timetable display cabinets is the responsibility of the railway operator or HSL. The railway operator is responsible for information related to the availability of transport as well as information provided on trains. Fintraffic Railway Ltd. is responsible for the passenger information system and produces the necessary electronic, changing information on display devices, and the announcements given at stations.

In order to provide a passenger information service, the railway operator must produce the following information for the passenger information centre or system:

- Basic information: Train type, train number, line ID, route, stops (so-called commercial), planned time of arrival and departure, track and sectoral information, train composition
- From bypass stations: Planned arrival and departure time, track, train composition
- Change information: Replacement transport and type (bus/taxi), number of transport units, route, schedule, station specific departure, ticket eligibility
- Train connection: Replacement train connection (train number, line ID) and ticket eligibility
- Traffic information: Exceptional traffic, reduction in frequency/discontinued traffic, additional/commissioned traffic, changes to the basic structure of traffic, e.g. changes in the timetable period
- Specific information concerning communication: Dual capacity train connections, international traffic, other issues requiring specific communication.

### 5.3.1.2 *Freight terminals*

Freight terminals in the state-owned railway network are marked with "K" in the table in Appendix 3B. Most of the loading facilities in the state-owned railway network are used for loading timber. Private loading areas are marked with "Y".



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## Timber loading facilities in the railway network

The timber loading facilities in the railway network are mostly used for storing and/or loading timber. The timber loading facilities in the railway network available to the infrastructure manager of the state-owned railway network are described in Appendices 3B and 3T, and in the Network Statement's map service. The land areas and sidings in these facilities are owned by the infrastructure manager of the state-owned railway network. There may also be loading facilities owned by private operators in the private sidings connected to the state-owned railway network.

The loading contractors operating in the loading facilities must purchase their own power connection for their own use. As a rule, the connection must be located outside the area owned by the infrastructure manager. If, however, it must be placed in the land area administered by the infrastructure manager, a location permit for the connection must be prepared.

A connection to a private siding provided at a traffic operating point in the state-owned railway network is indicated in the tables of Appendices 3B and 3T.

The contact person in matters concerning the rental and use of loading facilities listed in Appendix 3T is the manager responsible for the nationwide administration of timber loading facilities and authorised by the infrastructure manager of the state-owned railway network. [For contact information, visit the infrastructure manager's website.](#) See Appendix 5K for the service description.

### 5.3.1.3 *Railway yards and train formation*

#### **Railway yards**

The Network Statement and the infrastructure manager's guidelines specify the procedures for track access in Finnish railway yards. If necessary, the operations and specific features of each traffic operating point are also described and agreed on in the network access agreement and in the separate railway yard agreements enclosed in the network access agreement. Appendices that concern specific traffic operating points may be added to the access agreement during the agreement period.

As a rule, the maintenance or cleaning of rolling stock is not carried out on traffic operating point or railway yard tracks. If such a need arises, the use of the facility for such purposes must be separately agreed with the infrastructure manager.

The train formation yards owned by the infrastructure manager are marked with "Shunting" in Appendix 3B of the Network Statement. The service description for train formation yards is given in Appendix 5F.

Not all train formation yards are electrified. [Details of the electrified tracks and the train formation yard contact persons can be found in the Railway Information Extranet of the Finnish Transport Infrastructure Agency \(in Finnish\).](#)

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Access to train formation yards is currently free of charge. [Any changes will be updated on the Finnish Transport Infrastructure Agency website](#) and in the Network Statement.

If more than one railway operator needs to use the same service (e.g. railway yard tracks, traffic control equipment and systems), the principles related to the use of the service will be examined and agreed upon, where necessary, under the direction of the infrastructure manager.

Operating permits and access to shunting frames are granted by the traffic operator/the person issuing permits in the respective area. The traffic operator issues operating permits within the limits of the allocated rail capacity. The area limits where these permits are applicable are described in the track diagram of each traffic operating point. The communication regarding the operating permits must comply with the infrastructure manager's guidelines and the Network Statement.

Staff working in railway yards shall report any malfunctions that they have observed to the traffic operator of the traffic operating point. Based on the malfunction report, the traffic controller shall impose the required restrictions affecting operations before the repair work commences. The traffic controller must notify all parties of malfunctions affecting operations.

### **Classification of freight yards**

The classification of railway yards presented here aims to describe the key purposes for which railway yards are used.

#### **Multi-actor railway yards**

The multi-actor railway yards, where at the time of the Network Statement's publication, several railway undertakings operate are located in Vainikkala, Oulu, Kouvola, Kotka, Hamina, Imatra, Kuusankoski, Pitkämäki and Lauritsala. In multi-actor railway yards, a railway yard agreement is concluded between the yard operator and the railway undertaking for access to and cooperation with the traffic operating point and for the use of the railway yard track.

#### **Central train formation yards**

Central railway yards are located in Kouvola, which also operates as a multi-actor railway yard and in Tampere. These railway yards are the centres of rail transport through which most freight transport travels. Central train formation yards serve all train types and provide all the railway yard operations that these need.

#### **Train formation yards**

Train formation yards are located at nodes along busy freight line, and these yards facilitate the use of different transport systems and train types on the railway network. At the time of the Network Statement's publication Finland's train formation yards were: Hämeenlinna, Imatra, Iisalmi, Joensuu, Jyväskylä, Kemi, Kokkola, Kontiomäki, Kuopio, Lahti, Lappeenranta, Oulu, Pieksämäki, Pori, Riihimäki, Seinäjoki.

#### **Port railway yards**

Port railway yards are located at railway network terminal nodes where they serve transport to and from ports. Port railway yards: Ajos (Port of Kemi),

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Hamina, Hanko, Kaskinen, Kotka (entity formed by various ports), Loviisa, Mäntyluoto and Tahkoluoto (Port of Pori), Rauma, Vaskiluoto (Port of Vaasa), Vuosaari, Ykspihlaja (Port of Kokkola)

#### **Railway yards at border crossing points**

Trains arriving from Russia are received trains travelling to Russia are signed off at the border crossing points for eastern transit traffic. The need for shunting work results from, e.g. the shortening of trains to meet the length requirements of each route. Railway yards at border-crossing points: Imatrankoski, Niirala, Tornio, Vainikkala, Vartius

#### **Railway yards for the handling of dangerous goods**

There are 13 Traficom-designated railway yards for the handling of dangerous goods in Finland. These are listed in section 3.4.3.

#### **Raw timber terminals and loading points**

For more information on raw timber terminals, see section 5.3.1.2 and Appendices 3T and 5K.

[Track diagrams for railway yards can be found on the railway data extranet site.](#)

#### **Inclines and their use**

At the traffic operating points in Kouvola and Tampere, the railway operators have access to inclines for the recomposing of train wagons. If the railway operator needs to use an incline, they must contact the infrastructure manager well in advance (at least two months prior to the time they need the incline) to allow for arrangements to be made for access capacity for inclines in railway yards and the practical arrangements related to this. Access to inclines are agreed upon in access agreements, and they are to be used in the manner specified in the [instructions specific to each incline](#). See Appendix 5G for the service description.

The railway operator is responsible for ensuring that the operating personnel use the incline, tracks and the relevant systems and equipment in accordance with the operating instructions.

The infrastructure manager is responsible for the technical functionality, maintenance and development of the tracks and the relevant systems and equipment.

As regards inclines, the objective is to implement the smooth implementation of practical solutions for multi-actor environments smoothly and agreement practices regarding the use of railway yard tracks and incline infrastructure in the multi-actor environment that will allow the flexible coordination of track use needs in cooperation.

Enquiries: FTIA, Infrastructure Access Department

#### **5.3.1.4 Storage sidings**

Storage sidings are primarily intended for the parking of wagons and coaches waiting to be used in transport services. Rolling stock can only be stored temporarily on their tracks. Storage sidings may also be used for other purposes required by train traffic. Storage sidings are not intended for the maintenance or cleaning of rolling stock. Should the need to do so arise, the use of the yard for such purpose must be agreed upon with the infrastructure manager. Only railway operators may park wagons on storage sidings. Tracks are designated as storage sidings by the infrastructure manager. The number of storage sidings and their combined total length (m) are described in Appendix 3B by traffic operating point.

The infrastructure manager can provide information on tracks designated for rail traffic that can be used in exceptional situations when the need for the temporary storage of rolling stock arises. If a railway operator needs to temporarily park its rolling stock in this type of storage sidings, it must contact the traffic planner of the traffic control area or the Rail Traffic Management Centre immediately upon receiving word of such a need. The storage needs are also entered in the LIKE system as advance notifications, which means that the railway operators must enter the information in the JETI system and ensure that the notifications are removed from JETI as soon as the storage need ends. If the storage need continues after the end date, the railway operator must submit a new JETI notification or it must immediately notify the traffic control or the Rail Traffic Management Centre of the matter. The traffic planning or the Rail Traffic Management Centre may, however, refuse to grant the storage permit, if the situation so requires. In that case, the railway operator must, within a reasonable time, move the rolling stock to another storage location designated for the purpose.

The infrastructure manager develops the operating practices for the management of railway yard track access (incl. system entries and reporting procedures) together with the operators who operate on the infrastructure network. The infrastructure manager will inform operators on possible operating model changes that will take place before and/or during the timetable period with a separate bulletin and/or instructions. In addition, the Network Statement will be updated as necessary.

When storing wagons carrying dangerous goods, the railway operator is responsible for reporting the locations at which the wagons are stored and the substances in them to railway traffic control, the Rail Traffic Management Centre and local rescue authorities.

Long-term storage of rolling stock in railway yards: See section 2.3. The service description for storage sidings is given in Appendix 4B.

#### **5.3.1.5 Maintenance services**

The maintenance, cleaning and repair of rolling stock must be carried out at appropriate places to be agreed upon with the infrastructure manager before operations begin on tracks in the state-owned railway network.

#### **Access to maintenance equipment in the Ilmala railway yard**

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See Appendix 5E for a service description of maintenance facilities and equipment.

The railway yard located in Ilmala in Helsinki is the property of the infrastructure manager. The VR Group's Helsinki depot, which accommodates rolling stock halls, maintenance and washing facilities, locomotive depots and lathes, is also situated in the railway yard area. [The services provided by VR Group Ltd and their prices can be found in the company's Network Statement.](#)

The fenced depot houses the infrastructure manager's service equipment and other technical devices (e.g. maintenance platforms and tracks used for maintenance operations, such as filling of light fuel oil and water tanks, feeding of heavy current, brake trials using compressed air and vacuum emptying of septic tanks.) In addition, there are separate tracks for washing locomotives and adding traction sand to locomotives. In addition, the area includes brake test equipment, heating centres, vacuum drainage devices, suction pumps, HVA posts, compressed air posts, central electric units and an oil absorption mats to protect the surrounding environment (at the oil change point, etc.).

The equipment owned by the infrastructure manager are listed in the Network Statement's map service and in Appendix 3S. The tracks and services provided by the infrastructure manager are available to all operators, whereas use of the services provided by VR Group has to be agreed to with the service provider. In addition, information on services and access to them is available on the [track diagram available on the railway data extranet site](#). The diagram also includes the locations of the VR Group's depots etc. in relation to the tracks.

Access to maintenance equipment in the Ilmala railway yard is included in access services and its use is agreed on in a network access agreement. The railway operator must provide the infrastructure manager with an estimate of its yearly service needs in the Ilmala railway yard. The document must be submitted before the start of the negotiations on the network access agreement.

The procedure for agreeing on track use in the Ilmala railway yard is detailed in appendix 4C.

### **Maintenance facilities**

Agreements on access to maintenance services must be made with the maintenance providers. The infrastructure manager does not provide maintenance services. [For more information see the VR website.](#)

#### **5.3.1.6 Technical equipment**

Use of other technical equipment (such as weighing equipment) must be agreed on with the equipment operator. The infrastructure manager does not provide this equipment to railway operators.

#### **5.3.1.7 Services in ports**

Most of the tracks in ports are private sidings and the services provided as part of them are described in the [network statements published by ports \(in Finnish\)](#). The Finnish Transport Infrastructure Agency arranges regular

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meetings with infrastructure managers of private sidings (cooperation group of infrastructure managers), and participants can suggest matters such as the need to develop operating models between railway networks as topics for the meetings.

#### **5.3.1.8 Rescue services**

The infrastructure manager is responsible for the clearing operations concerning the tracks and the rolling stock in the state-owned railway network, and for assisting the rescue authorities in rescue operations. The operating procedure is described in more detail in Section 4.8.4.

#### **5.3.1.9 Refuelling facilities**

The infrastructure manager does not provide refuelling services. The refuelling facilities provided at traffic operating points by other parties are shown in Appendix 3B and in the map service. Access to refuelling facilities requires that the operator has agreed on the use of the facility with its owner. [For more information see the VR website.](#)

### **5.3.2 Services provided at railway yards and stations**

#### **5.3.2.1 Traffic control service for shunting operations**

The traffic control service for shunting operations between traffic operating points is available to railway operators as part of the allocated capacity and it is covered by the infrastructure charge. The traffic control service for shunting operations taking place in railway yards is a chargeable additional service provided by the infrastructure manager. For a description of the service and the structure of the service price, see Appendices 5A 5D.

#### **5.3.2.2 Other services**

The infrastructure manager does not provide any other services.

## **5.4 Additional services**

### **5.4.1 Electrified rail network**

#### **5.4.1.1 Electricity transmission service**

Traction current and pre-heating of passenger trains are additional services, according to Section 4 of the Government Decree 1489/2015 on services supplied to railway operators. See Appendix 5N for the service description on the electricity transfer service.

The infrastructure manager transfers the electricity required for traction current and the pre-heating of passenger trains, and provides the balance management of the contact-line network, which gives the railway operator the basis to acquire its own electric power. The transfer costs comprise the transfer fees paid to the grid companies outside the electrified railway network and dissipation in the contact-line network, as well as the measurements,

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assessment services and balance management related to electricity transfer in the network. The infrastructure manager invoices the operators using electricity in the contact-line network for the transfer costs based on consumption in correlation to the costs.

Appendix 5B contains information on how the transfer price charged by the infrastructure manager is formed and the pricelist for transfer charges. The transfer fee of railway operators is expected to increase significantly at the start of 2021 due to higher transfer costs charged by network companies. This is a result of the change in the pricing of filtering and compensation of harmonics and reactive power caused by transport. The infrastructure manager's costs will increase significantly already in early 2020. The objective is to optimise filtering jointly with railway operators in order to minimise additional costs. The fee will be specified in 2020. The infrastructure manager will publish the 2021 price list before the start of the 2021 timetable period.

The transfer prices charged by grid companies and electricity prices may change during the year. The basic fee for traction units may also change if the number of traction units belonging to the Erex system changes. The costs will be charged in accordance with the actual volume of electricity transmission. The invoiced amount is monitored at access agreement monitoring meetings held during the timetable period.

#### **5.4.1.2 Power supply for the electrified rail network**

The use of rail capacity includes the traffic operator's right to use the Network Statement-specified infrastructure manager-owned electric power supply network for electric stock on the electrified line sections for the purpose of traction current for rolling stock and heating of wagons. The infrastructure manager does not, however, provide electricity, and the railway operator should enter into an agreement on the supply of power with a service provider.

The possibility for rolling stock to join the 400 volt three-phase supplies and 1,500 volt train heating posts are indicated in Appendix 3B and in the map service. Also for the 400 V power supply, the maximum current available is indicated in amperes.

#### **5.4.2 Services for trains**

The infrastructure manager does not provide other services for trains.

#### **5.4.3 Services for exceptional transports and the transport of dangerous goods**

The infrastructure manager does not provide other services for exceptional transports or transports of dangerous goods.

#### **5.4.4 Other additional services**

##### **5.4.4.1 Timetable planning services**

The infrastructure manager does not at present provide timetable planning services for infrastructure capacity applications.



#### **5.4.4.2 Planning services for track use**

The track use planning services for Helsinki and Ilmala railway yards are described in Appendices 4C and 4D.

#### **5.4.4.3 Use of buildings and land areas**

The infrastructure manager can supply services priced on a commercial basis to railway operators, including the right to access the buildings and land areas under the management of the infrastructure manager. The service is agreed on in a separate lease or access agreement. See Appendix 5L for the service description.

#### **5.4.4.4 Rolling trial runs and Rail Training Centre**

Trial runs of rolling stock can be carried out at the Finnish Transport Infrastructure Agency's centre for trial runs in Laajakangas at Kontiomäki. Agreement on the use of the area must be on the basis of the [instructions for reserving and using the Laajakangas trial runs centre](#). See the service description in Appendix 5H for more information on the Track and Rolling Stock Technology Unit at the Finnish Transport Infrastructure Agency.

Noise measurements required for the rolling stock approval process can be carried out at Leteensuu (on the line section Riihimäki–Tampere). [For more information, contact Environmental and Property Issues of the Finnish Transport Infrastructure Agency.](#)

Commissioning inspections for track work machinery and equipment used only at track work sites can be carried out in Oulu, Tampere, Kouvola and Kontiomäki.

Railway sector actors can rent the facilities of the [Rail Training Centre](#). See Appendix 5M for the service description.

## **5.5 Ancillary services**

### **5.5.1 Access to communication networks**

For more information about the RAILI service and how to join the service and the VIRVE network, see Section 3.3.3.2 and Appendix 3P.

### **5.5.2 Control centres**

#### **5.5.2.1 Security Control Centre**

Fintraffic Railway Ltd provides Security Control Centre services for the Finnish Transport Infrastructure Agency. The Security Control Centre is mainly responsible for improving railway passenger safety at stations and on platform areas and protecting railway infrastructure from vandalism. The Security Control Centre is responsible for monitoring the situation, receiving messages and creating a situational picture as well as for guiding security officers, security guards or, if necessary, authorities to the location where help



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is needed. Operational activities in the field are managed from the Security Control Centre. The Security Control Centre is described in Appendix 5P.

Camera surveillance for railway stations and bus terminals in the Helsinki Metropolitan Area and the access parking areas of the Ring Rail Line has been transferred to the Security Control Centre. The security control room acts as the operations and control centre for security services. The Security Control Centre cooperates with the cities of Vantaa, Helsinki and Espoo, as well as with transport providers HSL and HKL.

Commuter traffic area security officer and security guard services refers guard and security work at commuter traffic area stations, their adjacent bus terminals and immediate vicinity, at traffic operating points, transport access parking areas as well as possibly on trains. Security officer and security guard services also refer to services provided by the Helsinki Regional Transport Authority along bus lines, at stops and on buses. The services cover almost the entire commuter traffic area, and in the future, the service can be expanded according to needs. In addition, the Security Control Centre issues emergency alerts to stations in the commuter traffic area.

#### **5.5.2.2 Technical Control Centre**

Fintraffic Railway Ltd provides the Finnish Transport Infrastructure Agency with the Technical Control Centre services. The Technical Control Centre is responsible for supervising the rolling stock monitoring systems on Finland's railways as well as the tunnel and facilities management systems on the Ring Rail Line and the Vuosaari railway line. See Appendix 5O for the Technical Control Centre's service description.

The Technical Control Centre has two main duties: The rolling stock monitoring systems involve the monitoring of the data control process and its quality, data analysis, and the measures resulting from the analysis. The purpose is to monitor properties of the rolling stock that have a direct or indirect interface with the rail infrastructure. Rolling stock monitoring devices are located in all parts of the state-owned railway network.

The second task is to monitor tunnel and facilities management systems and to take the required measures in both normal and exceptional situations. The alarms received from the systems are relayed to the partners of the Technical Control Centre on a case-by-case basis. These partners include the fire and rescue authorities, the police, system maintenance providers, traffic controllers as well as the Security Control Centre and the operating centre.

#### **5.5.3 Ticket sales services at passenger stations**

For information on ticket sales facilities at passenger stations and possibilities for situating ticket sales machines at passenger stations see Appendices 3Q and 3R.

#### **5.5.4 Specialised rolling stock maintenance and repair services**

The infrastructure manager does not provide maintenance and repair services for rolling stock.

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### **5.5.5 Other ancillary services**

The infrastructure manager does not provide any other ancillary services.

## 6 Charges

### 6.1 Charge criteria

The grounds for the infrastructure charge are provided in the Rail Transport Act. The basic infrastructure charge is levied on the use of the services included in the minimum access package described in chapter 5.2 using the costs directly incurred by the infrastructure manager as a basis. The prices for the basic charge are determined with cost modelling, which calculated how much one transport unit (gross tonne-kilometre) increases the cost of track upkeep. The electrification of rail infrastructure and the motive power of rolling stock are taken into account in the modelling and in the pricing, as required in the EU legislation. [The calculation method is described in a memorandum published on the Finnish Transport Infrastructure Agency website.](#)

As of 1 January 2019, the basic infrastructure charge will be levied on train traffic and shunting between traffic operation points.

The operator of a service facility provided as part of the access services has the right to charge compensation for the service facility and track access in the service facilities, as well as for the services supplied in them, as laid down in section 133(3) of the Rail Transport Act. The track access required to access the service facilities is provided in return for the basic infrastructure charge.

Provisions on the pricing of additional and ancillary services supplied by the infrastructure manager are laid down in the Act on Criteria for Charges Payable to the State and in the Decree of the Ministry of Transport and Communications on chargeable performances in the Finnish Transport Infrastructure Agency issued under it. The services are invoiced on a monthly basis unless otherwise specified in the network access agreement or the lease agreement. Invoicing for a possible new service subject to a fee will begin at the time the service is introduced or when a service becomes subject to a fee.

### 6.2 Payment system

The charges levied on the minimum access package and other services provided by the infrastructure manager and detailed in the Network Statement apply for the period of validity of the document and if necessary for a longer period of validity given separately. The charges levied on the minimum access package (basic infrastructure charge) are given for three-year periods, the first of which is between 1 January 2019 and 31 December 2021. Changes in the prices of the basic infrastructure charge can also be introduced if special reasons so warrant. Advance notice of any such changes is given.

The infrastructure manager will introduce an index adjustment procedure that takes into account track maintenance cost changes in order to review the price of the infrastructure charge during three-year pricing periods (Statistics Finland's Cost index of civil engineering works/'track maintenance'). The basic infrastructure charges for 2021 are determined on the basis of the 2018 point figure (113.18).

## 6.3 Payment amount

### 6.3.1 Charges

#### 6.3.1.1 Basic infrastructure charge

Between 1 January 2021 and 31 December 2021, the infrastructure charge will be levied as described in Table 2.

Table 2. Basic fee

Electrical drive	0.1452 cents/gross tonne-kilometre
Non-electrical drive	0.1296 cents/gross tonne-kilometre

### 6.3.2 Other charges levied by the infrastructure manager

#### 6.3.2.1 Communications services charges

Pricing of the railway voice communication services is in accordance with the [terms of use of the RAILI service](#) and the [price list of the RAILI service \(in Finnish\)](#).

#### 6.3.2.2 Charges for traffic control during shunting

The traffic control service for shunting operations provided by the infrastructure manager is a chargeable additional service. The pricing of the service is based on the number of the shunting routes required by railway operators. The time spent by traffic control for safeguarding the routes is specified for each traffic operating point. The price is determined on the basis of the number of performances and the time required for each performance. An adjustment supplement of 12 per cent is added to the price so that no real-time performance monitoring is required and the service provider will supply the desired service.

For the timetable period 2021, the pricing basis for the traffic control service for shunting operations is EUR 70/hour. The fee is based on the Decree of the Ministry of Transport and Communications on the FTIA's chargeable services. The formation of the price and confirmation of the amount of the charge are described in more detail in Appendix 5A.

The charge for traffic control for shunting operations is not applied to shunting between traffic operating points, which is covered by the infrastructure charge.

#### 6.3.2.3 Access charge for Ilmala railway yard

In return for paying the network access charge, railway undertakings may use the tracks in the Helsinki depot at Ilmala, their brake-testing systems, as well as the maintenance platforms and their equipment (including 1,500 V feeder points and 400 V socket points), and move to the railway yard services. The location of the equipment is shown in the railway diagram and in Appendix 3S

to the Network Statement. The access charge does not cover the supply of water, electricity, oil, sand or other similar items or the processing or transport of the waste resulting from the use of the services. Other operators in the Ilmala railway yard may also charge fees for the use of their services (such as the maintenance facilities and lathes) and their pricing is not described in this document (for more information, see the network statement of VR Group Ltd and other operators).

The charge for the service is given in Table 4 of this chapter. The same index adjustment procedure is applied to the access charge as to the basic infrastructure charge. In addition to the annual index adjustments, other adjustments to the access charge can also be made for special reasons, and advance notification of them is given in the same manner as for the basic infrastructure charge.

The number of incoming transfers is calculated for each railway undertaking separately on the basis of the infrastructure manager's reporting system, by halving the number of transfers so that double invoicing can be avoided (incoming and outgoing transfers). The invoicing is carried out on a monthly basis when the figures for the previous month have become available. The above-mentioned transfers do not correspond to the transfers referred to in the Rail Transport Act as the transfers detailed in this section mean the transfer of rolling stock as a train or as shunting by the railway undertaking to the Ilmala railway yard from such locations as the Helsinki Central Railway Station.

Table 4. Access charge to Ilmala railway yard starting on 1 January 2021.

Service	Price
Arrival at Ilmala railway yard*	EUR 16.00/transfer
*Based on capacity allocated to the transfer (excluding cancelled capacity).	

If necessary, the infrastructure manager will provide railway undertakings with guidance and instructions for the use of the equipment and structures referred to in this section. After having been notified by the railway undertaking of damage or malfunctioning of equipment or structures, the infrastructure manager will ensure that the equipment and structures will be restored, without undue delay, to a good working condition.

Railway undertakings must plan and implement the use of the equipment and structures so that all regulations concerning occupational and train safety are observed. Railway undertakings must provide all persons using the equipment or structures on behalf of the undertakings with adequate training in their use. Railway undertakings must ensure that their own personnel or the personnel working on behalf of the undertakings use the equipment and structures with care and in accordance with any guidance provided for their use and that the equipment and structures do not malfunction or become damaged for reasons arising from their use.

#### **6.3.2.4 Using timber loading facilities and storage areas in the railway network**

Access to the timber loading facilities in the railway network described in Section 5.3.1.2 is covered by the basic infrastructure charge. A rent is payable for the storage areas provided as part of the loading facilities with the same national rate. From 1 January 2019 to 31 December 2021, rent for storage areas is EUR 0.38/m<sup>2</sup>/year. The exception is the Patokangas loading facility in Kemijärvi where rent for storage is EUR 0.60/m<sup>2</sup>/year.

#### **6.3.2.5 Renting passenger station facilities**

The approximate rental rates of the infrastructure manager's passenger stations are presented in Appendix 3Q.

#### **6.3.2.6 Rail Training Centre**

[The rents charged for the facilities of the Rail Training Centre are given on the Finnish Transport Agency website.](#)

## **6.4 Financial penalties and incentives**

In addition to the performance incentive scheme described in Chapter 6.5, the infrastructure manager has not introduced any other performance charges or penalty fees in connection with the use of the railway network.

## **6.5 Performance scheme**

Under section 130 of the Rail Transport Act, in order to promote the effective use of the railway network and enhance train punctuality as well as to minimise operational disruptions caused by railway traffic and infrastructure management, a performance scheme has been introduced to encourage railway operators and the infrastructure manager to limit the disruptions arising from their activities and to make more effective use of the railway network. The scheme must be fair, non-discriminatory and proportionate.

A railway operator must pay a compensation to the infrastructure manager if the operations of the railway operator significantly differ from the infrastructure capacity allocated to the operator for reasons arising from the operator. The infrastructure manager must pay a compensation to the railway operator if, due to traffic disruptions arising from the infrastructure manager, access to the railway network significantly differs from the infrastructure capacity allocated to the railway operator and this interferes with the functioning of the railway system.

The performance scheme applies to train traffic of the railway undertakings and to shunting operations between traffic operating points. The compensations based on the performance incentive scheme and their criteria are described in Appendix 6A.

The performance scheme is based on registering delays in rail traffic as disruptions. The disruptions are registered in accordance with the reason [codes](#)

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[for railway transport disruptions entries](#). The reason codes may be updated during the timetable period, which also affects the performance scheme. Any changes to the reason codes are prepared in cooperation with the railway undertakings.

Any changes to the monitoring stations used for punctuality monitoring are prepared in cooperation with the railway undertakings.

The achievement of the performance scheme targets is discussed at network access agreement monitoring meetings or in another manner set out in the access agreement. The Finnish Transport Infrastructure Agency assesses the functioning of the performance scheme during the timetable period.

There are no provisions in the performance scheme on applying the indemnity legislation on the parties.

Railway operators must agree between themselves on the compensation for damage that they have caused to each other.

If a railway operator and the infrastructure manager disagree on an issue related to the performance scheme they must request the Rail Regulatory Body to act as a conciliator in the dispute, as laid down in section 130 of the Rail Transport Act. The Rail Regulatory Body must make its decision on the matter within 10 working days after receiving all relevant documents from the railway undertaking or the infrastructure manager.

## 6.6 Changes to infrastructure charges

[Information on the upcoming changes to the infrastructure charge are posted by the infrastructure manager on its website and the Network Statement \(The information is in Finnish\)](#). The changes to the infrastructure charge may concern basic charge prices and the gradation specified for these, prices specified for access, right of use, additional and ancillary services and the introduction of additional charges.

The prices for the basic infrastructure charge are given for three-year periods, the first of which is between 1 January 2019 and 31 December 2021. The charges are based on cost modelling and index adjustments, in which consideration is given to changes in infrastructure management costs. Changes in the charges can also be introduced if special reasons so warrant. Advance notice of any such changes is given.

## 6.7 Collection of infrastructure charges

The infrastructure charges are paid to the infrastructure manager retroactively based on the actual performance in each calendar month. The performance is based on the data entered in the infrastructure manager's reporting system. The data includes details on capacity reservations stored in the operational systems, train assembly notifications and train weight information. Every operator is obliged to provide this information to the infrastructure manager and to ensure the accuracy of the information.

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## Basic information on line sections

### Markings:

On	"yes"
—	"no"
AC2	electrification voltage 25 kV / 50 Hz
ATP	Automatic Train Protection

### Chart columns:

**Node of the network** indicates all traffic operating points where the route of the train can be changed.

**Length of line** is the distance between traffic operating points in the railway network (km).

**Max. gradient** is the maximum gradient (mm/m) measured at a distance of 1,200 m.

**Electrification system** indicates that the line section is electrified.

**Section blocking or radio-controlled section** indicates that on the line section there is an automatic safety device system ensuring safe train operation.

**ATP** indicates that the Automatic Train Protection is installed on the line section.

**ERTMS** indicates that the section of line is equipped with the Pan-European safety device system.

**ATP coding for tilting trains** indicates the sections on which ATP allows higher speeds for tilting trains in curves.



Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määrävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulunvalvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Length of line	Max gradient	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains
Helsinki asema	Havukoski	18	10,0	AC2	On	ATP	—	On
Havukoski	Kerava asema	11	7,0	AC2	On	ATP	—	On
Kerava asema	Hyvinkää	29	7,5	AC2	On	ATP	—	On
Hyvinkää	Riihimäki asema	12	7,5	AC2	On	ATP	—	On
Kerava asema	Vuosaari	19	10,0	AC2	On	ATP	—	—
Kerava asema	Sköldvik	27	10,0	AC2	On	ATP	—	—
Kerava asema	Hakosilta	65	10,0	AC2	On	ATP	—	On
Hyvinkää	Karjaa	99	10,5	—	On	ATP	—	—
Helsinki asema	Huopalahti	6	10,0	AC2	On	ATP	—	—
Huopalahti	Havukoski	27	40,0	AC2	On	ATP	—	—
Huopalahti	Kirkkonummi	31	10,5	AC2	On	ATP	—	—
Kirkkonummi	Karjaa	49	12,0	AC2	On	ATP	—	On
Karjaa	Hanko asema	50	10,5	—	On	ATP	—	—
Karjaa	Turku asema	107	12,7	AC2	On	ATP	—	On
Turku asema	Turku satama	3	7,0	AC2	On	ATP	—	—
Riihimäki asema	Toijala	76	10,0	AC2	On	ATP	—	On
Toijala	Turku asema	128	10,5	AC2	On	ATP	—	On
Toijala	Tampere asema	40	10,0	AC2	On	ATP	—	On
Toijala	Valkeakoski	18	8,0	—	—	—	—	—
Turku asema	Raisio	8	7,0	—	On	ATP	—	—
Raisio	Naantali	6	9,0	—	—	—	—	—
Raisio	Uusikaupunki	57	9,0	—	On	ATP	—	—
Uusikaupunki	Hangonsaari	3	11,5	—	—	—	—	—
Tampere asema	Lielähti	6	9,0	AC2	On	ATP	—	On
Lielähti	Kokemäki	91	12,5	AC2	On	ATP	—	On
Kokemäki	Rauma	47	9,0	AC2	On	ATP	—	—
Kokemäki	Pori	38	9,5	AC2	On	ATP	—	—
Pori	Mäntyluoto	21	5,5	AC2	On	ATP	—	—
Pori	Aittaluoto	6	10,0	—	—	—	—	—
Mäntyluoto	Tahkoluoto	11	5,5	AC2	On	ATP	—	—
Lielähti	Parkano	69	10,5	AC2	On	ATP	—	On
Niinisalo	Parkano	42	10,0	—	—	—	—	—
Parkano	Seinäjoki asema	84	10,0	AC2	On	ATP	—	On
Riihimäki asema	Hakosilta	48	8,0	AC2	On	ATP	—	—
Hakosilta	Lahti	11	10,0	AC2	On	ATP	—	On
Lahti	Loviisan satama	77	12,0	—	—	—	—	—
Lahti	Heinola	38	12,0	—	—	—	—	—
Lahti	Mukkula	7	15,0	—	—	—	—	—
Lahti	Kouvola asema	61	10,0	AC2	On	ATP	—	—
Kouvola asema	Luumäki	59	10,0	AC2	On	ATP	—	—
Kouvola asema	Juurikorpi	33	10,0	AC2	On	ATP	—	—
Juurikorpi	Kotka asema	18	8,5	AC2	On	ATP	—	—
Kotka asema	Kotkan satama	1	0,0	AC2	On	ATP	—	—
Kotka Hovinsaari	Kotka Mussalo	5	6,0	AC2	—	ATP	—	—
Juurikorpi	Hamina	19	10,0	AC2	On	ATP	—	—
Kouvola asema	Kuusankoski	10	9,0	AC2	—	—	—	—
Kouvola asema	Mynttilä	86	12,0	AC2	On	ATP	—	On
Mynttilä	Ristiina	21	12,5	—	—	—	—	—

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määrävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulunvalvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Length of line	Max gradient	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains
Mynttilä	Pieksämäki asema	105	11,0	AC2	On	ATP	—	On
Luumäki	Vainikkala asema	33	8,0	AC2	On	ATP	—	—
Luumäki	Lappeenranta	27	9,5	AC2	On	ATP	—	—
Lappeenranta	Mustolan satama	18	10,0	—	—	—	—	—
Lappeenranta	Imatra tavara	39	9,0	AC2	On	ATP	—	On
Imatra tavara	Imatrankoski-raja	10	11,0	—	—	—	—	—
Imatra tavara	Parikkala	60	10,0	AC2	On	ATP	—	On
Pieksämäki asema	Huutokoski	31	11,0	—	On	ATP	—	—
Huutokoski	Rantasalmi	38	12,0	—	On	ATP	—	—
Savonlinna	Parikkala	59	12,0	—	On	ATP	—	—
Parikkala	Säkäniemi	93	10,0	AC2	On	ATP	—	—
Niirala-raja	Säkäniemi	33	10,5	—	On	ATP	—	—
Säkäniemi	Joensuu asema	37	10,5	AC2	On	ATP	—	—
Joensuu asema	Ilomantsi	71	12,0	—	—	—	—	—
Joensuu asema	Viinijärvi	32	9,0	—	On	ATP	—	—
Huutokoski	Varkaus	18	10,0	—	On	ATP	—	—
Varkaus	Kommila	6	10,0	—	—	—	—	—
Varkaus	Viinijärvi	101	11,0	—	On	ATP	—	—
Joensuu asema	Uimaharju	50	17,6	—	On	ATP	—	—
Uimaharju	Lieska	54	11,5	—	On	ATP	—	—
Lieska	Pankkoski	6	10,0	—	—	—	—	—
Lieska	Nurmes	56	12,5	—	On	ATP	—	—
Nurmes	Vuokatti	85	11,5	—	—	—	—	—
Vuokatti	Lahnaslampi	12	10,0	—	—	—	—	—
Vuokatti	Kontiomäki	24	10,5	—	—	—	—	—
Pieksämäki asema	Suonenjoki	38	9,0	AC2	On	ATP	—	—
Suonenjoki	Yläkoski	3	10,0	—	—	—	—	—
Suonenjoki	Siilinjärvi	76	12,0	AC2	On	ATP	—	—
Siilinjärvi	Sysmäjärvi	99	10,5	—	On	ATP	—	—
Siilinjärvi	Iisalmi	60	12,0	AC2	On	ATP	—	—
Iisalmi	Murtomäki	62	12,7	AC2	On	ATP	—	On
Murtomäki	Otanmäki	25	11,0	—	—	—	—	—
Murtomäki	Kajaani	20	12,0	AC2	On	ATP	—	On
Kontiomäki	Vartius	95	11,0	AC2	On	ATP	—	—
Vartius	Vartius-raja	2	10,0	AC2	On	ATP	—	—
Kontiomäki	Ämmänsaari	92	12,0	—	—	—	—	—
Tampere asema	Orivesi	40	12,0	AC2	On	ATP	—	On
Orivesi	Vilppula	47	12,5	—	On	ATP	—	—
Vilppula	Mänttä	8	5,0	—	—	—	—	—
Vilppula	Haapamäki	26	12,5	—	On	ATP	—	—
Haapamäki	Seinäjoki asema	118	12,0	—	On	ATP	—	—
Haapamäki	Jyväskylän	77	12,0	—	On	ATP	—	—
Orivesi	Jämsä	56	12,5	AC2	On	ATP	—	On
Jämsä	Kaipola	7	12,0	—	—	—	—	—
Jämsä	Jämsänkoski	4	10,0	AC2	On	ATP	—	On
Jämsänkoski	Jyväskylän	52	10,5	AC2	On	ATP	—	—
Jyväskylän	Äänekoski	47	10,5	AC2	On	ATP	—	—
Äänekoski	Haapajärvi	164	10,5	—	—	—	—	—

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määrävä kaltevuus	Sähköistysjärjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulunvalvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Length of line	Max gradient	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains
Jyväskylä	Pieksämäki asema	80	12,5	AC2	On	ATP	—	On
Seinäjoki asema	Kaskinen	112	10,0	—	On	ATP	—	—
Seinäjoki asema	Vaasa	75	12,0	AC2	On	ATP	—	—
Vaasa	Vaskiluoto	5	1,0	—	—	—	—	—
Ilisalmi	Pyhäkumpu erkanemisvaihte	63	10,0	—	On	ATP	—	—
Pyhäkumpu erkanemisvaihte	Pyhäkumpu	3	3,0	—	—	—	—	—
Pyhäkumpu erkanemisvaihte	Haapajärvi	36	9,5	—	On	ATP	—	—
Haapajärvi	Ylivieska	55	8,0	—	On	ATP	—	—
Seinäjoki asema	Pännäinen	101	10,0	AC2	On	ATP	—	On
Pännäinen	Pietarsaari	10	6,0	AC2	—	—	—	—
Pietarsaari	Alholma	4	3,0	AC2	—	—	—	—
Pännäinen	Kokkola	33	7,0	AC2	On	ATP	—	On
Kokkola	Ykspihlaja	5	10,0	AC2	—	—	—	—
Kokkola	Ylivieska	79	10,0	AC2	On	ATP	—	On
Ylivieska	Tuomioja	68	10,0	AC2	On	ATP	—	On
Tuomioja	Raaha	28	10,0	AC2	On	ATP	—	—
Raaha	Rautaruukki	9	10,0	AC2	—	—	—	—
Tuomioja	Oulu asema	54	10,0	AC2	On	ATP	—	On
Oulu asema	Kontiomäki	166	10,0	AC2	On	ATP	—	—
Oulu asema	Kemi	105	10,0	AC2	On	ATP	—	—
Kemi	Ajos	9	10,0	—	—	—	—	—
Kemi	Laurila	7	10,0	AC2	On	ATP	—	—
Laurila	Tornio asema	19	7,5	—	On	ATP	—	—
Laurila	Rovaniemi	106	10,0	AC2	On	ATP	—	—
Rovaniemi	Kemijärvi	85	12,0	AC2	On	ATP	—	—
Kemijärvi	Patokangas	9	12,0	AC2	On	ATP	—	—
Tornio asema	Tornio-raja	3	4,0	—	On	ATP	—	—
Tornio asema	Röyttä	8	8,0	—	—	—	—	—
Tornio asema	Kolari	183	10,5	—	On	ATP	—	—
Sysmäjärvi	Vuonos	7	10,0	—	—	—	—	—
Viinijärvi	Sysmäjärvi	13	7,5	—	On	ATP	—	—
Murtomäki	Talvivaara	24	12,5	AC2	On	ATP	—	—
Kajaani	Lamminniemi	3	10,0	—	—	—	—	—
Kajaani	Kontiomäki	26	12,0	AC2	On	ATP	—	—

## Railway traffic operating points

### Legend:

( ) in platform columns The platform is not maintained by the FTIA; the safety of and public access to the platform are the responsibility of the railway operator using the platform.

K	Yes
Y	Yes, private
K	in traffic control columns CTC
M	in traffic control columns manual

### Columns:

**Name** is the official name of the traffic operating point used for traffic safety purposes.

**Second name** is the name of the traffic operating point in Finland's second official language (Swedish). Sköldvik is the only locality where the Swedish name is used as the official name of the traffic operating point. The Finnish name 'Kilpilahti' is used as the second name even though the locality has a Finnish-speaking majority.

**Abbreviation** is the abbreviation for the name of the traffic operating point.

**Commercial name** of the traffic operating point is given if it differs from the official name used for traffic safety purposes.

**Km Hki** gives the distance of the traffic operating point from the old station building of Helsinki (demolished in 1918), as measured using a track kilometre system. In this system, the location of all track elements is based on landmarks.

**Municipality** is the municipality in which the traffic operating point is located.

**Traffic control** indicates whether the traffic operating point has the technical facilities for controlling train traffic manually or using CTC. However, even if the facilities are available, traffic control services are not necessarily provided on a regular basis.

The K in **private sidings** indicates that the traffic operating point has at least one connection to a private siding (a siding not owned by the FTIA).

The K in **shunting** indicates that the tracks at the traffic operating point are arranged so that at least a locomotive can move to the other end of a train without having to use the through track.

**Minimum and maximum platform length** indicates the minimum and maximum length of platforms used by passenger trains at the traffic operating point. A passenger train should not be longer than the platform at which it stops. If the platform length is shown in brackets, the platform is not maintained by the FTIA and the services are the responsibility of the railway operator.

**Platform height** indicates the nominal height of platforms used by passenger trains, as calculated from the rail surface.

**Design train length** indicates the longest track of the traffic operating point (other than the through track). The length is measured in such a way that it can be used in both directions.

**Power supply** shows the traffic operating points where a power supply of 400 V or 1,500 V is available (mainly for rolling stock and track machinery).

**Side loading platform** shows the traffic operating points where freight wagons can be loaded from the side, and the maximum platform length at the traffic operating point in question.

**End loading platform** shows the traffic operating points where freight wagons can be loaded from the end of the wagon (combined transports).

**Loading site** shows the traffic operating points where freight wagons can be loaded at rail level. A typical example is the loading of raw timber from a road vehicle or an intermediate depot at the railway yard onto flat wagons.

**Crane** shows the traffic operating points where a crane can be used to load wagons and the maximum capacity of the crane. This service is not provided by the FTIA.

**Fuel** shows the traffic operating points with a refuelling facility. This service is not provided by the FTIA.

**Passenger transport** shows the traffic operating points with facilities for passenger services.

**Freight transport** shows the traffic operating points with facilities for freight services.

**Turntable** shows the traffic operating points where a turntable can be used. If the turntable is privately owned it is marked with Y. If it is owned by the infrastructure manager, the length of the turntable is given.

**Railway yards for dangerous goods** shows the traffic operating points where wagons loaded with dangerous goods can be handled.

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
Ahonpää		Aho		Liikennepaikka	690+468	01343	Seinäjätki-Oulu	Siikajoki	K		K
Ahvenus		Ahv		Liikennepaikka	270+960	01000	Pieksämäki-Kokemäki	Kokemäki	K		
Ainola		Ain		Seisake	34+784	00628	Helsinki-Riihimäki	Järvenpää			
Airaksela		Arl		Liikennepaikka	436+985	00869	Pieksämäki-Kontiomäki	Kuopio	K	K	K
Aittaluoto		Att		Liikennepaikka	328+220	00676	Porj-Aittaluoto	Porj		K	K
Ajos		Ajo		Liikennepaikka	867+098	00767	Kemi-Ajos	Kemi		K	K
Alapitkä		Apt		Liikennepaikka	505+840	00415	Pieksämäki-Kontiomäki	Lapinlahti	K		K
Alavus		Alv		Liikennepaikka	373+445	00284	Orivesi-Seinäjätki	Alavus	K		K
Alholma	Alholmen	Alh		Liikennepaikka	532+570	00308	Pietarsaari-Alholma	Pietarsaari		K	K
Arola		Aro		Liikennepaikka	707+668	00939	Kontiomäki-Vartius-raja	Hyrnynsalmi	K		K
Asola		Aso		Liikennepaikka	31+596	01340	Huopalahti-Havukoski	Vantaa	K		
Aviapolis		Avp		Seisake	25+135	01331	Huopalahti-Havukoski	Vantaa			
Dragsvik		Dra		Liikennepaikka	171+180	00167	Karjaa-Hanko	Raasepori	K		
Dynamiittivaihde		Dmv		Linjavaihde	199+185	00581	Karjaa-Hanko	Hanko		K	K
Eläinpuisto-Zoo		Epz		Seisake	338+683	00623	Orivesi-Seinäjätki	Ähtäri			
Eno		Eno		Liikennepaikka	660+170	00464	Joensuu-Nurmes	Joensuu	K		K
Ervelä		Erv		Liikennepaikka	119+816	01004	Helsinki-Turku satama	Salo	K		
Eskola		Ela		Liikennepaikka	603+762	00318	Seinäjätki-Oulu	Kannus	K		K
Espoo	Esbo	Epo		Liikennepaikka	20+600	00066	Helsinki-Turku satama	Espoo	K		
Haapajärvi		Hjp		Liikennepaikka	649+205	00330	Iisalmi-Ylivieska, Äänekoski-Haapajärvi	Haapajärvi	K		K
Haapakoski		Hps		Liikennepaikka	393+454	00402	Pieksämäki-Kontiomäki	Pieksämäki	K		K
Haapamäen kylästämo		Hmk		Linjavaihde	304+940	01008	Orivesi-Seinäjätki	Keuruu		K	
Haapamäki		Hpk		Liikennepaikka	300+235	00200	Haapamäki-Jyväskylä, Orivesi-Seinäjätki	Keuruu	K	K	K
Haarajoki		Haa		Liikennepaikka	39+567	00013	Kerava-Hakosilta	Järvenpää	K		
Hakosilta		Htt		Liikennepaikka	119+540	01014	Kerava-Hakosilta, Riihimäki-Kouvola	Hottola	K		
Haksi	Hax	Hsi		Seisake	56+737	01015	Orivesi-Seinäjätki	Porvoo			
Hamina	Fredrikshamn	Hma		Liikennepaikka	243+646	00527	Juurikorpi-Hamina	Hamina	M	K	K
Hammaslahti		Hsl		Liikennepaikka	602+199	00451	Kouvola-Joensuu	Joensuu	K		K
Hanala	Hanaböle	Hna		Liikennepaikka	21+394	01018	Helsinki-Riihimäki	Vantaa	K		
Hangonsaari		Hgs		Liikennepaikka	268+680	01020	Uusikaupunki-Hangonsaari	Uusikaupunki		K	K
Hanhikoski		Hnh		Linjavaihde	1047+083	00812	Laurila-Kemijärvi	Kemijärvi			K
Hankasalmi		Hks		Liikennepaikka	418+089	00427	Jyväskylä-Pieksämäki	Hankasalmi	K	K	K
<b>HANKO</b>		<b>Han</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Karjaa-Hanko</b>	<b>K</b>			
Hanko asema	Hangö	Hnk	Hanko	Liikennepaikan osa (Hanko)	207+119	00073		Hanko		K	K
Hanko tavara		Hnkt		Liikennepaikan osa (Hanko)	206+350	01317		Hanko			K
Hanko-Pohjoinen	Hangö Norra	Hkp		Liikennepaikan osa (Hanko)	205+935	00879		Hanko			
Harjavalta		Hva		Liikennepaikka	295+542	00218	Kokemäki-Pori	Harjavalta	K	K	K
Harju		Hj		Liikennepaikka	201+643	00985	Kouvola-Pieksämäki	Kouvola	K		K
Harvila		Hrv		Liikennepaikka	99+456	00622	Riihimäki-Tampere	Janakkala	K		
Haukipudas		Hd		Liikennepaikka	775+159	00342	Oulu-Laurila	Oulu	K		K
Haukivuori		Hau		Liikennepaikka	344+442	00549	Kouvola-Pieksämäki	Mikkeli	K		K
<b>HAUSJÄRVI</b>		<b>Hjr</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Riihimäki-Kouvola</b>	<b>K</b>			
Hausjärvi tavara		Has		Liikennepaikan osa (Hausjärvi)	86+210	00340		Hausjärvi			K
Oitti		Oi		Liikennepaikan osa (Hausjärvi)	86+809	00092		Hausjärvi			
Haviseva		Hvs		Liikennepaikka	208+135	01021	Tampere-Jyväskylä	Kangasala	K		
Helkkilä		Hek		Liikennepaikka	34+856	01023	Helsinki-Turku satama	Kirkkonummi	K		
Heinola		Ha		Liikennepaikka	167+607	00113	Lahti-Heinola	Heinola	M	K	K
Heinoo		Hno		Liikennepaikka	237+965	01025	Lietähti-Kokemäki	Sastamala	K		
Heinävaara		Häv		Liikennepaikka	648+408	00924	Joensuu-Ilomantsi	Joensuu			K
Heinävesi		Hnv		Liikennepaikka	468+135	00437	Pieksämäki-Joensuu	Heinävesi	K		K
<b>HELSINKI</b>		<b>Hel</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Helsinki-Turku satama, Helsinki-Riihimäki</b>	<b>M</b>			
Helsinki asema	Helsingfors	Hki	Helsinki päärautatieseama	Liikennepaikan osa (Helsinki)	0+159	00001		Helsinki			K
Pasila asema	Böle	Psl	Pasila	Liikennepaikan osa (Helsinki)	3+230	00010		Helsinki			
Pasila autajuna-asema	Böle biltågstation	Pau		Liikennepaikan osa (Helsinki)	4+319	01328		Helsinki			
Ilmala asema		Ila	Ilmala	Liikennepaikan osa (Helsinki)	4+434	00009		Helsinki			
Helsinki Kivihaka	Stenhagen	Khk		Liikennepaikan osa (Helsinki)	4+701	01028		Helsinki			
Pasila tavara		Pslt		Liikennepaikan osa (Helsinki)	4+748	01034		Helsinki		K	K

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
<i>Ilmala ratapiha</i>		<i>Ilr</i>		<i>Liikennepaikan osa (Helsinki)</i>	4+950	01030		Helsinki		K	K
<i>Käpylä</i>	<i>Kotby</i>	<i>Käp</i>		<i>Liikennepaikan osa (Helsinki)</i>	5+840	00977		Helsinki			
<i>Oulunkylä</i>	<i>Äggelby</i>	<i>Olk</i>		<i>Liikennepaikan osa (Helsinki)</i>	7+399	00015		Helsinki		K	
Henna		Hnn		Liikennepaikka	79+373	01164	Kerava-Hakosilta	Orimattila	K		
Herrala		Hr		Seisake	115+790	00096	Riihimäki-Kouvola	Hollola			
Hiirola		Hir		Liikennepaikka	318+957	00997	Kouvola-Pieksämäki	Mikkeli	K		
Hikiä		Hk		Seisake	79+743	00091	Riihimäki-Kouvola	Hausjärvi		K	
Hillosensalmi		Hls		Liikennepaikka	233+344	00988	Kouvola-Pieksämäki	Kouvola	K		
Hinthaara	Hindhär	Hh		Seisake	52+150	00561	Olli-Porvoo	Porvoo			
Hirvineva		Hvn		Liikennepaikka	715+500	01041	Seinäjätki-Oulu	Liminka	K		K
Humpilla		Hp		Liikennepaikka	188+778	00144	Toijala-Turku	Humpilla	K	K	K
Huopalahti	Hoplax	Hpl		Liikennepaikka	6+375	00072	Helsinki-Turku satama, Huopalahti-Havukoski	Helsinki	K		
Huutokoski		Hko		Liikennepaikka	406+988	00430	Pieksämäki-Joensuu, Huutokoski-Savonlinna	Joroinen	K	K	
Hyrkäs		Hyr		Liikennepaikka	800+442	01348	Oulu-Kontiomäki	Muhos	K		
Hyrnsalmi		Hys		Liikennepaikka	704+601	00392	Kontiomäki-Ämmänsaari	Hyrnsalmi	M		K
Hyvinkää	Hyvinge	Hy		Liikennepaikka	58+792	00030	Helsinki-Riihimäki, Hyvinkää-Karjaa	Hyvinkää	K	K	K
Hämeenlinna	Tavastehus	HL		Liikennepaikka	107+559	00047	Riihimäki-Tampere	Hämeenlinna	K	K	K
Härmä		Hm		Liikennepaikka	472+940	00300	Seinäjätki-Oulu	Kauhava	K		K
Höjääkä		Höl		Seisake	765+261	00938	Joensuu-Nurmes	Nurmes	K	K	K
Ii		Ii		Liikennepaikka	789+165	00343	Oulu-Laurila	Ii	K		K
Iisalmen teollisuusraiteet	Keveli	Itr		Linjavaihde	548+611	01049	Pieksämäki-Kontiomäki	Iisalmi			K
Iisalmi	Idensalmi	Ilm		Liikennepaikka	550+360	00420	Iisalmi-Ylivieska, Pieksämäki-Kontiomäki	Iisalmi	K	K	K
Iittala		Ita		Seisake	129+286	00154	Riihimäki-Tampere	Hämeenlinna			
Iitola		Ioa		Seisake	155+102	01345	Toijala-Valkeakoski	Valkeakoski			
Ilomantsi	Ilomants	Ilo		Liikennepaikka	695+203	00459	Joensuu-Ilomantsi	Ilomantsi	M	K	K
<b>IMATRA</b>		<b>Ima</b>		<b>Osiin jaettu liikennepaikka</b>	-	-	<b>Kouvola-Joensuu, Imatra tavara-Imatrankoski-raja</b>	<b>Imatra</b>	<b>K</b>		
<i>Imatra asema</i>		<i>Imr</i>	<i>Imatra</i>	<i>Liikennepaikan osa (Imatra)</i>	323+977	00603		<i>Imatra</i>			
<i>Imatra tavara</i>		<i>Imt</i>		<i>Liikennepaikan osa (Imatra)</i>	326+542	00502		<i>Imatra</i>		K	K
<i>Imatrankoski</i>		<i>Imk</i>		<i>Liikennepaikan osa (Imatra)</i>	331+267	00504		<i>Imatra</i>		K	K
<i>Immola</i>		<i>Im</i>		<i>Liikennepaikan osa (Imatra)</i>	332+699	01352		<i>Imatra</i>			
<i>Pelkola</i>		<i>Pa</i>		<i>Liikennepaikan osa (Imatra)</i>	335+672	01055		<i>Imatra</i>		K	K
Imatrankoski-raja		Imkr		Liikennepaikka	337+095	00503	Imatra tavara-Imatrankoski-raja	Imatra			
Inha		In		Linjavaihde	341+367	00264	Orivesi-Seinäjätki	Ähtäri			K
Inkeroinen		Ikr		Liikennepaikka	212+781	00530	Kouvola-Kotka	Kouvola	K	K	K
Inkoo	Ingå	Iko		Liikennepaikka	70+620	00062	Helsinki-Turku satama	Inkoo	K		K
Isokyrö	Storkyro	Iky		Liikennepaikka	447+488	00295	Seinäjätki-Vaasa	Isokyrö	K		K
Jalasjärvi		Jal		Liikennepaikka	309+871	00276	Tampere-Seinäjätki	Kurikka	K		K
Jepua	Jeppo	Jpa		Liikennepaikka	495+784	00303	Seinäjätki-Oulu	Uusikaarlepyy	K		K
<b>JOENSUU</b>		<b>Joe</b>		<b>Osiin jaettu liikennepaikka</b>	-	-	<b>Pieksämäki-Joensuu, Kouvola-Joensuu, Joensuu-Ilomantsi, Joensuu-Nurmes</b>		<b>M</b>		
<i>Joensuu Sulkulahti</i>		<i>Sul</i>		<i>Liikennepaikan osa (Joensuu)</i>	622+650	01071		<i>Joensuu</i>			K
<i>Joensuu Peltola</i>		<i>Plt</i>		<i>Liikennepaikan osa (Joensuu)</i>	623+540	01070		<i>Joensuu</i>		K	K
<i>Joensuu asema</i>		<i>Jns</i>	<i>Joensuu</i>	<i>Liikennepaikan osa (Joensuu)</i>	624+313	00460		<i>Joensuu</i>			K
Jokela		Jk		Liikennepaikka	47+937	00028	Helsinki-Riihimäki	Tuusula	K		K
Joroinen	Jorois	Jor		Linjavaihde	414+617	00431	Huutokoski-Savonlinna	Joroinen			K
Jorvas		Jrs		Seisake	32+322	00578	Helsinki-Turku satama	Kirkkonummi			
Joutseno		Jts		Liikennepaikka	305+826	00499	Kouvola-Joensuu	Lappeenranta	K	K	K
Juankoski		Jki		Liikennepaikka	531+995	00414	Siiinjärvi-Viinijärvi	Kuopio	K		K
Jutila		Jut		Liikennepaikka	94+620	01085	Riihimäki-Kouvola	Kärkölä	K		
Juupajoki		Jj		Seisake	246+580	00627	Orivesi-Seinäjätki	Juupajoki			
Juurikorpi		Jri		Liikennepaikka	224+898	00535	Kouvola-Kotka, Juurikorpi-Hamina	Kotka	K		
Jyväskylä		Jy		Liikennepaikka	340+970	00240	Jyväskylä-Pieksämäki, Haapamäki-Jyväskylä, Jyväskylä-Äänekoski, Tampere-Jyväskylä	Jyväskylä	K	K	K
Jämsä		Jäs		Liikennepaikka	284+084	00204	Jämsä-Kaipola, Tampere-Jyväskylä	Jämsä	K		K
Jämsänkoski		Jsk		Liikennepaikka	287+917	00205	Tampere-Jyväskylä	Jämsä	K	K	K
Järvelä		Jr		Liikennepaikka	103+596	00095	Riihimäki-Kouvola	Kärkölä	K	K	K
<b>JÄRVENPÄÄ</b>		<b>Jvp</b>		<b>Osiin jaettu liikennepaikka</b>	-	-	<b>Helsinki-Riihimäki</b>		<b>K</b>		
<i>Järvenpää asema</i>	<i>Träskända</i>	<i>Jp</i>	<i>Järvenpää</i>	<i>Liikennepaikan osa (Järvenpää)</i>	36+786	00025		<i>Järvenpää</i>			

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
Saunakallio		Sau		Liikennepaikan osa (Järvenpää)	38+846	00806		Järvenpää		K	K
Purola		Pur		Liikennepaikan osa (Järvenpää)	40+533	00564		Järvenpää	K		
Kaipiainen		Kpa		Liikennepaikka	214+451	00485	Kouvola-Joensuu	Kouvola	K		K
Kaipola		Kla		Liikennepaikka	290+303	00656	Jämsä-Kaipola	Jämsä	K	K	K
Kaitjärvi		Kjr		Liikennepaikka	226+912	00944	Kouvola-Joensuu	Luumäki	K		
Kajaani	Kajana	Kaj		Liikennepaikka	633+491	00387	Pieksämäki-Kontiomäki, Kajaani-Lamminniemi	Kajaani	K		K
Kaleton		Ktn		Linjavaihde	320+875	00697	Haapamäki-Jyväskylä	Keuruu			
Kalkku		Kau		Liikennepaikka	199+471	00639	Lietähti-Kokemäki	Tampere	K	K	
Kalliovarasto		Kao		Linjavaihde	644+770	01090	Pieksämäki-Kontiomäki	Kajaani		K	
Kalvitsa		Ksa		Liikennepaikka	330+634	00548	Kouvola-Pieksämäki	Mikkeli	K		K
Kangas		Kgs		Liikennepaikka	642+466	01092	Seinäjoki-Oulu	Ylivieska	K		K
Kannelmäki	Gamlas	Kan		Liikennepaikka	9+300	00658	Huopalahti-Havukoski	Helsinki	K		
Kannonkoski		Kns		Liikennepaikka	488+694	00256	Aänekoski-Haapajärvi	Kannonkoski	M		K
Kannus		Kns		Liikennepaikka	591+582	00317	Seinäjoki-Oulu	Kannus	K		K
Karhejärvi		Krr		Liikennepaikka	224+902	01095	Tampere-Seinäjoki	Ylöjärvi	K		K
Karhukangas		Khg		Liikennepaikka	622+897	01097	Seinäjoki-Oulu	Ylivieska	K		K
Karjaa	Karis	Kr		Liikennepaikka	157+817	00060	Helsinki-Turku satama, Hyvinkää-Karjaa, Karjaa-Hanko	Raasepori	K	K	K
Karkku		Kru		Liikennepaikka	230+733	00178	Lietähti-Kokemäki	Sastamala	K		K
Karviainen		Kar		Liikennepaikka	247+320	01100	Toijala-Turku	Aura	K		
Kaskinen	Kaskö	Ksk		Liikennepaikka	530+522	00267	Seinäjoki-Kaskinen	Kaskinen	K	K	K
Kattilaharju		Kth		Liikennepaikka	205+556	01319	Kouvola-Joensuu	Kouvola	K		
Kauhajoki		Kji		Liikennepaikka	472+720	00272	Seinäjoki-Kaskinen	Kauhajoki	K		
Kauhava		Kha		Liikennepaikka	455+728	00299	Seinäjoki-Oulu	Kauhava	K	K	K
Kauklahti	Köklax	Klh	Kauklahti	Liikennepaikka	24+277	00065		Espoo			K
Kaulinranta		Klr		Liikennepaikka	963+350	00790	Tornio-Kolari	Ylitornio	K		
Kauniainen	Grankulla	Kni		Liikennepaikka	16+054	00067	Helsinki-Turku satama	Kauniainen	K		K
Kauppinmäki		Kpl		Liikennepaikka	568+751	00423	Pieksämäki-Kontiomäki	Isalmi	K		K
Kausala		Ka		Seisake	169+425	00477	Riihimäki-Kouvola	Ititi			
Keitelelohja		Ktp		Liikennepaikka	519+256	00257	Aänekoski-Haapajärvi	Viitasaari	M		K
Kekomäki		Kek		Liikennepaikka	79+288	01101	Riihimäki-Kouvola	Hausjärvi	K		
Kemi		Kem		Liikennepaikka	858+300	00347	Oulu-Laurila, Kemi-Ajos	Kemi	K	K	K
Kemijärvi		Kjä		Liikennepaikka	1056+399	00367	Kemijärvi-Kelloselkä, Laurila-Kemijärvi	Kemijärvi	K	K	K
Kempele		Kml		Liikennepaikka	741+075	00769	Seinäjoki-Oulu	Kempele	K		K
Kera		Kea		Seisake	14+536	00621	Helsinki-Turku satama	Espoo			
<b>KERAVA</b>		<b>Ke</b>		<b>Osin jaettu liikennepaikka</b>	<b>-</b>	<b>-</b>	<b>Helsinki-Riihimäki, Kerava-Hakosilta, Kerava-Sköldvik, Kerava-Vuosaari</b>		<b>K</b>		
Kerava asema	Kervo	Ke	Kerava	Liikennepaikan osa (Kerava)	28+869	00020		Kerava		K	K
Kytämaa		Kyt		Liikennepaikan osa (Kerava)	31+274	01111		Kerava			
Kerimäki		Kiä		Liikennepaikka	495+531	00522	Savonlinna-Parikkala	Savonlinna	K		K
Kesälähti		Kti		Liikennepaikka	428+003	00966	Kouvola-Joensuu	Kitee	K		
Keuruu		Keu		Liikennepaikka	316+041	00235	Haapamäki-Jyväskylä	Keuruu	K		K
Kiiala	Kiala	Kia		Seisake	60+013	01113	Olli-Porvoo	Porvoo			
Kilo		Kil		Seisake	13+035	00580	Helsinki-Turku satama	Espoo			
Kilpua		Kua		Liikennepaikka	668+910	01115	Seinäjoki-Oulu	Oulainen	K		K
Kinahmi		Knh		Linjavaihde	508+922	00873	Siiinjärvi-Viinijärvi	Kuopio		K	
Kinni		Kii		Liikennepaikka	247+982	01120	Kouvola-Pieksämäki	Mäntyharju	K		
Kirjola		Kij		Linjavaihde	384+475	01123	Kouvola-Joensuu	Parikkala		K	
Kirkkonummi	Kyrkslätt	Kkn		Liikennepaikka	37+503	00063	Helsinki-Turku satama	Kirkkonummi	K		K
Kirkniemi	Gerknäs	Krn		Liikennepaikka	136+261	00079	Hyvinkää-Karjaa	Lohja	K	K	K
Kitee		Kit		Liikennepaikka	460+016	00453	Kouvola-Joensuu	Kitee	K		K
Kiukainen		Kn		Liikennepaikka	297+395	00169	Kokemäki-Rauma	Eura	K		K
Kiuruvesi		Krv		Liikennepaikka	583+985	00417	Isalmi-Ylivieska	Kiuruvesi	K	K	K
Kivesjärvi		Kvj		Liikennepaikka	878+146	00378	Oulu-Kontiomäki	Paltamo	K		
Kivistö		Ktö		Seisake	18+279	01330	Huopalahti-Havukoski	Vantaa			
Kohtavaara		Koh		Seisake	775+774	00848	Joensuu-Nurmes	Nurmes			
Koivu		Kvu		Liikennepaikka	923+373	00362	Laurila-Kemijärvi	Tervola	K		K
Kolvuhovi	Björkgård	Kvh		Seisake	17+861	00675	Helsinki-Turku satama	Espoo			
Koivukylä	Björkby	Kvy		Seisake	19+440	00559	Helsinki-Riihimäki	Vantaa			
Kokemäki	Kumo	Kki		Liikennepaikka	284+442	00170	Lietähti-Kokemäki, Kokemäki-Rauma, Kokemäki-Pori	Kokemäki	K		K
Kokkola	Karleby	Kok		Liikennepaikka	551+441	00312	Kokkola-Yksipihlaja, Seinäjoki-Oulu	Kokkola	K	K	K
Kolari		Kti		Liikennepaikka	1067+206	00358	Tornio-Kolari	Kolari	K		K
Kolho		Klo		Seisake	286+265	00199	Orivesi-Seinäjoki	Mänttä-Vilppula			K



Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
Kolppi	Kålby	Kpi		Liikennepaikka	525+100	00309	Seinäjoki–Oulu	Pedersöre	K		K
Kommila		Kmm		Liikennepaikka	429+700	00500	Varkaus–Kommila	Varkaus		K	K
Komu		Kom		Linjavaihde	607+174	00758	Iisalmi–Ylivieska	Pyhäjärvi		K	
Kontiolahti		Khi		Liikennepaikka	640+295	00463	Joensuu–Nurmes	Kontiolahti	K		K
Kontiomäki		Kon		Liikennepaikka	658+786	00390	Nurmes–Kontiomäki, Oulu–Kontiomäki, Kontiomäki–Ämmänsaari, Pieksämäki–Kontiomäki, Kontiomäki–Vartius-raja	Paltamo	K	K	K
Koria		Kra		Seisake	185+374	00478	Riihimäki–Kouvola	Kouvola			
Korkeakoski		Kas		Liikennepaikka	247+910	00193	Orivesi–Seinäjoki	Juupajoki	K	K	K
Korso		Krs		Seisake	22+740	00019	Helsinki–Riihimäki	Vantaa			
Korvensuo		Ksu		Liikennepaikka	50+500	01128	Kerava–Hakosilta	Mäntsälä	K		
Koskenkorva		Kos		Liikennepaikka	442+447	00274	Seinäjoki–Kaskinen	Ilmajoki	M		K
<b>KOTKA</b>		<b>Kot</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Kouvola–Kotka, Kotka Hovinsaari–Kotka Mussalo</b>		<b>M</b>		
<i>Kotka Hovinsaari</i>		<i>Hos</i>		<i>Liikennepaikan osa (Kotka)</i>	240+400	00980		<i>Kotka</i>		K	K
<i>Kotka tavara</i>		<i>Ktt</i>		<i>Liikennepaikan osa (Kotka)</i>	240+870	01130		<i>Kotka</i>			K
<i>Paimenportti</i>		<i>Pti</i>		<i>Liikennepaikan osa (Kotka)</i>	241+190	00768		<i>Kotka</i>			
<i>Kotka asema</i>		<i>Kta</i>	<i>Kotka</i>	<i>Liikennepaikan osa (Kotka)</i>	242+775	00532		<i>Kotka</i>		K	K
<i>Kotkan satama</i>		<i>Kts</i>		<i>Liikennepaikan osa (Kotka)</i>	243+579	00644		<i>Kotka</i>		K	K
<i>Kotalahti</i>		<i>Koo</i>		<i>Liikennepaikan osa (Kotka)</i>	245+203	01329		<i>Kotka</i>		K	K
<i>Kotka Mussalo</i>		<i>Mss</i>		<i>Liikennepaikan osa (Kotka)</i>	247+057	00557		<i>Kotka</i>		K	K
<b>KOUVOLA</b>		<b>Kvl</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Riihimäki–Kouvola, Kouvola–Pieksämäki, Kouvola–Kotka, Kouvola–Joensuu, Kouvola–Kuusankoski</b>		<b>M</b>		
<i>Kouvola asema</i>		<i>Kv</i>	<i>Kouvola</i>	<i>Liikennepaikan osa (Kouvola)</i>	191+540	00480		<i>Kouvola</i>		K	K
<i>Kouvola lajittelu</i>		<i>Kvla</i>		<i>Liikennepaikan osa (Kouvola)</i>	192+570	01132		<i>Kouvola</i>		K	K
<i>Kouvola tavara</i>		<i>Kvt</i>		<i>Liikennepaikan osa (Kouvola)</i>	194+050	01134		<i>Kouvola</i>		K	K
<i>Kouvola Oikoraide</i>		<i>Oik</i>		<i>Liikennepaikan osa (Kouvola)</i>	194+460	01133		<i>Kouvola</i>			
<i>Kullasvaara</i>		<i>Kuv</i>		<i>Liikennepaikan osa (Kouvola)</i>	197+300	01320		<i>Kouvola</i>			
Kovjoki	Kronoby	Koi		Liikennepaikka	508+925	00745	Seinäjoki–Oulu	Uusikaartepy	K		
Kruunupy		Kpy		Liikennepaikka	537+585	00311	Seinäjoki–Oulu	Kruunupy	K	K	K
Kuivasjärvi		Kis		Liikennepaikka	276+327	01137	Tampere–Seinäjoki	Parkano	K		K
<b>KUOPIO</b>		<b>Kpo</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Pieksämäki–Kontiomäki</b>		<b>M</b>		
<i>Kuopio asema</i>		<i>Kuo</i>	<i>Kuopio</i>	<i>Liikennepaikan osa (Kuopio)</i>	464+590	00408		<i>Kuopio</i>			K
<i>Kuopio tavara</i>		<i>Kuot</i>		<i>Liikennepaikan osa (Kuopio)</i>	465+500	01139		<i>Kuopio</i>		K	K
Kurkimäki		Krm		Liikennepaikka	444+074	00406	Pieksämäki–Kontiomäki	Kuopio	K		K
Kuurila		Ku		Liikennepaikka	138+769	00626	Riihimäki–Tampere	Hämeentlinna	K		
Kuusankoski		Kuk		Liikennepaikka	199+290	00537	Kouvola–Kuusankoski	Kouvola	M	K	K
Kylänlahti		Kyn		Seisake	742+912	00937	Joensuu–Nurmes	Liekas			
Kymi	Kymmene	Ky		Liikennepaikka	233+450	00534	Kouvola–Kotka	Kotka	M	K	K
Kyminlinna		Kln		Seisake	237+255	00981	Kouvola–Kotka	Kotka			
Kyrö		Kö		Liikennepaikka	232+875	00139	Toijala–Turku	Karinainen	K		K
Kälviä	Kelviä	Klv		Liikennepaikka	570+273	00316	Seinäjoki–Oulu	Kokkola	K		
Köykkäri		Kök		Liikennepaikka	486+491	01144	Seinäjoki–Oulu	Kauhava	K		
Laajavuori		Lav		Liikennepaikka	14+527	01341	Huopalahti–Havukoski	Vantaa	K		
Lahdenperä		Lpr		Liikennepaikka	267+080	01149	Tampere–Jyväskylä	Jämsä	K		
Lahnaslampi		Lhn		Liikennepaikka	880+297	00871	Vuokatti–Lahnaslampi	Sotkamo		K	K
Lahti	Lahtis	Lh		Liikennepaikka	130+170	00100	Riihimäki–Kouvola, Lahti–Heinola, Lahti–Mukkula, Lahti–Lovissan satama	Lahti	K	K	K
Laihia	Laihela	Lai		Liikennepaikka	468+916	00293	Seinäjoki–Vaasa	Laihia	K		K
Lakiala		Lak		Liikennepaikka	209+214	00212	Tampere–Seinäjoki	Ylöjärvi	K		K
Lamminkoski		Lmk		Liikennepaikka	268+785	01151	Tampere–Seinäjoki	Parkano	K		
Lamminniemi		Lam		Liikennepaikka	636+664	00845	Kajaani–Lamminniemi	Kajaani		K	K
Lapinjärvi	Lapträsk	Lpj		Liikennepaikka	185+432	00108	Lahti–Lovissan satama	Lapinjärvi	M		K
Lapinlahti		Lna		Liikennepaikka	525+604	00416	Pieksämäki–Kontiomäki	Lapinlahti	K		K
Lapinneva		Lpn		Linjavaihde	415+618	00683	Niinistö–Parkano	Parkano			
Lappeenranta	Villmanstrand	Lr		Liikennepaikka	287+726	00495	Kouvola–Joensuu, Lappeenranta–Mustolan satama	Lappeenranta	K	K	K
Lappila		Laa		Seisake	97+693	00094	Riihimäki–Kouvola	Kärkölä			
Lappohja	Lappvik	Lpo		Liikennepaikka	189+639	00075	Karjaa–Hanko	Hanko	K	K	K
Lapua	Lappo	Lpa		Liikennepaikka	441+094	00298	Seinäjoki–Oulu	Lapua	K	K	K
Larvakytö		Lyö		Liikennepaikka	333+057	01153	Tampere–Seinäjoki	Seinäjoki	K		
Laukaa		Lau		Liikennepaikka	401+193	00249	Jyväskylä–Äänekoski	Laukaa	K		
Laurila		Lla		Liikennepaikka	865+776	00360	Laurila–Kemijärvi, Oulu–Laurila, Laurila–Tornio-raja	Keminmaa	K		K

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
Lauritsala		Lrs		Liikennepaikka	291+936	00498	Kouvola-Joensuu	Lappeenranta	K	K	K
Lautiosaari		Li		Liikennepaikka	863+064	00829	Lautiosaari-Etjärvi, Oulu-Laurila	Kemi	K		
Leinelä	Lejle	Lnä		Seisake	31+123	01333	Huopalahti-Havukoski	Vantaa	K		
Lentoasema	Flygplatsen	Len		Seisake	26+575	01332	Huopalahti-Havukoski	Vantaa	K		
Lelkola		Lkl		Liikennepaikka	276+011	00993	Kouvola-Pieksämäki	Hirvensalmi	K		
Lempäälä		Lpä		Liikennepaikka	165+928	00156	Riihimäki-Tampere	Lempäälä	K		
Leppäkoski		Lk		Liikennepaikka	87+830	00043	Riihimäki-Tampere	Janakkala	K		
Leppävaara	Alberga	Lpv		Liikennepaikka	11+249	00068	Helsinki-Turku satama	Espoo	K		K
Leteensuo		Lts		Liikennepaikka	123+554	01154	Riihimäki-Tampere	Hattula	K		
Liekka		Lis		Liikennepaikka	728+121	00468	Joensuu-Nurmes, Lieksa-Pankkoski	Liekka	K	K	K
Lieksan teollisuuskylä		Ltk		Linjavaihde	728+847	01157	Lieksa-Pankkoski	Liekka	K	K	K
Lielähti		Llh		Liikennepaikka	193+393	00183	Tampere-Seinäjoki, Lielähti-Kokemäki	Tampere	K	K	K
Lievestuore		Lvt		Liikennepaikka	402+191	00246	Jyväskylä-Pieksämäki	Laukaa	K	K	K
Liminka	Limingo	Lka		Liikennepaikka	728+483	00338	Seinäjoki-Oulu	Liminka	K		K
Liminpuro		Lmp		Liikennepaikka	863+770	01354	Oulu-Kontiomäki	Vaala	K		
Lohiluoma		Luo		Linjavaihde	463+619	01159	Seinäjoki-Kaskinen	Kurikka	K		
Lohja	Lojo	Lo		Liikennepaikka	122+965	00081	Hyvinkää-Karjaa	Lohja	K		K
Loimaa		Lm		Liikennepaikka	208+870	00142	Toijala-Turku	Loimaa	K		K
Louhela	Klippsta	Loh		Seisake	13+190	00661	Huopalahti-Havukoski	Vantaa	K		
Loukolampi		Lol		Liikennepaikka	360+013	00861	Kouvola-Pieksämäki	Pieksämäki	K		
Lovisan satama	Lovisa hamn	Lvs		Liikennepaikka	207+209	00106	Lahti-Lovisan satama	Loviisa	M	K	K
Lukontalhti		Lui		Liikennepaikka	557+061	00411	Siilinjärvi-Viinjärvi	Kaavi	K		K
Lusto		Lus		Seisake	509+170	00690	Savonlinna-Parikkala	Savonlinna	K		
Luumäki		Lä		Liikennepaikka	250+540	00487	Kouvola-Joensuu, Luumäki-Vainikkala-rajaa	Luumäki	K	K	K
Länkipohja		Läp		Liikennepaikka	256+024	00203	Tampere-Jyväskylä	Jämsä	K		
Maanselkä		Mlk		Liikennepaikka	836+049	00382	Nurmes-Kontiomäki	Sotkamo	M		K
Maaria	St. Marie	Mri		Liikennepaikka	262+070	01166	Toijala-Turku	Turku	K		
Madesjärvi		Md		Liikennepaikka	291+821	00217	Tampere-Seinäjoki	Kurikka	K		K
Majajärvi		Mjj		Liikennepaikka	216+317	01168	Tampere-Seinäjoki	Ylöjärvi	K		
Malmi	Malm	ML		Liikennepaikka	10+900	00017	Helsinki-Riihimäki	Helsinki	K		
Malminkartano	Malmgård	Mlo		Seisake	10+730	00659	Huopalahti-Havukoski	Helsinki	K		
Mankala		Mka		Liikennepaikka	160+050	01336	Riihimäki-Kouvola	Itti	K		
Markkala		Mrk		Liikennepaikka	403+737	00896	Pieksämäki-Kontiomäki	Suonenjoki	K		
Martintlaakso	Mårtensdal	Mrl		Seisake	14+010	00662	Huopalahti-Havukoski	Vantaa	K		
Masala	Masaby	Mas		Seisake	29+561	00064	Helsinki-Turku satama	Kirkkonummi	K		
Matkaneva		Mtv		Liikennepaikka	562+607	01171	Seinäjoki-Oulu	Kokkola	K		
Mattila		Mat		Liikennepaikka	159+906	01172	Riihimäki-Tampere	Lempäälä	K		
Melalahti		ML		Liikennepaikka	893+280	01355	Oulu-Kontiomäki	Paltamo	K		
Metsäkansa	St. Michel	Msä		Linjavaihde	155+811	00558	Toijala-Valkeakoski	Valkeakoski	K		K
Mikkeli		Mi		Liikennepaikka	305+165	00546	Kouvola-Pieksämäki	Mikkeli	K	K	K
Misi		Mis		Liikennepaikka	1021+255	00366	Laurila-Kemijärvi	Rovaniemi	M		K
Mommila		Mla		Seisake	91+430	00093	Riihimäki-Kouvola	Hausjärvi	K		
Muhos		Mh		Liikennepaikka	788+424	00375	Oulu-Kontiomäki	Muhos	K		K
Mukkula		Muk		Liikennepaikka	140+012	00594	Lahti-Mukkula	Lahti	K		K
Murtomäki		Mur		Liikennepaikka	613+165	00386	Pieksämäki-Kontiomäki, Murtomäki-Talvivaara, Murtomäki-Otanmäki	Kajaani	K		K
Mustio	Svartå	Mso		Linjavaihde	143+000	00078	Hyvinkää-Karjaa	Raasepori	K		K
Mustolan satama		Mst		Liikennepaikka	295+515	00077	Lappeenranta-Mustolan satama	Lappeenranta	K	K	
Muukko		Mko		Liikennepaikka	297+112	01180	Kouvola-Joensuu	Lappeenranta	K		
Muurame		Muu		Liikennepaikka	324+768	00433	Tampere-Jyväskylä	Muurame	K		K
Muurola		Mul		Liikennepaikka	948+494	00363	Laurila-Kemijärvi	Rovaniemi	K		K
Myllykangas		Mys		Liikennepaikka	815+693	01183	Oulu-Laurila	Ii	K		
Myllykoski		Mki		Seisake	203+630	00536	Kouvola-Kotka	Kouvola	K		
Myllymäki		My		Seisake	333+721	00263	Orivesi-Seinäjoki	Ähtäri	K		K
Myllyoja		Myt		Liikennepaikka	161+727	00606	Lahti-Heinola	Heinola	K	K	K
Mynttilä		Myt		Liikennepaikka	270+889	00543	Kouvola-Pieksämäki, Mynttilä-Ristiina	Mäntyharju	K		
Mynämäki		Myn		Liikennepaikka	229+607	00123	Turku-Uusikaupunki	Mynämäki	K		
Myymäki	Myrbacka	Myr		Liikennepaikka	12+130	00660	Huopalahti-Havukoski	Vantaa	K		
Mäkkylä		Mäk		Seisake	9+511	00693	Helsinki-Turku satama	Espoo	K		
Mäntsälä		Mlä		Liikennepaikka	59+210	00027	Kerava-Hakosilta	Mäntsälä	K		
Mänttä		Män		Liikennepaikka	282+740	00198	Vilppula-Mänttä	Mänttä-Vilppula	K	K	K
Mäntyharju		Mr		Liikennepaikka	262+680	00544	Kouvola-Pieksämäki	Mäntyharju	K		K
Mäntyluoto		Mn		Liikennepaikka	342+020	00223	Porvoo-Mäntyluoto	Pori	K	K	K
Naantali	Nädendal	Nnl		Liikennepaikka	213+193	00124	Raisio-Naantali	Naantali	K	K	K

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
Naarajärvi		Nri		Liikennepaikka	449+862	00895	Jyväskylä–Pieksämäki	Pieksämäki	K		K
Nakkila		Nal		Liikennepaikka	308+091	00672	Kokemäki–Pori	Nakkila	K		
Nastola		Nsl		Seisake	146+169	00595	Riihimäki–Kouvola	Lahti			
Niemenpää		Nmp		Liikennepaikka	923+605	01185	Tornio–Kolari	Tornio	K		
Niinimaa		Nii		Linjavaihde	383+155	00285	Orivesi–Seinäjoki	Alavus			
Niinimäki		Nmä		Liikennepaikka	172+534	01324	Riihimäki–Kouvola	Iitti			
Niinisalonen		Nns		Liikennepaikka	386+215	00227	Niinisalo–Parkano	Kankaanpää	M	K	K
Niirala		Nrl		Liikennepaikka	555+846	00446	Niirala-rajaa–Säkänieniemi	Tohmajärvi	M	K	K
Niirala-rajaa		Nrlr		Liikennepaikka	554+080	00445	Niirala-rajaa–Säkänieniemi	Tohmajärvi			
Niittylahti		Nth		Liikennepaikka	613+475	00917	Kouvola–Joensuu	Joensuu	K		
Nikkilä	Nickby	Nlä		Seisake	39+176	00022	Kerava–Sköldvik	Sipoo			
Niska		Nsk		Liikennepaikka	826+118	01353	Oulu–Kontiomäki	Utajärvi	K		
Nivala		Nvl		Liikennepaikka	676+878	00328	Iisalmen–Ylivieska	Nivala	K		
Nokia		Noa		Liikennepaikka	204+004	00181	Lietähti–Kokemäki	Nokia	K	K	K
Nummela		Nm		Liikennepaikka	109+368	00084	Hyvinkää–Karjaa	Vihti	K		K
Nurmes		Nrm		Liikennepaikka	784+420	00472	Nurmes–Kontiomäki, Joensuu–Nurmes	Nurmes	K	K	K
Närpiö	Närpes	När		Linjavaihde	518+255	00268	Seinäjoki–Kaskinen	Närpiö			
Ohenmäki		Ohm		Linjavaihde	542+264	01190	Pieksämäki–Kontiomäki	Iisalmi			K
Olli		Oll		Linjavaihde	45+734	00570	Kerava–Sköldvik, Olli–Porvoo	Porvoo	K		
Orntola		Ont		Linjavaihde	631+177	00443	Pieksämäki–Joensuu	Joensuu		K	K
Orimattila		Om		Linjavaihde	150+407	00109	Lahti–Lovinsan satama	Orimattila			K
Orivesi		Ov		Liikennepaikka	228+276	00190	Tampere–Jyväskylä, Orivesi–Seinäjoki	Orivesi	K		K
Orivesi keskusta		Ovk		Seisake	231+512	01316	Orivesi–Seinäjoki	Orivesi			
Otanmäki		Otm		Liikennepaikka	638+822	00385	Murtomäki–Otanmäki	Kajaani		K	K
Otava		Ot		Liikennepaikka	290+521	00545	Kouvola–Pieksämäki, Otava–Otavan satama	Mikkeli	K		K
Oulainen		Ou		Liikennepaikka	657+850	00322	Seinäjoki–Oulu	Oulainen	K		K
<b>OULU</b>		<b>Oul</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Seinäjoki–Oulu, Oulu–Kontiomäki, Oulu–Laurila</b>	<b>M</b>			
<i>Oulunlahti</i>		<i>Oll</i>		<i>Liikennepaikan osa (Oulu)</i>	<i>746+876</i>	<i>01351</i>		<i>Oulu</i>	<i>K</i>		
<i>Oulu Nokela</i>		<i>Nok</i>		<i>Liikennepaikan osa (Oulu)</i>	<i>750+030</i>	<i>01195</i>		<i>Oulu</i>			
<i>Oulu Oritkari</i>		<i>Ori</i>		<i>Liikennepaikan osa (Oulu)</i>	<i>751+180</i>	<i>01196</i>		<i>Oulu</i>		K	K
<i>Oulu tavara</i>		<i>Olt</i>		<i>Liikennepaikan osa (Oulu)</i>	<i>751+360</i>	<i>01197</i>		<i>Oulu</i>		K	K
<i>Oulu asema</i>		<i>Ol</i>		<i>Liikennepaikan osa (Oulu)</i>	<i>752+778</i>	<i>00370</i>		<i>Oulu</i>		K	K
<i>Oulu Tuira</i>		<i>Tua</i>		<i>Liikennepaikan osa (Oulu)</i>	<i>755+510</i>	<i>00339</i>		<i>Oulu</i>		K	K
<i>Paimio</i>	Pemar	Po		Liikennepaikka	171+885	00128	Helsinki–Turku satama	Paimio	K		
<i>Palopuro</i>		Pip		Liikennepaikka	54+535	00562	Helsinki–Riihimäki	Hyvinkää	K		
<i>Paltamo</i>		Pto		Liikennepaikka	901+579	00379	Oulu–Kontiomäki	Paltamo	K		K
<i>Pankakoski</i>		Pas		Liikennepaikka	731+865	00935	Liekas–Pankakoski	Liekas		K	K
<i>Parikkala</i>		Par		Liikennepaikka	387+302	00510	Kouvola–Joensuu, Savonlinna–Parikkala	Parikkala	K		K
<i>Parkano</i>		Pko		Liikennepaikka	262+483	00215	Parkano–Niinisalo, Tampere–Seinäjoki	Parkano	K	K	K
<i>Parola</i>		Prl		Liikennepaikka	115+764	00049	Riihimäki–Tampere	Hattula	K	K	K
<i>Patokangas</i>		Ptg		Liikennepaikka	1064+591	01346	Kemijärvi–Patokangas	Kemijärvi			K
<i>Pello</i>		Pel		Liikennepaikka	1002+632	00356	Tornio–Kolari	Pello	K		K
<i>Peltosalmi</i>		Pmi		Linjavaihde	545+355	00882	Pieksämäki–Kontiomäki	Iisalmi			
<i>Peräseinäjoki</i>		Psj		Liikennepaikka	318+481	00687	Tampere–Seinäjoki	Seinäjoki	K	K	K
<i>Pesikylä</i>		Psk		Liikennepaikka	732+752	00393	Kontiomäki–Ämmänsaari	Suomussalmi	M		K
<i>Petäjavesi</i>		Pvi		Liikennepaikka	343+357	00237	Haapamäki–Jyväskylä	Petäjavesi	K		K
<b>PIEKSÄMÄKI</b>		<b>Pie</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Kouvola–Pieksämäki, Pieksämäki–Kontiomäki, Jyväskylä–Pieksämäki, Pieksämäki–Joensuu</b>	<b>Pieksämäki</b>	<b>M</b>		
<i>Pieksämäki asema</i>		Pm	Pieksämäki	<i>Liikennepaikan osa (Pieksämäki)</i>	<i>376+000</i>	<i>00400</i>		<i>Pieksämäki</i>		K	K
<i>Pieksämäki Temu</i>		Tmu		<i>Liikennepaikan osa (Pieksämäki)</i>	<i>377+340</i>	<i>01212</i>		<i>Pieksämäki</i>		K	K
<i>Pieksämäki lajittelu</i>		Pmla		<i>Liikennepaikan osa (Pieksämäki)</i>	<i>378+640</i>	<i>01210</i>		<i>Pieksämäki</i>		K	K
<i>Pieksämäki tavara</i>		Pmt		<i>Liikennepaikan osa (Pieksämäki)</i>	<i>379+960</i>	<i>01211</i>		<i>Pieksämäki</i>		K	K
<i>Pietarsaari</i>	Jakobstad	Pts		Liikennepaikka	528+780	00306	Pännäinen–Pietarsaari, Pietarsaari–Atholma	Pietarsaari	M		K
<i>Pihlajavesi</i>		Ph		Liikennepaikka	312+500	00261	Orivesi–Seinäjoki	Keuruu	M		K
<i>Pihlkipudas</i>		Pp		Liikennepaikka	540+605	00258	Äänekoski–Haapajärvi	Pihlkipudas	K		K
<i>Piikkiö</i>	Pikis	Pik		Liikennepaikka	182+785	00127	Helsinki–Turku satama	Kaarina	K		K
<i>Pikkarata</i>		Pkl		Liikennepaikka	771+765	00819	Oulu–Kontiomäki	Oulu	K	K	
<i>Pitkämäki</i>		Ptk		Liikennepaikka	789+619	01350	Nurmes–Kontiomäki	Nurmes	K	K	
<b>Pitkällio</b>		<b>Plo</b>		<b>Liikennepaikka</b>	<b>204+324</b>	<b>01358</b>	<b>Kouvola–Kotka</b>	<b>Kouvola</b>	<b>K</b>		
<i>Pitäjänmäki</i>	Sockenbacka	Pjm		Seisake	8+474	00069	Helsinki–Turku satama	Helsinki			
<i>Pohjankuru</i>	Skuru	Pku		Liikennepaikka	94+907	00059	Helsinki–Turku satama	Raasepori	K	K	K

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
Pohjois-Haaga	Norra Haga	Poh		Seisake	8+050	00657	Huopalahti-Havukoski	Helsinki			
Pohjois-Louko		Plu		Liikennepaikka	329+329	01214	Tampere-Seinäjoki	Seinäjoki	K		
Poikkeus		Pkk		Liikennepaikka	254+744	01216	Tampere-Seinäjoki	Parkano	K		
Poiksilta		Poi		Linjavaihde	416+728	00965	Kouvola-Joensuu	Kitee			K
Pori	Björneborg	Prj		Liikennepaikka	322+278	00220	Porj-Aittaluoto, Porj-Mäntyluoto, Kokemäki-Pori	Pori	K	K	K
Porvoo	Borgå	Prv		Liikennepaikka	62+287	00023	Olli-Porvoo	Porvoo			K
Puhos		Pus		Liikennepaikka	452+808	00919	Kouvola-Joensuu	Kitee	K	K	K
Puistola	Parkstad	Pla		Seisake	14+050	00553	Helsinki-Riihimäki	Helsinki			
Pukinmäki	Bocksbacka	Pmk		Seisake	9+442	00551	Helsinki-Riihimäki	Helsinki			
Pulsa		Pl		Liikennepaikka	262+491	01217	Luumäki-Vainikkala-raja	Lappeenranta	K		K
Punkaharju		Pun		Liikennepaikka	515+111	00517	Savonlinna-Parikkala	Savonlinna	K	K	K
Pyhäkumpu		Pyk		Liikennepaikka	615+415	00757	Pyhäkumpu erkanemisvaihdte- Pyhäkumpu	Pyhäjärvi		K	
Pyhäkumpu erkanemisvaihdte		Pye		Liikennepaikka	613+511	01218	Iisalmi-Ylivieska, Pyhäkumpu erkanemisvaihdte- Pyhäkumpu	Pyhäjärvi	K		
Pyhäsalmi		Phä		Liikennepaikka	615+934	00331	Iisalmi-Ylivieska	Pyhäjärvi	K		K
Pännäinen	Bennäs	Phä	Pietarsaari-Pedersöre	Liikennepaikka	518+604	00305	Pännäinen-Pietarsaari, Seinäjoki-Oulu	Pedersöre	K		K
Raaha	Brahestad	Rhe		Liikennepaikka	726+726	00335	Raaha-Rautaruukki, Tuomioja-Raaha	Raaha	K	K	K
Raippo		Rpo		Liikennepaikka	270+052	00490	Luumäki-Vainikkala-raja	Lappeenranta	K	K	K
Raisio	Reso	Rai		Liikennepaikka	207+829	00125	Turku-Uusikaupunki, Raisio-Naantali	Raisio	K	K	K
Rajamäki		Rm		Liikennepaikka	72+267	00088	Hyvinkää-Karjaa	Nurmjärvi			K
Rajaperkiö		Rjp		Liikennepaikka	448+396	01220	Seinäjoki-Oulu	Lapua	K		
Rantasalmi		Rmi		Liikennepaikka	445+165	00524	Huutokoski-Savonlinna	Rantasalmi	K		K
Rasinsuo		Ras		Liikennepaikka	258+510	01222	Kouvola-Joensuu	Luumäki	K		
Ratikylä		Rlä		Liikennepaikka	284+344	00596	Tampere-Seinäjoki	Kihniö	K		K
Rauha		Rah		Liikennepaikka	318+490	00501	Kouvola-Joensuu	Lappeenranta	K		K
Rauhalahti		Rhl		Linjavaihde	380+510	01225	Jyväskylä-Pieksämäki	Jyväskylä		K	K
Rauma	Raumo	Rma		Liikennepaikka	331+659	00165	Kokemäki-Rauma	Rauma	K	K	K
Raunio		Rio		Liikennepaikka	464+845	01227	Seinäjoki-Oulu	Kauhava	K		
Rautaruukki		Rat		Liikennepaikka	730+050	00750	Raaha-Rautaruukki	Raaha		K	K
Rautjärvi		Rjä		Liikennepaikka	345+788	00506	Kouvola-Joensuu	Rautjärvi	K		
Rautpohja		Rph		Linjavaihde	372+829	01232	Haapamäki-Jyväskylä	Jyväskylä		K	
Rekola	Räckhals	Rkl		Seisake	20+615	00554	Helsinki-Riihimäki	Vantaa			
Retretti		Ree		Seisake	507+500	00793	Savonlinna-Parikkala	Savonlinna			
<b>RIIHIMÄKI</b>		<b>Rii</b>		<b>Osiin jaettu liikennepaikka</b>	-	-	<b>Helsinki-Riihimäki, Riihimäki-Kouvola, Riihimäki-Tampere</b>	<b>K</b>			
Riihimäki Arolampi		Arp		Liikennepaikan osa (Riihimäki)	66+600	01235		Hausjärvi			
Riihimäki tavara		Rit		Liikennepaikan osa (Riihimäki)	68+773	01240		Riihimäki			K
Riihimäki lajittelu		Rilo		Liikennepaikan osa (Riihimäki)	70+068	01238		Riihimäki			K
Riihimäki asema		Ri	Riihimäki	Liikennepaikan osa (Riihimäki)	71+410	00040		Riihimäki		K	K
Riijärvi		Rjr		Liikennepaikka	502+567	01327	Seinäjoki-Oulu	Uusikaartepyy	K		
Riippa		Rpa		Liikennepaikka	577+477	00747	Seinäjoki-Oulu	Kokkola	K		
Ristiina		Rst		Liikennepaikka	291+162	00770	Mynttitiä-Ristiina	Mikkeli	M	K	K
Ristijärvi		Rjv		Liikennepaikka	676+804	00391	Kontiomäki-Ämmänsaari	Ristijärvi	K		
Rovaniemi		Roi		Liikennepaikka	971+775	00364	Laurila-Kemijärvi	Rovaniemi	K	K	K
Ruha		Rha		Liikennepaikka	431+132	00742	Seinäjoki-Oulu	Lapua	K		
Runni		Rnn		Seisake	568+518	00886	Iisalmi-Ylivieska	Iisalmi			
Ruukki		Rki		Liikennepaikka	705+228	00337	Seinäjoki-Oulu	Siikajoki	K		K
Ruusumäki		Rsm		Liikennepaikka	20+282	01338	Huopalahti-Havukoski	Vantaa	K		
Ryttylä		Ry		Liikennepaikka	80+770	00042	Riihimäki-Tampere	Hausjärvi	K	K	K
Röyttä		Röy		Liikennepaikka	893+917	00833	Tornio-Röyttä	Tornio		K	K
Saakoski		Saa		Liikennepaikka	305+373	00668	Tampere-Jyväskylä	Jyväskylä	K		
Saari		Sr		Liikennepaikka	405+246	00964	Kouvola-Joensuu	Parikkala	K		
Saarijärvi		Srj		Liikennepaikka	452+723	00254	Äänekoski-Haapajärvi	Saarijärvi	M		K
Salminen		Slm		Liikennepaikka	426+718	00405	Pieksämäki-Kontiomäki, Pieksämäki-Kontiomäki	Suonenjoki	K		K
Salo		Slo		Liikennepaikka	143+981	00055	Helsinki-Turku satama	Salo	K		K
Sammalisto		Sam		Liikennepaikka	74+487	01246	Riihimäki-Tampere	Riihimäki	K		
Santala	Sandö	Sta		Seisake	196+908	00827	Karjaa-Hanko	Hanko			
Saunamäki		Smä		Liikennepaikka	180+534	01325	Riihimäki-Kouvola	Iitti			
Savio		Sav		Seisake	26+265	00555	Helsinki-Riihimäki	Kerava			
SAVONLINNA		<b>Svt</b>		<b>Osiin jaettu liikennepaikka</b>	-	-	<b>Savonlinna-Parikkala, Huutokoski-Savonlinna</b>	<b>K</b>			
Savonlinna asema	Nyslott	Sl	Savonlinna	Liikennepaikan osa (Savonlinna)	482+797	00521		Savonlinna	K		

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
<i>Pääskylähti</i>		<i>Pky</i>		<i>Liikennepaikan osa (Savonlinna)</i>	484+913	00519		<i>Savonlinna</i>	<i>K</i>		<i>K</i>
<b>SEINÄJOKI</b>		<b>Sei</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Tampere–Seinäjoki, Seinäjoki–Oulu, Orivesi–Seinäjoki, Seinäjoki–Vaasa, Seinäjoki–Kaskinen</b>		<b>M</b>		
<i>Seinäjoki tavara</i>		<i>Skt</i>		<i>Liikennepaikan osa (Seinäjoki)</i>	416+580	01252		<i>Seinäjoki</i>		<i>K</i>	<i>K</i>
<i>Seinäjoki asema</i>		<i>Sk</i>	<i>Seinäjoki</i>	<i>Liikennepaikan osa (Seinäjoki)</i>	418+001	00280		<i>Seinäjoki</i>		<i>K</i>	<i>K</i>
<i>Selänpää</i>		<i>Spä</i>		<i>Liikennepaikka</i>	209+869	00539	<i>Kouvola–Pieksämäki</i>	<i>Kouvola</i>	<i>K</i>		
<i>Sieppijärvi</i>		<i>Spj</i>		<i>Liikennepaikka</i>	1045+904	00796	<i>Tornio–Kolari</i>	<i>Kolari</i>	<i>K</i>		<i>K</i>
<i>Sievi</i>		<i>Svi</i>		<i>Liikennepaikka</i>	613+371	00319	<i>Seinäjoki–Oulu</i>	<i>Sievi</i>	<i>K</i>		<i>K</i>
<i>Siikamäki</i>		<i>Skä</i>		<i>Liikennepaikka</i>	389+747	00429	<i>Pieksämäki–Joensuu</i>	<i>Pieksämäki</i>	<i>K</i>		
<b>SIILINJÄRVI</b>		<b>Sii</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Siitinjärvi–Viinijärvi, Pieksämäki–Kontiomäki</b>		<b>K</b>	<b>K</b>	<b>K</b>
<i>Siitinjärvi asema</i>		<i>Sij</i>		<i>Liikennepaikan osa (Siitinjärvi)</i>	489+718	00413		<i>Siitinjärvi</i>	<i>K</i>	<i>K</i>	<i>K</i>
<i>Ruokosuo</i>		<i>Rsu</i>		<i>Liikennepaikan osa (Siitinjärvi)</i>	494+735	01342		<i>Siitinjärvi</i>	<i>K</i>	<i>K</i>	<i>K</i>
<i>Simo</i>		<i>Sim</i>		<i>Liikennepaikka</i>	833+715	00346	<i>Oulu–Laurila</i>	<i>Simo</i>	<i>K</i>		<i>K</i>
<i>Simpete</i>		<i>Spl</i>		<i>Liikennepaikka</i>	368+317	00507	<i>Kouvola–Joensuu</i>	<i>Rautjärvi</i>	<i>K</i>	<i>K</i>	<i>K</i>
<i>Sipilä</i>		<i>Sip</i>		<i>Liikennepaikka</i>	68+697	01254	<i>Kerava–Hakosilta, Kerava–Hakosilta</i>	<i>Mäntsälä</i>	<i>K</i>		
<i>Sisättö</i>		<i>Stö</i>		<i>Liikennepaikka</i>	235+602	01257	<i>Tampere–Seinäjoki</i>	<i>Ikaalinen</i>	<i>K</i>		
<i>Siuntio</i>	<i>Sjundeä</i>	<i>Sti</i>		<i>Liikennepaikka</i>	51+285	00576	<i>Helsinki–Turku satama</i>	<i>Kuopio</i>	<i>K</i>		
<i>Siuro</i>		<i>Siu</i>		<i>Liikennepaikka</i>	213+355	00179	<i>Lielähti–Kokemäki</i>	<i>Nokia</i>	<i>K</i>		<i>K</i>
<i>Skogby</i>		<i>Sgy</i>		<i>Seisake</i>	184+790	00817	<i>Karjaa–Hanko</i>	<i>Raasepori</i>			
<i>Sköldvik</i>	<i>Kilpilahti</i>	<i>Sld</i>		<i>Liikennepaikka</i>	56+360	00560	<i>Kerava–Sköldvik</i>	<i>Porvoo</i>	<i>M</i>	<i>K</i>	<i>K</i>
<i>Solnlahti</i>		<i>Soa</i>		<i>Linjavaihde</i>	559+651	00422	<i>Pieksämäki–Kontiomäki</i>	<i>Iisalmi</i>		<i>K</i>	<i>K</i>
<i>Sorsasalo</i>		<i>Sor</i>		<i>Linjavaihde</i>	473+754	00870	<i>Pieksämäki–Kontiomäki</i>	<i>Kuopio</i>		<i>K</i>	<i>K</i>
<i>Sukeva</i>		<i>Skv</i>		<i>Liikennepaikka</i>	589+222	00424	<i>Pieksämäki–Kontiomäki</i>	<i>Sonkajärvi</i>	<i>K</i>		<i>K</i>
<i>Suolahti</i>		<i>Suo</i>		<i>Liikennepaikka</i>	417+796	00251	<i>Jyväskylä–Äänekoski</i>	<i>Äänekoski</i>	<i>K</i>	<i>K</i>	<i>K</i>
<i>Suonenjoki</i>		<i>Snj</i>		<i>Liikennepaikka</i>	413+842	00404	<i>Pieksämäki–Kontiomäki, Suonenjoki–Ylaskoski</i>	<i>Suonenjoki</i>	<i>K</i>		<i>K</i>
<i>Suoniemi</i>		<i>Snm</i>		<i>Liikennepaikka</i>	220+655	00638	<i>Lielähti–Kokemäki</i>	<i>Nokia</i>	<i>K</i>		
<i>Syrjä</i>		<i>Syr</i>		<i>Linjavaihde</i>	452+865	00435	<i>Pieksämäki–Joensuu</i>	<i>Heinävesi</i>			<i>K</i>
<i>Syrjämäki</i>		<i>Ski</i>		<i>Liikennepaikka</i>	341+621	01265	<i>Tampere–Seinäjoki</i>	<i>Seinäjoki</i>	<i>K</i>		
<i>Sysmäjärvi</i>		<i>Smj</i>		<i>Liikennepaikka</i>	669+601	00912	<i>Sysmäjärvi–Vuonos, Siitinjärvi–Viinijärvi</i>	<i>Outokumpu</i>	<i>K</i>	<i>K</i>	<i>K</i>
<i>Säkänieni</i>		<i>Sä</i>		<i>Liikennepaikka</i>	480+242	00918	<i>Niirala–raja–Säkänieni, Kouvola–Joensuu</i>	<i>Tohmajärvi</i>	<i>K</i>		
<i>Sänkämäki</i>		<i>Skm</i>		<i>Linjavaihde</i>	504+931	00872		<i>Kuopio</i>			<i>K</i>
<i>Sääksjärvi</i>		<i>Sj</i>		<i>Liikennepaikka</i>	177+734	00157	<i>Riihimäki–Tampere</i>	<i>Tampere</i>	<i>K</i>		
<i>Taavetti</i>		<i>Ta</i>		<i>Liikennepaikka</i>	238+589	00486	<i>Kouvola–Joensuu</i>	<i>Luumäki</i>	<i>K</i>	<i>K</i>	<i>K</i>
<i>Tahkoluoto</i>		<i>Tko</i>		<i>Liikennepaikka</i>	350+235	00702	<i>Pori–Mäntyluoto</i>	<i>Pori</i>		<i>K</i>	<i>K</i>
<i>Taipale</i>		<i>Te</i>		<i>Liikennepaikka</i>	537+605	01268	<i>Pieksämäki–Kontiomäki</i>	<i>Iisalmi</i>	<i>K</i>		
<i>Talviainen</i>		<i>Tv</i>		<i>Liikennepaikka</i>	247+245	01270	<i>Tampere–Jyväskylä</i>	<i>Orivesi</i>	<i>K</i>		<i>K</i>
<i>Talvivaara</i>		<i>Tlv</i>		<i>Liikennepaikka</i>	636+831	01323	<i>Murtomäki–Talvivaara</i>				
<i>Tammisaari</i>	<i>Ekenäs</i>	<i>Tms</i>		<i>Seisake</i>	174+056	00076	<i>Karjaa–Hanko</i>	<i>Raasepori</i>			
<b>TAMPERE</b>		<b>Tre</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Riihimäki–Tampere, Tampere–Seinäjoki, Tampere–Jyväskylä</b>		<b>M</b>		
<i>Tampere tavara</i>		<i>Tpet</i>		<i>Liikennepaikan osa (Tampere)</i>	184+100	01273		<i>Tampere</i>		<i>K</i>	<i>K</i>
<i>Tampere Viinikka</i>		<i>Vka</i>		<i>Liikennepaikan osa (Tampere)</i>	185+400	01274		<i>Tampere</i>		<i>K</i>	<i>K</i>
<i>Tampere asema</i>	<i>Tammerfors</i>	<i>Tpe</i>	<i>Tampere asema</i>	<i>Liikennepaikan osa (Tampere)</i>	187+389	00160		<i>Tampere</i>			<i>K</i>
<i>Tampere Järvensivu</i>		<i>Jvs</i>		<i>Liikennepaikan osa (Tampere)</i>	187+814	01272		<i>Tampere</i>			
<i>Tapanila</i>	<i>Mosabacka</i>	<i>Tna</i>		<i>Seisake</i>	12+610	00552	<i>Helsinki–Riihimäki</i>	<i>Helsinki</i>			
<i>Tapavatnola</i>		<i>Tap</i>		<i>Liikennepaikka</i>	270+405	01276	<i>Kouvola–Joensuu</i>	<i>Lappeenranta</i>	<i>K</i>		
<i>Tavastila</i>		<i>Tsl</i>		<i>Seisake</i>	228+854	00837	<i>Kouvola–Kotka</i>	<i>Kotka</i>			
<i>Tervajoki</i>		<i>Tk</i>		<i>Seisake</i>	460+156	00294	<i>Seinäjoki–Vaasa</i>	<i>Isokyrö</i>			
<i>Tervola</i>		<i>Trv</i>		<i>Liikennepaikka</i>	900+521	00361	<i>Laurila–Kemijärvi</i>	<i>Tervola</i>	<i>K</i>		<i>K</i>
<i>Teuva</i>	<i>Östermark</i>	<i>Tuv</i>		<i>Liikennepaikka</i>	497+474	00271	<i>Seinäjoki–Kaskinen</i>	<i>Teuva</i>	<i>M</i>		<i>K</i>
<i>Tikkala</i>		<i>Tkk</i>		<i>Liikennepaikka</i>	592+461	00916	<i>Kouvola–Joensuu</i>	<i>Tohmajärvi</i>	<i>K</i>		
<i>Tikkaperä</i>		<i>Tkp</i>		<i>Liikennepaikka</i>	720+741	01335	<i>Seinäjoki–Oulu</i>	<i>Liminka</i>	<i>K</i>		
<b>TIKKURILA</b>		<b>Tik</b>		<b>Osiin jaettu liikennepaikka</b>	–	–	<b>Helsinki–Riihimäki, Huopalahti–Havuoski</b>		<b>K</b>		
<i>Havukoski</i>		<i>Hvk</i>		<i>Liikennepaikan osa (Tikkurila)</i>	17+725	01334		<i>Vantaa</i>	<i>K</i>		
<i>Hiekkaharju</i>	<i>Sandkulla</i>	<i>Hkh</i>		<i>Liikennepaikan osa (Tikkurila)</i>	17+109	00556		<i>Vantaa</i>			

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
Tikkurila asema	Dickursby	Tkl		Liikennepaikan osa (Tikkurila)	15+861	00018		Vantaa	K	K	K
Tohmajärvi		Toh		Liikennepaikka	571+752	00448	Niirala-raja-Säkäniemi	Tohmajärvi	K		K
Toijala		Tl		Liikennepaikka	147+339	00150	Toijala-Turku, Riihimäki-Tampere, Toijala-Valkeakoski	Akaa	K	K	K
Toivala		Toi		Liikennepaikka	479+162	00412	Pieksämäki-Kontiomäki	Siilinjärvi	K		K
Tolsa	Tolls	Tol		Seisake	35+454	00830	Helsinki-Turku satama	Kirkkonummi			
Tomola		Tom		Liikennepaikka	117+197	01280	Riihimäki-Kouvola	Hollola	K		
Torkkeli		Trk		Liikennepaikka	240+154	01283	Tampere-Jyväskylä	Orivesi	K		
<b>TORNIO</b>		<b>Trn</b>		<b>Osiin jaettu liikennepaikka</b>	-	-	<b>Tornio-Röyttä, Tornio-Kolari, Laurila-Tornio-raja</b>	<b>K</b>	<b>K</b>		
Tornio asema	Torneå	Tor	Tornio	Liikennepaikan osa (Tornio)	884+656	00351		Tornio	K	K	K
Tornio-raja	Torneå gränsen	Trr		Liikennepaikan osa (Tornio)	887+190	00678		Tornio			
Tornio-Itäinen	Torneå Östra	Tri		Seisake	883+307	01318	Laurila-Tornio-raja	Tornio			
Tuomarila	Domsby	Trl		Seisake	19+022	00579	Helsinki-Turku satama	Espoo			
Tuomioja		Tja		Liikennepaikka	698+504	00336	Seinäjoki-Oulu, Tuomioja-Raaha	Siikajoki	K		K
Turenki		Tu		Liikennepaikka	93+771	00044	Riihimäki-Tampere	Janakkala	K	K	K
<b>TURKU</b>		<b>Tur</b>		<b>Osiin jaettu liikennepaikka</b>	-	-	<b>Helsinki-Turku satama, Toijala-Turku, Turku-Uusikaupunki</b>	<b>Turku</b>	<b>K</b>		
Kupittaa	Kuppis	Kut		Liikennepaikan osa (Turku)	196+372	00126		Turku			
Turku asema	Åbo	Tku	Turku	Liikennepaikan osa (Turku)	199+674	00130		Turku		K	K
			päärautatieseama								
Turku tavara		Tkut		Liikennepaikan osa (Turku)	200+460	01285		Turku		K	K
Turku satama	Åbo hamn	Tus		Liikennepaikan osa (Turku)	202+510	00135		Turku		K	
Tuupovaara		Tpv		Liikennepaikka	668+672	00458	Joensuu-Ilomantsi	Joensuu			K
Tuuri		Tuu		Seisake	366+962	00283	Orivesi-Seinäjoki	Alavus			K
Törmä		Tör		Liikennepaikka	878+075	01287	Laurila-Kemijärvi	Keminmaa	K		
Tärölä		Trä		Liikennepaikka	264+972	01290	Kouvola-Joensuu	Lappeenranta	K		
Uimaharju		Uim		Liikennepaikka	674+451	00465	Joensuu-Nurmes	Joensuu		K	K
Urkala		Ur		Liikennepaikka	165+588	00148	Toijala-Turku	Urkala	K		K
Utajärvi		Ujt		Liikennepaikka	810+502	00376	Oulu-Kontiomäki	Utajärvi	K		K
Utti		Utt		Linjavaihde	204+085	00484	Kouvola-Joensuu	Kouvola			K
Uusikaupunki	Nystad	Ukp		Liikennepaikka	264+795	00121	Uusikaupunki-Hangonsaari, Turku-Uusikaupunki	Uusikaupunki	K	K	K
Uusikylä		Ukä		Liikennepaikka	149+485	00105	Riihimäki-Kouvola	Lahti	K		K
Vaajakoski		Vko		Liikennepaikka	384+866	00245	Jyväskylä-Pieksämäki	Jyväskylä	K		K
Vaala		Vaa		Liikennepaikka	844+671	00377	Oulu-Kontiomäki	Vaala	K		K
Vaarala		Vra		Linjavaihde	981+481	00807	Laurila-Kemijärvi	Rovaniemi			K
Vaasa	Vasa	Vs		Liikennepaikka	492+588	00288	Seinäjoki-Vaasa	Vaasa	K	K	K
Vahojärvi		Vjr		Liikennepaikka	244+926	00214	Tampere-Seinäjoki	Parkano	K		
<b>VAINIKKALA</b>		<b>Vai</b>		<b>Osiin jaettu liikennepaikka</b>	-	-	<b>Luumäki-Vainikkala-raja</b>	<b>M</b>			
Vainikkala tavara		Vnat		Liikennepaikan osa (Vainikkala)	281+700	01292		Lappeenranta		K	K
Vainikkala asema		Vna	Vainikkala	Liikennepaikan osa (Vainikkala)	282+784	00492		Lappeenranta		K	K
Vainikkala-raja		Vnar		Liikennepaikka	284+862	00493		Lappeenranta			
Valimo	Gjuteriet	Vmo		Seisake	7+480	00847	Helsinki-Turku satama	Helsinki			
Valkeakoski		Vi		Liikennepaikka	164+952	00153	Toijala-Valkeakoski	Valkeakoski	M	K	K
Valkeasuo		Vso		Linjavaihde	583+976	00450	Niirala-raja-Säkäniemi	Tohmajärvi			K
Valtimo		Vlm		Liikennepaikka	808+636	00475	Nurmes-Kontiomäki	Valtimo	M		K
Vammala		Vma		Liikennepaikka	245+885	00176	Lielähti-Kokemäki	Sastamala	K		K
Vanattara		Vtr		Liikennepaikka	172+340	01295	Riihimäki-Tampere	Lempäälä	K		
Vantaankoski	Vandaforsen	Vks		Seisake	14+907	00839	Huopalahti-Havukoski	Vantaa			
Varkaus		Var		Liikennepaikka	424+685	00432	Pieksämäki-Joensuu, Varkaus-Kommila	Varkaus	K	K	K
Vartius		Vus		Liikennepaikka	753+755	00941	Kontiomäki-Vartius-raja	Kuhmo	M		K
Vartius-raja		Vur		Liikennepaikka	755+856	00949	Kontiomäki-Vartius-raja	Kuhmo			
Vasikkahaka		Vkh		Liikennepaikka	31+175	01300	Helsinki-Turku satama	Kirkkonummi	K		
Vaskiluoto	Vasklot	Vsk		Liikennepaikka	496+463	00291	Vaasa-Vaskiluoto	Vaasa		K	K
Vehkala	Veckal	Veh		Seisake	15+997	01337	Huopalahti-Havukoski	Vantaa			
Venetmäki		Vki		Liikennepaikka	433+164	00428	Jyväskylä-Pieksämäki	Pieksämäki	K		
Vesanka		Vn		Liikennepaikka	364+469	00239	Haapamäki-Jyväskylä	Jyväskylä	K		
Vieki		Vk		Linjavaihde	753+979	00471	Joensuu-Nurmes	Lieksa			K
Vierumäki		Vrm		Linjavaihde	153+801	00112	Lahti-Heinola	Heinola			K
Vihanti		Vti		Liikennepaikka	684+573	00334	Seinäjoki-Oulu	Raaha	K	K	K
Vihtari		Vih		Liikennepaikka	489+889	00438	Pieksämäki-Joensuu	Heinävesi	K		K
Vihtavuori		Vri		Liikennepaikka	395+230	00248	Jyväskylä-Äänekoski	Laukaa	K		
Viala		Via		Liikennepaikka	154+288	00155	Riihimäki-Tampere	Akaa	K		K
Viinijärvi		Vnj		Liikennepaikka	656+569	00440	Siilinjärvi-Viinijärvi, Pieksämäki-Joensuu	Liperi	K		K
Villähde		Vlh		Liikennepaikka	140+442	00104	Riihimäki-Kouvola	Lahti	K		

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Koodi	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Code	Section	Municipality	Traffic control	Private sidings	Shunting
Vilppula		Vlp		Liikennepaikka	274+760	00196	Orivesi-Seinäjoki, Vilppula-Mänttä	Mänttä-Vilppula	K	K	K
Vinnilä		Vin		Liikennepaikka	131+243	01305	Riihimäki-Tampere	Hämeentlinna	K		
Virkamies		Vms		Liikennepaikka	25+931	01339	Huopalahti-Havukoski	Vantaa	K		
Voltti		Vt		Liikennepaikka	479+402	00302	Seinäjoki-Oulu	Kauhava	K		K
Vuohjärvi		Vhj		Liikennepaikka	221+308	00541	Kouvola-Pieksämäki	Kouvola	K		K
Vuojoki		Vjo		Liikennepaikka	318+501	01310	Kokemäki-Rauma	Eurajoki	K		
Vuokatti		Vkt		Liikennepaikka	868+838	00383	Nurmes-Kontiomäki, Vuokatti-Lahnaslampi	Sotkamo	M		K
Vuonislampi		Vsl		Liikennepaikka	705+240	00467	Joensuu-Nurmes	Liekka	K		
Vuonos		Vns		Liikennepaikka	588+116	00863	Sysmäjärvi-Vuonos	Outokumpu			K
Vuosaari	Nordsjö	Vsa		Liikennepaikka	50+184	01321	Kerava-Vuosaari	Helsinki	K	K	K
<b>YKSPIHLAJA</b>		<b>Yks</b>		<b>Osiin jaettu liikennepaikka</b>	-	-	<b>Kokkola-Ykspihlaja</b>				
Ykspihlaja tavara		Ykst		Liikennepaikan osa (Ykspihlaja)	553+900	00315		Kokkola		K	K
Ykspihlaja väliratapiha		Yksv		Liikennepaikan osa (Ykspihlaja)	555+511	01326		Kokkola		K	K
Ylistaro		Yst		Seisake	439+558	00296	Seinäjoki-Vaasa	Seinäjoki			
Ylitornio	Övertorneå	Ytr		Seisake	946+041	00789	Tornio-Kolari	Ylitornio			
Ylivalli		Ylv		Liikennepaikka	302+016	00654	Tampere-Seinäjoki	Kurikka	K	K	K
Ylivieska		Yv		Liikennepaikka	630+343	00320	Iisalmi-Ylivieska, Seinäjoki-Oulu	Ylivieska	M	K	K
Yläkoski		Ylk		Liikennepaikka	416+849	00867	Suonenjoki-Yläkoski	Suonenjoki		K	K
Ylämylly		Yly		Liikennepaikka	639+019	00913	Pieksämäki-Joensuu	Liperi	K		K
Ylöjärvi		Ylö		Liikennepaikka	200+753	00211	Tampere-Seinäjoki	Ylöjärvi	K		K
Ypykkävaara		Ypy		Liikennepaikka	729+780	00940	Kontiomäki-Vartius-raja	Kuhmo	K		K
Äetsä		Äs		Liikennepaikka	258+280	00174	Lietähti-Kokemäki	Sastamala	K		K
Ähtäri	Etsari	Äht		Liikennepaikka	346+067	00265	Orivesi-Seinäjoki	Ähtäri	K		K
Ämmänsaari		Äm		Liikennepaikka	750+448	00394	Kontiomäki-Ämmänsaari	Suomussalmi	M		K
Äänekoski		Äki		Liikennepaikka	424+515	00252	Jyväskylä-Äänekoski, Äänekoski-Haapajärvi	Äänekoski	K	K	K

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoitettava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus- kenttä	Seisontaraide (m/liikennepaikka)	Seisontaraide (kpl /liikennepaikka)	Nosturi	Polttoaine	Henkilö- liikennettä	Tavara- liikennettä	Kääntöpöytä tai kolmioraide (KR)	VAK-ratapihat
Name	Min. platform length	Max. platform length	Platform height	Number of tracks with platforms	Design train length (freight traffic)	Power supply	Side loading platform length	End loading platform	Loading site			Crane	Fuel	Passenger traffic	Freight traffic	Turntable or triangle rail (KR)	Rail yard for dangerous goods
	[m]	[m]	[mm]		[m]	[400 V, A]	[m]					[t]					
Ahonpää				0	927	—	—	—	—			—	—	—	—	—	—
Ahvenus				0	747	—	—	—	—			—	—	—	—	—	—
Ainola	270	270	550	2	—	—	—	—	—			—	—	H	—	—	—
Airaksela				0	819	—	—	—	—			—	—	—	T	—	—
Aittaluoto				0	—	—	—	—	—			—	—	—	T	—	—
Ajos				0	—	—	—	—	—	1301	4	—	—	—	T	—	—
Alapitkä				0	664	25 A	18	—	K	6746	9	—	—	—	T	—	—
Alavus	79	203	265	2	711	—	—	—	K	237	1	—	—	—	T	—	—
Alholma				0	—	—	—	—	Y	1393	3	—	—	H	T	—	—
Arola				0	1087	25 A	24	—	K	1952	4	—	—	—	T	—	—
Asola				0	—	—	—	—	—	1414	2	—	—	—	T	—	—
Aviapolis	230	230	550	2	—	—	—	—	—	—	—	—	—	—	—	—	—
Dragsvik	70	70	550	1	925	—	—	—	—	—	—	—	—	H	—	—	—
Dynamiittivaihde				0	—	—	—	—	—	294	2	—	—	—	T	—	—
Eläinpuisto-Zoo	89	89	265	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Eno	80	80	550	1	664	25 A	—	—	K	625	1	—	—	H	T	—	—
Ervelä				0	748	—	—	—	—	—	—	—	—	—	—	—	—
Eskola				0	955	—	—	—	—	—	—	—	—	—	—	—	—
Espoo	240	322	550	4	326	—	—	—	—	—	—	—	—	H	—	—	—
Haapajärvi	84	84	265	1	731	25 A	—	—	K Y	—	—	—	—	H	T	—	—
Haapakoski				0	725	—	—	—	K	415	1	—	—	—	—	—	—
Haapamäen kylästämo				0	—	—	—	—	—	126	1	—	—	—	T	—	—
Haapamäki	188	325	265	4	644	63 A	95	—	K	4210	9	—	—	H	T	Y	—
Haarajoki	220	220	550	2	240	—	—	—	—	—	—	—	—	H	—	—	—
Hakosilta				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Haksi	20	20	265	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Hamina				0	834	25 A	—	K	Y	11281	22	—	Y	—	T	—	K
Hammaslahti				0	686	—	—	—	K Y	657	1	—	—	—	T	—	—
Hanala				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Hangonsaari				0	—	—	—	—	—	—	—	—	—	—	T	—	—
Hanhikoski				0	—	—	20	—	K	337	2	—	—	—	T	—	—
Hankasalmi	233	289	265	2	754	25 A	27	K	K Y	1376	5	—	—	H	T	—	—
<b>HANKO</b>																	
Hanko asema	150	150	550	1	274	63 A	—	K	—	8453	20	—	Y	H	—	—	—
Hanko tavara				0	737	—	—	—	—	—	—	—	—	—	T	—	—
Hanko-Pohjoinen	68	68	550	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Harjavalta	250	250	550	2	766	25 A	—	—	K	396	1	—	—	H	T	—	—
Harju				0	786	—	—	—	—	—	—	—	—	—	—	—	—
Harviala				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Haukipudas				0	833	—	12	—	K	188	1	—	—	—	—	—	—
Haukivuori				0	891	—	—	—	K	593	1	—	—	—	T	—	—
<b>HAUSJÄRVI</b>																	
Hausjärvi tavara				0	656	—	—	—	K	526	1	Y	—	—	—	—	—
Oitti	102	102	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Haviseva				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Heikkilä				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Heinola				0	613	—	15	—	K	—	—	—	—	—	T	—	—
Heinoo				0	734	—	—	—	—	—	—	—	—	—	—	—	—
Heinävaara				0	—	—	—	—	K	918	2	—	—	—	T	—	—
Heinävesi	100	206	265	2	570	—	9	—	K	366	1	—	—	H	T	—	—
<b>HELSINKI</b>																	
Helsinki asema	244	456	550	19	455	—	—	—	—	1483	7	—	—	H	—	—	—
Pasila asema	248	430	550	11	—	—	—	—	—	2089	14	—	—	H	—	22	—
Pasila autojuna-asema	450	450	550	2	—	63 A	—	—	K	2250	10	—	—	H	—	—	—
Ilmala asema	270	270	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Helsinki Kivihaka				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Pasila tavara				0	727	63 A	230	K	K Y	3042	8	—	—	—	T	—	—
Ilmala ratapiha				0	—	1500 V, 63 A	29	—	—	43861	153	—	Y	—	—	—	—
Käpylä	279	336	550	3 (2)	—	—	—	—	—	—	—	—	—	H	—	—	—
Oulunkylä	266	266	550	2	—	—	—	—	—	38	1	—	—	H	—	—	—
Henna	220	220	550	2	998	—	—	—	—	—	—	—	—	H	—	—	—
Herrala	110	110	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—



Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoitettava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus- kenttä	Seisontaraide (m/liikennepaikka)	Seisontaraide (kpl /liikennepaikka)	Nosturi	Polttoaine	Henkilö- liikennettä	Tavara- liikennettä	Kääntöpöytä tai kolmioraide (KR)	VAK-ratapihat
Name	Min. platform length	Max. platform length	Platform height	Number of tracks with platforms	Design train length (freight traffic)	Power supply	Side loading platform length	End loading platform	Loading site			Crane	Fuel	Passenger traffic	Freight traffic	Turntable or triangle rail (KR)	Rail yard for dangerous goods
	[m]	[m]	[mm]		[m]	[400 V, A]	[m]					[t]					
Hiirola				0	760	—	—	—	—			—	—	—	—	—	—
Hikiä	120	120	550	2	—	—	—	—	—			—	—	H	—	—	—
Hillosensalmi					797	—	—	—	—			—	—	—	—	—	—
Hinthaara	55	65	265	3	—	—	—	—	—	306	3	—	—	—	—	—	—
Hirvineva				0	753	—	—	—	—			—	—	—	—	—	—
Humppila	245	427	550	3	753	25 A	29	—	K Y	620	2	—	—	H	T	—	—
Huopalahti	270	270	550	4	—	—	—	—	—			—	—	H	—	—	—
Huutokoski				0	659	—	—	—	—			—	—	—	—	—	—
Hyrnsalmi					734	25 A	12	—	K	1702	3	—	—	—	T	—	—
Hyrkäs				0	—	—	—	—	—			—	—	—	—	—	—
Hyvinkää	104	315	550 (265)	3 (1)	814	25 A	20	—	—	1950	10	—	—	H	T	20	—
Hämeenlinna	257	450	550	3	1038	25 A	34	K	K	3560	5	—	—	H	T	—	—
Härmä	352	352	550	1	808	—	—	—	K	688	2	—	—	—	T	—	—
Höijäkkä	60	60	265	1	—	—	—	—	K Y	2221	4	—	—	H	T	—	—
Ii					687	—	—	—	K	186	1	—	—	—	—	—	—
Iisalmen teollisuusraiteet				0	—	—	—	—	Y	464	1	—	—	—	T	—	—
Iisalmi	70	353	265	3	734	1500 V, 63 A	58	K	Y	1520	8	—	Y	H	T	Y	—
Iittala	170	170	550	2	—	—	—	—	—			—	—	H	—	—	—
Ilola	27	27	265	1	—	—	—	—	—			—	—	H	—	—	—
Ilomantsi				0	771	25 A	—	—	K	2065	4	—	—	—	T	—	—
<b>IMATRA</b>																	
Imatra asema	450	450	265	1	—	—	—	—	—			—	—	H	—	—	—
Imatra tavana				0	889	1500 V, 63 A	—	—	K Y	18257	37	—	Y	—	T	Y	—
Imatrankoski				0	1197	—	18	K	K	3680	8	—	—	—	T	—	—
Immoala					518	—	—	—	—			—	Y	—	T	—	—
Pelkola				0	1373	—	—	—	—	443	2	—	—	—	T	—	—
Imatrankoski-raja				0	—	—	—	—	—			—	—	—	T	—	—
Inha				0	—	—	43	—	K	924	3	—	—	—	T	—	—
Inkeroinen	120	172	265	3	792	—	23	—	K	1319	6	—	—	H	T	—	—
Inkoo				0	243	25 A	14	—	—	399	1	—	—	H	—	—	—
Isokyrö	110	150	550, 265	2	509	—	—	—	K	189	1	—	—	H	T	—	—
Jalasjärvi					762	—	—	—	K	363	1	—	—	—	T	—	—
Jepua				0	825	—	16	—	K	240	1	—	—	—	—	—	—
<b>JOENSUU</b>																	
Joensuu asema	239	377	265	3	561	1500 V, 63 A	46	—	K	346	1	—	—	H	T	20, Y	K
Joensuu Pettala				0	621	—	—	—	K Y	2246	13	—	—	—	T	—	K
Joensuu Sulkulahti				0	692	—	—	—	—	4231	19	—	—	—	T	—	K
Jokela	313	321	550	3	821	—	—	—	—	235	1	—	—	H	—	—	—
Joroinen				0	—	—	—	—	K	1786	2	—	—	—	T	—	—
Jorvas	99	124	265	2	—	—	—	—	—			—	—	H	—	—	—
Joutseno	460	460	550	2	811	—	—	—	K	1568	3	—	—	H	T	—	—
Juankoski				0	583	25 A	—	—	K	925	2	—	—	—	T	—	—
Jutila				0	—	—	—	—	—			—	—	—	—	—	—
Juupajoki	80	80	550	1	—	—	—	—	—			—	—	H	—	—	—
Juurikorpi				0	789	—	—	—	—			—	—	—	—	—	—
Jyväskylä	160	449	550	4	796	1500 V, 63 A	89	K	Y	4471	22	Y	Y	H	T	—	—
Jämsä	387	387	550	2	769	25 A	—	—	K	2269	5	—	—	H	T	—	—
Jämsänkoski				0	873	—	—	—	—	2644	9	—	—	—	T	20	—
Järvelä	122	122	550	3	630	—	12	—	K	936	4	—	—	H	T	—	—
<b>JÄRVENPÄÄ</b>																	
Järvenpää asema	200	383	550	3	—	—	29	K	—	467	1	—	—	H	T	—	—
Saunakallio	180	272	265, 550	4	614	—	—	—	—	642	1	—	—	H	T	—	—
Purola					—	—	—	—	—			—	—	H	—	—	—
Kaipialainen				0	770	—	19	—	Y	1417	5	—	—	—	T	—	—
Kaipola				0	—	—	—	—	—	1443	3	—	—	—	T	—	—
Kaitjärvi				0	1110	—	—	—	—			—	—	—	—	—	—
Kajaani	350	350	265	2	837	1500 V, 63 A	122	—	K	2528	9	—	—	H	T	—	—
Kaleton				0	—	—	27	—	K	374	1	—	—	—	—	—	—
Kalkku				0	—	—	—	—	Y	124	1	—	—	—	T	—	—
Kalliovarasto				0	—	—	—	—	—	224	2	—	—	—	—	—	—
Kalvitsa				0	864	—	—	—	K			—	—	—	T	—	—
Kangas				0	933	—	—	—	—			—	—	—	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraitteiden lukumäärä	Mitoitettava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus- kenttä	Seisontaraide (m/liikenneaika)	Seisontaraide (kpl /liikenneaika)	Nosturi	Polttoaine	Henkilö- liikennettä	Tavara- liikennettä	Kääntöpyötä tai kolmioraide (KR)	VAK-ratapihat
Name	Min. platform length	Max. platform length	Platform height	Number of tracks with platforms	Design train length (freight traffic)	Power supply	Side loading platform length	End loading platform	Loading site			Crane	Fuel	Passenger traffic	Freight traffic	Turntable or triangle rail (KR)	Rail yard for dangerous goods
	[m]	[m]	[mm]		[m]	[400 V, A]	[m]					[t]					
Kannelmäki	226	226	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Kannonkoski	—	—	—	0	—	—	13	—	K	—	—	—	—	—	T	—	—
Kannus	452	452	550	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Karhejärvi	—	—	—	0	778	25 A	4	—	K	—	—	—	—	—	—	—	—
Karhukangas	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Karjaa	249	352	550	4	765	63 A	—	—	K	2576	14	—	—	H	T	20	—
Karkku	250	250	550	1	856	—	—	—	—	377	1	—	—	H	—	—	—
Karviainen	—	—	—	0	745	—	—	—	—	—	—	—	—	—	—	—	—
Kaskinen	—	—	—	0	843	—	—	—	Y	3504	4	—	—	—	T	Y	—
Kattilaharju	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Kauhajoki	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Kauhava	450	450	550	1	803	—	—	—	K	—	—	—	—	H	T	—	—
Kauklahti	270	270	550	3	447	—	—	—	—	—	—	—	—	H	—	—	—
Kaulinranta	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Kauniainen	194	204	265	3	269	—	—	—	—	535	2	—	—	H	T	—	—
Kauppinmäki	—	—	—	0	—	—	—	—	K	946	2	—	—	—	T	—	—
Kausala	120	120	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Keitelelohja	—	—	—	0	—	—	—	—	K	—	—	—	—	—	T	—	—
Kekomäki	—	—	—	0	—	—	—	—	—	1347	2	—	—	—	—	—	—
Kemi	450	450	265, 550	2	949	63 A	148	—	K	—	—	—	Y	H	T	—	—
Kemijärvi	350	350	265	1	501	1500 V, 63 A	6	K	K Y	6386	17	—	—	H	T	KR	—
Kempele	450	450	550	1	762	25 A	9	—	K	4206	13	—	—	H	—	—	—
Kera	216	224	265	2	—	—	—	—	—	515	1	—	—	H	—	—	—
<b>KERAVA</b>																	
<i>Kerava asema</i>	270	392	550	4	—	25 A	—	—	—	—	—	—	—	H	—	KR	—
<i>Kytömaa</i>	—	—	—	0	—	—	—	—	—	1256	6	—	—	—	—	—	—
Kerimäki	108	108	265	1	398	—	—	—	K	931	1	—	—	H	T	—	—
Kesälahti	322	322	265	1	671	—	—	—	—	454	1	—	—	H	T	—	—
Keuruu	111	111	550	1	676	—	—	—	K	—	—	—	—	H	T	—	—
Kiiala	49	49	265	1	—	—	—	—	—	689	1	—	—	H	—	—	—
Kiilo	270	270	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Kilpua	—	—	—	0	750	25 A	—	—	—	—	—	—	—	—	—	—	—
Kinahmi	—	—	—	0	—	—	—	—	—	422	1	—	—	—	—	—	—
Kinni	—	—	—	0	776	—	—	—	—	—	—	—	—	—	—	—	—
Kirjola	—	—	—	0	—	—	—	—	Y	—	—	—	—	—	—	—	—
Kirkkonummi	273	310	550	3	612	—	—	—	K	—	—	—	—	H	—	—	—
Kirkniemi	—	—	—	0	585	—	—	—	—	159	2	—	—	—	T	—	—
Kitee	355	355	265	1	660	25 A	18	—	K Y	1145	2	—	—	H	T	—	—
Kiukainen	—	—	—	0	768	—	14	—	K	1389	3	—	—	—	—	—	—
Kiuruvesi	126	126	265	1	638	25 A	80	—	K Y	260	1	—	—	H	T	—	—
Kivesjärvi	—	—	—	—	1118	—	—	—	—	2868	8	—	—	—	—	—	—
Kivistö	292	336	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Kohtavaara	56	56	265	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Kotvu	—	—	—	0	617	—	32	—	K	—	—	—	—	—	T	—	—
Koivuhovi	278	278	550	2	—	—	—	—	—	499	1	—	—	H	—	—	—
Kotvukylä	270	270	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Kokemäki	249	249	550	3	765	25 A	29	—	K	—	—	—	—	H	T	—	—
Kokkola	295	479	265	3	829	1500 V, 63 A	40	—	Y	1184	2	—	Y	H	T	Y	K
Kolari	675	675	550/265	1	790	63 A	22	K	K Y	3764	14	—	—	H	T	—	—
Kolho	80	80	550	1	—	—	—	—	Y	4091	7	—	—	H	T	—	—
Kolppi	—	—	—	0	765	—	—	—	—	3009	6	—	—	—	—	—	—
Kommila	—	—	—	0	733	25 A	—	—	K Y	538	1	—	—	—	T	—	—
Komu	—	—	—	0	—	—	—	—	Y	206	2	—	—	—	—	—	—
Kontiolahti	—	—	—	0	577	25 A	—	K	K	1157	2	—	—	—	T	—	—
Kontiomäki	351	349	265	3	853	63 A	31	K	K	504	2	—	Y	H	T	Y, KR	—
Koria	120	120	550	2	—	—	—	—	—	7773	18	—	—	H	—	—	—
Korkeakoski	—	—	—	0	743	—	—	K	K	—	—	—	—	—	T	—	—
Korso	270	270	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Korvensuo	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Koskenkorva	—	—	—	0	—	—	—	—	—	—	—	—	—	—	T	—	—
<b>KOTKA</b>																	
<i>Kotka Havinsaari</i>	—	—	—	0	865	63 A	85	—	—	502	2	—	—	—	T	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraitteiden lukumäärä	Mitoitettava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaustentti	Seisontaraide (m/liikenneaika)	Seisontaraide (kpl /liikenneaika)	Nosturi	Polttoaine	Henkilöliikennettä	Tavara-liikennettä	Kääntöpöytä tai kolmioraide (KR)	VAK-ratapihat
Name	Min. platform length	Max. platform length	Platform height	Number of tracks with platforms	Design train length (freight traffic)	Power supply	Side loading platform length	End loading platform	Loading site			Crane	Fuel	Passenger traffic	Freight traffic	Turntable or triangle rail (KR)	Rail yard for dangerous goods
	[m]	[m]	[mm]		[m]	[400 V, A]	[m]					[t]					
Kotka tavara				0	—	—	—	—	—	—	—	—	—	—	T	—	—
Paimenportti	53	53	265	1	—	—	—	—	—	11814	21	—	—	H	—	—	—
Kotka asema	193	193	265	1	270	63 A	—	—	—	—	—	—	—	H	—	Y	—
Kotkan satama	110	110	265	1	539	63 A	280	—	K	1350	4	—	Y	H	T	—	—
Kotalahti				0	1139	—	—	—	—	1241	4	—	—	—	T	—	—
Kotka Mussala				0	1005	—	25	—	Y	2339	2	—	—	—	T	—	K
<b>KOUVOLA</b>										180	1						
Kouvola asema	230	480	550	7	600	1500 V, 63 A	—	—	K	—	—	—	Y	H	—	Y	—
Kouvola lajittelu				0	992	25 A	175	K	K	3403	26	—	—	—	T	—	K
Kouvola Oikoraide				0	—	—	—	—	—	5647	29	—	—	—	—	—	—
Kouvola tavara				0	903	—	11	—	Y	2273	11	—	—	—	T	—	K
Kullasvaara				0	1364	—	—	—	—	—	—	—	—	—	T	—	—
Kovjoki				0	757	—	—	—	—	573	1	—	—	—	—	—	—
Kruunupyy				0	747	—	49	—	K	—	—	—	—	—	T	—	—
Kuivasjärvi				0	781	—	—	—	K	402	1	—	—	—	—	—	—
<b>KUOPIO</b>										315	1						
Kuopio asema	180	387	265	3	273	63 A	130	K	Y	—	—	—	—	H	—	—	—
Kuopio tavara				0	804	1500 V, 63 A	100	—	Y	2489	9	—	—	—	T	Y	—
Kurkimäki				0	734	—	—	—	K	4143	12	—	—	—	T	—	—
Kuurila				0	—	—	—	—	—	1274	2	—	—	—	—	—	—
Kuusankoski				0	811	63 A	Y	—	Y	—	—	—	—	—	T	—	—
Kylänlahti	56	56	265	1	—	—	—	—	—	2695	4	—	—	H	—	—	—
Kymi	66	66	265	1	759	—	—	—	—	—	—	—	—	H	—	—	—
Kyminlinna	120	120	550	1	—	—	—	—	—	3073	6	—	—	H	—	—	—
Kyrö				0	739	—	—	—	K	—	—	—	—	—	T	—	—
Kälviä				0	—	—	—	—	—	707	2	—	—	—	—	—	—
Köykkäri				0	763	—	—	—	—	—	—	—	—	—	—	—	—
Laajavuori				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Lahdenperä				0	777	—	—	—	—	—	—	—	—	—	—	—	—
Lahnaslampi				0	—	25 A	—	—	—	336	1	—	—	—	T	—	—
Lahti	270	451	550	4	709	63 A	7	K	Y	—	—	—	Y	H	T	20, KR	—
Laihia	201	201	265	1	456	—	—	—	K	5770	24	—	—	H	T	—	—
Lakiala				0	733	—	—	—	—	469	1	—	—	—	—	—	—
Lamminkoski				0	742	—	—	—	—	—	—	—	—	—	—	—	—
Lamminniemi				0	—	—	145	—	—	—	—	—	—	—	T	—	—
Lapinjärvi				0	—	—	12	—	K	914	3	—	—	—	T	—	—
Lapinlahti	300	354	265	2	759	25 A	—	—	K	773	2	—	—	H	T	—	—
Lapinneva				0	—	—	—	—	K	935	2	—	—	—	—	—	—
Lappeenranta	421	450	265, 550	3	739	25 A	60	K	Y	1044	3	—	—	H	T	22	—
Lappila	60	60	550	2	—	—	—	—	—	5456	17	—	—	H	—	—	—
Lappohja	70	70	550	1	748	—	—	—	—	—	—	—	—	H	T	—	—
Lapua	441	441	550	1	766	—	—	—	K	356	1	—	—	H	T	—	—
Larvakytö				0	932	—	—	—	—	451	2	—	—	—	—	—	—
Laukaa				0	—	—	—	—	K	—	—	—	—	—	—	—	—
Laurila				0	618	—	—	—	—	320	1	—	—	—	—	—	—
Lauritsala				0	657	—	—	—	K	637	1	—	—	—	T	—	—
Lautiosaari				0	—	—	—	—	—	35	1	—	—	—	—	—	—
Leinelä	266	266	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Lentoasema	230	230	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Letkola				0	802	—	—	—	—	—	—	—	—	—	—	—	—
Lempääli	170	170	550	2	772	—	—	—	—	—	—	—	—	H	—	—	—
Leppäkoski				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Leppävaara	266	292	550	4	—	—	—	—	—	—	—	—	—	H	—	—	—
Leteensuo				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Lieksa	151	151	265	1	677	25 A	24	K	K	213	1	—	—	H	T	20	—
Lieksan teollisuuskylä				0	—	—	20	—	—	4036	12	—	—	—	T	—	—
Lielähti				0	780	—	8	—	—	698	1	—	—	—	T	—	—
Lievesuore				0	824	25 A	23	—	K	1726	8	—	—	—	T	—	—
Liminka				0	739	—	—	—	—	1087	3	—	—	—	—	—	—
Liminpuro				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Lohiluoma				0	—	—	—	—	—	592	1	—	—	—	—	—	—
Lohja				0	596	25 A	25	—	K	240	1	—	—	—	T	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraitteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus- kenttä	Seisontaraide (m/liikenneaikka)	Seisontaraide (kpl /liikenneaikka)	Nosturi	Polttoaine	Henkilö- liikennettä	Tavara- liikennettä	Kääntöpöytä tai kolmioraide (KR)	VAK-ratapihat
Name	Min. platform length	Max. platform length	Platform height	Number of tracks with platforms	Design train length (freight traffic)	Power supply	Side loading platform length	End loading platform	Loading site			Crane	Fuel	Passenger traffic	Freight traffic	Turntable or triangle rail (KR)	Rail yard for dangerous goods
	[m]	[m]	[mm]		[m]	[400 V, A]	[m]					[t]					
Loimaa	252	450	550	2	783	—	—	—	K	2067	6	—	—	H	T	—	—
Louhela	236	236	550	2	—	—	—	—	—	179	1	—	—	H	—	—	—
Loukolampi				0	886	—	—	—	—	—	—	—	—	—	—	—	—
Lovissan satama				0	683	25 A	28	—	K Y	—	—	—	—	—	T	—	—
Luikonlahti				0	892	—	—	—	K Y	4038	9	—	—	—	T	—	—
Lusto	124	124	265	1	—	—	—	—	—	624	2	—	—	H	—	—	—
Luumäki				0	1234	—	14	—	Y	—	—	—	—	—	T	—	—
Länkipohja				0	799	—	—	—	—	—	—	—	—	—	—	—	—
Maanselkä				0	—	—	—	—	K	597	1	—	—	—	—	—	—
Maaria				0	743	—	—	—	—	—	—	—	—	—	—	—	—
Madesjärvi				0	774	25 A	8	—	K	365	1	—	—	—	T	—	—
Majajärvi				0	717	—	—	—	—	—	—	—	—	—	—	—	—
Malmi	318	348	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Malminkartano	284	284	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Mankala				0	0	—	—	—	—	—	—	—	—	—	—	—	—
Markkala				0	753	—	—	—	—	—	—	—	—	—	—	—	—
Martinlaakso	233	233	550	2	—	—	—	—	—	—	—	—	—	—	—	—	—
Masala	267	267	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Matkaneva				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Mattila				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Melalahti				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Metsäkansa				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Mikkeli	424	452	550	3	760	25 A	5	—	K Y	623	2	—	—	—	T	—	—
Misi	350	350	265	1	718	63 A	52	K	K	2953	4	—	Y	H	T	Y	—
Mommila	120	120	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Muhos	212	212	265	1	670	25 A	24	—	K	346	1	—	—	H	—	—	—
Mukkula				0	—	—	—	—	K	1505	4	—	—	—	T	—	—
Murtomäki				0	—	—	—	—	K	483	1	—	—	—	T	KR	—
Mustio				0	—	—	55	—	K	1621	2	—	—	—	T	—	—
Mustolan satama				0	—	—	—	—	Y	—	—	—	—	—	T	—	—
Muikko				0	784	—	—	—	—	—	—	—	—	—	—	—	—
Muurame				0	841	25 A	—	—	—	364	1	—	—	—	—	—	—
Muurola	316	318	265	2	724	—	—	—	—	203	1	—	—	H	—	—	—
Myllykangas				0	848	—	—	—	—	—	—	—	—	—	—	—	—
Myllykoski	60	60	265	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Myllymäki	216	216	265	1	—	—	—	—	K	1603	2	—	—	H	T	—	—
Myllyoja				0	—	—	—	—	—	879	3	—	—	—	—	—	—
Mynntiä				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Mynämäki				0	495	—	—	—	—	—	—	—	—	—	—	—	—
Myyrmäki	231	231	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Mäkkylä	270	288	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Mäntsälä	220	220	550	2	998	—	—	—	—	105	1	—	—	H	—	—	—
Mänttä				0	553	—	—	—	K	2112	6	—	—	—	T	—	—
Mäntyharju	457	457	550	2	989	—	159	—	K	654	3	—	—	H	T	—	—
Mäntyluoto				0	779	—	—	—	Y	615	1	—	—	—	T	—	—
Naantali				0	393	—	20	—	—	1574	5	—	—	—	T	—	—
Naarajärvi				0	770	—	—	—	K	802	2	—	—	—	T	—	—
Nakkila				0	733	—	—	—	—	—	—	—	—	—	—	—	—
Nastola	120	120	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Niemenpää				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Niinimaa				0	—	—	—	—	K	1414	2	—	—	—	—	—	—
Niinimäki				0	1077	—	—	—	—	—	—	—	—	—	—	—	—
Niinisalo				0	—	—	21	—	K	2189	4	—	—	—	—	—	—
Niirala				0	987	25 A	—	—	K	6406	14	—	—	—	T	—	K
Niirala-raja				0	—	—	—	—	—	—	—	—	—	—	T	—	—
Niittylahti				0	695	—	—	—	—	—	—	—	—	—	—	—	—
Nikkilä	45	45	400	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Niska				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Nivala	97	97	265	1	825	25 A	—	—	K	1018	2	—	—	H	T	—	—
Nokia	250	250	550	1	865	—	120	—	K	2935	7	—	—	H	T	—	—
Nummela				0	328	—	—	—	K	510	1	—	—	—	T	—	—
Nurmes	71	205	265	2	850	25 A	50	K	—	3356	9	—	—	H	T	18	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoitettava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus- kenttä	Seisontaraide (m/liikennepaikka)	Seisontaraide (kpl /liikennepaikka)	Nosturi	Polttoaine	Henkilö- liikennettä	Tavara- liikennettä	Kääntöpöytä tai kolmioraide (KR)	VAK-ratapihat
Name	Min. platform length	Max. platform length	Platform height	Number of tracks with platforms	Design train length (freight traffic)	Power supply	Side loading platform length	End loading platform	Loading site			Crane	Fuel	Passenger traffic	Freight traffic	Turntable or triangle rail (KR)	Rail yard for dangerous goods
	[m]	[m]	[mm]		[m]	[400 V, A]	[m]					[t]					
Närpiö				0	—	—	—	—	—	122	1	—	—	—	—	—	—
Ohenmäki				0	—	—	—	—	K	575	2	—	—	—	—	—	—
Olli				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Onttola				0	—	—	—	—	—	1937	4	—	—	—	T	—	—
Orimattila				0	—	—	—	—	K	1125	2	—	—	—	T	—	—
Orivesi	273	360	550	3	765	25 A	—	—	K	1879	9	—	—	H	T	13,7	—
Orivesi keskusta	80	80	550	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Otanmäki				0	—	—	—	—	K	943	3	—	—	—	T	—	—
Otava				0	735	—	—	—	K	387	2	—	—	—	T	—	—
Oulainen	450	492	550	3	864	25 A	80	—	K	2189	4	—	—	H	T	—	—
<b>OULU</b>																	
Oulunlahti				0	945	—	—	—	—	—	—	—	—	—	—	—	—
Oulu Nokela				0	990	63 A	—	—	—	4015	15	—	Y	—	T	—	—
Oulu Oritkari				0	—	63 A	200	—	Y	2903	4	—	—	—	T	—	—
Oulu tavara				0	769	25 A	6	—	—	8573	24	—	—	—	T	Y	—
Oulu asema	368	498	550, 265	3	488	1500 V, 63 A	—	—	K	3231	10	—	—	H	—	—	—
Oulu Tuira				0	759	—	66	—	K	1035	4	—	—	—	T	—	—
Paimio				0	763	—	—	—	—	—	—	—	—	—	—	—	—
Palopuro				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Paltamo	231	231	265	1	664	25 A	—	—	K	442	1	—	—	H	T	—	—
Pankakoski				0	—	—	—	—	K Y	1866	5	—	—	—	T	—	—
Parikkala	294	379	265	3	705	25 A	30	K	—	858	2	—	—	H	—	—	—
Parkano	600	600	550	3	941	25 A	10	—	K Y	2756	6	—	—	H	—	—	—
Parola	180	192	550	2	923	—	31	Y	K	439	1	—	—	H	T	—	—
Patokangas				0	713	—	—	—	K Y	1789	3	—	—	—	T	—	—
Pello	454	454	265	1	585	25 A	35	—	K Y	1839	3	—	—	H	T	—	—
Peltosalmi				0	—	25 A	—	—	K	1703	3	Y	—	—	T	—	—
Peräseinäjoki				0	762	—	16	—	K	206	1	—	—	—	T	—	—
Pesäköylä				0	—	—	—	—	—	963	2	—	—	—	—	—	—
Petäjävesi	142	142	265	1	762	—	—	—	K	580	2	—	—	H	T	—	—
<b>PIEKSÄMÄKI</b>																	
Pieksämäki asema	332	611	265	4	499	1500 V, 63 A	5	—	Y	2120	9	—	—	H	—	—	—
Pieksämäki Temu				0	947	63 A	—	—	K Y	9103	38	—	Y	—	—	KR	—
Pieksämäki lajittelu				0	875	—	—	—	—	3171	11	—	—	—	T	—	—
Pieksämäki tavara				0	775	—	—	—	—	103	2	—	—	—	T	—	—
Pietarsaari				0	706	25 A	—	—	—	1061	2	—	—	—	T	—	—
Pihlajavesi	99	120	265, 550	2	546	—	—	—	—	575	1	—	—	H	—	—	—
Pihlkipudas				0	—	—	—	—	K	1553	2	—	—	—	T	—	—
Piikkiö				0	303	—	—	—	K	422	2	—	—	—	T	—	—
Pikkarala				0	759	—	—	—	—	—	—	—	—	—	—	—	—
Pitäjänmäki	270	306	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Pitkälallio				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Pitkämäki				0	1153	—	—	—	K	—	—	—	—	—	T	—	—
Pohjankuru				0	301	—	—	—	K	1029	5	—	—	—	T	—	—
Pohjois-Haaga	240	240	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Pohjois-Louko				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Poikkeus				0	715	—	—	—	—	—	—	—	—	—	—	—	—
Poiksilta				0	—	—	—	—	K	1516	2	—	—	—	T	—	—
Pori	251	251	550	2	733	—	—	—	K Y	4280	15	—	Y	H	—	—	—
Porvoo	118	118	265	1	—	—	—	—	—	1669	12	—	—	H	—	Y	—
Puhos				0	648	25 A	13	—	K	3337	9	—	—	—	T	—	—
Puistola	274	274	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Pukinmäki	273	279	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Pulsa				0	1834	—	—	—	—	271	1	—	—	—	—	—	—
Punkaharju	201	201	265	1	435	25 A	—	—	K	482	1	—	—	H	T	—	—
Pyhäkumpu				0	366	—	9	—	—	399	1	—	—	—	T	—	—
Pyhäkumpu erkanemisvaihte				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Pyhäsalmi	65	65	265	1	666	25 A	—	—	K	1049	3	—	—	H	T	—	—
Pännäinen	450	450	550	2	750	—	—	—	—	—	—	—	—	H	—	—	—
Raahe				0	1147	63 A	53	—	K	2615	5	—	—	—	T	—	—
Raippo				0	1847	—	144	—	—	1217	4	—	—	—	T	—	—
Raisio				0	—	—	—	—	—	772	2	—	—	—	T	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoitettava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus- kenttä	Seisontaraide (m/liikennepaikka)	Seisontaraide (kpl /liikennepaikka)	Nosturi	Polttoaine	Henkilö- liikennettä	Tavara- liikennettä	Kääntöpöytä tai kolmioraide (KR)	VAK-ratapihat
Name	Min. platform length	Max. platform length	Platform height	Number of tracks with platforms	Design train length (freight traffic)	Power supply	Side loading platform length	End loading platform	Loading site			Crane	Fuel	Passenger traffic	Freight traffic	Turntable or triangle rail (KR)	Rail yard for dangerous goods
	[m]	[m]	[mm]		[m]	[400 V, A]	[m]					[t]					
Rajamäki				0	—	—	—	—	K	952	4	—	—	—	T	—	—
Rajaperkiö				0	746	—	—	—	—	—	—	—	—	—	—	—	—
Rantasalmi				0	784	—	—	—	K	1505	2	—	—	—	T	—	—
Rasinsuo				0	740	—	—	—	—	—	—	—	—	—	—	—	—
Ratikylä				0	748	—	—	—	K	—	—	—	—	—	T	—	—
Rauha				0	791	—	—	—	K	1113	7	—	—	—	T	—	—
Rauhalahdi				0	—	—	—	—	—	492	2	—	—	—	T	—	—
Rauma				0	916	25 A	15	K	Y	1522	11	—	—	—	T	—	—
Raunio				0	759	—	—	—	—	—	—	—	—	—	—	—	—
Rautaruukki				0	—	—	—	—	—	7851	13	—	—	—	T	—	—
Rautjärvi				0	784	—	—	—	—	—	—	—	—	—	—	—	—
Rautpohja				0	—	—	—	—	Y	—	—	—	—	—	T	—	—
Rekola	270	270	550	2	—	—	—	—	—	—	—	—	—	—	—	—	—
Retretti	121	121	265	1	—	—	—	—	—	—	—	—	—	H	—	—	—
<b>RIIHIMÄKI</b>																	
Riihimäki Arolampi				0	—	—	—	—	—	—	—	—	—	—	—	—	K
Riihimäki lajittelu				0	719	—	—	—	Y	1595	3	—	—	—	T	—	K
Riihimäki tavara				0	997	—	—	—	K Y	13541	21	—	—	—	T	—	K
Riihimäki asema	80	472	550, 265	6	643	1500 V, 63 A	26	—	—	5339	28	—	Y	H	—	Y	K
Riijärvi				0	757	—	—	—	—	—	—	—	—	—	—	—	—
Riiippa				0	968	—	—	—	—	750	1	—	—	—	—	—	—
Ristiina				0	765	—	—	—	K	1694	2	—	—	—	T	—	—
Ristijärvi				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Rovaniemi	484	546	550, 265	3	731	1500 V, 63 A	188	K Y	K Y	8824	21	—	—	H	T	20	—
Ruha				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Runni	36	36	265	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Ruukki	454	454	550	1	738	—	—	—	K	1663	3	—	—	H	T	—	—
Ruusumäki				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Ryttylä	171	173	550	2	—	—	7	—	K	944	3	—	—	H	T	—	—
Röyttä				0	—	25 A	—	—	K	3853	8	—	—	—	T	—	—
Saakoski				0	816	25 A	5	—	—	377	1	—	—	—	—	—	—
Saari					692	—	—	—	—	—	—	—	—	H	T	—	—
Saarjärvi				0	—	—	40	K	K	1720	3	—	—	—	T	—	—
Salminen				0	736	—	—	—	K	383	1	—	—	—	—	—	—
Salo	306	308	550	3	380	—	—	K	K	1552	6	—	—	H	T	—	—
Sammalisto				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Santala	70	70	550	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Saunamäki				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Savio	270	270	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
<b>SAVONLINNA</b>																	
Savonlinna asema		90	550	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Pääskylahdi	90	90	550	1	663	63 A	—	—	—	911	4	—	Y	H	—	—	—
<b>SEINÄJOKI</b>																	
Seinäjoen tavara				0	861	25 A	40	—	K	2455	9	—	—	—	T	Y	—
Seinäjoen asema	396	459	550, 265	4	478	1500 V, 63 A	65	—	Y	4529	23	—	Y	H	T	21	—
Selänpää				0	772	—	—	—	—	—	—	—	—	—	—	—	—
Steppijärvi				0	—	—	—	—	K	756	1	—	—	—	T	—	—
Sievi				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Siikamäki				0	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>SILLINJÄRVI</b>																	
Sillinjärvi asema	156	360	265	2	702	25 A	—	—	K	3003	9	—	—	H	T	KR	—
Ruokosuo				0	—	—	—	—	—	—	—	—	—	—	T	KR	—
Simo					990	—	46	—	K	182	1	—	—	—	—	—	—
Simpele	243	301	265	3	796	25 A	17	—	K	1045	3	—	—	H	T	—	—
Sipilä				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Sisättö				0	757	—	—	—	—	—	—	—	—	—	—	—	—
Siuntio	112	176	550	2	513	—	—	—	—	—	—	—	—	H	—	—	—
Siuro					703	—	—	—	K	744	1	—	—	—	—	—	—
Skogby	68	68	550	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Sköldvik				0	945	25 A	—	—	—	441	3	—	—	—	T	—	K
Soinlahti				0	—	—	—	—	Y	2562	5	—	—	—	T	—	—
Sorsasalo				0	—	—	—	—	—	1198	1	—	—	—	T	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoitettava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus- kenttä	Seisontaraide (m/liikenneaika)	Seisontaraide (kpl /liikenneaika)	Nosturi	Polttoaine	Henkilö- liikennettä	Tavara- liikennettä	Kääntöpyötä tai kolmioraide (KR)	VAK-ratapihat
Name	Min. platform length	Max. platform length	Platform height	Number of tracks with platforms	Design train length (freight traffic)	Power supply	Side loading platform length	End loading platform	Loading site			Crane	Fuel	Passenger traffic	Freight traffic	Turntable or triangle rail (KR)	Rail yard for dangerous goods
	[m]	[m]	[mm]		[m]	[400 V, A]	[m]					[t]					
Sukeva	239	239	265	1	624	25 A	—	—	K	1281	2	—	—	—	T	—	—
Suolahti				0	676	25 A	—	—	K	1252	2	—	—	—	T	—	—
Suonenjoki	350	350	550	2	753	25 A	—	—	K	802	2	—	—	H	T	20	—
Suoniemi				0	743	—	—	—	—	—	—	—	—	—	—	—	—
Syrjä				0	—	—	5	—	—	245	1	—	—	—	—	—	—
Syrjämäki				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Sysmäjärvi				0	—	—	—	—	K	1924	4	—	—	—	T	—	—
Säkäniemi				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Sänkimäki				0	—	—	—	—	K	1948	3	—	—	—	T	—	—
Sääksjärvi				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Taavetti				0	723	—	18	—	—	797	3	—	—	—	T	—	—
Tahkoluoto				0	—	—	—	—	Y	—	—	—	—	—	T	—	—
Taipale				0	829	—	—	—	—	—	—	—	—	—	—	—	—
Talviainen				0	732	25 A	—	—	—	321	1	—	—	—	—	—	—
Talviavaara				0	614	—	—	—	—	1257	3	—	—	—	T	—	—
Tammisaari	80	80	550	1	—	—	—	—	—	—	—	—	—	H	—	—	—
<b>TAMPERE</b>																	
Tampere tavara				0	767	1500 V, 63 A	15	—	—	4031	26	Y	Y	—	T	22	—
Tampere Viinikka				0	966	25 A	134	K	Y	2793	18	—	—	—	T	—	K
Tampere asema	500	500	550	5	693	1500 V, 63 A	—	K	—	1588	13	—	—	H	—	—	—
Tampere Järvenivu				0	—	—	—	—	—	—	—	—	—	—	—	KR	—
Tapanila	272	272	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Tapavaainola				0	748	—	—	—	—	—	—	—	—	—	—	—	—
Tavastila	47	47	265	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Tervajoki	171	171	265	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Tervola	231	301	265	2	709	25 A	11	—	K	322	1	—	—	H	—	—	—
Teuva				0	—	25 A	—	—	K	477	1	—	—	—	T	—	—
Tikkala				0	1029	—	—	—	—	—	—	—	—	—	—	—	—
Tikkaperä				0	925	—	—	—	—	1930	2	—	—	—	—	—	—
<b>TIKKURILA</b>																	
Havukoski				0	0	—	—	—	—	—	—	—	—	—	—	—	—
Hiekkaharju	255	526	550	3	—	—	—	—	—	—	—	—	—	H	—	—	—
Tikkurila asema	320	445	550	6	412	—	30	—	K	1400	7	—	—	H	T	—	—
Tohmajärvi				0	735	—	—	—	K	1143	3	—	—	—	T	—	—
Toijala	450	450	550	4	690	25 A	—	—	K	4171	12	Y	—	H	T	Y	—
Toivala				0	749	25 A	—	—	K	219	1	—	—	—	T	—	—
Tolsa	220	220	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Tommola				0	—	—	—	—	—	—	—	—	—	—	—	—	—
Torkkeli				0	786	—	—	—	—	—	—	—	—	—	—	—	—
<b>TORNIO</b>																	
Tornio asema				0	321	63 A	24	K	K	11458	33	—	—	—	T	—	—
Tornio-raja				0	—	—	—	—	—	—	—	—	—	—	T	—	—
<b>Tornio-Itäinen</b>	297	297	550	1	—	—	—	—	—	—	—	—	—	H	—	KR	—
Tuomarila	220	222	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Tuomioja				0	940	—	—	—	—	1101	2	—	—	—	—	KR	—
Turenki	170	170	550	2	1204	—	—	—	K	846	2	—	—	H	T	—	—
<b>TURKU</b>																	
Kupittaa	420	420	550	2	632	—	—	—	—	—	—	—	—	H	—	—	K
Turku asema	315	466	550	6	756	1500 V, 63 A	—	K	—	3680	21	—	Y	H	T	—	K
Turku tavara				0	382	25 A	10	—	K Y	5787	19	—	—	—	T	—	K
Turku satama	300	304	550	2	421	63 A	—	—	—	—	—	—	—	H	—	—	K
Tuupovaara				0	—	—	14	—	K	1208	2	—	—	—	T	—	—
Tuuri	66	66	550	1	—	—	—	—	K	320	1	—	—	H	—	—	—
Törmä				0	857	—	—	—	—	—	—	—	—	—	—	—	—
Töreltä				0	756	—	—	—	—	—	—	—	—	—	—	—	—
Ulmaharju	98	98	550	1	805	25 A	—	—	K Y	2263	4	—	—	H	T	—	—
Urzala				0	732	—	8	—	—	157	1	—	—	—	—	—	—
Utajärvi	165	165	265	2	713	—	25	—	K	187	1	—	—	H	T	—	—
Utti				0	—	—	101	—	—	1310	3	—	—	—	T	—	—
Uusikaupunki				0	680	—	—	—	—	513	1	—	—	—	T	—	—
Uusikyliä	120	120	550	2	1382	—	6	—	K	1495	6	Y	—	—	T	—	—
Vaajakoski				0	725	—	14	—	K	648	2	—	—	—	T	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus- kenttä	Seisontaraide (m/liikennepaikka)	Seisontaraide (kpl /liikennepaikka)	Nosturi	Polttoaine	Henkilö- liikennettä	Tavara- liikennettä	Kääntöpöytä tai kolmioraide (KR)	VAK-ratapihat
Name	Min. platform length	Max. platform length	Platform height	Number of tracks with platforms	Design train length (freight traffic)	Power supply	Side loading platform length	End loading platform	Loading site			Crane	Fuel	Passenger traffic	Freight traffic	Turntable or triangle rail (KR)	Rail yard for dangerous goods
	[m]	[m]	[mm]		[m]	[400 V, A]	[m]					[t]					
Vaala	182	182	265	2	1019	25 A	25	—	K	248	1	—	—	H	—	—	—
Vaarala	—	—	—	0	—	—	—	—	K	659	2	—	—	—	T	—	—
Vaasa	258	258	550	1	450	1500 V, 63 A	—	—	—	1478	3	—	—	H	T	—	—
Vahojärvi	—	—	—	0	716	—	—	—	—	—	—	—	—	—	—	—	—
<b>VAINIKKALA</b>																	
Vainikkala tavara	—	—	—	0	1409	25 A	50	K	Y	5267	17	—	Y	—	T	—	K
Vainikkala asema	482	484	550, 265	3	952	—	—	—	K	1038	2	—	—	H	T	—	K
Vainikkala-raja	—	—	—	0	—	—	—	—	—	—	—	—	—	—	T	—	K
Valimo	270	270	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Valkeakoski	—	—	—	0	346	—	54	—	K	3658	7	—	—	—	T	—	—
Valkeasuo	—	—	—	0	—	—	—	—	K	1286	2	—	—	—	—	—	—
Valtimo	—	—	—	0	756	—	—	—	K	1021	3	—	—	—	T	—	—
Vammala	251	251	550	3	843	—	128	—	Y	392	2	—	—	H	T	—	—
Vanattara	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Vantaankoski	193	196	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Varkaus	180	213	265	2	728	63 A	124	K	K Y	5677	12	—	—	H	T	KR	—
Vartius	—	—	—	0	1093	25 A	—	—	K	761	2	—	—	—	T	—	—
Vartius-raja	—	—	—	0	—	—	—	—	—	—	—	—	—	—	T	—	—
Vasikkahaka	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Vaskiluoto	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Vehkala	230	230	550	2	—	—	—	Y	K Y	1489	4	—	—	H	—	—	—
Venetmäki	—	—	—	0	825	—	—	—	—	—	—	—	—	—	—	—	—
Vesanka	—	—	—	0	—	—	5	—	K	394	1	—	—	—	—	—	—
Viekkä	—	—	—	0	—	—	—	—	K	2366	3	—	—	—	—	—	—
Vierumäki	—	—	—	0	—	—	92	—	K	2248	5	—	—	—	T	—	—
Vihanti	450	450	550	2	698	—	—	—	K Y	569	1	—	—	H	—	—	—
Vihtari	58	98	265	2	562	25 A	134	—	K	706	2	—	—	H	T	—	—
Vihtavuori	—	—	—	0	723	—	—	—	—	—	—	—	—	—	T	—	—
Viiala	170	170	550	2	—	—	—	—	—	—	—	—	—	H	—	—	—
Viinijärvi	132	186	265	2	641	25 A	—	—	—	452	1	—	—	H	T	—	—
Viltähde	120	120	550	2	—	—	—	—	—	—	—	—	—	—	—	—	—
Vilppula	112	112	550	1	694	25 A	—	—	K	962	3	—	—	H	T	—	—
Vinnilä	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Virkamies	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Vottti	—	—	—	0	761	—	—	—	—	—	—	—	—	—	—	—	—
Vuohijärvi	—	—	—	0	710	—	15	K	—	2272	3	—	—	—	T	—	—
Vuojoki	—	—	—	0	760	—	—	—	—	—	—	—	—	—	—	—	—
Vuokatti	—	—	—	0	627	25 A	—	—	K Y	1794	5	—	—	—	T	—	—
Vuonisahti	55	55	265	1	—	—	—	—	—	701	1	—	—	H	—	—	—
Vuonos	—	—	—	0	—	—	16	—	—	513	1	—	—	—	T	—	—
Vuosaari	—	—	—	0	927	—	—	—	—	2938	10	—	—	—	T	—	—
<b>YKSPIHLAJA</b>																	
Ykspihlaja tavara	—	—	—	0	767	—	—	—	K Y	4017	16	—	—	—	T	—	K
Ykspihlaja väitratapiha	—	—	—	0	939	63 A	—	—	K Y	1981	4	—	—	—	T	—	K
Ylistaro	177	177	265	1	—	—	—	—	—	—	—	—	—	H	—	—	—
Ylitornio	167	167	265	1	—	25 A	—	—	—	—	—	—	—	H	—	—	—
Ylivalti	—	—	—	0	1014	—	—	—	Y	1119	2	—	—	—	—	—	—
Ylivieska	436	450	265	3	767	63 A	113	—	K Y	4781	20	—	—	H	T	20	—
Yläkoski	—	—	—	0	—	—	—	—	Y	1355	3	—	—	—	T	—	—
Ylämytly	—	—	—	0	—	—	77	—	K	1507	3	—	—	—	T	—	—
Ylöjärvi	—	—	—	0	712	—	62	—	K	291	2	—	—	—	T	—	—
Ypykkävaara	—	—	—	0	1050	—	—	—	K	775	1	—	—	—	T	—	—
Äetsä	—	—	—	0	924	—	—	—	K	640	1	—	—	—	—	—	—
Ähtäri	82	224	265	2	614	—	—	—	—	599	1	—	—	H	—	—	—
Ämmänsaari	—	—	—	0	570	25 A	—	—	K	1386	3	—	—	—	T	—	—
Äänekoski	—	—	—	0	850	25 A	14	—	K	3211	6	—	—	—	T	—	—



## Rautatieliikennepaikat/Tulossa olevat liikennepaikat

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Kauko-ohjaus/ manuaalinen	Yksityis- raiteita	Vaihtotyö- mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Haimoo		Hmo			87+700	Hyvinkää–Karjaa	Vihti	K		
Heikkilänkangas		Hg			762+500	Oulu–Kontiomäki	Oulu	K		
Honkaranta		Hkr			572+882	Iisalmi–Ylivieska	Kiuruvesi	K		
Iisalmen kolmioraide		Ilk			553+399	Iisalmi–Ylivieska	Iisalmi	K		
Jäniskorpi		Jnk			586+419	Seinäjoki–Oulu	Kannus	K		
Karvoskylä		Kvä			662+676	Iisalmi–Ylivieska	Nivala	K		
Kiilinkangas		Kkg			299+490	Kouvola–Joensuu	Lappeenranta	K		
Kuninkaanmäki		Knm			38+500	Kerava–Vuosaari	Vantaa	K		
Kuusikkoniemi		Ksn			906+900	Oulu–Kontiomäki	Paltamo	K		
Lapinkylä		Lpk			19+900	Vantaankoski–Havukoski	Vantaa	K		
Latukka		Ltk			563+440	Pieksämäki–Kontiomäki	Iisalmi	K		
Pappilankangas		Pkg			308+633	Kouvola–Joensuu	Lappeenranta	K		
Petas		Pet			17+170	Vantaankoski–Havukoski	Vantaa	K		
Puikkokoski		Pui			665+680	Kontiomäki–Vartius-raja	Paltamo	K		
Puolukkasuo		Puo			23+510	Vantaankoski–Havukoski	Vantaa	K		
Rasimäki		Rmk			602+460	Pieksämäki–Kontiomäki	Kajaani	K		
Raudaskylä		Rkä			691+015	Iisalmi–Ylivieska	Ylivieska	K		
Ruoneva		Rnv				Seinäjoki–Oulu	Siikajoki	K		
Ruskeasanta	Rödsand	Rs			28+760	Vantaankoski–Havukoski	Vantaa	K		
Saarela		Srl			594+018	Seinäjoki–Oulu	Kannus	K		
Salmenmäki		Sal				Seinäjoki–Oulu		K		
Temmesjoki		Tmj				Seinäjoki–Oulu	Liminka	K		
<b>Tesoma</b>		<b>Tso</b>		<b>Seisake</b>	<b>196+200</b>	<b>Lielähti–Kokemäki</b>	<b>Tampere</b>			
Tuomaanvaara		Tva			682+300	Kontiomäki–Vartius-raja	Ristijärvi	K		
Tupavuori		Tvu			260+100	Kouvola–Joensuu	Lappeenranta	K		
Tupos		Tup			736+500	Seinäjoki–Oulu	Kempele	K		
Viinikkala	Vinikby	Vkl			22+590	Vantaankoski–Havukoski	Vantaa	K		
Yllikkälä		Yll			268+500	Kouvola–Joensuu	Lappeenranta	K		



## Railway traffic operating points/Non-finnish border stations

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Kauko-ohjaus/ manuaalinen	Yksityisraiteita	Vaihtotyö- mahdollisuus
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Buslovskaja		Bsl			288+000	Vainikkala raja – Viipuri		K		
Haaparanta	Haparanda	Hpa			888+130	Tornio–raja – Boden	Haparanda	K		
Kivijärvi		Kiv			759+800	Vartius–raja – Kostamus		K		
Svetogorsk		Stg			338+200	Imatrankoski–raja – Kamennogorsk (Antrea)		K		
Värtsilä		Vrs			553+300	Niirala–raja – Matkaselkä		K		



## Loading gauge

The loading gauge (KU) refers to 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.

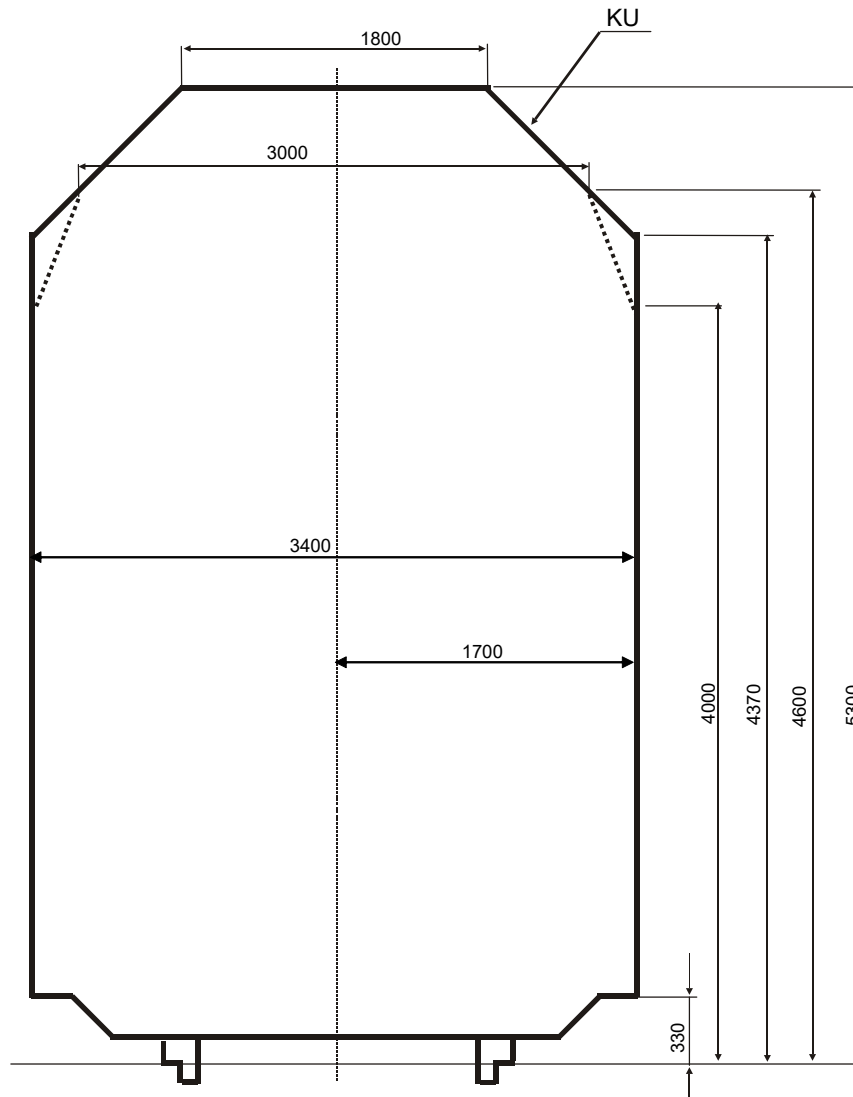


Figure 1. Principal dimensions of the loading gauge.

### Use of the loading gauge

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

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

---

If there is a risk that the load may be displaced laterally 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 transport.

### **Loading gauge restrictions**

The bridges on the line section Helsinki–Pasila station – Ilmala railway yard restrict the loading gauge. The loading gauge valid on bridges is marked with a 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 when operating in local traffic.

### **Transport terms and conditions for vehicles or other loading units exceeding the loading gauge**

Lorries, lorry trailers and containers exceeding the loading gauge may be transported on the following conditions. Loading instructions to be inserted in the railway undertaking's safety management system – lorries, lorry trailers and containers exceeding the loading gauge.

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

### **Loading**

Loading of a vehicle or other loading units exceeding the loading gauge is permitted if the largest width of the vehicle is max. 2,600 mm, and the greatest height is max. 4,200 mm, when the floor height is 1,100 mm.

The greatest load height from the upper surface of the rail shall not exceed 5,300 mm and a maximum  $\pm 100$  mm deviation of the lateral load is allowed.

The instructions for loading from vehicles to goods wagons shall be applied to loading of wagons intended for vehicle transports (onto combined transport wagons).

The loading dimensions are also shown in Figure 2.

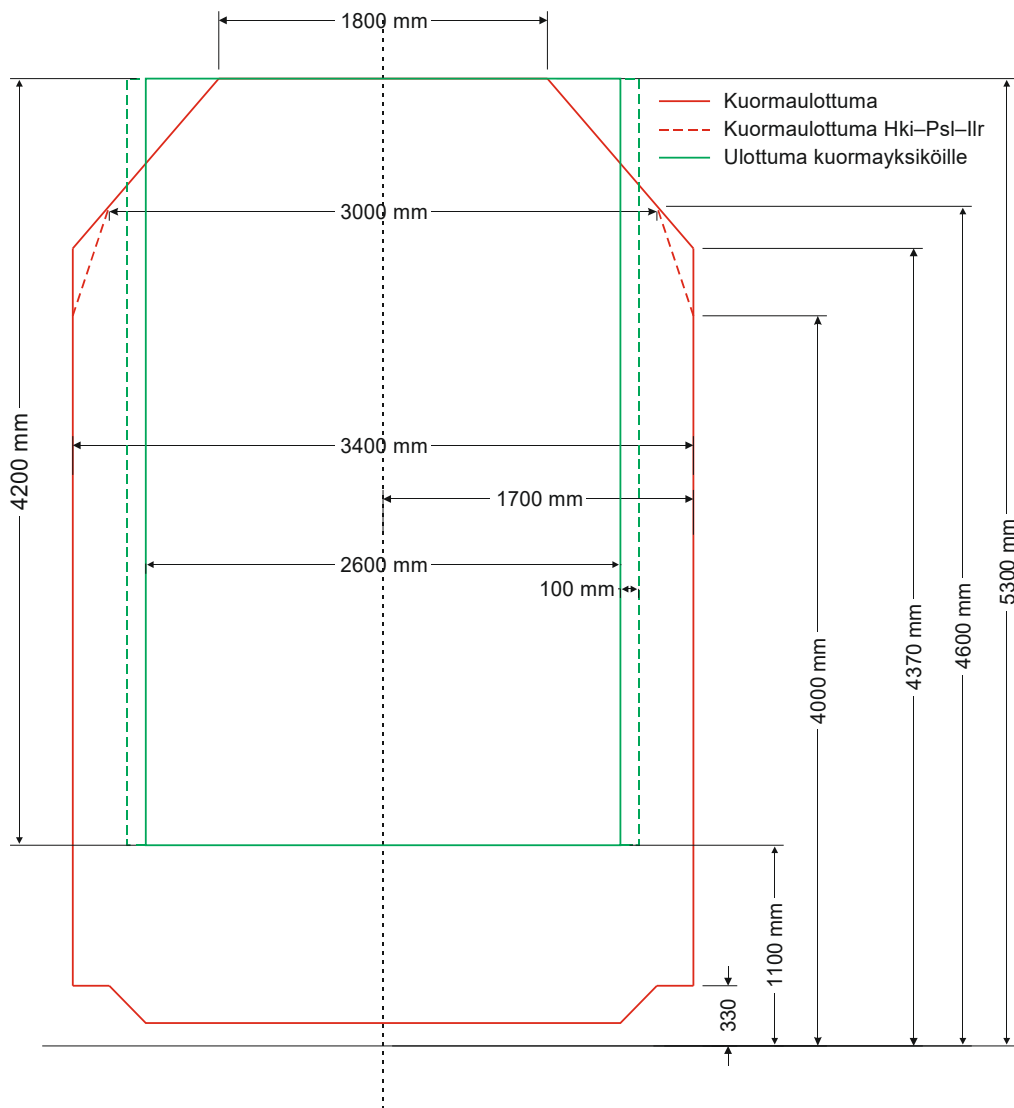


Figure 2. Loading dimensions for vehicles and other loading units exceeding the loading gauge.

**Line sections and tracks where it is allowed to transport wagons exceeding the loading gauge**

Vehicles or loading units exceeding the loading gauge may be transported on the line sections mentioned in tables 1 and 2 according to the rolling stock category in table 3. The line sections are shown in Figure 3.

At the traffic operating points, which have not been indicated for the different line sections in the tables, it is allowed to use all through routes according to the rules applying to the use of safety devices.

If a track has been indicated for a traffic operating point in the table, where the same track number is used for different track sections separated with letters, the track number itself refers to all such sections.

If these transports require shunting operations on tracks, which are not mentioned here, the tracks shall be specified locally by a railway technology specialist.

Loading, inspections and unloading of wagons on or in the vicinity of electrified railways shall comply with the safety regulations.

Table 1. Wagon length  $\leq 24.0$  m.

Wagon length $\leq 24.0$ m	
I	Helsinki–Kemi–Tornio / Rovaniemi
II	Helsinki–Karjaa–Turku
III	Hanko–Hyvinkää
IV	Uusikaupunki–Turku–Toijala
V	(Tampere)–Lielähti–Mäntyluoto / Tahkoluoto / Rauma
VI	Seinäjoki–Vaskiluoto
VII	Tampere–Jämsä–Pieksämäki
VIII	Riihimäki–Kouvola–Ämmänsaari
IX	Kouvola–Lieksa
X	Pieksämäki–Varkaus–Joensuu
XI	Kontiomäki–Oulu
XII	Viinijärvi–Siilinjärvi
XIII	Kouvola–Kotka / Kotka Mussalo
XIV	Lahti–Port of Loviisa
XV	Kerava–Hakosilta
XVI	Luumäki–Vainikkala border
XVII	Rovaniemi–Kemijärvi

Table 2.  $24.0\text{m} \leq \text{Wagon length} \leq 26.0$  m.

24.0m $\leq$ Wagon length $\leq$ 26.0 m	
XVIII	Helsinki–Oulu
XIX	Riihimäki–Kouvola–Vainikkala border
XX	Kerava–Hakosilta
XXI	Kouvola–Kontiomäki–Oulu–Kemijärvi
XXII	Lielähti–Kokemäki
XXIII	Parkano–Niinisalo
XXIV	Kerava–Vuosaari

### Wagon stock and speed of combined transports

The stock used for combined transports has been divided into two categories according to the principal dimensions. The allowed line sections for these categories are presented in tables 1 and 2.



Table 3. *Principal measures of stock used for combined transports.*

Principal measures of stock used for combined transports				
Category	Length [s] over buffers / max. coupling length	Distance between bogie centres	Maximum wheelbase (distance between inner wheelsets)	Example
A	$s \leq 24.0$ m	18.4 m	16.6 m	Rbnqss
B	$24.0$ m $\leq s \leq$ 26.0 m	20.0 m	18.2 m	Sdggngqss-w

The maximum allowed transport speed is 120 km/h. However, the transport speed shall not be higher than the speed limit imposed for the transporting wagons, the line section or otherwise.

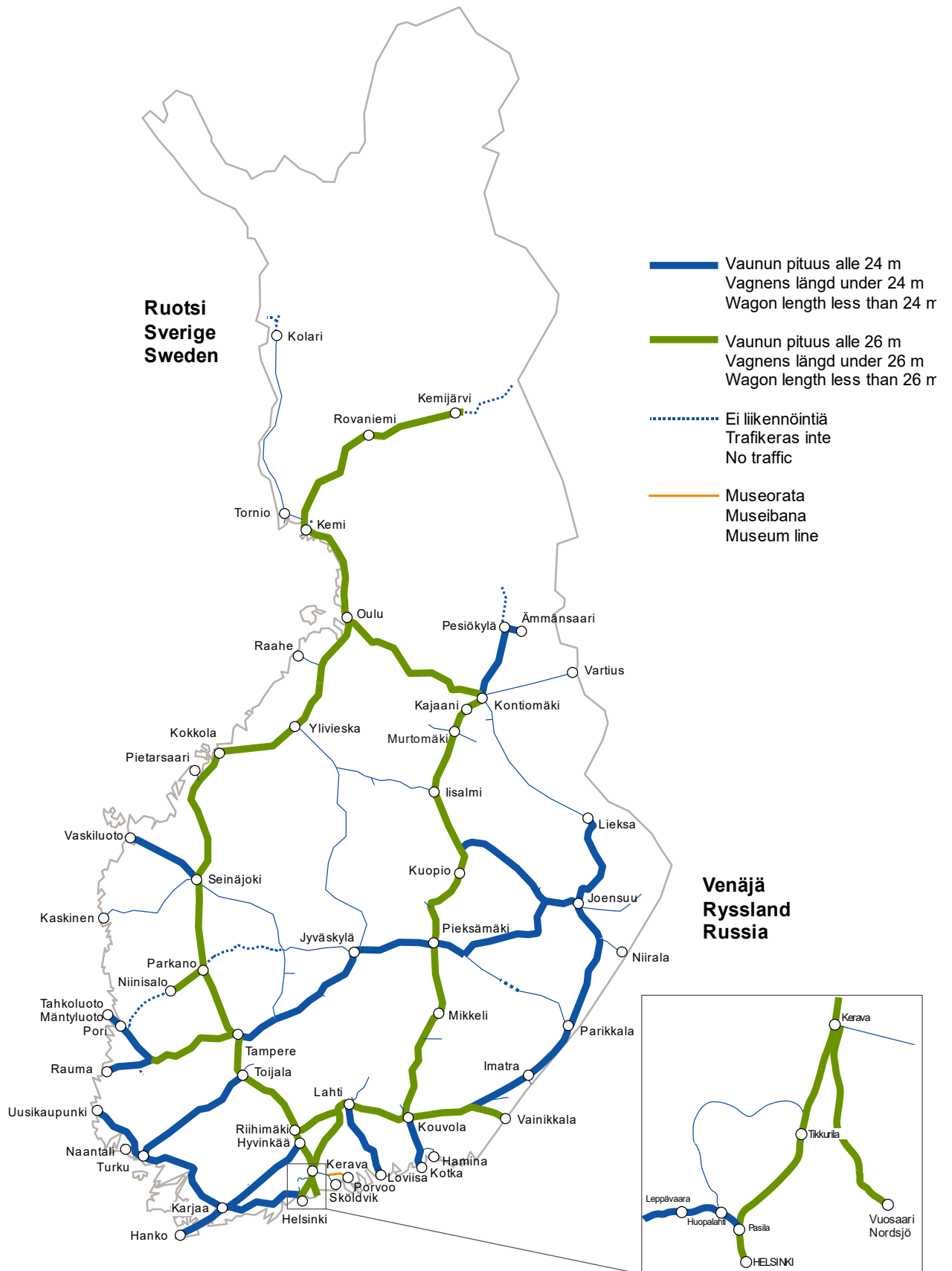


Figure 3. Operating vehicles exceeding the loading gauge on different line.

# Structure gauge

No fixed installations or equipment must be placed within the structure gauge envelope.

The form and dimensions of the structure gauge (ATU) on a straight track, on an 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 widths of the structure gauge in curves, restrictions and more detailed instructions are presented in the Ratatekniset ohjeet (RATO) publication, part 2 "Radan geometria" (Track geometry).

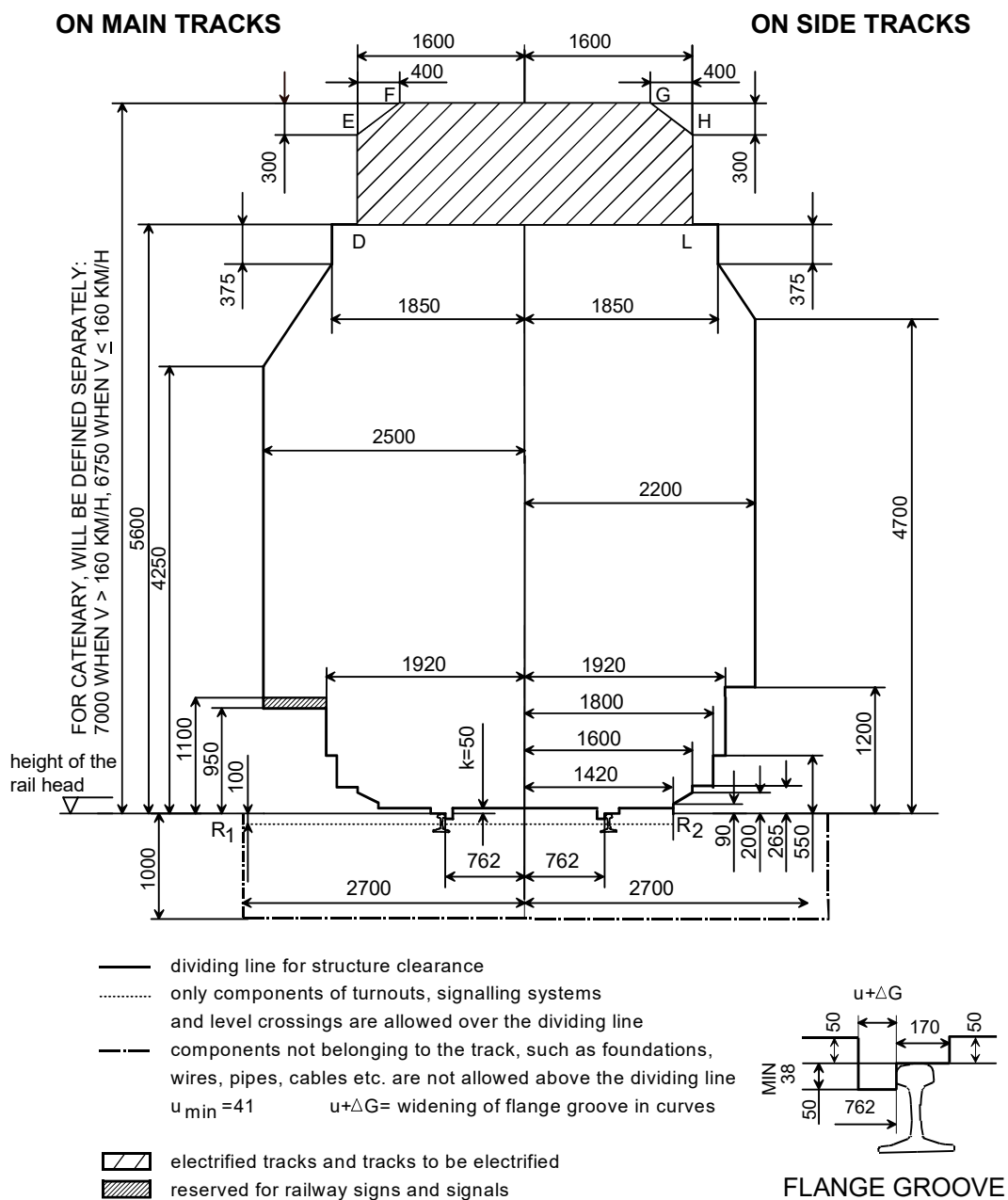


Figure 1. Principal dimensions of the structure gauge.

### **Effective passing clearance**

The structure gauge 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 maintenance providers.

## Superstructure categories, EN categories derived from the superstructure categories and permitted speeds for different axle loads

### Division of lines into EN categories

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

Table 1. *Division of lines into EN categories*

Categories		Superstructure		
Infrastructure manager's superstructure category	EN category SFS-EN 15528	Rails	Sleepers	Ballast
A	C4	K30, K33	wooden	gravel or equivalent
B <sub>1</sub>	D4	K43, 54 E1, K60, 60 E1	wooden	gravel or equivalent
B <sub>2</sub>	D4	K43, K60	wooden, concrete	railway ballast
C <sub>1</sub>	D4 /E4	54 E1	wooden, concrete before 1987	railway ballast
C <sub>2</sub>	D4/E4	54 E1	concrete from 1987 onwards	railway ballast
D	D4/E4	60 E1/60E2	concrete	railway ballast

The limit of the line category is marked in the middle of the station building at the traffic operating point, unless another point is indicated by the kilometre marking.

The line categories for sections of lines are also presented in Figure 1.

### Responsibility of track maintenance service provider

The track maintenance service provider has the right to restrict the permitted axle load and speed depending on the condition of the track superstructure.

Table 2. Superstructure categories and EN categories derived from the superstructure categories of the main lines and permitted speeds for different axle loads.

Section of line	Category	
	Infrastructure manager	SFS-EN 15528
<b>Helsinki-Turku satama</b>		
Helsinki asema–km 25,2	D	D4
km 25,2–km 29,0	C1	D4
km 29,0–km 121,3	D	D4
km 121,3–km 125,0	C1	D4
km 125,0– km 152,0	D	D4
km 152,0– km 193,4	C1	D4
km 193,4–Turku asema	D	D4
Turku asema–Turku satama	C1	D4
<b>Huopalahti-Tikkurila</b>		
Huopalahti–Havukoski	D	D4
<b>Hyvinkää-Karjaa</b>		
Hyvinkää–km 133,1	C1	D4
km 133,1–Kirkniemi	D	D4
Kirkniemi–km 152,2	D	E4
km 152,2–Karjaa	C1	E4
<b>Karjaa-Hanko</b>		
Karjaa–km 205,7	D	E4
km 205,7–Hanko-Pohjoinen	C1	E4
Hanko-Pohjoinen–Hanko asema	B1	D4
<b>Turku-Uusikaupunki</b>		
Turku asema–Raisio (km 207,4)	C1	D4
Raisio (km 207,4)– Uusikaupunki	B1	D4
<b>Uusikaupunki-Hangonsaari</b>		
Uusikaupunki–km 269,0	C1	D4
km 269,0–Hangonsaari	B1	D4
<b>Raisio-Naantali</b>		
	B1	D4
<b>Helsinki-Riihimäki</b>		
Helsinki asema–Pasila asema	D	D4
Pasila asema– Riihimäki asema	D	E4
<b>Kerava-Hakosilta</b>		
Kytömaa–Hakosilta	D	E4
<b>Kerava-Sköldvik</b>		
Kytömaa–Sköldvik	D	D4
<b>Olli-Porvoo</b>		
	A	C4

Section of line	Category	
	Infrastructure manager	SFS-EN 15528
<b>Kerava-Vuosaari</b>	D	E4
<b>Riihimäki-Tampere</b> Riihimäki asema-Tampere asema	D	E4
<b>Toijala-Turku</b> Toijala-Turku asema	D	D4
<b>Toijala-Valkeakoski</b>	C1	D4
<b>Tampere-Seinäjoki</b> Tampere asema-Seinäjoki asema	D	E4
<b>Lielähti-Kokemäki</b>	D	E4
<b>Kokemäki-Pori</b> Kokemäki-Harjavalta Harjavalta-Pori	D D	D4 E4
<b>Pori-Mäntyluoto</b>	C1	E4
<b>Mäntyluoto-Tahkoluoto</b>	B2	D4
<b>Kokemäki-Rauma</b>	D	E4
<b>Pori-Aittaluoto</b>	B1	D4
<b>Niinisalo-Parkano-Kihniö</b> Niinisalo-Parkano	A	C4
<b>Seinäjoki-Vaasa</b>	C2	D4
<b>Seinäjoki-Kaskinen</b>		
<b>Seinäjoki-Oulu</b> Seinäjoki asema-km 550,5 km 550,5-km 552,2 km 552,2-Oulu asema	D C2 D	E4 E4 E4
<b>Pännäinen-Pietarsaari</b>	C2	D4
<b>Pietarsaari-Alholma</b>	B1	D4
<b>Kokkola-Ykspihlaja</b> Kokkola-Ykspihlaja väliratapiha	D	D4
<b>Tuomioja-Raahe</b>	C2	E4
<b>Raahe-Rautaruukki</b>	C2	E4

Section of line	Category	
	Infrastructure manager	SFS-EN 15528
<b>Riihimäki-Kouvola</b>		
Riihimäki asema-Hakosilta	D	D4
Hakosilta-Kouvola asema	D	E4
<b>Kouvola-Kuusankoski</b>		
Kouvola asema-Kuusankoski	C1	D4
<b>Lahti-Heinola</b>	B1	D4
<b>Lahti-Loviisan satama</b>	B1	D4
<b>Lahti-Mukkula</b>	B1	D4
<b>Kouvola-Kotka</b>		
Kouvola tavara-Juurikorpi läntinen raide	D	D4
Kouvola Oikoraide-Inkeroinen itäinen raide	C1	D4
Inkeroinen-Paimenportti	D	D4
Paimenportti-Kotka satama	C1	D4
<b>Kotka Hovinsaari-Kotka Mussalo</b>	C1	D4
<b>Juurikorpi-Hamina</b>	C1	D4
<b>Kouvola-Joensuu</b>		
Kouvola asema-Luumäki	D	E4
Luumäki-km 395,5	D	D4
km 395,5-Säkäniemi	C2	D4
Säkäniemi-Joensuu Sulkulahti	D	D4
Joensuu Sulkulahti-Joensuu asema	C1	D4
<b>Luumäki-Vainikkala-raja</b>	D	E4
<b>Lappeenranta-Mustolan satama</b>	C1	D4
<b>Imatra tavara-Imatrankoski-raja</b>	D	D4
<b>Niirala-raja-Säkäniemi</b>	D	D4
<b>Joensuu-Ilomantsi</b>		
Joensuu Sulkulahti-Heinävaara	B2	D4
Heinävaara-km 660,4	A	C4
km 660,4-km 664,1	B1	C4
km 664,1-km 678,4	A	C4
km 678,4-km 683,8	B1	C4
km 683,8-km 687,9	A	C4
km 687,9-km 692,5	B1	C4
km 692,5-Ilomantsi	A	C4



Section of line	Category	
	Infrastructure manager	SFS-EN 15528
<b>Joensuu-Kontiomäki</b>		
Joensuu asema-Lieksa	C2	D4
Lieksa- Porokylä (km 787,9)	B2	D4
Porokylä (km 787,9)-km 809,2	C2	D4
km 809,2-km 810,2	B2	D4
km 810,2-Vuokatti	C2	D4
Vuokatti-Kontiomäki	B1	D4
<b>Lieksa-Pankakoski</b>	A	C4
<b>Vuokatti-Lahnaslampi</b>	B2	D4
<b>Kouvola-Pieksämäki</b>		
Kouvola asema-Pieksämäki asema	D	D4
<b>Mynttilä-Ristiina</b>	A	C4
<b>Pieksämäki-Kontiomäki</b>		
Pieksämäki asema-Kuopio km 464,3	D	D4
Kuopio km 464,3-Kuopio km 466,0	C2	D4
Kuopio km 466,0-lisalmi	D	D4
lisalmi-Murtomäki	C2	D4
Murtomäki-Kontiomäki	C1	D4
<b>Suonenjoki-Yläkoski</b>	B1	D4
<b>Murtomäki-Otanmäki</b>	A	C4
<b>Murtomäki-Talvivaara</b>	C2	D4
<b>Kajaani-Lamminniemi</b>	B1	D4
<b>Pieksämäki-Joensuu</b>		
Pieksämäki-Joensuu asema	C2	D4
<b>Varkaus-Kommila</b>	B2	D4
<b>Huutokoski-Rantasalmi</b>	C2	D4
<b>Savonlinna-Parikkala</b>		
Savonlinna asema-Parikkala	B2	D4
<b>Siilinjärvi-Viinijärvi</b>	C2	D4
<b>Sysmäjärvi-Vuonos</b>	B2	D4

Section of line	Category	
	Infrastructure manager	SFS-EN 15528
<b>Tampere-Jyväskylä</b>		
Tampere Järvensivu-Orivesi pohjoinen raide	D	E4
Tampere Järvensivu-km 205,0 eteläinen raide	C2	E4
km 205,0-km 208,0 eteläinen raide	D	E4
km 208,0-Orivesi eteläinen raide	C2	E4
Orivesi-Jämsänkoski	D	E4
Jämsänkoski-Jyväskylä	D	D4
<b>Jämsä-Kaipola</b>	B1	E4
<b>Orivesi-Seinäjoki</b>		
Orivesi-Haapamäki	B1	D4
Haapamäki-Pihlajavesi	C2	D4
Pihlajavesi-Seinäjoki	B1	D4
<b>Vilppula-Mänttä</b>	B1	D4
<b>Haapamäki-Jyväskylä</b>	B1	D4
<b>Jyväskylä-Pieksämäki</b>		
Jyväskylä-Pieksämäki asema	C1	D4
<b>Jyväskylä-Äänekoski</b>	C1	D4
<b>Äänekoski-Haapajärvi</b>		
Äänekoski-Saarijärvi	C2	D4
Saarijärvi-Haapajärvi	A	C4
<b>Iisalmi-Ylivieska</b>		
Iisalmi-km 555,8	C1	D4
km 555,8-km 613,1	D	D4
km 613,1-km 699,0	C2	D4
km 699,0-Ylivieska	D	D4
<b>Pyhäkumpu erk.vh-Pyhäkumpu</b>	C2	D4
<b>Oulu-Laurila</b>		
Oulu asema-Laurila	C2	D4
<b>Kemi-Ajos</b>		
Kemi-Ajos km 861,8	B1	D4
Ajos km 861,8-km 863,5	C2	D4
Ajos km 863,5-867,1	B1	D4
<b>Laurila-Tornio-raja</b>		
Laurila-Tornio asema	C2	D4
Tornio asema-Tornio-raja	C1	D4

Section of line	Category	
	Infrastructure manager	SFS-EN 15528
<b>Tornio-Röyttä</b> Tornio asema-Röyttä	B1	D4
<b>Tornio-Kolari</b> Tornio asema-km 886,1 km 886,1-Kolari	B2 D	D4 D4
<b>Laurila-Kemijärvi</b> Laurila-Rovaniemi Rovaniemi-Misi Misi-Kemijärvi	D C2 D	D4 D4 D4
<b>Kemijärvi-Patokangas</b>	C2	D4
<b>Oulu-Kontiomäki</b> Oulu Nokela-Kontiomäki	D	D4
<b>Kontiomäki-Ämmänsaari</b>	A	C4
<b>Kontiomäki-Vartius-raja</b> Kontiomäki-(Vartius) Vartius-Vartius raja	D C2	D4 D4

**Permitted speed in turnouts and diamond crossings**

Table 3. Permitted speed in turnouts and diamond crossings.

	Superstructure category					
	B <sub>1</sub>	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub>	C <sub>2</sub>	D
<b>Straight track</b>						
Single turnouts, 60 E 1, short	70	100	110	180	200	200
Single turnouts, 60 E 1, long	—	100	110	180	200	220
Single turnouts, 54 E 1, long	70	100	110	140	140	140
Single turnouts, other	70	100	110	160	160	160
Double turnouts	70	100	110	120	120	120
Diamond crossings with slips	35	90	90	90	90	90
Standard diamond crossings	35 <sup>1</sup>	90 <sup>1</sup>	90 <sup>1</sup>	90 <sup>1</sup>	90 <sup>1</sup>	90 <sup>1</sup>
<b>Diverted track</b>						
Short turnouts R = 165 m	20 <sup>1</sup>	20 <sup>1</sup>	20 <sup>1</sup>	20 <sup>1</sup>	20 <sup>1</sup>	20 <sup>1</sup>
Short turnouts	35	35	35	35	35	35
Short turnouts when axle load max. 225 kN	—	10	20	20	20	35
Long turnouts						
R = 500 m	—	—	—	60	60	60
R = 530 m	70	70	70	—	—	—
R = 900 m, when axle load max. 225 kN	—	80	80	80	80	80
R = 900 m, when axle load over 225 kN	—	—	—	60	60	60
R = 2,500 m	—	—	—	140	140	140
R = 3,000 m	—	—	—	—	—	160
<b>Non-interlocked turnout</b>						
Straight and diverted track	30 <sup>1</sup>	30 <sup>1</sup>	30 <sup>1</sup>	30 <sup>1</sup>	30 <sup>1</sup>	30 <sup>1</sup>

<sup>1</sup> Indicated on speed boards

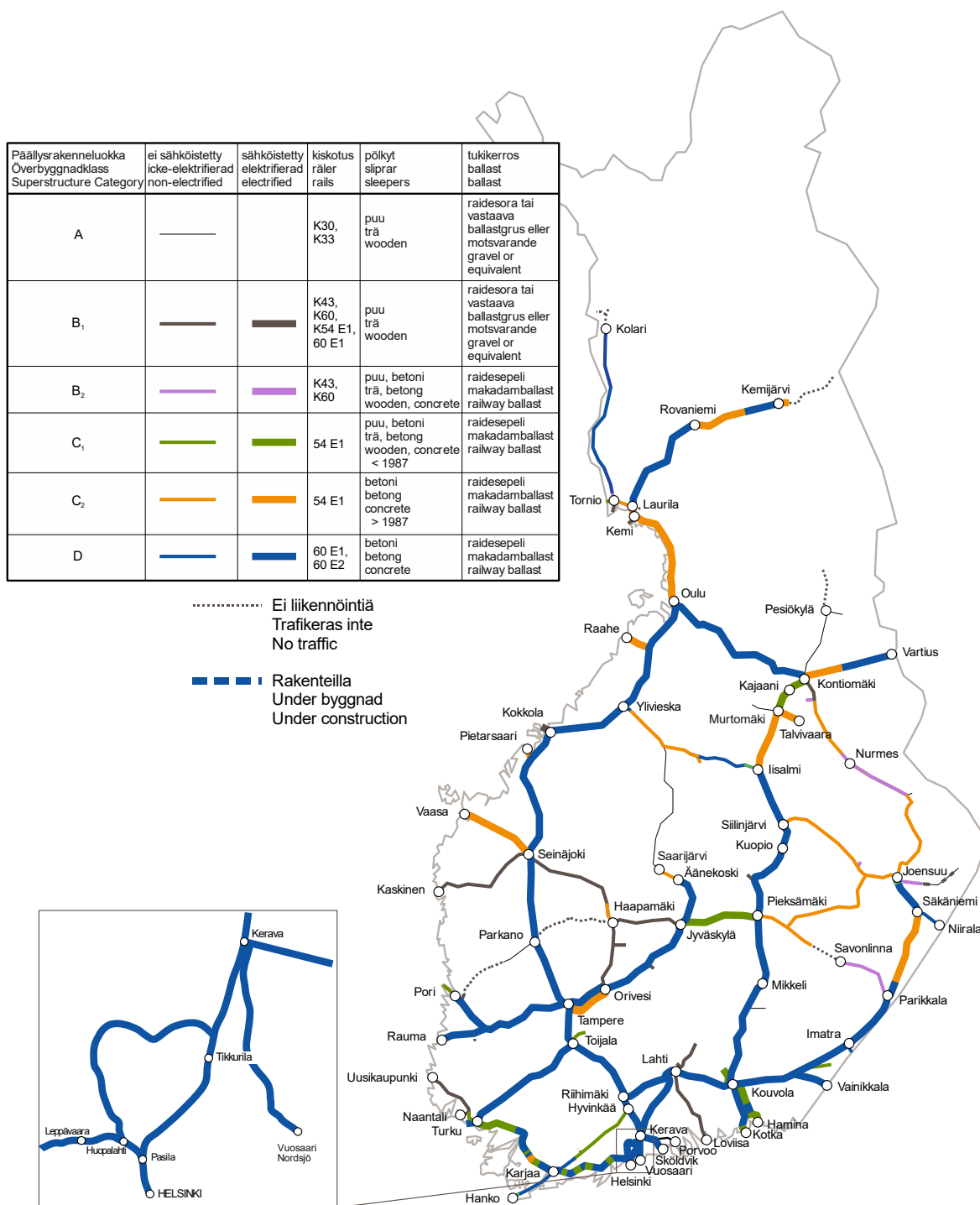


Figure 1. Superstructure categories.

**Maintenance level on main lines**

The maintenance levels on main lines used as the basis for railway maintenance are illustrated in Figure 2.

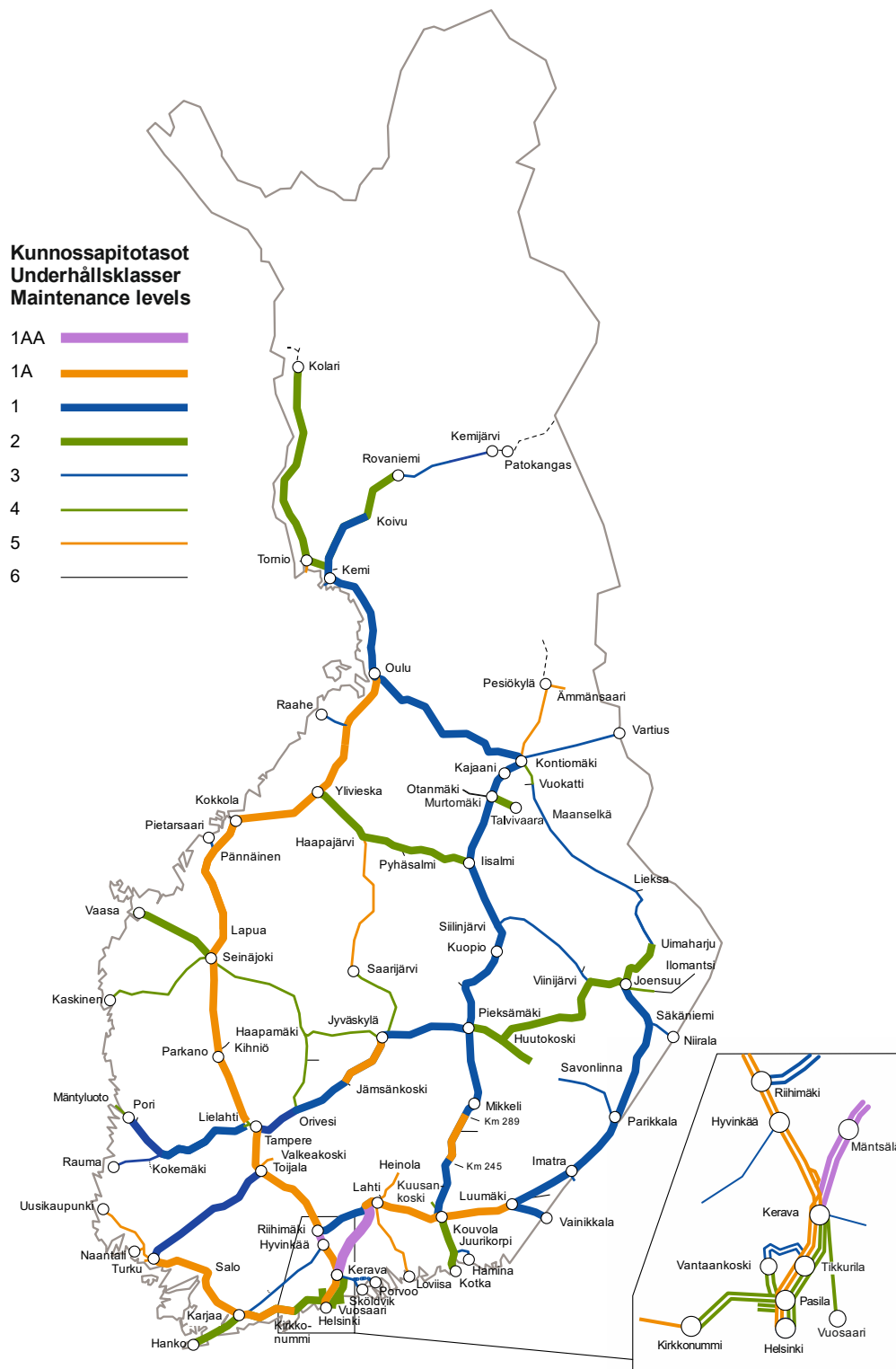


Figure 2. Maintenance levels in the Finnish railway network.

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## Railway tunnels in the state-owned railway network and restrictions due to bridges, tunnels and vibration

Table 1 lists the following by line section:

- railway tunnels in the state-owned railway network and speed restrictions caused by tunnels
- bridges with access restrictions on rolling stock on the basis of axle load and speed
- speed restrictions due to vibration

Bridges may have access restrictions because the original load-carrying capacity of the bridge is too low, the bridge is in poor condition or it is movable. The maximum speed on the bridges is indicated on speed-restriction boards. The axle loads listed in this appendix may not be exceeded and any excess load must be unloaded at the traffic operating point where it was detected.

The weight limits on bridges do not apply to 6-axle or 8-axle wagons built according to the Russian standard. These wagons may use the bridges with restrictions on the conditions laid down in the transport permit and they must be marked as exceptional transports.

The speed restrictions in tunnels apply to trains containing at least one wagon specified in the table.

Table 1. Railway tunnels and speed limits due to bridges, tunnels and vibration

Track No.	Line section	Location/Name (tunnel length/EN 15528 category of the bridge and maximum permitted axle load)	Km-location	Speed limit
001	Helsinki-Karjaa	Espoo (tunnel, 99 m)	21+145–21+244	No speed limits due to the tunnel.
	Helsinki-Karjaa	Lillgård (tunnel, 187 m)	46+790–46+977	Single-deck coaches 160 km/h, double-deck coaches 120 km/h, Sm3 180 km/h. Reason: piston effect
	Helsinki-Karjaa	Riddarbacken (tunnel, 273 m)	47+770–48+043	Single-deck coaches 160 km/h, double-deck coaches 120 km/h, Sm3 180 km/h. Reason: piston effect
001	Karjaa-Salo	Bäljens (tunnel, 298 m)	88+924–89+218	Single-deck coaches 160 km/h, double-deck coaches 140 km/h, Sm3 200 km/h. Reason: piston effect
	Karjaa-Salo	Köpskog (tunnel, 43 m)	90+492–90+535	Single-deck coaches 160 km/h, double-deck coaches 140 km/h, Sm3 200 km/h. Reason: piston effect
	Karjaa-Salo	Åminne (tunnel, 101 m)	92+391–92+492	Single-deck coaches 160 km/h, double-deck coaches 140 km/h, Sm3 200 km/h. Reason: piston effect
	Karjaa-Salo	Högbacka (tunnel, 200 m)	94+365–94+565	Single-deck coaches 160 km/h, double-deck coaches 140 km/h, Sm3 200 km/h. Reason: piston effect
	Karjaa-Salo	Kaivosmäki (tunnel, 99 m)	113+961–114+060	Single-deck coaches 160 km/h, double-deck coaches 140 km/h, Sm3 200 km/h. Reason: piston effect
	Karjaa-Salo	Haukkamäki (tunnel, 436 m)	114+304–114+740	Single-deck coaches 160 km/h, double-deck coaches 140



Track No.	Line section	Location/Name (tunnel length/EN 15528 category of the bridge and maximum permitted axle load)	Km-location	Speed limit
				km/h, Sm3 200 km/h. Reason: piston effect
	Karjaa-Salo	Harmaamäki (tunnel, 265 m)	115+150- 115+415	Single-deck coaches 160 km/h, double-deck coaches 140 km/h, Sm3 200 km/h. Reason: piston effect
	Karjaa-Salo	Lemunmäki (tunnel, 775 m)	125+820- 126+595	Single-deck coaches 160 km/h, double-deck coaches 160 km/h, Sm3 160 km/h. Reason: piston effect
	Karjaa-Salo	Märjänmäki (tunnel, 1,240 m)	126+940- 128+180	Single-deck coaches 160 km/h, double-deck coaches 160 km/h, Sm3 160 km/h. Reason: piston effect
	Karjaa-Salo	Lavianmäki (tunnel, 582 m)	137+720- 138+302	Single-deck coaches 160 km/h, double-deck coaches 160 km/h, Sm3 180 km/h. Reason: piston effect
	Karjaa-Salo	Tottola (tunnel, 531 m)	139+084- 139+615	Single-deck coaches 160 km/h, double-deck coaches 120 km/h, Sm3 180 km/h. Reason: piston effect
001	Salo-Turku	Halikko (tunnel, 186 m)	150+207- 150+393	Single-deck coaches 160 km/h, double-deck coaches 140 km/h, Sm3 200 km/h. Reason: piston effect
	Salo-Turku	Pepallonmäki (tunnel, 531 m)	152+420- 152+951	Single-deck coaches 160 km/h, double-deck coaches 140 km/h, Sm3 200 km/h. Reason: piston effect
002	Kokemäki-Pori	Nakkila: speed restriction due to vibration	305+000- 306+000	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 50 km/h
002	Kokemäki-Pori	Ulvila: speed restriction due to	315+000- 317+000	Trains of more than 3,000 tonnes/trains of more than

Track No.	Line section	Location/Name (tunnel length/EN 15528 category of the bridge and maximum permitted axle load)	Km-location	Speed limit
		vibration		2,500 tonnes containing wagons used in eastern transit traffic: 50 km/h
002	Pori–Mäntyluoto	Pori: speed restriction due to vibration	322+000–324+000	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 50 km/h
002	Pori–Mäntyluoto	Pori: speed restriction due to vibration	334+000–337+000	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 50 km/h
003	Helsinki–Riihimäki	Jokela: speed restriction due to vibration	47+950–49+950	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 40 km/h
004	Jyväskylä–Äänekoski	Kangasvuori (tunnel, 2,735 m)	380+028–382+763	All trains: 50 km/h Reason: condition of the tunnel
005	Kouvola–Pieksämäki	Venekallio (tunnel, 180 m)	204+400–204+580	No speed limits due to the tunnel.
	Kouvola–Pieksämäki	Vuohijärvi (tunnel, 191 m)	222+400–222+591	No speed limits due to the tunnel.
	Kouvola–Pieksämäki	Kulonpalonvuori (tunnel, 418 m)	232+075–232+493	No speed limits due to the tunnel.
005	Pieksämäki–Kontiomäki	Mustamäki (tunnel, 249 m)	416+960–417+211	No speed limits due to the tunnel.
	Pieksämäki–Kontiomäki	Mustavuori I (tunnel, 283 m)	417+791–418+075	No speed limits due to the tunnel.
	Pieksämäki–Kontiomäki	Mustavuori II (tunnel, 374 m)	418+341–418+718	No speed limits due to the tunnel.
	Pieksämäki–Kontiomäki	Pieni Neulamäki (tunnel, 1,003 m)	454+288–455+291	No speed limits due to the tunnel.
	Pieksämäki–Kontiomäki	Tikkalansaari lift bridge (E5 350 kN)	472+817	Passenger trains 50 km/h Freight trains 50 km/h Reason: movable bridge
	Pieksämäki–Kontiomäki	Honkasalmi railway bridge (D4 225 kN)	527+080	Passenger trains 120 km/h Freight trains 120 km/h Reason: poor condition
006	Riihimäki–Kouvola	Hollola: speed restriction due to vibration	116+200–118+500	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 40 km/h
	Riihimäki–Kouvola	Lahti: speed restriction due to vibration	125+000–125+400	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 40 km/h

Track No.	Line section	Location/Name (tunnel length/EN 15528 category of the bridge and maximum permitted axle load)	Km-location	Speed limit
	Riihimäki-Kouvola	Koria: speed restriction due to vibration	182+900-186+400	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 30 km/h
006	Imatra-Parikkala	Mansikkakoski railway bridge (D4 225 kN)	324+183	Passenger trains 40 km/h Freight trains 40 km/h Reason: poor condition
006	Parikkala-Säkäniemi	Paksunniemi (tunnel, 26 m)	399+111-399+137	No speed limits due to the tunnel.
	Parikkala-Säkäniemi	Syrjäsalmi railway bridge (D4 225 kN)	445+395	Passenger trains 80 km/h Freight trains 60 km/h Reason: poor condition
006	Joensuu-Kontiomäki	Pielisjoki railway bridge (E4 250 kN)	625+146	Passenger trains 50 km/h Freight trains 50 km/h Reason: movable bridge
	Joensuu-Kontiomäki	Uimasalmi railway bridge (E4 250 kN)	673+486	Passenger trains 60 km/h Freight trains 60 km/h Reason: movable bridge
007	Kerava-Lahti	Järvenpää: speed restriction due to vibration	35+800-36+200	Freight trains of more than 2,000 tonnes: 40 km/h
008	Tuomioja-Oulu	Siikajoki railway bridge (E4 250 kN)	705+684	Passenger trains 80 km/h  Freight trains 80 km/h Reason: poor condition
	Tuomioja-Oulu	Liminka: speed restriction due to vibration	726+900-729+200	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 50 km/h
	Tuomioja-Oulu	Kempele: speed restriction due to vibration	740+600-749+000	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 50 km/h
008	Oulu-Kemi	Simojoki railway bridge (D4 225 kN)	832+960	Passenger trains 90 km/h  Freight trains 90 km/h Reason: poor condition
009	Tampere-Jyväskylä	Matomäki (tunnel, 262 m)	303+987-304+249	No speed limits due to the tunnel.
	Tampere-Jyväskylä	Lahdenvuori (tunnel, 4293 m)	308+214-312+507	All trains: 120 km/h Reason: condition of the tunnel
	Tampere-Jyväskylä	Sahinmäki (tunnel, 153 m)	316+064-316+217	No speed limits due to the tunnel.
	Tampere-Jyväskylä	Lautakkomäki (tunnel, 399 m)	321+171-321+570	No speed limits due to the tunnel.
	Tampere-Jyväskylä	Paavalinvuori (tunnel, 771 m)	328+364-329+135	No speed limits due to the tunnel.

Track No.	Line section	Location/Name (tunnel length/EN 15528 category of the bridge and maximum permitted axle load)	Km-location	Speed limit
	Tampere–Jyväskylä	Paasivuori (tunnel, 2,475 m)	330+107–332+581	All trains: 120 km/h Reason: condition of the tunnel
	Tampere–Jyväskylä	Keljonkangas I (tunnel, 1,093 m)	333+973–335+066	No speed limits due to the tunnel.
	Tampere–Jyväskylä	Keljonkangas II (tunnel, 224 m)	335+301–335+526	Single-deck coaches 140 km/h, double-deck coaches 140 km/h, Sm3 140 km/h. Reason: piston effect
014	Parikkala–Savonlinna	Kyrönsalmi railway bridge (D4 225 kN)	483+659	Passenger trains 20 km/h Freight trains 20 km/h Reason: movable bridge
	Parikkala–Savonlinna	Kyrönniemi (tunnel, 336 m)	483+892–484+214	No speed limits due to the tunnel.
017	Siilinjärvi–Viinijärvi	Virraskoski railway bridge	533+833	Passenger trains 50 km/h Freight trains 50 km/h Reason: poor condition
023	Haapamäki–Jyväskylä	Möykynmäki (tunnel, 350 m)	365+969–366+319	All trains: 50 km/h Reason: condition of the tunnel
023	Jyväskylä–Pieksämäki	Pönttövuori (tunnel, 1,429 m)	394+476–395+905	No speed limits due to the tunnel.
	Jyväskylä–Pieksämäki	Heinlampi underpass (E4 250 kN)	448+690	Passenger trains 80 km/h Freight trains 80 km/h Reason: insufficient ballast depth
024	Varkaus–Viinijärvi	Pirtinvirta railway bridge (D4 225 kN)	425+570	Passenger trains 40 km/h* Freight trains 40 km/h* Reason: movable bridge * = After the bridge and the rail joints have been locked, the maximum speed is 60 km/h
	Varkaus–Viinijärvi	Railway bridge over the Taipale Canal (D4 225 kN)	426+855	Passenger trains 30 km/h* Freight trains 30 km/h* Reason: movable bridge * = After the bridge and the rail joints have been locked, the maximum speed is 60 km/h
123	Huopalahti–Havukoski	Malminkartano (tunnel, 230 m)	10+636–10+866	No speed limits due to the tunnel.
	Huopalahti–Havukoski	Kivistö (tunnel, 432 m)	18+122–18+554	No speed limits due to the tunnel.
	Huopalahti–Havukoski	Airport (tunnel, 8,260 m)	21+388–29+636	No speed limits due to the tunnel.
125	Kerava–Vuosaari	Savio (tunnel, 13,575 m)	32+659–46+234	No speed limits due to the tunnel.
	Kerava–	Labbacka (tunnel,	48+728–	No speed limits due to the

Track No.	Line section	Location/Name (tunnel length/EN 15528 category of the bridge and maximum permitted axle load)	Km-location	Speed limit
	Vuosaari	651 m)	49+379	tunnel.
131	Kerava-Sköldvik	Kerava: speed restriction due to vibration	30+700-31+650	All trains 40 km/h
	Kerava-Sköldvik	Nikkilä: speed restriction due to vibration	38+850-40+160	All trains 40 km/h
142	Karjaa-Hanko	Pohja railway bridge, Läntinen salmi (E4 250 kN)	175+051	Passenger trains 50 km/h Freight trains 50 km/h Reason: swing bridge
221	Kouvola-Kotka	Kehä II (tunnel, 388 m)	194+646-195+029	No speed limits due to the tunnel.
	Kouvola-Kotka	Myllykoski: speed restriction due to vibration	200+700-202+500	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 40 km/h
	Kouvola-Kotka	Keltakangas: speed restriction due to vibration	207+300-207+700	All trains 40 km/h
222	Juurikorpi-Hamina	Suurivuori (tunnel, 765 m)	236+028-236+793	No speed limits due to the tunnel.
246	Lappeenranta-Metsä-Saimaa	Voisalmensaari (tunnel, 198 m)	290+167-290+365	No speed limits due to the tunnel.
251	Lahti-Heinola	Jyränkö railway bridge (D4 225 kN)	166+604	Passenger trains 60 km/h Freight trains 60 km/h Reason: poor condition
321	Toijala-Turku	Toijala: speed restriction due to vibration	150+400-150+900	All trains 40 km/h
	Toijala-Turku	Loimaa: speed restriction due to vibration	208+000-210+600	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 40 km/h
	Toijala-Turku	Turku: speed restriction due to vibration	271+900-273+700	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 40 km/h
349	Pori-Mäntyluoto	Tahkoluoto railway bridge (E4 250 kN)	343+792	Passenger trains 50 km/h Freight trains 50 km/h Reason: movable bridge
441	Seinäjoki-Kaskinen	Seinäjoki railway bridge (D4 225 kN)	419+367	Passenger trains 50 km/h Freight trains 50 km/h Reason: original load-carrying capacity
	Seinäjoki-Kaskinen	Kyrönjoki railway bridge (D4 225 kN)	442+875	Passenger trains 50 km/h Freight trains 50 km/h

Track No.	Line section	Location/Name (tunnel length/EN 15528 category of the bridge and maximum permitted axle load)	Km-location	Speed limit
				Reason: original load-carrying capacity
	Seinäjoki-Kaskinen	Nenättömänluoma railway bridge (D4 225 kN)	446+650	Passenger trains 60 km/h Freight trains 60 km/h Reason: original load-carrying capacity
	Seinäjoki-Kaskinen	Kurikka: speed restriction due to vibration	450+500-452+000	All trains 40 km/h
	Seinäjoki-Kaskinen	Kainastonjoki railway bridge (D4 225 kN)	482+348	Passenger trains 60 km/h Freight trains 60 km/h Reason: original load-carrying capacity
	Seinäjoki-Kaskinen	Teuvanjoki railway bridge (D4 225 kN)	502+165	Passenger trains 60 km/h Freight trains 60 km/h Reason: original load-carrying capacity
	Seinäjoki-Kaskinen	Närpiönjoki railway bridge (D4 225 kN)	518+951	Passenger trains 60 km/h Freight trains 60 km/h Reason: original load-carrying capacity
	Seinäjoki-Kaskinen	Kaskistensalmi railway bridge (D4 225 kN)	528+922	Passenger trains 60 km/h Freight trains 60 km/h Reason: original load-carrying capacity
531	Oulu-Kontiomäki	Oulu: speed restriction due to vibration	762+800-763+800	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 45 km/h
	Oulu-Kontiomäki	Muhos: speed restriction due to vibration	786+000-790+300	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 50 km/h
	Oulu-Kontiomäki	Vaalansalmi railway bridge (D4 225 kN)	843+637	Passenger trains 80 km/h Freight trains 80 km/h Reason: poor condition
	Oulu-Kontiomäki	Kiehimänjoki railway bridge (D4 225 kN)	902+658	Passenger trains 50 km/h  Freight trains 50 km/h Reason: poor condition
731	Joensuu-Viinijärvi	Joensuu: speed restriction due to vibration	631+100-631+700	Trains of more than 3,000 tonnes/trains of more than 2,500 tonnes containing wagons used in eastern transit traffic: 40 km/h

## Speed limits due to track condition in the timetable period 2021

The following speed limits are in force until further notice:

= Data updated June 2021

Line section	Km Interval	Speed limit km/h	Location description
Helsinki–Kerava	3+120 – 3+350	50 km/h	Construction site Pasila Station (easternmost track, eastern middle track, westernmost track, southern middle track)
Helsinki–Kerava	3+130 – 3+230	30 km/h	Signal view Pasila station (west HR, east HR, west middle track)
Helsinki–Kerava	3+130 – 3+230	20 km/h	Signal view Pasila station (northernmost track)
Helsinki–Kerava	7+690 – 7+790	100 km/h	Geometry errors (westernmost track)
Helsinki–Kerava	20+300 – 20+615	120 km/h	Geometry errors (westernmost track)
Helsinki–Kerava	21+200 – 21+530	120 km/h	Geometry errors (west middle track)
Helsinki–Kerava	29+650 – 29+805	140 km/h	Geometry errors (west track)
Hyvinkää–Riihimäki	70+250 – 70+930	60 km/h	RI project until March 2021 (west track, east track)
Kirkkonummi–Port of Turku	74+000–75+500	120	Soft soil
Kirkkonummi–Port of Turku	97+0500–99+0300	80	Stabilisation construction site
Kirkkonummi–Port of Turku	152+0100–153+0150	50	Track tunnel repair
Kirkkonummi–Port of Turku	181+0216–181+0262	80	Construction site
Kirkkonummi–Port of Turku	182+0200–183+0400	100	Track geometry errors
Riihimäki–Hakosilta	104+271 – 104+401	50 km/h	Geometry errors (south track). Discontinued in 2020
Lahti–Loviisa	134+200–134+300	30	Construction site
Toijala–Turku	271+950–272+000	80	Geometry error
Hyvinkää–Karjaa	81+100–81+300	50	Pile-driving site
Hyvinkää–Karjaa	116+0250–116+0350	50	Track condition
Hyvinkää–Karjaa	125+600–125+700	50	Geometry error
Raisio–Naantali	219+150–219+250	30	Condition of the Hirvijoki bridge
Lielähti–Kokemäki	231+0500 - 231+0650	100	A decision by the FTIA has resulted in speed restrictions due to the condition of the Kru Vu02 turnout
Nakkila	305+000 - 306+000	50	Speed limits for heavy trains of more than 3,000 tonnes due to vibration
Ulvila	315+000 - 317+000	50	Speed limits for heavy trains of more than 3,000 tonnes due to vibration
Pori–Mäntyluoto	322+000 - 324+000	50	Speed limits for heavy trains of more than 3,000 tonnes due to vibration
Mäntyluoto	334+000 - 337+000	50	Speed limits for heavy trains of more than 3,000 tonnes due to vibration
Pori–Mäntyluoto	334+000 - 335+000	50	Geometry errors in frame sleeper extensions
Orivesi–Jyväskylä	230+700 - 232+000	80	Temporary permitted speed 80 km/h, worn rails in curves
Orivesi–Jyväskylä	325+700 - 325+900	50	Depression in the track, Destia bridge construction site, Uusi-Pitkälä
Orivesi–Jyväskylä	308+150 - 312+600	100	Condition of the Lahdenvuori tunnel track
Jyväskylä–Pieksämäki	401+800 - 402+000 All tracks	100	Turnout condition
Jyväskylä–Pieksämäki	449+500 - 449+600	80	Turnout condition
Seinäjäki–Vaasa	425+000–425+200	80	Ends of Munakka railway bridge, geometry error
Seinäjäki–Vaasa	457+800–458+000	80	Permanent geometry error
Seinäjäki–Vaasa	485+400–485+600	80	Continuous geometry error



Line section	Km Interval	Speed limit km/h	Location description
Seinäjoki–Kaskinen	418+700–419+400	50	Seinäjoki railway bridge
Seinäjoki–Kaskinen	442+600–443+600	50	Kyrönjoki railway bridge
Seinäjoki–Kaskinen	446+500–446+900	60	Nenättömänluoma railway bridge
Seinäjoki–Kaskinen	450+500–452+000	40	Vibration problem
Seinäjoki–Kaskinen	452+000–530+000	60	Condition of superstructure
Seinäjoki–Kaskinen	513+800–514+600	30	Soft soil
Seinäjoki–Pännäinen	432+400 - 434+500	100	Track condition
Pännäinen–Kokkola	525+620–525+670	140	Kolppi overpass, bridge supports too close to track
Pännäinen–Alholma	529+012–531+250	20	Track speed limited
Kokkola–Ylivieska		60	Estimated speed limit for a distance of 5 km.
Ylivieska–Tuomioja	684+968–685+017	160	Vihanti overpass, bridge supports too close to track
Ylivieska–Tuomioja		60	Estimated speed limit for a distance of 2 km.
Tuomioja–Oulu	705+700–705+900	100	Siikajoki railway bridge
Tuomioja–Oulu	730+200–731+200	160	Temmesjoki shortcut, curve inclination
Tuomioja–Oulu	740+613–740+663	140	Kempele overpass, bridge supports too close to track
Tuomioja–Oulu	748+990–749+062	60/50	Turnout to straight track 60 km/h, turnout to curves 50 km/h
Tuomioja–Oulu		60	Estimated speed limit for a distance of 2 km.
Kouvola	191+860–191+960	30	Track condition (Kv r080 and r81) the speed restriction will be discontinued in June 2021.
Lahti–Heinola	166+415–166+815	30	Track condition (Jyränkö bridge). Made into a permanent speed limit.
Kouvola–Luumäki	214+850–214+950	80	Kaipiainen condition of the V220 turnout, possible speed limit, proposed for renewal in 2021
Luumäki–Imatra	323+614–324+400	50	Mansikkakoski railway bridge, bridge ends, the restriction will be removed in summer 2021.
Joensuu–Ilomantsi	648+900–696+149		Maximum permitted axle load 180 kN
Joensuu–Nurmes	658+820–659+000	80	Louhioja bridge, geometric condition. Permanent speed limit
Huutokoski–Viinijärvi	410+300–410+500	80	Soft soil area
Silinjärvi–Viinijärvi	533+700–533+900	50	Condition of the Virraskoski railway bridge
Orivesi–Haapamäki	294+400–294+600	80	Loading berm area continuous geometry error
Orivesi–Haapamäki	297+310–297+950	80	Louheikko level-crossing sight lines
Haapamäki–Seinäjoki	361+270–362+270	80	Level-crossing sight lines
Haapamäki–Jyväskylä	330+400–331+100	80	Berm stability, monitoring
Haapamäki–Jyväskylä	346+800–347+000	50	Condition of rock cutting
Haapamäki–Jyväskylä	365+950–366+450	50	Condition of Möykynmäki tunnel and rock cutting
Äänekoski–Haapajärvi	424+858–427+170	30	Poikkikuja level-crossing
Äänekoski–Haapajärvi	439+403–440+125	60	Saviniemi level-crossing
Äänekoski–Saarijärvi	465+000–482+300 498+000–520+000	20	Please note: Working time speed limit 20 km/h Saarijärvi - Haapajärvi approx. 20 track km, duration approx. 6 months.
Saarijärvi–Haapajärvi	455+503–587+668		Maximum permitted axle load 180 kN
Oulu–Kemi	789+350–789+600	50	Track condition
Rovaniemi–Kemijärvi	1020+000–1050+000	80	Level-crossing safety
Oulu–Kontiomäki	843+500–843+800	80	Vaalansalmi railway bridge
Oulu–Kontiomäki	902+500–902+700	50	Kiehimäjoki railway bridge: bridge structure and approach curve
Oulu–Kontiomäki	729+700–729+900	50	Ypykkävaara: turnout condition
Kontiomäki–Vartius	662+000–662+330	50	Kontiomäki: Turnout condition
Vuokatti–Kontiomäki	869+600–889+200	50	General condition of line section, geometrical errors
Oulu–Kontiomäki	788+149–789+174	50	Muhos, track 422, condition of superstructure. Will be discontinued in 2021



Line section	Km Interval	Speed limit km/h	Location description
Oulu-Kontiomäki	886+520-886+620	50	Drum collapse. Will be discontinued in 2021
Kontiomäki-Kajaani	656+900-657+100	100	Track geometry
Vuokatti	868+550-868+600	30	30 km/h speed limit at turnout Vkt V017 because key to turnout V016 is missing.
Iisalmi-Murtomäki	590+800-591+000	50	Geometry of the Raudanjoki railway bridge
Murtomäki	613+270-613+420	100	Turnout geometry
Vaarala-Kemijärvi	1020+000-1050+000	80	Sight lines, waiting platforms
Ii-Myllykangas	789+350-789+600	50	Condition of the Iijoki railway bridge
Pello - Niemenpää Tor V711 (TOR 741) All tracks	884+0304 - 886+0112 and 0885+0270 - 885+0637	70	Directly due to the level-crossing facility

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Helsinki: Construction of the Kansalaistori Square - Kaisaniemi bicycle tunnel	2021	Helsinki	1101	Service interruptions on weeknights and at weekends, track access alterations. Changes will be made to the usable length of tracks and platforms at four different work stages: Stage 1: 11/20-5/21 tracks r1 – r2 and r18 – r19 Stage 2: 4/21-10/21 tracks r3 – r9 (auxiliary bridges) and r16 – r17 Stage 3: 9/21-3/22 tracks r3 – r9 (auxiliary bridges) and r14 – r15 Stage 4: 2/22-12/22 tracks r10 – r11 (auxiliary bridges) and r12 – r13 Two of the tracks R12 – R19 will be shortened during each work stage so that there is room for two Sm5 units on the tracks in question. Contract completed: 3/23.	-	-	-	-	-	-	1
Helsinki: replacement of turnouts V007, V0024 and V0049	2021	Helsinki	1101	Service interruptions on weeknights and at weekends.	-	-	-	-	-	-	1
Helsinki-Pasila: Commissioning of changes at the Helsinki railway yard to automatic block signalling	2021	Helsinki-(Pasila)	1101	Service interruptions on weeknights and at weekends.	-	-	-	-	-	-	1
Helsinki-Pasila: track and turnout tamping	2021	Helsinki-(Pasila)	1101	Lisäksi marraskuu 2020 – maaliskuu 2021	-	-	-	-	-	-	1
Standard maintenance interruptions	2021	Helsinki-Pasila	1101	Maintenance interruptions that take place twice a year for two consecutive weeks in the spring and autumn on weekdays, according to a separate plan.	-	-	-	-	-	-	1
Töölölahti pumping station (open schedule)	2021	Helsinki-Pasila	1101	10 x 30 h service interruption at weekends on track 220	1 January–31 May	-	-	-	-	-	1
Hartwall Arena underpass renewal	2021	(Pasila)-(Riihimäki)	1102	Simultaneous service interruptions at the weekend on two tracks.	-	-	-	-	-	-	2
Helsinki - Tampere renovation, start-up phase	2021	(Pasila)-(Riihimäki)	1102	Will be specified as planning proceeds	-	-	-	-	-	-	2
Helsinki: Repair of the Töölölahti railway bridge	2021	Helsinki	1102	Service interruptions on weeknights and at weekends.	-	-	-	-	-	-	1
Helsinki- Riihimäki capacity improvement: Kytömaa-Ainola, construction of a new track (possible start date in 2021)	2021	(Pasila)-(Riihimäki)	1102	Single-track operations during weeknights and full interruption at weekends. Long weekend single track interruptions. Kytömaa - Ainola speed limit 80 km/h on both tracks (to be specified separately whether it will begin in 2021).	16 August-31 December	80	-	-	-	-	1

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Helsinki–Riihimäki: catenary maintenance	2021	Helsinki–Riihimäki	1102	Track possession each month on the night between the first non-holiday Monday and Tuesday in Riihimäki at 0:40-3:55 and in Kytömaa at 0:30-4:30. Helsinki–Kerava will be agreed upon case by case. The traffic impact area will be specified 2 months prior to implementation. When required, the service interruption can take place more often than once a month so that the necessary maintenance can be carried out.	1 January–31 December	-	-	-	-	-	1
Hyvinkää–Karjaa: track and turnout tamping	2021	(Pasila)–(Riihimäki)	1102	8-h track possessions during weekdays at 21:00–04:00 am.	-	-	-	-	-	-	1
Moving the Kerava interlocking system	2021	(Pasila)–(Riihimäki)	1102	Speed limits in place and tracks and platforms closed to traffic, according to a separate plan	21 June-16 August	-	-	-	-	-	
Kerava–Riihimäki: track and turnout tamping	2021	(Pasila)–(Riihimäki)	1102	6–10-h track possessions on weeknights one track and one line at a time as well as a 2-h service interruption on two tracks in the turnout area on a total of 6 nights a year.	-	-	-	-	-	-	1
Standard maintenance interruptions	2021	(Pasila)–(Riihimäki)	1102	Maintenance interruptions that take place twice a year for two consecutive weeks in the spring and autumn on weekdays, according to a separate plan.	-	-	-	-	-	-	1
Repair of Monni underpass	2021	(Pasila)–(Riihimäki)	1102	Will be specified as planning proceeds	-	-	-	-	-	-	2
Pasila - Riihimäki Frost and soft soil repairs	2021	(Pasila)–(Riihimäki)	1102	Will be specified as planning proceeds	-	-	-	-	-	-	2
Pasila–Kerava: track and turnout tamping.	2021	(Pasila)–(Riihimäki)	1102	Maintenance interruptions that take place twice a year for two consecutive weeks in the spring and autumn on weekdays, according to a separate plan.	-	-	-	-	-	-	1
Restoration of the bridge over the Ring road I (road 101) next to Pukimäki station.	2021	(Pasila)–(Riihimäki)	1102	Installation of temporary turnouts and work on safety system in advance. 2 x 6 weeks alternating between the eastern centre track and the easternmost track in May and September, maximum permitted speed on adjacent track 50 km/h. One platform track in use at Pukimäki. HSL Transport runs at 10 min intervals.	1 June–31 August	50	-	-	-	-	1
Riihimäki: Extension of the station tunnel	2021	Riihimäki	1102	Tracks r8 - 11 will be closed at the tunnel.	1 January - 20 June	-	-	-	-	-	1
Tikkurila: Track and turnout changes. In 2021: preparatory work. In 2022: main work begins.	2021	(Pasila)–(Riihimäki)	1102	Will be specified as planning proceeds	-	-	-	-	-	-	1



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Ring Rail Line maintenance and systems tests	2021	(Huopalahti)–(Tikkurila)	1105	Both tracks out of service Mon–Fri at 02:00–04:00 am, Sat–Sun at 02:00–05:00 am. Only one track in use: Mon–Fri 23:40–05:00, Sat 23:00–7:30, Sun 23:00–8:30. In addition, 4-h service interruptions on both tracks for systems tests 6 times a year	-	-	-	-	-	-	1
Standard maintenance interruptions	2021	(Huopalahti)–(Tikkurila)	1105	Maintenance interruptions twice a year during week 21 in spring and week 42 in autumn, at which time work will be performed on 7 nights, 8 hours per shift.	-	-	-	-	-	-	1
Kerava–Sköldvik: track and turnout tamping	2021	(Kerava)–Sköldvik/Porvoo	1106	In autumn, 10-h track possession Tue. and Thu.	-	-	-	-	-	-	1
Frost heave damage and soft soil repair	2021	(Kerava)–Sköldvik/Porvoo	1106	10-h track possession Tue. and Thu.	-	-	-	-	-	-	2
Kerava–Lahti: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices.	2021	Kerava–Lahti	1107	6–8 h track possessions on weeknights one track and one line at a time as well as a 2–3 h service interruption on both tracks in the turnout area on a total of 6 nights a year.	-	-	-	-	-	-	4
Kerava–Lahti: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices.	2021	Kerava–Lahti	1107	7 x 6 hour full service interruption two times a year in spring and autumn.	-	-	-	-	-	-	1
Standard maintenance interruptions	2021	Kerava–Lahti	1107	Maintenance interruptions that take place twice a year for two consecutive weeks in the spring and autumn on weekdays, according to a separate plan.	-	-	-	-	-	-	1
Kerava–Vuosaari: Tamping	2021	Kerava–Vuosaari	1108	In spring 2021 for two weeks	-	-	-	-	-	-	1
Kerava–Vuosaari: maintenance work in Savio tunnel	2021	Kerava–Vuosaari	1108	Standard track possession on Mondays 09:45–17:50.	1 January–31 December	-	-	-	-	-	1
Ilmala change of turnouts Vo244, 0245, 0246, 0247, 0256, 0257, 0264, 0265, 0266, 0267, 0268	2021	Ilmala railway yard	1109	-	-	-	-	-	-	-	1
Helsinki - Tampere renovation, start-up phase	2021	Riihimäki–Tampere	1301	Will be specified later	-	-	-	-	-	-	2
Renewing the Miemola underpass	2021	Riihimäki–Tampere	1301	Full service interruption at Midsummer for 48h.	-	-	-	-	-	-	1
Tampere – Riihimäki Frost and soft soil repairs, superstructure and drying	2021	Riihimäki–Tampere	1301	Will be specified later	-	-	-	-	-	-	2
Pohjois-Louko–Seinäjäoki: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	Pohjois-Louko–Seinäjäoki	1302	Only one track in use, 8 h.	-	-	-	-	-	-	1

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Tampere–Seinäjoki: renewal of interlocking system	2021	(Tampere)–(Seinäjoki)	1302	Track possessions during weeks 3-24 during nights according to a separate plan. Work to the north of Parkano starting from week 18.  Full service interruptions the night between Saturday and Sunday 25 x 12 h (JKV inspection runs) during weeks 25-49	January–December	140	-	-	-	-	1
Tampere–Seinäjoki: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	Tampere–Seinäjoki	1302	2 x 3-h or 5-h track possessions during the maintenance weeks in spring at night and in autumn. Coordination with the track possessions scheduled for the TASE project.	-	-	-	-	-	-	1
Itsenäisyyden katu underpass	2021	Tampere	1306		2022-2026	-	-	-	-	-	1
Ratapihankatu bridge	2021	Tampere	1306		2022-2026	-	-	-	-	-	1
Sepänkatu underpass	2021	Tampere	1306	Tpe–Llh a single track in use, weeknight and Midsummer service interruptions. 2-3 full service interruptions in spring on Sunday mornings, for approx. 3.5h.	-	-	-	-	-	-	2
Tampere passenger rail yard renovation	2021	Tampere passenger rail yard	1306	Track access alterations.	-	-	-	-	-	-	1
Tampere deck and arena: north deck: Deck foundation and deck structure works, catenary system alterations. Minor track works.	2021	Tampere	1306	From May to December, daily 2–8-h work permits required for part of the tracks at a time at both day and night time. Sporadic short service interruptions on all tracks in the railway yard. Midsummer service interruption. Tracks R053 and R096 will be put out of service for the duration of foundation drilling at different times for approximately 15 weeks. Changes to rolling stock storage tracks. A separate plan.	-	Speed limit 40 km/h, temporary short access through the work site at maximum permitted speed of 5–10 km/h.	-	-	-	-	2
Tampere, replacement of turnouts Vo223, Vo228, Vo251, Vo252, Vo258, Vo260	2021	Tampere	1306	Track access alterations.	-	-	-	-	-	-	2
Tampere, replacement of turnouts Vo261, Vo263, Vo281, Vo294, Vo295, Vo709	2021	Tampere	1306	Track access alterations.	-	-	-	-	-	-	2
Tampere, replacement of turnouts Vo264, Vo265, Vo267, Vo268	2021	Tampere	1306	Track access alterations.	-	-	-	-	-	-	1
New Viinikanoja underpass YH	2021	Tampere	1306		-	-	-	-	-	-	2
Seinäjoki, replacement of turnouts Vo801, Vo21 and Vo822	2021	Seinäjoki–Kokkola	1308	Track access alterations.	-	-	-	-	-	-	1
Seinäjoki–Kokkola: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	Seinäjoki–Kokkola	1309	2 x 3-h or 5-h track possessions during the maintenance weeks in spring at night and in autumn.	-	-	-	-	-	-	1
Kokkola: Replacement of turnouts Vo568, Vo575 and Yks Vo043	2021	Kokkola	1310	Track access alterations.	-	-	-	-	-	-	1

Location	Year of implementation	Section	Section number	Required rail capacity	Period of rail capacity requirement	Speed limit	Speed limit zone length	Speed limit dates	Speed limit location (traffic operating point or distance between TOPs)	Other service impacts	Priority: 1: Implementation decision made 2: Implementation decision later
Pietarsaari–(Pännäinen): renewal of safety devices	2021	(Pännäinen)–Pietarsaari–Alholma	1311	One 24-h service interruption for deployment.	-	-	-	-	-	-	1
Lielähti–Kokemäki: Repair of the Mustalahti underpass	2021	Lielähti–Kokemäki	1401	-	-	-	-	-	-	-	2
Lielähti–Kokemäki: maintenance	2021	Lielähti–Kokemäki	1401	2 x 3-h or 5-h track possessions during the maintenance weeks in spring at night and in autumn.	-	-	-	-	-	-	1
Lielähti–Kokemäki: Construction of Tesoma stopping point platforms	2021	Lielähti–Kokemäki	1401	In spring 2021, longer interruptions will be organised on Sat and Sun nights during the period 10 April – 30 May 2021	-	50	Intermittent	-	-	-	1
Lielähti–Pori: removal of level crossings	2021	Lielähti–Kokemäki	1401	Long traffic interruption	-	-	-	-	-	-	1
Pori–Mäntyluoto-Tahkoluoto superstructure work	2021	(Pori)–Mäntyluoto/Tahkoluoto	1402	Daily 10-h track possessions.	-	80/50	-	-	-	-	1
Kokemäki–Rauma superstructure work	2021	Kokemäki–Rauma	1403	Daily 10-h track possessions.	-	80/50	-	-	-	-	2
Orivesi–Jyväskylä maintenance	2021	Orivesi–Jyväskylä maintenance	1405	2 x 3-h or 5-h track possessions during the maintenance weeks in spring at night and in autumn.	-	-	-	-	-	-	1
Tampere - Orivesi rail replacement	2021	(Tampere)–Orivesi–(Jyväskylä)	1405	Tampere - Orivesi one track in use during work shift	-	80	-	-	-	-	2
<del>Tervala underpass</del>	<del>2021</del>	<del>(Tampere)–Orivesi–(Jyväskylä)</del>	<del>1405</del>	<del>Midsummer service interruption</del>	<del>-</del>	<del>80</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>2</del>
Rauma, replacement of turnout Vo340	2021	Rauma	1407	Track access alterations.	-	-	-	-	-	-	1
Replacement of turnouts Vo333, Vo338, Vo350 and Vo359 in Rauma	2021	Rauma	1407	Track access alterations.	-	-	-	-	-	-	1
Pori, replacement of turnout 0104	2021	Pori	1408	Track access alterations.	-	-	-	-	-	-	1
Pori, replacement of turnouts Vo824, Vo825, Vo828, Vo839, Vo851, and Vo853	2021	Pori	1408	Track access alterations.	-	-	-	-	-	-	1
Jämsä, replacement of turnouts Vo004, Vo006 and Vo008	2021	Jämsä	1410	Track access alterations.	-	-	-	-	-	-	2
Seinäjoki–Haapamäki renovation	2021	(Seinäjoki–(Haapamäki)	1501	8–10-h daily track possession	-	80/50	-	-	-	-	2
Haapamäki–Orivesi renovation	2021	(Haapamäki)–(Orivesi)	1502	8–10-h daily track possession	-	80/50	-	-	-	-	2
Laihia: Ratikylä underpass	2021	(Seinäjoki–(Vaasa)	1505	20-h service interruption	-	80/50	-	-	-	-	2
Repair of the Munakka railway bridge	2021	(Seinäjoki–(Vaasa)	1505	20-h service interruption	-	80/50	-	-	-	-	1
Seinäjoki–Vaskiluoto renovation	2021	(Seinäjoki–(Vaasa)	1505	20-h service interruption	-	80/50	-	-	-	-	2
Lahti–Kouvola: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	Lahti–Kouvola	1601	7 x 6 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1
Kouvola–Kotka/Hamina: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	(Kouvola)–Kotka/Hamina	1602	7 x 6 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1
Kouvola–Kotka–Hamina railway project	2021	(Kouvola)–Juurikorpi–(Kotka) / (Hamina)	1602	Periods of single-track operations, traffic interruptions and speed limits, according to a separate plan.	-	-	-	-	-	-	1
Heinola: Painting of the Jyränkö railway bridge	2021	Heinola	1604	-	-	-	-	-	-	-	2
Kouvola–Pieksämäki: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	Kouvola–Pieksämäki	1605	7 x 5 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1

Location	Year of implementation	Section	Section number	Required rail capacity	Period of rail capacity requirement	Speed limit	Speed limit zone length	Speed limit dates	Speed limit location (traffic operating point or distance between TOPs)	Other service impacts	Priority: 1: Implementation decision made 2: Implementation decision later
Kouvola-Pieksämäki: Repair of the Harjunki railway bridge	2021	Kouvola–Pieksämäki	1606	7 x 5 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1
Kouvola-Pieksämäki: Repair of Venekallio underpass	2021	Kouvola–Pieksämäki	1606	-	-	-	-	-	-	-	1
Replacement of Kouvola passenger rail yard turnouts V0002, V0080, V0081	2021	Kouvola	1608	Track access alterations.	-	-	-	-	-	-	1
Kouvola–Luumäki: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	(Kouvola)–Luumäki	1701	7 x 6 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1
Kouvola–Luumäki: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	(Kouvola)–Luumäki	1701	Standard track possession on two lines at a time 22:00–01:00 am and 03:00–06:00 am. Service interruptions on both tracks 01:00–03:00 am.	-	-	-	-	-	-	1
Luumäki–Vainikkala: maintenance	2021	Luumäki–Vainikkala	1701	Standard 5-hour track possessions in the nights between Sun and Mon and between Mon and Tue (to be specified later).	-	-	-	-	-	-	1
Imatra overpass bridge (YH) (Imatrankoskentie overpass bridge and overpass)	2021	Imatra–Imatrankoski border	1703	Imatra-Imatrankoski border traffic interruptions	TÄMÄ POIS	-	-	-	-	-	1
Lappeenranta: renewal of safety device	2021	Luumäki–Imatra	1703	To be specified.	-	80	-	-	-	-	1
LUIMA (Luumäki–Imatra railway project)	2021	Luumäki - Imatra	1703	Periods of single-track operations, traffic interruptions and speed limits, according to a separate plan.	-	-	-	-	-	-	1
Luumäki–Imatra: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	Luumäki–Imatra	1703	7 x 5 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1
Imatra: Demolition of Imatra overpass and building Imatrankoski level crossing and overpass	2021	Imatra–Imatrankoski border	1704	Full service interruption of border traffic in March and in July.	-	80	-	-	-	-	1
Imatra–Joensuu: maintenance	2021	Imatra–Joensuu	1705	7 x 5 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1
Joensuu: railway yard improvement	2021	Joensuu railway yard	1705	Limited track access and daily 8-h track possessions.	-	-	-	-	-	-	1
Joensuu–Uimaharju: maintenance tamping of turnouts and tracks	2021	Joensuu–Uimaharju	1707	2–3-h track possessions during 2–3 weeknights.	-	-	-	-	-	-	1
Uimaharju–Pitkämäki: maintenance tamping turnouts and tracks	2021	Uimaharju–Pitkämäki	1708	2–3-h track possessions during 2–3 weeknights.	-	-	-	-	-	-	1
Replacement of turnouts V0501 and V0507 at Imatra T	2021	Imatra	1714	Track access alterations.	-	-	-	-	-	-	2
Pieksämäki–Joensuu: track tamping	2021	Pieksämäki–Joensuu	1801	7 x 5 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1



Location	Year of implementation	Section	Section number	Required rail capacity	Period of rail capacity requirement	Speed limit	Speed limit zone length	Speed limit dates	Speed limit location (traffic operating point or distance between TOPs)	Other service impacts	Priority: 1: Implementation decision made 2: Implementation decision later
Pieksämäki–Kuopio: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	Pieksämäki–Kuopio	1804	7 x 5 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1
Kuopio – Iisalmi Frost and soft soil repairs	2021	Kuopio–Iisalmi	1805	A total of 30 shifts	-	50	-	-	-	-	1
Kuopio–Iisalmi: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	Kuopio–Iisalmi	1805	7 x 5 hour full service interruptions twice a year in spring and autumn.	-	-	-	-	-	-	1
Pieksämäki, replacement of turnouts V0053, V0054, V0066 and V0068	2021	Pieksämäki	1806	Changes to track access	-	-	-	-	-	-	2
Pieksämäki, replacement of turnouts V0264, V0247 and V0248	2021	Pieksämäki	1807	Track access alterations.	-	-	-	-	-	-	2
Kuopio: Kotkankallio's new underpass	2021	Kuopio	1808	<b>FULL SERVICE INTERRUPTION.</b>	-	-	-	-	-	-	1
Pännäinen: Commissioning of a safety device	2021	Pännäinen	1901	10-h traffic interruption in April	-	-	-	-	-	-	1
Kokkola-Ylivieska: track and turnout tamping	2021	Kokkola–Ylivieska	1901	Daily 8-h track possessions on two lines at a time.	-	-	-	-	-	-	1
Ylivieska–Oulu: track and turnout tamping, turnout service and maintenance of the catenary system and safety devices	2021	Ylivieska–Oulu	1901	5-h track possessions during the maintenance weeks in spring at night and in autumn.	-	-	-	-	-	-	1
Kokkola: renewal of safety devices	2021	Kokkola–Ylivieska	1904	<b>Changes to track access</b>	-	-	-	-	-	-	1
Kokkola: Replacement of turnouts V0568, V0575 and Yks V0043.	2021	Kokkola–Ylivieska	1904	Changes to track access	-	-	-	-	-	-	2
Oulu: Oriikari triangle track	2021	Oulu	1904	Changes to track access	-	-	-	-	-	-	1
Oulu: Kasarmintie underpass renovation	2021	Oulu railway yard (OJ)-(Tua)	1906	The traffic stoppage will interrupt traffic from Oulu in the direction of Kemi.	-	-	-	-	-	-	1
Oulu: Kenttätie underpass renovation	2021	Oulu railway yard (OJ)-(Tua)	1906	The traffic stoppage will interrupt traffic from Oulu in the direction of Kemi.	-	-	-	-	-	-	1
Renovation of Oulu railway yard and safety equipment, e.g. replacement of turnouts V0072, V020, V0205, V0206, V0207, V0208, V0209, V0210, V0355, V0366, V0345	2021	Oulu railway yard	1906	Track access alterations, and daily track possessions according to a separate plan.	-	-	-	-	-	-	1
Saarjärvi - Haapajärvi repair	2021	Saarjärvi - Haapajärvi	2001	8–10-h daily track possession	-	50	-	-	-	-	1
Iisalmi–Ylivieska: electrification	2021	Iisalmi–Ylivieska	2002	Daily 10-h track possessions	-	-	-	-	-	-	1
Iisalmi–Ylivieska electrification, bridge lowering work	2021	Iisalmi–Ylivieska	2002	2x72h full service interruption to bridge lowering work 1x24h full service interruption new bridge installation	-	-	-	-	-	-	1
Iisalmi-Kontiomäki: Maintenance	2021	Iisalmi–Kontiomäki	2101	3 weeks / year- 3x 2 work hours	-	-	-	-	-	-	1
(Kontiomäki)- Hyrynsalmi-new Pesioykylä terminal Ämmänsaari demolition-renovation-renewal of superstructure	2021	(Kontiomäki)-Ämmänsaari	2102	8–10-h daily track possession	-	-	-	-	-	-	1
Vuokatti - Kontiomäki renovation	2021	(Vuokatti) - (Kontiomäki)	2104	8–10-h daily track possession	-	50	-	-	-	-	1
Capacity improvement of the line section Oulu-Kontiomäki: new transport operating points Kuusikkoniemi, Liminpuro and Niska. Extension of Utajärvi transport operating point.	2021	Oulu-Kontiomäki	2105	Full service interruptions and daily track possessions	-	-	-	-	-	-	1



## Maximum speeds of rolling stock categories

The rolling stock for which the Finnish Transport and Communications Agency has issued authorisations for placing in service and for placing on the market valid until further notice is listed in the tables below. A rolling stock category is added to the list after it has received authorisation for placing in service and placing on the market.

Table 1. Maximum permitted speeds of tractive stock and railcars

Series	Superstructure category					
	A <sup>1</sup>	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub>	C <sub>2</sub>	D
Dv12	50 <sup>2,3</sup>	100	110	125	125	125
Dr14 (with added weight)	–	50	75 <sup>4</sup>	75 <sup>4</sup>	75 <sup>4</sup>	75 <sup>4</sup>
Dr16	–	70	110	140 <sup>5</sup>	140 <sup>5</sup>	140 <sup>5</sup>
Dv17 9810 6003070-8	30	40	40	40	40	40
Dr17 9810 6006010-1	–	50	50	50	50	50
Dr17 9810 6007001-9	30	65	65	65	65	65
Dr18	– <sup>6</sup>	90	90	90	90	90
Dv19 9810 8000048-3	20	20	20	20	20	20
Dr20	– <sup>6</sup>	80	90	120	120	120
Dr25 9810 8029002-7	20	25	25	25	25	25
Dr25 9810 8021043-9	16	16	16	16	16	16
Dr25 9810 8129002-6	20	25	25	25	25	25
Dr25 9810 8129003-4	20	25	25	25	25	25
Dr25 9810 8129166-9	14	14	14	14	14	14
Dr27 9810 8121053-7– 9810 8121054-9	8	8	8	8	8	8
Dr30 9810 1002001-5	60	60	60	60	60	60
Dr35 9810 8039011-6	20	60	60	60	60	60
Dr35 9810 8039013-2	35	60	60	60	60	60
Dr35 9810 8128001-9 <sup>7</sup>	20	20	20	20	20	20
Dr35 9810 8139005-7	–	30	30	30	30	30
Dr35 9810 8139006-5	–	30	30	30	30	30
Dr45 9810 8049001-5	–	60	60	60	60	60
Sk 9010 9981201-7	7	7	7	7	7	7
Sk 9010 9981202-5	7	7	7	7	7	7
Sr1	–	80	100	140	140	140
Sr2	–	80	100	180 <sup>8</sup>	200	210
Sr3	–	80	100	180	200	200
Railcars						
Sm1, Sm2	–	90	110	120	120	120
Sm3	–	100	110	180	200	220
Sm4	–	90	110	160	160	160

<sup>1</sup> For tracks belonging to superstructure category A, see 'Use of tractive stock on tracks belonging to superstructure category A'.

<sup>2</sup> Max. permitted speed in curves with a radius of under 600 m is 40 km/h. Max. permitted speed on the line section Äänekoski–Haapajärvi is 60 km/h.

<sup>3</sup> Max. permitted speed in the deflecting section of K30 turnouts is 20 km/h.

<sup>4</sup> In tow, max. permitted speed is 80 km/h.

<sup>5</sup> Max. permitted speed without wagons is 135 km/h (alone or in multi-heading).

<sup>6</sup> Use of and speeds on category A line sections are on a case-by-case basis.

<sup>7</sup> In tow, max. permitted speed is 60 km/h.

<sup>8</sup> Max. permitted speed without wagons is 160 km/h. Max. permitted speed in multi-heading is 160 km/h.

Series	Superstructure category					
	A'	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub>	C <sub>2</sub>	D
Sm5	–	90	110	160	160	160
Sm6	–	100	110	180	200	220
Dm12	50	100	110	120	120	120

## SMALL-POWER LOCOMOTIVES AND TRACK MOTOR CARS

(Towing speed is given in brackets if it differs from the maximum permitted speed when the vehicles are moving on their own power.)

Table 2. Maximum permitted speeds of small-power locomotives and track motor cars

Series	Superstructure category			
	A <sup>Virhe.</sup> Kirjanmerkkiä ei ole määritetty.	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub> , C <sub>2</sub> and D
Tve1	30 (60)	30 (80)	30 (80)	30 (80)
Tve2	45 (60)	45 (80)	45 (80)	45 (80)
Tve4	35	60	80	80
Tve5	20 (50)	20 (50)	20 (50)	20 (50)
Tka3–6	60	60 (80)	60 (80)	60 (80)
Tka7 nos. 168–238 and 243–247	60	80	80	80
Tka7 (with snowploughs; nos. 168–238)	35 <sup>9</sup>	60 <sup>9</sup> (80)	60 <sup>9</sup> (80)	60 <sup>9</sup> (80)
Tka7 nos. 239–242	50	80	80	80
Tka7 (with snowploughs; nos. 239–247)	35 <sup>9</sup>	60 <sup>9</sup> (80)	60 <sup>9</sup> (80)	60 <sup>9</sup> (80)
Tka7 (with field welding station; nos. 168–238 and 243–247)	35	60	60	80
Tka8	35	60	80	80
Tka9 no. 91901	20 <sup>10</sup>	50 <sup>10</sup>	70 <sup>10</sup>	70 <sup>10</sup>
Otso4 no. 920001	20 <sup>11</sup>	45	45	45

<sup>9</sup> Max. snowploughing speed is specified in the machine operator's manual.

<sup>10</sup> Towing in accordance with the manufacturer's instructions

<sup>11</sup> Max. permitted speed on category A sidings is 20 km/h.

**MAXIMUM PERMITTED SPEEDS OF MACHINES MOVING ON THEIR OWN POWER**

(Towing speed is given in brackets if the machine can be coupled to a train and the towing speed differs from what is stated above.)

Table 3. *Maximum permitted speeds of machines when they are moving on their own power*

Series	Superstructure category			
	A	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub> , C <sub>2</sub> and D
<b>Track inspection cars</b>				
Et no. 66	20 <sup>12</sup>	60	60	100
Ttr1 no. 51	60	80	120	120
<b>Snow sweepers</b>				
Tlh no. 741 <sup>13</sup>	50	60	60	60
<b>Snowploughs</b>				
Tla 90109691001-2	35	60	60	60
<b>Rail grinders</b>				
Tkh no. 894 <sup>13</sup>	60	80	80	80
<b>Track replacement machines</b>				
Trk no. 870	20	20 (50)	20 (80)	20 (100)
<b>Ballast ploughs</b>				
Tsl nos. 880, 882, 884, 885 and 890 <sup>13</sup>	70	80	80	80
Tsl no. 883 <sup>13</sup>	35	50	60	60
Tsl no. 888 <sup>13</sup>	50	60	60	80
Tsl no. 889 <sup>13</sup>	20	50	80	80
Tsl no. 91021	20	70	70	70
<b>Ballast cleaning machines</b>				
Tsp nos. 891 and 893	20	60	80	80
Tsp no. 892	50	80	80	80
<b>Multi-purpose machines</b>				
Ttm1 no. 91101	20 <sup>14</sup>	50	70	70
<b>Track tamping machines</b>				
Ttk1 <sup>13</sup> nos. 801–803, 821, 823, 831 and 91042	60	80	80	80
<b>Multi-purpose machines</b>				
Ttk1 <sup>13</sup> nos. 818–820	25 (50) <sup>15</sup>	25 (50) <sup>15</sup>	25 (50) <sup>15</sup>	25 (50) <sup>15</sup>
Ttk1 <sup>13</sup> nos. 822 and 824–829	50	50 (80)	50 (80)	50 (80)
Ttk1 <sup>13</sup> no. 830	60	85 (90)	85 (90)	85 (90)
Ttk1 <sup>13</sup> nos. 832 and 833	50	80	80	80
Ttk1 no. 834	50 <sup>16</sup>	80	80	80
Ttk1 <sup>13</sup> no. 91041	60	60	60	60
Ttk1 no. 91042	60	70	70	70

<sup>12</sup>Same as the maximum permitted speed on the line section in question, as assessed by a railway technology specialist and a representative of the local maintenance contractor.

<sup>13</sup> Max. wheel diameter is 790 mm, which means that caution must be exercised in diamond crossings with slips.

<sup>14</sup> Max. axle load with auxiliary wagon is 160 kN (16 t).

<sup>15</sup> Max. permitted speed in turnouts is 15 km/h.

<sup>16</sup> Max. permitted speed on category A railway yard sidings is 20 km/h.

Series	Superstructure category			
	A	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub> , C <sub>2</sub> and D
Ttk1 no. 9910 9121916-8	– <sup>18</sup>	80	80	80
Ttk1 no. 9010 9122002-9	50	80	80	80
Ttk1 no. 9010 9122003-7	50	80	80	80
Ttk1 no. 9010 9422001-8	50	80	80	80
<b>Turnout tamping machines</b>				
Ttk2 nos. 841, 844 and 849 <sup>13</sup>	60	80	80	80
Ttk2 no. 842 <sup>11</sup>	35	60	60	80
Ttk2 nos. 850 and 856	20	60	80	90 (100)
Ttk2 nos. 851–855 <sup>11</sup>	50	50 (80)	50 (80)	50 (80)
Ttk2 no. 857	20	60	80	80 (100)
Ttk2 no. 858	– <sup>16</sup>	60	75	90 (100)
Ttk2 no. 859	20 <sup>16</sup>	60	75	90 (100)
Ttk2 no. 91051	15	35	50	70 <sup>17</sup>
Ttk2 no. 9010 9421002-8	– <sup>18</sup>	80	80	80
Ttk2 no. 9010 9422845	50	80	80	80
Ttk2 no. 9010 9424101	50	80	80	80
Ttk2 no. 9926 0221002-1	80	80	80	80
UTtk no. 9926 0121006-3	– <sup>18</sup>	80	80	80
<b>Ballast compacting machines</b>				
Ttk3 nos. 862 and 863 <sup>11</sup>	60	80	80	80
<b>Tamping machines</b>				
Ttk4 no. 91501	20	40	40	40
Ttk5 no. 9010 9422001-8	50	80	80	80
<b>Catenary inspection and maintenance vehicles</b>				
Tta nos. 1 and 2	30 <sup>16</sup>	30 <sup>16</sup>	50 <sup>16</sup>	50 <sup>16</sup>
Tta no. 3	30 <sup>16</sup>	50 <sup>16</sup>	70 <sup>16</sup>	70 <sup>16</sup>
Tte nos. 21–29	70	100	110	110
Tte nos. 91201 and 91202	20	60	80	80
Ttv nos. 6, 9, 12 and 15	50	70	70	90
<b>Railway cranes</b>				
Tnk4 nos. 982 and 983	15 (20)	15 (50)	15 (60)	15 (60)
Tnk4 no. 984	15 (50)	15 (60)	15 (60)	15 (60)
Tnk4, nos. 985–989	15 (60)	15 (60)	15 (60)	15 (60)
Tnk4 no. 990	15 (20)	15 (50)	15 (60) <sup>19</sup>	15 (60) <sup>19</sup>
<b>Catenary installation vehicles</b>				
Tnv-sr nos. 911002 and 911003	40 (40)	40 (60)	40 (80)	40 (100)

<sup>17</sup> Max. permitted speed in diamond crossings with slips is 5 km/h, due to the small wheel diameter (440 mm).

<sup>18</sup> Use of and speeds on category A line sections is on a case-by-case basis.

<sup>19</sup> Towing speed is 80 km/h when the counterweight is carried on the crane trailer.

**MAXIMUM PERMITTED SPEEDS OF MUSEUM ROLLING STOCK**

(Towing speed is given in brackets if it differs from the maximum permitted speed when the vehicles are moving on their own power.)

Series	Superstructure category			
	A <sup>20</sup>	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub> , C <sub>2</sub> and D
Dr12	20 <sup>21</sup>	60 <sup>22</sup>	90	120
Dr13	20 <sup>21</sup>	100	110	120
Dv15	60	75 (80)	75 (80)	75 (80)
Dv16	60	85	85	85
Hr1	20 <sup>21</sup>	80	100	110 <sup>23</sup>
Hv1	60	80	80	80
Hv3	20 <sup>24</sup>	70	70	70
Pr1	20 <sup>21</sup>	80	80	80
Tk3	60	60	60	60
Tr1	20 <sup>21</sup>	80	80	80
Tv1	60	60	60	60
Vr1	40 <sup>25</sup>	40	40	40
Rau2	70	70	70	70
Dm7	70	95	95	95
Dm9	50	100	110	120

**USE OF TRACTIVE STOCK ON TRACKS BELONGING TO SUPERSTRUCTURE CATEGORY A**

The regulations are listed in the document 'Junaliikenteen ja vaihtotyön turvallisuussäännöt' (Jt).

<sup>20</sup> For secondary lines and railway yard sidings belonging to superstructure category A, see 'Use of tractive stock on tracks belonging to superstructure category A'.

<sup>21</sup> May only run on sidings.

<sup>22</sup> Max. permitted speed on line sections Orivesi–Haapamäki and Haapamäki–Jyväskylä is 80 km/h.

<sup>23</sup> Max. permitted speed without wagons is 100 km/h (alone or in multi-heading).

<sup>24</sup> Max. permitted speed in the deflecting section of K30 turnouts is 20 km/h.

<sup>25</sup> Max. permitted speed when running alone is 25 km/h.

## Use of overweight wagons

A wagon with an axle load exceeding the maximum given for different line sections in the Network Statement's map appendix is overweight for the line section in question. The terms for using wagons with an axle load exceeding 225 kN in eastern transit traffic are listed below.

The load specified in the wagon load table may not be intentionally exceeded. Any excess load must be unloaded at the first possible traffic operating point, if the load exceeds the permitted load by more than 5% when the maximum axle load is 225 kN or by more than 2% when the maximum axle load is 250 kN.

Overweight wagons must be used in accordance with the regulations on exceptional transports. The wheelsets and the rest of the bogie structure must be inspected before use.

A permission to use overweight wagons can be granted if this is necessary to meet occasional transport needs. The party granting the permission for the overweight transport must notify the track manager of the transport so that the condition of the track superstructure can be monitored.

### Using overweight wagons in domestic traffic and in western transit traffic

When the maximum axle load of a wagon is 225 kN, the speed limits for such wagons carrying excess weight are as follows:

Superstructure category	Maximum axle load kN	Speed limit km/h
A	225 <sup>1</sup>	20 <sup>1</sup>
B1	235	35
B2	235	50
C1, C2, D	235	80

### Using eastern transit traffic wagons with an axle load exceeding 225 kN on line sections belonging to superstructure categories C and D, on which the maximum permitted axle load is 250 kN

The maximum axle load is 250 kN.

Eastern transit traffic wagons with an axle load between 225 kN and 250 kN may run at speeds imposed on rolling stock with axle loads exceeding 225 kN.

The speed limit is 60 km/h.

### Using eastern transit traffic wagons with an axle load exceeding 225 kN on line sections belonging to superstructure categories C and D, on which the maximum permitted axle load is 225 kN

<sup>1</sup> Individual overweight wagons with an axle load between 200 kN and 225 kN may only be used on tracks and sidings belonging to superstructure category A on a temporary basis, and their speed may not exceed 20 km/h. Wagons with an axle load exceeding 225 kN may not be used on tracks and sidings belonging to superstructure category A.



## a) Axle load between 225 kN and 235 kN

The maximum axle load is 235 kN.

Individual eastern transit traffic wagons with an axle load between 225 kN and 235 kN may run at speeds imposed on rolling stock with a maximum axle load of 225 kN.

The speed limit is 60 km/h.

On the line section Kouvola–Kotka, transports with wagons with axle loads between 225 and 235 kN are permitted without limitations to the number of wagons.

## a) Axle load exceeding 235 kN

If the axle load of a wagon used in eastern transit traffic exceeds 235 kN, the Rail Traffic Management Centre grants transport permits for axle loads of up to 245 kN on the line sections listed below. For other line sections, the permit is granted by Engineering and Environment of the Finnish Transport Infrastructure Agency. The wagons must run as exceptional transports at the speeds specified in the permit.

Kerava–Sköldvik	Kouvola–Pieksämäki
Kokemäki–Harjavalta	Pieksämäki–Kontiomäki
Kokkola–Ykspihlaja	Pieksämäki–Joensuu
Riihimäki–Hakosilta	Siilinjärvi–Viinijärvi
Kouvola–Kotka	Iisalmi–Ylivieska
Kotka Hovinsaari–Kotka Mussalo	Oulu–Laurila
Juurikorpi–Hamina	Laurila–Tornio
Luumäki–Joensuu	Tornio–Röyttä
Imatra tavara–Imatrankoski-raja	Oulu–Kontiomäki
Niirala-raja–Säkäniemi	Kontiomäki–Vartius-raja
Joensuu–Uimaharju	

**Using eastern transit traffic wagons with an axle load exceeding 225 kN on line sections belonging to superstructure category B**

Individual eastern transit traffic wagons with a maximum axle load of 235 kN may temporarily run as exceptional transports on line sections belonging to superstructure category B1 at a speed of 35 km/h, and on line sections belonging to superstructure category B2 at 50 km/h. The permit is granted by the Rail Traffic Management Centre.

**Using eastern transit traffic wagons with axle loads exceeding 225 kN on tracks and in turnouts with K30 and K33 rail profiles.**

Eastern transit traffic wagons with axle loads exceeding 225 kN may not run on tracks and in turnouts with K30 and K33 rail profiles.

## Use of wagons built in accordance with the Russian standard

If the train contains at least one goods wagon built in accordance with the Russian standard, the maximum speed of the train on the sidings of the following traffic operating points or their parts is 20 km/h:

**Helsinki–Turku satama**  
Kauniainen

**Huopalahti–Havukoski**  
—

**Hyvinkää–Karjaa**  
Nummela

**Karjaa–Hanko**  
—

**Turku–Uusikaupunki**  
—

**Uusikaupunki–Hangonsaari**  
—

**Raisio–Naantali**  
—

**Helsinki–Riihimäki**  
—

**Kerava–Hakosilta**  
—

**Kerava–Sköldvik**  
—

**Kerava–Vuosaari**  
—

**Riihimäki–Tampere**  
—

**Toijala–Turku**  
—

**Toijala–Valkeakoski**  
—

**Tampere–Seinäjoki**  
Ylöjärvi  
Peräseinäjoki  
Seinäjoki asema  
Seinäjoki tavara

**Lielahdi–Kokemäki**  
—

**Kokemäki–Pori**  
Pori

**Pori–Mäntyluoto**  
Pori  
Mäntyluoto

**Mäntyluoto–Tahkoluoto**  
Mäntyluoto

**Kokemäki–Rauma**  
—

**Niinisalo–Parkano**  
—

**Seinäjoki–Vaasa**  
Seinäjoki asema  
Seinäjoki tavara

**Seinäjoki–Kaskinen**  
Seinäjoki asema  
Seinäjoki tavara  
Kaskinen

**Seinäjoki–Oulu**  
Seinäjoki asema  
Ylivieska  
Oulu tavara

**Pännäinen–Pietarsaari**  
Pietarsaari

**Tuomioja–Raahe**  
—

**Riihimäki–Kouvola**

—

**Kouvola–Kuusankoski**

—

**Lahti–Heinola**

Heinola

**Lahti–Loviisan satama**

—

**Kouvola–Kotka**

—

**Kotka Hovinsaari–Kotka Mussalo**

—

**Juurikorpi–Hamina**

—

**Kouvola–Joensuu**

Joensuu Peltola

Joensuu asema

**Luumäki–Vainikkala-raja**

—

**Imatra tavara–Imatrankoski-raja**

—

**Niirala-raja–Säkäniemi**

—

**Joensuu–Ilomantsi**

Joensuu Peltola

Joensuu asema

**Joensuu–Nurmes**

Joensuu Peltola

Joensuu asema

**Nurmes–Kontiomäki**

Vuokatti

**Kouvola–Pieksämäki**

Pieksämäki asema

Pieksämäki Temu

Pieksämäki lajittelu

Pieksämäki tavara

**Mynttilä–Ristiina**

Ristiina

**Pieksämäki–Kontiomäki**

Pieksämäki asema

Pieksämäki Temu

Pieksämäki lajittelu

Pieksämäki tavara

Kuopio asema

Kuopio tavara

Murtoäki

**Pieksämäki–Joensuu**

Pieksämäki asema

Pieksämäki Temu

Pieksämäki lajittelu

Pieksämäki tavara

Varkaus

Heinävesi

Joensuu asema

Joensuu Peltola

**Murtoäki–Talvivaara**

Murtoäki

**Varkaus–Kommila**

Varkaus

Kommila

**Huutokoski–Rantasalmi**

—

**Savonlinna–Parikkala**

Kerimäki

Punkaharju

**Siilinjärvi–Viinijärvi**

—

**Tampere–Jyväskylä**

—

**Orivesi–Seinäjoki**

Vilppula

Alavus

**Vilppula–Mänttä**

Vilppula

**Haapamäki–Jyväskylä**

—

**Jyväskylä–Pieksämäki**

Pieksämäki asema  
Pieksämäki Temu  
Pieksämäki lajittelu  
Pieksämäki tavara

**Jyväskylä–Äänekoski**

—

**Äänekoski–Haapajärvi**

Haapajärvi

**Iisalmi–Ylivieska**

Pyhäsalmi  
Haapajärvi

**Pyhäkumpu erkanemisvaihte-  
Pyhäkumpu**

—

**Oulu–Laurila**

Oulu tavara

**Laurila–Tornio-raja**

—

**Tornio–Kolari**

Pello

**Laurila–Kemijärvi**

Rovaniemi  
Misi  
Kemijärvi

**Kemijärvi–Patokangas**

Kemijärvi

**Oulu–Kontiomäki**

Paltamo  
Oulu tavara

**Kontiomäki–Ämmänsaari**

Hyrnsalmi  
Pesiökylä

**Kontiomäki–Vartius-raja**

—

# Monitoring of rolling stock

The location of the rolling stock monitoring devices in the railway network is illustrated in Figure 1.

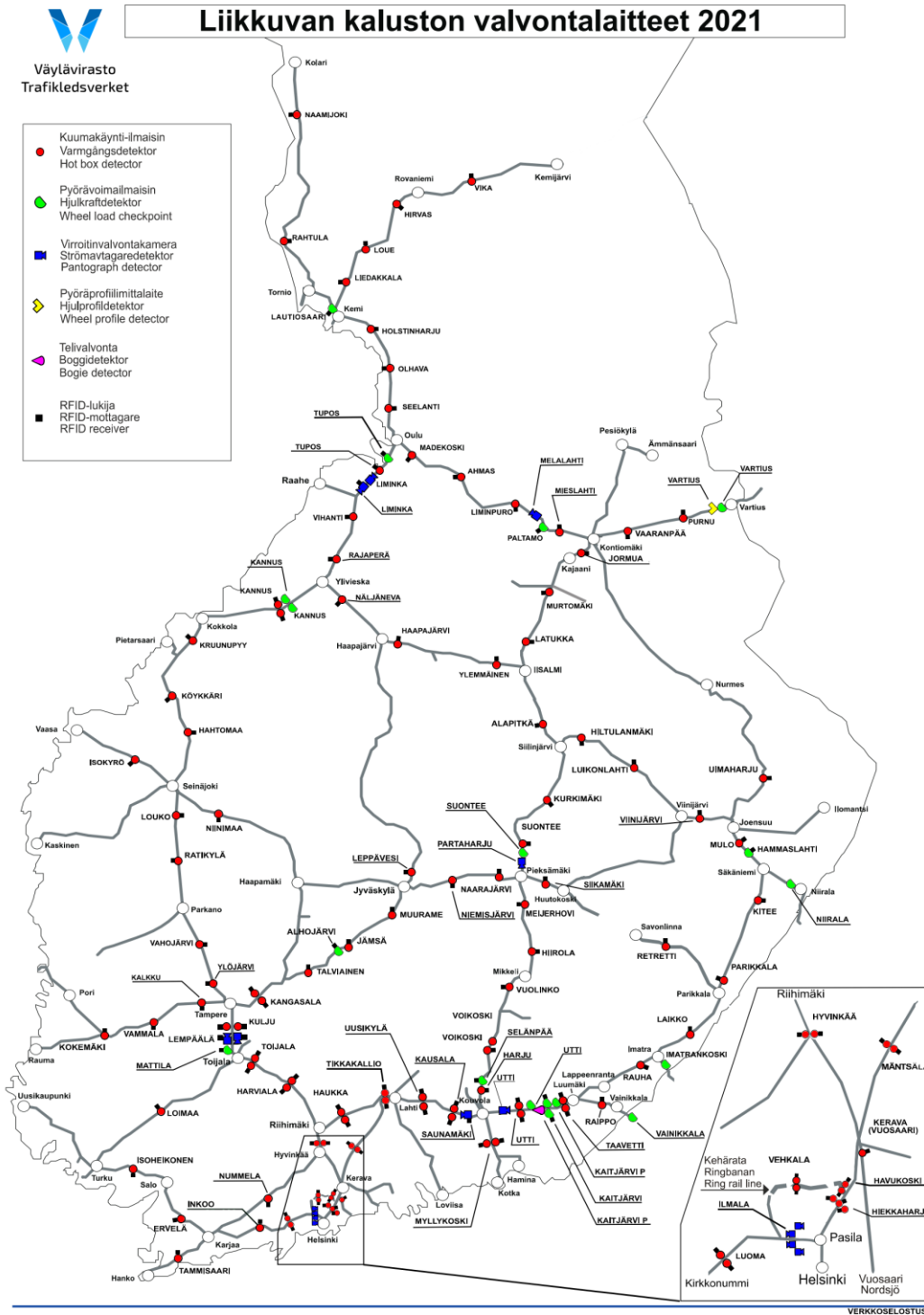


Figure 1. Rolling stock monitoring devices

## Use of the VIRVE network in train traffic

The primary network to be used for verbal communication between trains and traffic control is the VIRVE network. In addition to the VIRVE network, smart phones in commercial networks may be used for verbal communication between assistant shunters and traffic control, and between track work managers and traffic control, for example, by using the RAPLI application that facilitates the log-in procedure.

### 1 Responsibilities of the Finnish Transport Infrastructure Agency

#### 1.1 VIRVE network subscriptions of trains

The Finnish Transport Infrastructure Agency is responsible for paying the subscription and main user charges for the in-cab radio terminals to be used by train drivers in the VIRVE network. *Train* refers to any unit operated in the state-owned railway network that complies with the railway traffic rules.

The pricing of other verbal communication on railways follows the terms and conditions laid down for the operating licenses of the RAILI service as well as the price list of the RAILI service (<https://vayla.fi/ammattiliikenne-raiteilla/rautateiden-puheviestinta/raili-palvelu>).

#### 1.2 Safety-related functionalities of verbal communication

The Finnish Transport Infrastructure Agency is responsible for the railway safety-related functionalities of verbal communication, for example, for implementing an application that facilitates the log-in procedure.

#### 1.3 Radio network coverage

The Finnish Transport Infrastructure Agency shall ensure adequate VIRVE reception of trains on open railway stretches and in railway tunnels. The Finnish Transport Infrastructure Agency is not responsible for radio reception at other indoor facilities.

#### 1.4 Recording of phone calls

The Finnish Transport Infrastructure Agency is responsible for recording the phone calls of the traffic control. Unless otherwise provided by law, railway operators, private infrastructure managers and companies supplying traffic control services are entitled to obtain recordings and identification data of railway verbal communication in order to investigate incidents and accidents that have occurred during the actor's operations, prevent future occurrence, as well as develop the safety communication. The right to obtain information on audio recordings only concerns such recordings of verbal communication where the actor or its staff is directly involved.

## 2 Responsibilities of safety certificate holders

### 2.1 In-cab radio terminals

The safety certificate holders acquire the in-cab radio terminals required for their trains and are responsible for the costs and maintenance of the radio terminals. The safety certificate holders ensure that in-cab radio terminals of the trains comply with the national requirements in Traficom's regulation [https://www.finlex.fi/data/normit/45352/TRAFICOM\\_251470\\_03.04.02.00\\_2019\\_FI\\_Rautateiden\\_ohjaus-\\_hallinta-\\_ja\\_merkinanto-osajajestelma.pdf](https://www.finlex.fi/data/normit/45352/TRAFICOM_251470_03.04.02.00_2019_FI_Rautateiden_ohjaus-_hallinta-_ja_merkinanto-osajajestelma.pdf)

and in the Guidelines of the Finnish Transport Infrastructure Agency 36/2016 on VIRVE Network Requirements for Hand Portable and Mobile Terminals LIVI/5777/06.04.01/2016 national requirements [http://www2.liikennevirasto.fi/julkaisut/pdf8/ohje\\_2017\\_virve\\_network\\_requirements\\_web.pdf](http://www2.liikennevirasto.fi/julkaisut/pdf8/ohje_2017_virve_network_requirements_web.pdf)

Meeting these requirements ensures that a speech connection between the drivers and the traffic control can be established successfully.

### 2.2 Other safety-related verbal communication in commercial networks

The safety certificate holders shall acquire all required radio terminals and subscriptions at their own cost, with the exception of the application facilitating the log-in procedure, which is the responsibility of the Finnish Transport Infrastructure Agency.

The Finnish Transport Infrastructure Agency recommends that train drivers also continue to use and log in via a spare phone.

### 2.3 Disruptions and unexpectedly disconnected calls

Radio calls are susceptible to various disturbances and disruptions caused by weather conditions, external radio interferences, device and software failures, as well as changes in the network, phones and their accessories, among other things. The position of the radiophone in relation to the base station and its user, as well as indoor facilities, buildings and constructions, which absorb radio signals, are all factors that may reduce the signal strength in the radio network. The call may be interrupted during a safety-critical work task. An interrupted call can have serious effects on work and occupational safety, since the connection is not automatically restored. Instead the user has to make a new call, may not necessarily connect straight away or not until the interference factor has been eliminated. Continuous monitoring of the talking connection and functionality is important in terms of occupational health and safety.

If the RAILI service cannot be used due to technical disturbances or poor signal strength, other communications media shall be used. The traffic control, or correspondingly, the train drivers, shunting foremen and track work managers shall be informed of any disruptions preventing or hindering the use of the network, and of alternative contact information in accordance with the instructions on verbal communication.





Station	Building	Service point manager	Timetable Screen	More information about railway traffic premises for rent
Akaa, Toijala	Station building	VR Group Ltd	No	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Espoo	Station bridge	City of Espoo, Premises Department	Yes	No vacancies. More information from City of Espoo, Premises Department
Espoo, Kauklahti	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Hamina	Building at traffic operating point	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Hanko	Station building	Senaatin Asema-alueet Oy	No	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Helsinki, Kannelmäki	Station	Helsinki City Transport HKL	Yes	Helsinki City Transport HKL, Building Management
Helsinki, Malmi	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Helsinki, Malminkartano	Tunnel Station	Helsinki City Transport HKL	Yes	Helsinki City Transport HKL, Building Management
Helsinki, Pasila	Station building	Kiinteistö Oy Tripla Mall	Yes	Service facility description: <a href="https://vayla.fi/ammattiliikenne-raiteilla/rautateiden-verkkoselostus/rataverkon-palvelun-tarjonta">https://vayla.fi/ammattiliikenne-raiteilla/rautateiden-verkkoselostus/rataverkon-palvelun-tarjonta</a>
Helsinki, Pohjois-Haaga	Station	Helsinki City Transport HKL	Yes	Helsinki City Transport HKL, Building Management
Helsinki	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Hyvinkää	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Hämeenlinna	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Iisalmi	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Imatra	Imatra	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Imatra	Imatra	Kiinteistö Oy Imatran keskusasema	Yes	REIM Imatra Oy
Joensuu	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Jyväskylä	Jyväskylä	Jyvä-Parkki Oy	Yes	Jyvä-Parkki Oy, facility issues
Järvenpää	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Kajaani	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Kauniainen	Station building	Senaatin Asema-alueet Oy	No	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Kemi	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Kemijärvi	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Kerava	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Kirkkonummi	Station building	Senaatin Asema-alueet Oy	No?	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Kokkola	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Kolari	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Kotka	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Kouvola	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Kuhmo, Vartius	Station building	VR Group Ltd	No	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Kuopio	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Lahti	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Lapinlahti	Station building	Nelson House Oy	Yes	Nelson House Oy, Lapinlahti. No vacancies.
Lappeenranta	Station and customs building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Mikkeli	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Oulainen	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Oulu	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Parikkala	Station building	Municipality of Parikkala	Yes	Municipality of Parikkala, Head of Construction.
Parkano	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Pieksämäki	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Pori	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Raasepori	Station building	Senaatin Asema-alueet Oy	Yes	<a href="https://www.senaatti.fi/asema-alueet/">https://www.senaatti.fi/asema-alueet/</a>
Riihimäki	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Rovaniemi	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Seinäjoki	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Siilinjärvi	Station building	VR Group Ltd	No	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Tampere	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Tohmajärvi	Station building	VR Group Ltd	No	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Turku	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Turku, Kupittaa	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Tuusula, Jokela	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>
Vaasa	Station building, new waiting area	City of Vaasa	Yes	Airaksinen Capital Oy, Vaasa. Vacancies.
Vantaa	Station bridge, halt	City of Vantaa	Yes	City of Vantaa, Real Estate Centre
Vantaa, Kivistö	Station building	City of Vantaa	Yes	City of Vantaa, Real Estate Centre
Vantaa, Leinelä	Station bridge, halt	City of Vantaa	Yes	City of Vantaa, Real Estate Centre
Vantaa, Louhela	Station building	City of Vantaa	Yes	City of Vantaa, Real Estate Centre
Vantaa, Martinlaakso	Station building	City of Vantaa	Yes	City of Vantaa, Real Estate Centre
Vantaa, Myyrmäki	Station building	City of Vantaa	Yes	City of Vantaa, Real Estate Centre
Vantaa, Vantaankoski	Station bridge, halt	City of Vantaa	Yes	City of Vantaa, Real Estate Centre
Varkaus	Station building	Varkauden keskusliikenneasema Oy	Yes	Realia isännöinti Oy, Varkaus.
Ylivieska	Station building	VR Group Ltd	Yes	VR Network Statement, Passenger stations (vacancies and prices) <sup>1</sup>

<sup>1</sup> <https://www.vrgroup.fi/fi/vrgroup/vr-group-yrityksena/liiketoiminnot/vr-fleetcare/verkkoselostus/palveluvuokukset/tilanvuokraustoiminta/matkustajaasemat-ja-muut-asemaalueen-tilat/>

ID	Line section no	Line section	Railway device/building description	Type	Coordinates (N)	Coordinates (E)	Track	Owner of the device or building	Maintainer of the device or building	Manager of the device or building	Further information
ILR001	1109	Ilmala railway yard	1500 V heating point	heating centre	60.210284	24.929719					LP829-709 / LP522/523-710
ILR002	1109	Ilmala railway yard	1501 V heating point	heating centre	60.213765	24.931689					LP814-710 / LP813-709 between t.709-710
ILR003	1109	Ilmala railway yard	1502 V heating point	heating centre	60.213814	24.93137					LP816-712 / LP815-711 between t.711-712
ILR004	1109	Ilmala railway yard	1503 V heating point	heating centre	60.210347	24.929488					LP524/525 -712 / LP830-711 between t.711-712
ILR005	1109	Ilmala railway yard	1504 V heating point	heating centre	60.214751	24.923842	792-793				LP1008-793 between t.792-793
ILR006	1109	Ilmala railway yard	1505 V heating point	heating centre	60.215252	24.924398	792				LP1007-792 next to t.792 Käpylä end.
ILR007	1109	Ilmala railway yard	1506 V heating point	heating centre	60.214166	24.923558	787-788				LP1006-788 between t.787-788 Käpylä end
ILR008	1109	Ilmala railway yard	1507 V heating point	heating centre	60.214141	24.923691	786-787				LP1005-787 between t.787-786 Käpylä end
ILR009	1109	Ilmala railway yard	1508 V heating point	heating centre	60.213853	24.92371	785-786				LP1004-786 between t.786-785 Käpylä end
ILR010	1109	Ilmala railway yard	1509 V heating point	heating centre	60.213856	24.923806	784-785				LP1003-785 between t.785-784 Käpylä end
ILR011	1109	Ilmala railway yard	1510 V heating point	heating centre	60.214118	24.924121	784-783				LP1002-784 between t.783-784 Käpylä end
ILR012	1109	Ilmala railway yard	1511 V heating point	heating centre	60.214142	24.9241	783-782				LP1001-783 between t.782-783 Käpylä end
ILR013	1109	Ilmala railway yard	1512 V heating point	heating centre	60.216461	24.928611	169				LP27-169 next to t.169 at the dead stop rail
ILR014	1109	Ilmala railway yard	1513 V heating point	heating centre	60.216194	24.928397	167-168				LP26-168 / LP26-167 between t.167-168
ILR015	1109	Ilmala railway yard	1514 V heating point	heating centre	60.215921	24.928315	166-165				LP 25-166 / LP25-165 between t.165-166
ILR016	1109	Ilmala railway yard	1515 V heating point	heating centre	60.215695	24.928125	163-164				LP24-164 / LP24-163 between t.163-164
ILR017	1109	Ilmala railway yard	1516 V heating point	heating centre	60.215563	24.928088	161-162				LP23-162 / LP23-161 between t.162-161
ILR018	1109	Ilmala railway yard	1517 V heating point	heating centre	60.214916	24.927558	159-158				LP22-159 between t.159-158
ILR019	1109	Ilmala railway yard	1518 V heating point	heating centre	60.214684	24.927785	157-158				LP21-158 / LP21-157 between t.157-158
ILR020	1109	Ilmala railway yard	1519 V heating point	heating centre	60.214712	24.92769	155-156				LP20-156 / LP20-155 between t.155-156
ILR021	1109	Ilmala railway yard	1520 V heating point	heating centre	60.214664	24.927849	149-154				LP28-154 between t.149-154
ILR022	1109	Ilmala railway yard	1521 V heating point	heating centre	60.21505	24.928988	146-147				LP67-146 / LP67-147 between t.146-147
ILR023	1109	Ilmala railway yard	1522 V heating point	heating centre	60.214972	24.92914	144-145				LP66-144 / LP66-145 between t.144-145
ILR024	1109	Ilmala railway yard	1523 V heating point	heating centre	60.214957	24.929466	142-143				LP65-142 / LP65-143 between t.142-143
ILR025	1109	Ilmala railway yard	1524 V heating point	heating centre	60.214824	24.929516	137-138				LP64-137 / LP64-138 between t.137-138
ILR026	1109	Ilmala railway yard	1525 V heating point	heating centre	60.214759	24.929737	135-136				LP63-135 / LP63-136 between t.135-136
ILR027	1109	Ilmala railway yard	1526 V heating point	heating centre	60.214704	24.929828	133-134				LP62-133 / LP62-134 between t.133-134
ILR028	1109	Ilmala railway yard	1527 V heating point	heating centre	60.214975	24.930384	131-132				LP61-132 / LP61-131 between t.131-132
ILR029	1109	Ilmala railway yard	1528 V heating point	heating centre	60.214252	24.931952	812, 811				LP826-811 r.812 behind the dead rail stop next to t. 811
ILR030	1109	Ilmala railway yard	1529 V heating point	heating centre	60.214668	24.932075	813, 814				LP827-813 / LP828-814 r.813 next to t.814 behind the dead rail stop
ILR031	1109	Ilmala railway yard	1530 V heating point	heating centre	60.213484	24.929031	731-732				LP724-731 / LP723-732between t.731-732 maintenance platform for long-distance traffic
ILR032	1109	Ilmala railway yard	1531 V heating point	heating centre	60.210092	24.927081	731-732				LP512-732 / LP511-731 between t.731-732 maintenance platform for long-distance traffic
ILR033	1109	Ilmala railway yard	1532 V heating point	heating centre	60.213363	24.928866	734				LP713-734 next to t.734

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ILR034	1109	Ilmala railway yard	1533 V heating point	heating centre	60.213385	24.928779					Heating point t. 735 and LP715-736
ILR035	1109	Ilmala railway yard	1534 V heating point	heating centre	60.213271	24.928289	743				LP725-743 next to t.743
ILR036	1109	Ilmala railway yard	1535 V heating point	heating centre	60.213391	24.928687	737-738				LP716-737 / LP717-738 between t.737-738
ILR037	1109	Ilmala railway yard	1536 V heating point	heating centre	60.210832	24.926831	601				LP91-601 t.601
ILR038	1109	Ilmala railway yard	1537 V heating point	heating centre	60.210781	24.926676	602				LP93-602
ILR039	1109	Ilmala railway yard	1538 V heating point	heating centre	60.208375	24.926244	601				LP92-601 next to t.601
ILR040	1109	Ilmala railway yard	1539 V heating point	heating centre	60.208312	24.926083	602				LP94-602 next to t.602
ILR041	1109	Ilmala railway yard	1540 V heating point	heating centre	60.208317	24.925905	603				LP96-603 next to t.603
ILR042	1109	Ilmala railway yard	1541 V heating point	heating centre	60.208386	24.925685	604				LP98-604 next to t.604
ILR043	1109	Ilmala railway yard	1542 V heating point	heating centre	60.210529	24.926288	604				LP97-604 next to t.604
ILR044	1109	Ilmala railway yard	1543 V heating point	heating centre	60.210596	24.92639	603				LP95-603 next to t.603
ILR045	1109	Ilmala railway yard	1544 V heating point	heating centre	60.210295	24.926007	605				LP99-605 next to t.605
ILR046	1109	Ilmala railway yard	1545 V heating point	heating centre	60.21027	24.925949	606				LP910-606 next to t.606
ILR047	1109	Ilmala railway yard	1546 V heating point	heating centre	60.214201	24.931024	715-716				LP817-716 between t.715-716 Käpylä end
ILR048	1109	Ilmala railway yard	1500 V heating point, t.799-800 Russian train services	heating centre	60.215349	24.924133		FTIA	Eitel		LP1009-799 next to t.799
ILR049	1109	Ilmala railway yard	1501 V heating point, t.799-800 Russian train services	heating centre	60.215372	24.924092		FTIA	Eitel		LP1010-800 between t.799-800
ILR050	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.601-602	heating point	60.210761	24.926693	601-602				400V 63A 2pcs and 32A as well as 240V 16A 2pcs between t. 601-602 X13 X14
ILR051	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.601-602	heating point	60.209804	24.926501	601-602				400V 63A 2pcs and 32A as well as 240V 16A 2pcs X11 X12 between t. 601-602
ILR052	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.601-602	heating point	60.209525	24.926214	601-602				400V 63A 2pcs and 32A as well as 240V 16A 2pcs between t. 601-602 X09 X10
ILR053	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.601-602	heating point	60.209412	24.926257	601-602				400V 63A 2pcs and 32A as well as 240V 16A 2pcs X07 X08 between t. 601-602
ILR054	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.601-602	heating point	60.209198	24.926341	601-602				400V 63A 2pcs and 32A as well as 240V 16A 2pcs X07 X08 between t. 601-602
ILR055	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.601-602	heating point	60.20866	24.926085	601-602				400V 63A 2pcs and 32A as well as 240V 16A 2pcs X03 X04 between t. 602-602
ILR056	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.601-602	heating point	60.208449	24.926132	601-602				400V 63A 2pcs and 32A as well as 240V 16A 2pcs X01 X02 between t. 602-602
ILR057	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.603-604	heating point	60.20838	24.92585	603-604				400V 63A 2pcs and 32A as well as 240V 16A X16 X15 between t.603-604
ILR058	1109	Ilmala railway yard	400V kaukoliikenteen huoltotaso r.603-604	heating point	60.208626	24.926027	603-604				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs X18 X17between t.603-604
ILR059	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.603-604	heating point	60.209127	24.926083	603-604				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.603-604 X20 X19
ILR060	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.603-604	heating point	60.209258	24.926099	603-604				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.603-604 X22 X21

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ILR061	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.603-604	heating point	60.209532	24.926153	603-604				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.603-604 X24 X23
ILR062	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.603-604	heating point	60.209773	24.926138	603-604				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.603-604 X26 X25
ILR063	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.603-604	heating point	60.210425	24.926381	603-604				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs X28 X27 between t.603-604
ILR064	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.605-606	heating point	60.210234	24.925911	605-606				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs X35 X36 between t. 605-606
ILR065	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.605-606	heating point	60.209506	24.92576	605-606				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs X33 X34 between t.605-606
ILR066	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.605-606	heating point	60.209166	24.925627	605-606				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs X31 X32 between t.605-606
ILR067	1109	Ilmala railway yard	400V maintenance platform for long-distance traffic t.605-606	heating point	60.208919	24.925676	605-606				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs X29 X30 between t.605-606
ILR068	1109	Ilmala railway yard	400V t. 731-732 (734) maintenance platform for long-distance traffic	heating point	60.213376	24.928957	731-732				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.731-732 X06
ILR069	1109	Ilmala railway yard	400V t. 731-732 (734) maintenance platform for long-distance traffic	heating point	60.212666	24.928692	731-733				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.731-732 X05
ILR070	1109	Ilmala railway yard	400V t. 731-732 (734) maintenance platform for long-distance traffic	heating point	60.212258	24.928469	731-734				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.731-732 X04
ILR071	1109	Ilmala railway yard	400V t. 731-732 (734) maintenance platform for long-distance traffic	heating point	60.211532	24.927599	731-735				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.731-732 X03
ILR072	1109	Ilmala railway yard	400V t. 731-732 (734) maintenance platform for long-distance traffic	heating point	60.210852	24.92727	731-736				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.731-732 X02
ILR073	1109	Ilmala railway yard	400V t. 731-732 (734) maintenance platform for long-distance traffic	heating point	60.210142	24.926777	731-737				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.731-732 X01
ILR074	1109	Ilmala railway yard	400V t. 731-732 (734) maintenance platform for long-distance traffic	heating point	60.213349	24.928863	734				400V 63A 2pcs and 32A as well as 240V 16A 2pcs next to t.734 X07
ILR075	1109	Ilmala railway yard	400V outside connection	heating point	60.210307	24.929779	709-710				400V 63A 2pcs and 16A as well as 240V 16A 2 pcs between t.709-710 väli
ILR076	1109	Ilmala railway yard	400V outside connection	heating point	60.211023	24.930148	709-710				400V 63A and 32A as well as 16A and 240V 16A between t.709-710 R9-PRK-4
ILR077	1109	Ilmala railway yard	400V outside connection	heating point	60.211897	24.930663	709-710				400V 63A, 32A and 16A as well as 240V 16A 2 pcs between t.709-710 R9 PRK-3
ILR078	1109	Ilmala railway yard	400V outside connection	heating point	60.21209	24.931042	708				400V 63A and 32A as well as 16A and 240V 16A 2 pcs next to t.708
ILR079	1109	Ilmala railway yard	400V outside connection	heating point	60.212854	24.93116	709-710				400V 63A, 32A and 16A as well as 240V 16A 2 pcs R9 PRK-2 between t.709-710
ILR080	1109	Ilmala railway yard	400V outside connection	heating point	60.213841	24.931788	709-710				400V 63A 2pcs and 16A as well as 240V 16A 2 pcs between t.709-710 Käpylä end
ILR082	1109	Ilmala railway yard	400V outside connection	heating point	60.213852	24.931443	711-712				R11 PRK-1 400V 63A and 32A as well as 16A and 240V 16A 2 pcs between t.711-712
ILR083	1109	Ilmala railway yard	400V outside connection	heating point	60.211926	24.930227	711-712				400V 63A and 16A as well as 240V 16A 2 pcs between t. 711-712
ILR084	1109	Ilmala railway yard	400V outside connection	heating point	60.210411	24.929471	711-712				400V 63A 2pcs and 32A as well as 16A and 240V 16A 2 pcs between t.711-712 Helsinki end
ILR085	1109	Ilmala railway yard	400V outside connection	heating point	60.213168	24.92293	788				400V 32A and 16A as well as 240V 16A 2 pcs next to t.788 own consumption gauge in the centre
ILR087	1109	Ilmala railway yard	400V outside connection	heating point	60.214686	24.927865	149-154				400V 63A and 32A as well as 240V 16A 2 pcs between t.149-154
ILR088	1109	Ilmala railway yard	400V outside connection	heating point	60.214699	24.928011	149				400V 63A and 32A as well as 240V 16A 2 pcs next to t.149

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ILR089	1109	Ilmala railway yard	400V outside connection	heating point	60.21485	24.92815	149				400V 63A and 32A as well as 240V 16A 2 pcs next to t.150
ILR090	1109	Ilmala railway yard	400V outside connection	heating point	60.215164	24.928539	149-153				400V 32A 2 pcs and 240V 16A 4 pcs between t.149-153
ILR091	1109	Ilmala railway yard	400V outside connection	heating point	60.215295	24.92875	149-153				400V 32A 2 pcs and 240V 16A 4 pcs between t.149-153
ILR092	1109	Ilmala railway yard	400V outside connection	heating point	60.215533	24.929224	152-153				400V 32A 2 pcs and 240V 16A 4 pcs between t.152-153
ILR093	1109	Ilmala railway yard	400V outside connection	heating point	60.21569	24.929326	152-153				400V 32A 2 pcs and 240V 16A 4 pcs between t.152-153
ILR095	1109	Ilmala railway yard	400V outside connection	heating point	60.21612	24.929999	151-152				400V 32A 2 pcs and 240V 16A 4 pcs between t.151-152
ILR096	1109	Ilmala railway yard	400V outside connection	heating point	60.216015	24.929708	151-152				400V 32A 2 pcs and 240V 16A 4 pcs between t.151-152
ILR097	1109	Ilmala railway yard	400V outside connection	heating point	60.215779	24.929496	151-152				400V 32A 2 pcs and 240V 16A 4 pcs between t.151-152
ILR098	1109	Ilmala railway yard	400V outside connection	heating point	60.215613	24.929454	151-152				400V 32A 2 pcs and 240V 16A 4 pcs between t.151-152
ILR101	1109	Ilmala railway yard	400V outside connection	heating point	60.216684	24.930769	150				400V 32A 2 pcs and 240V 16A 4 pcs between t.150
ILR102	1109	Ilmala railway yard	400V outside connection	heating point	60.215897	24.930008	146-147				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.146-147
ILR103	1109	Ilmala railway yard	400V outside connection	heating point	60.215421	24.929551	146-147				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.146-147
ILR104	1109	Ilmala railway yard	400V outside connection	heating point	60.215119	24.929036	146-147				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.146-147
ILR105	1109	Ilmala railway yard	400V outside connection	heating point	60.215052	24.929271	144-145				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.144-145
ILR106	1109	Ilmala railway yard	400V outside connection	heating point	60.215364	24.929677	144-145				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.144-145
ILR107	1109	Ilmala railway yard	400V outside connection	heating point	60.215792	24.930213	144-145				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.144-145
ILR108	1109	Ilmala railway yard	400V outside connection	heating point	60.215788	24.930315	142-143				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.142-143
ILR109	1109	Ilmala railway yard	400V outside connection	heating point	60.215332	24.929822	142-143				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.142-143
ILR110	1109	Ilmala railway yard	400V outside connection	heating point	60.21506	24.929471	142-143				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.142-143
ILR111	1109	Ilmala railway yard	400V outside connection	heating point	60.214415	24.932027	812				400V 63A and 32A 2pcs as well as 240V 16A 2 pcs next to t.812
ILR114	1109	Ilmala railway yard	400V outside connection	heating point	60.215235	24.932294	814				400V 63A and 32A as well as 16A and 240V 16A 2 pcs next to t.814
ILR116	1109	Ilmala railway yard	400V outside connection	heating point	60.214734	24.932184	813-814				400V 63A and 32A 2pcs as well as 240V 16A 4pcs between t.813-814
ILR117	1109	Ilmala railway yard	400V outside connection	heating point	60.213406	24.92881	735-736				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.735-736 X08
ILR118	1109	Ilmala railway yard	400V outside connection	heating point	60.213238	24.928356	743				400V 63A 2pcs and 32A as well as 240V 16A 2pcs next to t.743.
ILR119	1109	Ilmala railway yard	400V outside connection	heating point	60.213113	24.927769	746				400V 63A and 16A as well as 240V 16A 2 pcs attached to the facility wall at t.746
ILR120	1109	Ilmala railway yard	400V outside connection	heating point	60.213351	24.928643	737-738				400V 63A 2pcs and 32A as well as 240V 16A 2 pcs between t.737-738 X09
ILR122	1109	Ilmala railway yard	400V outside connection	heating point	60.213595	24.927846	747-748				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.747-748
ILR123	1109	Ilmala railway yard	400V outside connection	heating point	60.213689	24.927581	749-751				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.749-751
ILR124	1109	Ilmala railway yard	400V outside connection	heating point	60.213683	24.927456	752-753				400V 63A 2pcs and 32A 2pcs as well as 240V 16A 4 pcs between t.752-753
ILR125	1109	Ilmala railway yard	400V outside connection	heating point	60.212538	24.927168	747-748				400V 32A 2 pcs and 240V 16A 4 pcs between t.747-748
ILR126	1109	Ilmala railway yard	400V outside connection	heating point	60.20949	24.925348	608-609				400V 16A and 240V 16A 2 pcs on the wall of the locomotive cleaning facility between t.608-609 Helsinki end PRK2
ILR127	1109	Ilmala railway yard	400V outside connection	heating point	60.209832	24.925247	609-610				400V 16A and 240V 16A 2 pcs between t.609-610 at the end of the locomotive cleaning facility, Käpylä end PRK2
ILR128	1109	Ilmala railway yard	400V outside connection	heating point	60.214313	24.927034	754-755				400V 32A 4 pcs and 240V 16A 2 pcs between t.754-755

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ILR129	1109	Ilmala railway yard	400V outside connection	heating point	60.214358	24.926726	756-757				400V 32A 4 pcs and 240V 16A 2 pcs between t.756-757
ILR130	1109	Ilmala railway yard	400V outside connection	heating point	60.214336	24.926379	758-759				400V 32A 4 pcs and 240V 16A 2 pcs between t.758-759
ILR131	1109	Ilmala railway yard	400V outside connection	heating point	60.214401	24.926085	760-761				400V 32A 4 pcs and 240V 16A 2 pcs between t.760-761
ILR132	1109	Ilmala railway yard	400V outside connection t.799-800	heating point	60.212761	24.921885	799-800	FTIA	Eitel		PILOT 1 400V 63A 2pcs and 32A as well as 240V 16A between t.799-800
ILR133	1109	Ilmala railway yard	400V outside connection t.799-800	heating point	60.213717	24.922374	799-800	FTIA	Eitel		PILOT 2 400V 63A 2pcs and 32A as well as 240V 16A between t.799-800
ILR134	1109	Ilmala railway yard	400V outside connection t.799-800	heating point	60.214651	24.922592	799-800	FTIA	Eitel		PILOT 3 400V 63A 2pcs and 32A as well as 240V 16A between t.799-800
ILR135	1109	Ilmala railway yard	400V outside connection t.799-800	heating point	60.215277	24.923705	799-800	FTIA	Eitel		PILOT 4 400V 63A 2pcs and 32A as well as 240V 16A between t.799-800
ILR136	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.212732	24.921291	803-804				JK 010401 between t.803-804 400V 63A 2pcs and 32A and 240V 16A 2 pcs
ILR137	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.213084	24.921453	803-804				JK 010402.1 between t.803-804 400V 63A 2pcs and 32A and 240V 16A 2 pcs
ILR138	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.213663	24.921848	803-804				JK 010402.2 between t.803-804 400V 63A 2pcs and 32A and 240V 16A 2 pcs
ILR139	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.214095	24.922054	803-804				JK 010501 between t.803-804 400V 63A 2pcs and 32A and 240V 16A 2 pcs
ILR140	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.214567	24.922442	803-804				JK 010502 between t.803-804 400V 63A 2pcs and 32A and 240V 16A 2 pcs
ILR141	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.21507	24.922666	803-804				JK 010601 between t.803-804 400V 63A 2pcs and 32A and 240V 16A 2 pcs
ILR142	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.215482	24.922952	803-804				JK 010602.1 between t.803-804 400V 63A 2pcs and 32A and 240V 16A 2 pcs
ILR143	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.215689	24.923132	803-804				JK 010602.2 between t.803-804 400V 63A 2pcs and 32A and 240V 16A 2 pcs
ILR144	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.215676	24.923169	801-802				JK010302.2 between t.801-802 400V 63A 2pcs and 32A as well as 240V 16A 2 pcs
ILR145	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.215533	24.922965	801-802				JK 010302.1 between t.801-802 400V 63A 2pcs and 32A as well as 240V 16A 2 pcs
ILR146	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.214972	24.922675	801-802				JK 010301 between t.801-802 400V 63A 2pcs and 32A as well as 240V 16A 2 pcs
ILR147	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.214507	24.922477	801-802				JK 010202 between t.801-802 400V 63A 2pcs and 32A as well as 240V 16A 2 pcs
ILR148	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.214055	24.922174	801-802				JK 010201 between t.801-802 400V 63A 2pcs and 32A as well as 240V 16A 2 pcs
ILR149	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.213615	24.922116	801-802				JK 010102.2 between t.801-802 400V 63A 2pcs and 32A as well as 240V 16A 2 pcs
ILR150	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.213068	24.921641	801-802				JK 010102.1 between t.801-802 400V 63A 2pcs and 32A as well as 240V 16A 2 pcs
ILR151	1109	Ilmala railway yard	400V outside connection t.801-804	heating point	60.212639	24.921413	801-802				JK 010101 between t.801-802 400V 63A 2pcs and 32A as well as 240V 16A 2 pcs
ILR152	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.210528	24.929822	709-710				Suction starts when opening the valve, suction stays on until the valve is closed. Vacuum suction device between t.709-710
ILR153	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.210651	24.930102	709-710				Ali9 between t.709-710
ILR154	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.210891	24.930085	709-710				Vacuum suction device between t.709-710
ILR155	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.211147	24.930169	709-710				Vacuum suction device between t.709-710
ILR156	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.211359	24.930342	709-710				Vacuum suction device
ILR157	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.211576	24.930659	709-710				Vacuum suction device between t.709-710
ILR158	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.211832	24.930566	709-710				Vacuum suction device between t.709-710

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ILR159	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.212111	24.930698	709-710				Vacuum suction device between t.709-710
ILR160	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.21227	24.930847	709-710				Vacuum suction device between t.709-710
ILR161	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.212463	24.930934	709-710				Vacuum suction device between t.709-710
ILR162	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.21293	24.931272	709-710				Vacuum suction device between t.709-710
ILR163	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.213191	24.931286	709-710				Vacuum suction device between t.709-710
ILR164	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.213399	24.931518	709-710				Vacuum suction device between t.709-710
ILR165	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.213399	24.931518	709-710				Vacuum suction device between t.709-710
ILR166	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.213633	24.931618	709-710				Vacuum suction device between t.709-710
ILR167	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.213645	24.931165	711-712				Vacuum suction device between t.711-712
ILR168	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.213393	24.931014	711-712				Vacuum suction device between t.711-712
ILR169	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.213167	24.93091	711-712				Vacuum suction device between t.711-712
ILR170	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.212942	24.930795	711-712				Vacuum suction device between t.711-712
ILR171	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.21272	24.930684	711-712				Vacuum suction device between t.711-712
ILR172	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.2125	24.930564	711-712				Vacuum suction device between t.711-712
ILR173	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.212243	24.93045	711-712				Vacuum suction device between t.711-712
ILR174	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.212036	24.93035	711-712				Vacuum suction device between t.711-712
ILR175	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.211823	24.930191	711-712				Vacuum suction device between t.711-712
ILR176	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.211556	24.930075	711-712				Vacuum suction device between t.711-712
ILR177	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.211415	24.930099	711-712				Vacuum suction device between t.711-712
ILR178	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.211153	24.929928	711-712				Vacuum suction device between t.711-712
ILR179	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.21098	24.929649	711-712				Vacuum suction device between t.711-712
ILR180	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.210699	24.929608	721-712				Vacuum suction device between t.711-712



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ILR181	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.210493	24.929561	711-712				Vacuum suction device between t.711-712
ILR182	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.210306	24.929459	711-712				Vacuum suction device between t.711-712
ILR183	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.210132	24.929299	711-712				Vacuum suction device between t.711-712
ILR184	1109	Ilmala railway yard	Vacuum suction point WC t.709-710 and t.711-712	vacuum suction device	60.209851	24.929149	711-712				Vacuum suction device between t.711-712
ILR185	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.215836	24.923188	801-802				Vacuum suction device between t.801-802, no cold water connection R802 30
ILR186	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.215676	24.923169	801-802				Vacuum suction device and cold water between t.801-802 R802 29
ILR187	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.215565	24.923059	801-802				Vacuum suction device and cold water between t.801-802 R802 28
ILR188	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.215533	24.922965	801-802				Vacuum suction device and cold water between t.801-802 R802 27
ILR189	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.215351	24.922962	801-802				Vacuum suction device and cold water between t.801-802 R802 26
ILR190	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.215241	24.923005	801-802				Vacuum suction device and cold water between t.801-802 R802 25
ILR191	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.215121	24.922715	801-802				Vacuum suction device and cold water between t.801-802 R802 24
ILR192	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214972	24.922675	801-802				Vacuum suction device and cold water between t.801-802 R802 23
ILR193	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214865	24.92268	801-802				Vacuum suction device and cold water between t.801-802 R802 22
ILR194	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214807	24.922447	801-802				Vacuum suction device and cold water between t.801-802 R802 21
ILR195	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214586	24.92262	801-802				Vacuum suction device and cold water between t.801-802 R802 20
ILR196	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214507	24.922477	801-802				Vacuum suction device and cold water between t.801-802 R802 19
ILR197	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214374	24.922524	801-802				Vacuum suction device and cold water between t.801-802 R802 18
ILR198	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214325	24.922337	801-802				Vacuum suction device and cold water between t.801-802 R802 17
ILR199	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214158	24.922324	801-802				Vacuum suction device and cold water between t.801-802 R802 16
ILR200	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214055	24.922174	801-802				Vacuum suction device and cold water between t.801-802 R802 15
ILR201	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.214096	24.922218	801-802				Vacuum suction device and cold water between t.801-802 R802 14
ILR202	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.213849	24.922068	801-802				Vacuum suction device and cold water between t.801-802 R802 13



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ILR203	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.21368	24.922145	801-802				Vacuum suction device and cold water between t.801-802 R802 12
ILR204	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.213615	24.922116	801-802				Vacuum suction device and cold water between t.801-802 R802 11
ILR205	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.21353	24.922046	801-802				Vacuum suction device and cold water between t.801-802 R802 10
ILR206	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.213393	24.921931	801-802				Vacuum suction device and cold water between t.801-802 R802 09
ILR207	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.213281	24.921971	801-802				Vacuum suction device and cold water between t.801-802 R802 08
ILR208	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.213081	24.921633	801-802				Vacuum suction device and cold water between t.801-802 R802 07
ILR209	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.213064	24.921795	801-802				Vacuum set t.801-802 and water main shut t.801-802
ILR210	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.213068	24.921641	801-802				Vacuum suction device and cold water between t.801-802 R802 06
ILR211	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.212923	24.921529	801-802				Vacuum suction device and cold water between t.801-802 R802 05
ILR212	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.212771	24.921436	801-802				Vacuum suction device and cold water between t.801-802 R802 04
ILR213	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.212639	24.921413	801-802				Vacuum suction device and cold water between t.801-802 R802 03
ILR214	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.212596	24.92141	801-802				Vacuum suction device and cold water between t.801-802 R802 02
ILR215	1109	Ilmala railway yard	Vacuum suction point WC t.801-802 and clean water	vacuum suction device	60.212493	24.921363	801-802				Vacuum suction point between t. 801-802, no cold water connection R802 01
ILR216	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.212548	24.921325	803-804				Vacuum suction point between t.803-804, no clean water outlet R804 01
ILR217	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.212641	24.921233	803-804				Vacuum suction point between t.803-804 R804 02 cold-water outlet
ILR218	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.212732	24.921291	804				Vacuum suction point and cold water R804 03
ILR219	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.212949	24.921272	804				Vacuum suction point and cold water R804 04
ILR220	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.21302	24.921331	803-804				Vacuum suction point and cold water between t.803-804 R804 05
ILR221	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.213084	24.921453	803-804				Vacuum suction point and cold water between t.803-804 R804 06
ILR222	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.213125	24.921544	803-804				Vacuum set t.803-804 and water main shut t.803-804, Vacuum suction point and cold water t.803-804 R804 07
ILR223	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.213216	24.921487	803-804				Vacuum suction point and cold water between t.803-804 R804 08
ILR224	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.213329	24.921569	803-804				Vacuum suction point and cold water between t.803-804 R804 09

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ILR225	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.213379	24.921607	803-804				Vacuum suction point and cold water between t.803-804 R804 10
ILR226	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.21354	24.921732	803-804				Vacuum suction point and cold water between t.803-804 R804 11
ILR227	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.213663	24.921848	803-804				Vacuum suction point and cold water between t.803-804 R804 12
ILR228	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.213749	24.921823	803-804				Vacuum suction point and cold water between t.803-804 R804 13
ILR229	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.213918	24.921898	803-804				Vacuum suction point and cold water between t.803-804 R804 14
ILR230	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.213964	24.921992	803-804				Vacuum suction point and cold water between t.803-804 R804 15
ILR231	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.214095	24.922054	803-804				Vacuum suction point and cold water between t.803-804 R804 16
ILR232	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.214232	24.922147	803-804				Vacuum suction point and cold water between t.803-804 R804 17
ILR233	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.214322	24.922225	803-804				Vacuum suction point and cold water between t.803-804 R804 18
ILR234	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.214469	24.922354	803-804				Vacuum suction point and cold water between t.803-804 R804 19
ILR235	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.214574	24.922445	803-804				Vacuum suction point and cold water between t.803-804 R804 20
ILR236	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.214685	24.922477	803-804				Vacuum suction point and cold water between t.803-804 R804 21
ILR237	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.214782	24.922529	803-804				Vacuum suction point and cold water between t.803-804 R804 22
ILR238	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.214913	24.922566	803-804				Vacuum suction point and cold water between t.803-804 R804 23
ILR239	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.21507	24.922666	803-804				Vacuum suction point and cold water between t.803-804 R804 24
ILR240	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.215254	24.922812	803-804				Vacuum suction point and cold water between t.803-804 R804 25
ILR241	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.215366	24.92281	803-804				Vacuum suction point and cold water between t.803-804 R804 26
ILR242	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.215482	24.922952	803-804				Vacuum suction point and cold water between t.803-804 R804 27
ILR243	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.215589	24.923195	803-804				Vacuum suction point and cold water between t.803-804 R804 28
ILR244	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.215689	24.923132	803-804				Vacuum suction point and cold water between t.803-804 R804 29
ILR245	1109	Ilmala railway yard	Vacuum suction point WC t.803-804 and clean water	vacuum suction device	60.215813	24.923154	803-804				Vacuum suction point, no cold water hose between t. 803-804 R804 30
ILR246	1109	Ilmala railway yard	Sanding service Helsinki Ilmala	hiekanantolaite	60.20929	24.925394	608				Also water hose reel and glass and windscreen washing fluid as well as outdoor connection 400V 63A
ILR247	1109	Ilmala railway yard	Sanding service Helsinki Ilmala	hiekanantolaite	60.20929	24.925498	607				Sanding service Helsinki Ilmala t.607-608 Water hose reel and windscreen washing fluid

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ILR248	1109	Ilmala railway yard	Sanding service Helsinki Ilmala	hiekanantolaite	60.209298	24.925503	607				400V 63A on the t.607 side
ILR249	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.210726	24.926682	601-602				R601 IMU 20
ILR250	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.21059	24.926673	601-602				R601 IMU 19
ILR251	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.210464	24.926635	601-602				R601 IMU 18
ILR252	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.21033	24.926577	601-602				R601 IMU 17
ILR253	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.210227	24.926617	601-602				R601 IMU 16
ILR254	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.210055	24.926509	601-602				R601 IMU 15
ILR255	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.209927	24.926424	601-602				R601 IMU 14
ILR256	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.20984	24.926503	601-602				R601 IMU 13
ILR257	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.209779	24.92636	601-602				R601 IMU 12
ILR258	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.209588	24.926064	601-602				R601 IMU 11
ILR259	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.209533	24.926238	601-602				R601 IMU 10
ILR260	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.209411	24.92623	601-602				R601 IMU 09
ILR261	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.209309	24.92619	601-602				R601 IMU 08
ILR262	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.20927	24.926208	601-602				R601 IMU 07
ILR263	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.209065	24.926213	601-602				R601 IMU 06
ILR264	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.208933	24.9261	601-602				R601 IMU 05

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ILR265	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.208856	24.926153	601-602				R601 IMU 04
ILR266	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.208708	24.926072	601-602				R601 IMU 03
ILR267	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.20861	24.926105	601-602				R601 IMU 02
ILR268	1109	Ilmala railway yard	Vacuum suction point between t.601-602, maintenance platform for long-distance traffic	suction pump	60.208459	24.926144	601-602				R601 IMU 01
ILR269	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.208386	24.92586	603-604				R603 IMU 01
ILR270	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.208521	24.925898	603-604				R603 IMU 02
ILR271	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.208672	24.925979	603-604				R603 IMU 03
ILR272	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.208729	24.925885	603-604				R603 IMU 04
ILR273	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.208896	24.926088	603-604				R603 IMU 05
ILR274	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.209027	24.925981	603-604				R603 IMU 06
ILR275	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.209157	24.92612	603-604				R603 IMU 07
ILR276	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.209283	24.926016	603-604				R603 IMU 08
ILR277	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.209258	24.926099	603-604				R603 IMU 09
ILR278	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.209371	24.926133	603-604				R603 IMU 10
ILR279	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.209551	24.926153	603-604				R603 IMU 11
ILR280	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.209678	24.926185	603-604				R603 IMU 12

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ILR281	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.209857	24.926154	603-604				R603 IMU 13
ILR282	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.209923	24.926188	603-604				R603 IMU 14
ILR283	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.210025	24.926216	603-604				R603 IMU 15
ILR284	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.210145	24.926285	603-604				R603 IMU 16
ILR285	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.210263	24.926298	603-604				R603 IMU 17
ILR286	1109	Ilmala railway yard	Vacuum suction point between t.603-604, maintenance platform for long-distance traffic	suction pump	60.210381	24.926316	603-604				R603 IMU 18
ILR287	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.210242	24.925995	605-606				R605 IMU 12
ILR288	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.210049	24.925913	605-606				R605 IMU 11
ILR289	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.209956	24.925907	605-606				R605 IMU 10
ILR290	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.209839	24.925873	605-606				R605 IMU 09
ILR291	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.209755	24.925833	605-606				R605 IMU 08
ILR292	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.209618	24.925806	605-606				R605 IMU 07
ILR293	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.209485	24.92579	605-606				R605 IMU 06
ILR294	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.209383	24.92584	605-606				R605 IMU 05
ILR295	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.209347	24.925837	605-606				R605 IMU 04
ILR296	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.209165	24.925702	605-606				R605 IMU 03

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ILR297	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.209044	24.925676	605-606				R605 IMU 02
ILR298	1109	Ilmala railway yard	Vacuum suction point between t.605-606, maintenance platform for long-distance traffic	suction pump	60.208935	24.925808	605-606				R605 IMU 01
ILR299	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.213363	24.929039	731-732				R731 IMU 28
ILR300	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.213159	24.928958	731-732				R731 IMU 27
ILR301	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.213078	24.928904	731-732				R731 IMU 26
ILR302	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.212979	24.928924	731-732				R731 IMU 25
ILR303	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.212961	24.928811	731-732				R731 IMU 24
ILR304	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.212711	24.928742	731-732				R731 IMU 23
ILR305	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.212621	24.928685	731-732				R731 IMU 22
ILR306	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.212512	24.92867	731-732				R731 IMU 21
ILR307	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.212402	24.928579	731-732				R731 IMU 20
ILR308	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.212271	24.928504	731-732				R731 IMU 19
ILR309	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.212173	24.928422	731-732				R731 IMU 18
ILR310	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.212067	24.928169	731-732				R731 IMU 17
ILR311	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.211945	24.928091	731-732				R731 IMU 16
ILR312	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.211786	24.928009	731-732				R731 IMU 15
ILR313	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.211695	24.927841	731-732				R731 IMU 14
ILR314	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.211546	24.927625	731-732				R731 IMU 13
ILR315	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.211506	24.927684	731-732				R731 IMU 12
ILR316	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.21139	24.927622	731-732				R731 IMU 11
ILR317	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.21124	24.927593	731-732				R731 IMU 10
ILR318	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.211166	24.927588	731-732				R731 IMU 09
ILR319	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.21095	24.927333	731-732				R731 IMU 08
ILR320	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.21086	24.927274	731-732				R731 IMU 07
ILR321	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.21081	24.927336	731-732				R731 IMU 06
ILR322	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.210719	24.927401	731-732				R731 IMU 05
ILR323	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.210624	24.92728	731-732				R731 IMU 04
ILR324	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.210411	24.927247	731-732				R731 IMU 03
ILR325	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.210304	24.926912	731-732				R731 IMU 02
ILR326	1109	Ilmala railway yard	Vacuum suction point between t.731-732	suction pump	60.210205	24.926672	731-732				R731 IMU 01
ILR327	1109	Ilmala railway yard	Waste points at Ilmala railway yard	waste point	60.210122	24.925627	606-607 VR				Several throughout the railway yard, Lassila & Tikanoja responsible for emptying, VR's waste containers.

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ILR328	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.213396	24.929084	731-732				R731 LVI-Ö 15 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR329	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.213096	24.928879	731-732				R731 LVI-Ö 14 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR330	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.212292	24.928737	731-732				R731 LVI-Ö 13 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR331	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.212649	24.928743	731-732				R731 LVI-Ö 12 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR332	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.212423	24.928572	731-732				R731 LVI-Ö 11 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR333	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.212204	24.928471	731-732				R731 LVI-Ö 10 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR334	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.211196	24.928088	731-732				R731 LVI-Ö 09 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR335	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.211173	24.927857	731-732				R731 LVI-Ö 08 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR336	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.211497	24.927606	731-732				R731 LVI-Ö 07 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR337	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.211278	24.927566	731-732				R731 LVI-Ö 06 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR338	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.211042	24.927538	731-732				R731 LVI-Ö 05 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR339	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.210797	24.927337	731-732				R731 LVI-Ö 04 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR340	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.210671	24.927329	731-732				R731 LVI-Ö 03 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR341	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.21033	24.927027	731-732				R731 LVI-Ö 02 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR342	1109	Ilmala railway yard	Steam, water and air outlets t.731-732	Steam, water and air outlet	60.210103	24.926956	731-732				R731 LVI-Ö 01 Cold and hot water, compressed air and fuel oil. Collecting pan on both tracks at each outlet.
ILR343	1109	Ilmala railway yard	Steam, water and air outlets t.799-800	Steam, water and air outlet	60.212545	24.921788	799-800				R799 LVI1 between t. 799-800. Tracks for Russian train services and their expenses (incl. outlets) are paid by the FTIA - not by VR's Helsinki depot. Compressed air and water at the outlet.
ILR344	1109	Ilmala railway yard	Steam, water and air outlets t.799-800	Steam, water and air outlet	60.213005	24.922067	799-800				R799 LVI2 between t. 799-800. Tracks for Russian train services and their expenses (incl. outlets) are paid by the FTIA - not by VR's Helsinki depot. Compressed air and water at the outlet.
ILR345	1109	Ilmala railway yard	Steam, water and air outlets t.799-800	Steam, water and air outlet	60.213546	24.922325	799-800				R799 LVI3 between t. 799-800. Tracks for Russian train services and their expenses (incl. outlets) are paid by the FTIA - not by VR's Helsinki depot. Compressed air and water at the outlet.
ILR346	1109	Ilmala railway yard	Steam, water and air outlets t.799-800	Steam, water and air outlet	60.213887	24.922483	799-800				R799 LVI4 between t. 799-800. Tracks for Russian train services and their expenses (incl. outlets) are paid by the FTIA - not by VR's Helsinki depot. Compressed air and water at the outlet.
ILR347	1109	Ilmala railway yard	Steam, water and air outlets t.799-800	Steam, water and air outlet	60.214368	24.922722	799-800				R799 LVI5 between t. 799-800. Tracks for Russian train services and their expenses (incl. outlets) are paid by the FTIA - not by VR's Helsinki depot. Compressed air and water at the outlet.
ILR348	1109	Ilmala railway yard	Steam, water and air outlets t.799-800	Steam, water and air outlet	60.21478	24.922886	799-800				R799 LVI6 between t. 799-800. Tracks for Russian train services and their expenses (incl. outlets) are paid by the FTIA - not by VR's Helsinki depot. Compressed air and water at the outlet.
ILR349	1109	Ilmala railway yard	Steam, water and air outlets t.799-800	Steam, water and air outlet	60.215132	24.923382	799-800				R799 LVI7 between t. 799-800. Tracks for Russian train services and their expenses (incl. outlets) are paid by the FTIA - not by VR's Helsinki depot. Compressed air and water at the outlet.
ILR350	1109	Ilmala railway yard	Steam, water and air outlets t.799-800	Steam, water and air outlet	60.215359	24.924206	799-800				R799 LVI8 between t. 799-800. Tracks for Russian train services and their expenses (incl. outlets) are paid by the FTIA - not by VR's Helsinki depot. Compressed air and water at the outlet.
ILR351	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.210367	24.929728	709-710				R9 LVI-16 outlet between t.709-710. Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets and fuel oil discontinued at posts R9 LVI-8 - R9 LVI-16 at the Helsinki end. Collecting pans on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR352	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.210543	24.929854	709-710				R9 LVI-15 between t.709-710. Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets and fuel oil discontinued at posts R9 LVI-8 - R9 LVI-16 at the Helsinki end. Collecting pans on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.

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ILR353	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.210803	24.930071	709-710				R9 LVI-14 between t.709-710. Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets and fuel oil discontinued at posts R9 LVI-8 - R9 LVI-16 at the Helsinki end. Collecting pans on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR354	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.211068	24.930071	709-710				R9 LVI-13 between t.709-710. Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets and fuel oil discontinued at posts R9 LVI-8 - R9 LVI-16 at the Helsinki end. Collecting pans on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR355	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.211269	24.930262	709-710				R9 LVI-12 between t.709-710. Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets and fuel oil discontinued at posts R9 LVI-8 - R9 LVI-16 at the Helsinki end. Collecting pans on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR356	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.2115	24.930427	709-710				R9 LVI-11 between t.709-710. Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets and fuel oil discontinued at posts R9 LVI-8 - R9 LVI-16 at the Helsinki end. Collecting pans on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR357	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.211756	24.930546	709-710				R9 LVI-10 between t.709-710. Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets and fuel oil discontinued at posts R9 LVI-8 - R9 LVI-16 at the Helsinki end. Collecting pans on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR358	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.211971	24.930681	709-710				R9 LVI-9 between t.709-710. Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets and fuel oil discontinued at posts R9 LVI-8 - R9 LVI-16 at the Helsinki end. Collecting pans on both tracks at each outlet.
ILR359	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.212176	24.930726	709-710				R9-LVI-8 between t.709-710. Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets and fuel oil discontinued at posts R9 LVI-8 - R9 LVI-16 at the Helsinki end. Collecting pans on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR360	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.212403	24.930897	709-710				R9 LVI-7 fuel oil, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pans on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR361	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.212605	24.93106	709-710				R9 LVI-6 pö, Paineilma, lämminvesi, kylmävesi ja höyry. Alipaineviemäri poistettu käytöstä kaikista posteista. Jokaisen postin kohdalla varoallas molemmilla raitteilla. Postin Hki päässä tietyt liittännät ja Käpylään päässä tietyt, postit identtisiä, lähes kaikissa lisäksi 240V 16A 2 kpl.
ILR362	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.212838	24.931204	709-710				R9 LVI-5 fuel oil between t.709-710 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR363	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.213072	24.931284	709-710				R9 LVI-4 fuel oil between t.709-710 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR364	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.21328	24.931427	709-710				R9 LVI-3 fuel oil between t.709-710 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR365	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.21354	24.931618	709-710				R9 LVI-2 fuel oil between t.709-710 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR366	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.213734	24.931594	709-710				R9 LVI-1 fuel oil between t.709-710 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR368	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.213785	24.931372	711-712				R11 LVI-1 fuel oil between t.711-712 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.



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ILR369	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.213538	24.931167	711-712				R11 LVI-2 fuel oil between t.711-712 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR370	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.21332	24.931034	711-712				R11 LVI-3 fuel oil between t.711-712 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR371	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.213097	24.930935	711-712				R11 LVI-4 fuel oil between t.711-712 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR372	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.212852	24.930746	711-712				R11 LVI-5 fuel oil between t.711-712 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR373	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.212713	24.930758	711-712				R11 LVI-6 fuel oil between t.711-712 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR374	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.212404	24.930633	711-712				R11 LVI-7 fuel oil between t.711-712 Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR375	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.212196	24.930531	711-712				R11 LVI-8 between t.711-712, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. No fuel oil at outlets R11 LVI-8 - R11 LVI-16. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR376	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.211958	24.930281	711-712				R11 LVI-9 between t.711-712, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. No fuel oil at outlets R11 LVI-8 - R11 LVI-16. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR377	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.211729	24.930179	711-712				R11 LVI-10 between t.711-712, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. No fuel oil at outlets R11 LVI-8 - R11 LVI-16. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR378	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.21155	24.93019	711-712				R11 LVI-11 between t.711-712, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. No fuel oil at outlets R11 LVI-8 - R11 LVI-16. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR379	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.211278	24.92998	711-712				R11 LVI-12 between t.711-712, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. No fuel oil at outlets R11 LVI-8 - R11 LVI-16. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR380	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.211084	24.929908	711-712				R11 LVI-13 between t.711-712, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. No fuel oil at outlets R11 LVI-8 - R11 LVI-16. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR381	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.210906	24.92979	711-712				R11 LVI-14 between t.711-712, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. No fuel oil at outlets R11 LVI-8 - R11 LVI-16. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR382	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.210622	24.929717	711-712				R11 LVI-15 between t.711-712, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. No fuel oil at outlets R11 LVI-8 - R11 LVI-16. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.

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ILR383	1109	Ilmala railway yard	Steam, water and air outlets t.708, t. 709-710 and t.711-712	Steam, water and air outlet	60.210399	24.929491	711-712				R11 LVI-16 between t.711-712, Compressed air, hot and cold water and steam. Vacuum main discontinued at all outlets. Collecting pan on both tracks at each outlet. No fuel oil at outlets R11 LVI-8 - R11 LVI-16. Certain outlet connections at the Hki end and certain outlets at the Käpylä end are identical, nearly all of them have two 240V 16A.
ILR384	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.210758	24.92668	601-602				R601 LVI 11 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR385	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.210479	24.926608	601-602				R601 LVI 10 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR386	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.210261	24.926605	601-602				R601 LVI-Ö 09 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR387	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.209975	24.926482	601-602				R601 LVI-Ö 08 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR388	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.209782	24.92645	601-602				R601 LVI-Ö 07 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR389	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.209575	24.926195	601-602				R601 LVI-Ö 06 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR390	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.209344	24.92621	601-602				R601 LVI-Ö 05 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets. .
ILR391	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.209154	24.926299	601-602				R601 LVI-Ö 04 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR392	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.208865	24.92619	601-602				R601 LVI-Ö 03 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR393	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.208643	24.926076	601-602				R601 LVI 02 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR394	1109	Ilmala railway yard	Steam, water and air outlets between t. 601-602	Steam, water and air outlet	60.208417	24.926179	601-602				R601 LVI 01 At these outlets: hot and cold water, compressed air. Fuel oil at outlets with the symbol Ö, collecting pans on both tracks at these outlets.
ILR395	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.208322	24.925931	603-604				R603 LVI 01
ILR396	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.208617	24.925838	603-604				R603 LVI 02
ILR397	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.208937	24.925957	603-604				R603 LVI-Ö 03
ILR398	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.209034	24.926033	603-604				R603 LVI-Ö 04
ILR399	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.209261	24.926103	603-604				R603 LVI-Ö 05
ILR400	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.209493	24.926178	603-604				R603 LVI-Ö 06
ILR401	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.209737	24.926176	603-604				R603 LVI-Ö 07
ILR402	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.20997	24.926214	603-604				R603 LVI-Ö 08
ILR403	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.210197	24.926277	603-604				R603 LVI 09

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ILR404	1109	Ilmala railway yard	Steam, water and air outlets between t. 603-604	Steam, water and air outlet	60.210518	24.926379	603-604				R603 LVI 10
ILR405	1109	Ilmala railway yard	Steam, water and air outlets between t. 605-606	Steam, water and air outlet	60.210338	24.925944	605-606				R605 LVI 07
ILR406	1109	Ilmala railway yard	Steam, water and air outlets between t. 605-606	Steam, water and air outlet	60.210001	24.925938	605-606				R605 LVI 06
ILR407	1109	Ilmala railway yard	Steam, water and air outlets between t. 605-606	Steam, water and air outlet	60.209772	24.925828	605-606				R606 LVI-Ö 05
ILR408	1109	Ilmala railway yard	Steam, water and air outlets between t. 605-606	Steam, water and air outlet	60.209555	24.925833	605-606				R605 LVI-Ö 04
ILR409	1109	Ilmala railway yard	Steam, water and air outlets between t. 605-606	Steam, water and air outlet	60.209353	24.925828	605-606				R605 LVI-Ö 03
ILR410	1109	Ilmala railway yard	Steam, water and air outlets between t. 605-606	Steam, water and air outlet	60.209122	24.925808	605-606				R605 LVI 02
ILR411	1109	Ilmala railway yard	Steam, water and air outlets between t. 605-606	Steam, water and air outlet	60.208818	24.925696	605-606				R605 LVI 01
ILR412	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.210365	24.92977	709-710				Compressed air for main air supply pipe and brake testing system between t.709-710 Helsinki end
ILR413	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.213786	24.931697	709-710				Compressed air for main air supply pipe and brake testing system between t.709-710 Käpylä end
ILR414	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.213865	24.931312	711-712				Compressed air for main air supply pipe and brake testing system between t.711-712 Käpylä end
ILR415	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.210243	24.929488	711-712				Compressed air for main air supply pipe and brake testing system between t.711-712 Helsinki end
ILR416	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.214751	24.923842	792-793				Compressed air for main air supply pipe and brake testing system between t.792-793
ILR417	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.215264	24.924641	792				Compressed air for main air supply pipe and brake testing system t.792 Käpylä end
ILR418	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.214101	24.923785	787-788				Compressed air for main air supply pipe and brake testing system between t.787-788 Käpylä end
ILR419	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.214153	24.923697	786-787				Compressed air for main air supply pipe and brake testing system between t.786-787 Käpylä end
ILR420	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.213891	24.923796	785-786				Compressed air for main air supply pipe and brake testing system between t.786-785 Käpylä end
ILR421	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.213847	24.923762	784-785				Compressed air for main air supply pipe and brake testing system between t.784-785 Käpylä end
ILR422	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.214118	24.924121	784-783				Compressed air for main air supply pipe and brake testing system between t.783-784 Käpylä end
ILR423	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.214142	24.9241	783-782				Compressed air for main air supply pipe and brake testing system between t.783-782 Käpylä end
ILR424	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.213459	24.929036	731-732				Compressed air for main air supply pipe and brake testing system between t.731-732 Käpylä end
ILR425	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.210143	24.92723	731-732				Compressed air for main air supply pipe and brake testing system between t.731-732 Helsinki end

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ILR426	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.213363	24.928866	714				Compressed air for main air supply pipe and brake testing system next to t. 714 Käpylä end
ILR427	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.213387	24.928802	735-736				Compressed air for main air supply pipe and brake testing system between t. 735-736, Käpylä end
ILR428	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.213287	24.928282	743				Compressed air for main air supply pipe and brake testing system next to t. 734, Käpylä end
ILR429	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.21344	24.928693	737-738				Compressed air for main air supply pipe and brake testing system between t. 737-738, Käpylä end
ILR430	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.210814	24.926722	601				Compressed air for main air supply pipe and brake testing system t. 601
ILR431	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.210771	24.926691	602				Compressed air for main air supply pipe and brake testing system t. 602, Käpylä end
ILR432	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.208343	24.926211	601				Compressed air for main air supply pipe and brake testing system t. 601, Helsinki end
ILR433	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.208335	24.926159	602				Compressed air for main air supply pipe and brake testing system t. 602, Helsinki end
ILR434	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.208319	24.925938	603				Compressed air for main air supply pipe and brake testing system t. 603, Helsinki end
ILR435	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.208316	24.925761	604				Compressed air for main air supply pipe and brake testing system t. 604
ILR436	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.210571	24.926427	604				Compressed air for main air supply pipe and brake testing system next to t. 604
ILR437	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.210598	24.926393	603				Compressed air for main air supply pipe and brake testing system next to t. 603
ILR438	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.210309	24.926155	605				Compressed air for main air supply pipe and brake testing system t. 605, Käpylä end
ILR439	1109	Ilmala railway yard	Compressed air for main air supply pipe and brake testing system	Compressed air outlet	60.210298	24.925964	606				Compressed air for main air supply pipe and brake testing system t. 606, Käpylä end
ILR440	1109	Ilmala railway yard	Compressed air for main air supply	Compressed air outlet	60.216408	24.928633	169				Compressed air for main air supply t.169
ILR441	1109	Ilmala railway yard	Compressed air for main air supply	Compressed air outlet	60.216123	24.928426	167-168				Compressed air for main air supply t.167-168
ILR442	1109	Ilmala railway yard	Compressed air for main air supply	Compressed air outlet	60.215909	24.928332	165-166				Compressed air for main air supply between t.165-166
ILR443	1109	Ilmala railway yard	Compressed air for main air supply	Compressed air outlet	60.21568	24.928083	163-164				Compressed air for main air supply between t.163-164
ILR444	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.215512	24.928177	161-162				Compressed air for main air supply between t.161-162
ILR445	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214915	24.927646	158-159				Compressed air for main air supply between t.158-159
ILR446	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214812	24.927653	157-158				Compressed air for main air supply between t.157-158
ILR447	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214689	24.927702	154, 155, 156				Compressed air for main air supply t. 144, 145 and 146
ILR448	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214958	24.929064	146-147				Compressed air for main air supply between t.146-147
ILR449	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.21497	24.929149	144-145				Compressed air for main air supply between t.144-145
ILR450	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214937	24.929482	142-143				Compressed air for main air supply between t.142-143
ILR451	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.21488	24.92957	137-138				Compressed air for main air supply between t.137-138

ID	Line section no	Line section	Railway device/building description	Type	Coordinates (N)	Coordinates (E)	Track	Owner of the device or building	Maintainer of the device or building	Manager of the device or building	Further information
ILR452	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214759	24.929633	135-136				Compressed air for main air supply between t.135-136
ILR453	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214643	24.929859	133-134				Compressed air for main air supply between t.133-134
ILR454	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.215012	24.930165	131-132				Compressed air for main air supply between t.131-132
ILR455	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214238	24.932054	812				Compressed air for main air supply t. 812 behind the dead stop rail
ILR456	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214595	24.932105	813				Compressed air for main air supply t. 813
ILR457	1109	Ilmala railway yard	Compressed air for main air supply pipe	Compressed air outlet	60.214679	24.931983	813-814				Compressed air for main air supply between t.813-814
ILR458	1109	Ilmala railway yard	Compressed air outlet t.799-800	Compressed air outlet	60.215427	24.924192	799-800		Liikennevirasto		Compressed for main air supply and brake testing system between t.799-800, received in spring 2016, RATEK
ILR459	1109	Ilmala railway yard	Compressed air outlet t.799-800	Compressed air outlet	60.215405	24.924259	799		Liikennevirasto		Compressed for main air supply and brake testing system next to t.799, received in spring 2016, RATEK
ILR460	1109	Ilmala railway yard	Fuel tank	tank	60.211539	24.926024		VR	Caverion		Fuel tank is filled with car transports. No tanking facilities at the tank. Fuel tank fire extinguisher, inspection OK.
ILR461	1109	Ilmala railway yard	Electric connection? 125?	Electrical room	60.21003	24.926473	601-602				Electric connection between t.601-602, for Russian rolling stock
ILR462	1109	Ilmala railway yard	Electric connection? 125?	Electrical room	60.20906	24.926179	601-602				Electric connection 125A between t.601-602, for Russian rolling stock
ILR463	1109	Ilmala railway yard	Electric connection? 125?	Electrical room	60.209003	24.92598	603-604				Electric connection 125A between t.603-604, for Russian rolling stock
ILR464	1109	Ilmala railway yard	Electric connection? 125?	Electrical room	60.209691	24.926165	603-604				Electric connection 125A between t.603-604, for Russian rolling stock
ILR465	1109	Ilmala railway yard	Electric connection? 125?	Electrical room	60.209486	24.925761	605-606				Electric connection 125A between t.605-606, for Russian rolling stock
ILR466	1109	Ilmala railway yard	Oil-absorbing mat	Oil-absorbing mat	60.213568	24.927594	748	VR			Oil-absorbing mat t. 748, new
ILR467	1109	Ilmala railway yard	Oil-absorbing mat	Oil-absorbing mat	60.213419	24.927799	747	VR			Oil-absorbing mat t. 747, new
ILR468	1109	Ilmala railway yard	Oil-absorbing mat	Oil-absorbing mat	60.212706	24.927278	747	VR			Oil-absorbing mat t. 747, Helsinki, new
ILR469	1109	Ilmala railway yard	Oil-absorbing mat	Oil-absorbing mat	60.212625	24.927255	748	VR			Oil-absorbing mat t. 748, Helsinki, new

Location for timber loading in the railway network (FTIA)	Line section	Railway kilometre	Loading tracks	Rails	Length of loading track	Possibility of electric traction	Connection to private siding
Akaa*	Toijala–Valkeakoski	149+400	r001	54E1	650	Yes	
Akaa*	Toijala–Valkeakoski	149+400	r002	54E1	650	Yes	
Alapitkä	Pieksämäki–Kontiomäki	505+840	r004	K30	237	No	
Alavus	Orivesi–Seinäjoki	373+445	r834	K30	664	No	
Arola	Kontiomäki–Vartius-rajaa	707+668	r464	54E1	705	No	
Eno	Joensuu–Nurmes	660+170	r253	K43	625	No	
Haapajärvi	Iisalmi–Ylivieska	649+205	r007	K30	698	No	
Haapajärvi	Iisalmi–Ylivieska	649+205	r014	K30	275	No	
Haapajärvi	Iisalmi–Ylivieska	649+205	r009	K30	718	No	
Haapajärvi	Iisalmi–Ylivieska	649+205	r015	K30	225	No	
Haapamäki	Orivesi–Seinäjoki	300+235	r410	54E1	721	No	
Hammasmahti	Kouvola–Joensuu	602+199	r004	54E1	657	Yes	
Hankasalmi	Jyväskylä–Pieksämäki	418+089	r304	54E1	483	Yes	Yes
Haukivuori	Kouvola–Pieksämäki	344+442	r835	54E1	593	No	
Heinola	Lahti–Heinola	167+607	r008	K43	469	No	
Heinävaara	Joensuu–Ilomantsi	648+408	r002	K30	684	No	
Heinävaara	Joensuu–Ilomantsi	648+408	r003	K30	234	No	
Humppila	Toijala–Turku	188+778	r634	54E1	413	No	
Hyrnsalmi	Kontiomäki–Ämmänsaari	704+601	r004	K30	588	No	
Hyrnsalmi	Kontiomäki–Ämmänsaari	704+601	r012	K30	875	No	
Hämeenlinna	Riihimäki–Tampere	107+559	r007	54E1	599	Yes	
Hämeenlinna	Riihimäki–Tampere	107+559	r008	54E1	293	Yes	
Härmä	Seinäjoki–Oulu	472+940	r574	54E1	635	No	
Ilomantsi	Joensuu–Ilomantsi	695+203	r002	K30	753	No	
Ilomantsi	Joensuu–Ilomantsi	695+203	r003	K30	633	No	
Ilomantsi	Joensuu–Ilomantsi	695+203	r004	K30	496	No	
Immola/Imatra	Kouvola–Joensuu	332+699	r682	54E1	581	No	
Immola/Imatra	Kouvola–Joensuu	332+699	r683	54E1	518	No	
Immola/Imatra	Kouvola–Joensuu	332+699	r684	54E1	540	No	
Isokyrö	Seinäjoki–Vaasa	447+488	r603	K30	189	No	
Joensuu Peltola	Kouvola–Joensuu	623+540	r067	K43	461	No	Yes
Joensuu Peltola	Kouvola–Joensuu	623+540	r080	K30	195	No	Yes
Joensuu Peltola	Kouvola–Joensuu	623+540	r081	K30	195	No	Yes
Joroinen	Huutokoski–Savonlinna	414+617	r272	54E1	881	No	
Jämsä	Tampere–Jyväskylä	284+084	r009	54E1	302	No	
Kalvitsa	Kouvola–Pieksämäki	330+634	r784	54E1	944	Yes	
Kannonkoski	Äänekoski–Haapajärvi	488+694	r002	K30	736	No	
Kannonkoski	Äänekoski–Haapajärvi	488+694	r011	K30	243	No	
Karjaa	Hyvinkää–Karjaa	87+056/157+817	r111	K43	410	No	
Karjaa	Hyvinkää–Karjaa	87+056/157+817	r34	K43	64	?	
Karjaa	Hyvinkää–Karjaa	87+056/157+817	r35	54E1	352	?	
Karjaa	Hyvinkää–Karjaa	87+056/157+817	r36	K43	428	Yes	
Karjaa	Hyvinkää–Karjaa	87+056/157+817	r37	54E1	208	Yes	
Karjaa	Hyvinkää–Karjaa	87+056/157+817	r38	54E1	448	No	
Kauppilanmäki	Pieksämäki–Kontiomäki	568+751	r393	54E1	489	No	
Keitelelohja	Äänekoski–Haapajärvi	519+256	r002	K30	670	No	
Keitelelohja	Äänekoski–Haapajärvi	519+256	r003	K30	674	No	
Kerimäki	Savonlinna–Parikkala	495+531	r673	K43	454	No	
Kitee	Kouvola–Joensuu	460+016	r004	54E1	603	Yes	
Kitee	Kouvola–Joensuu	460+016	r031	54E1	578	Yes	
Kiuruvesi	Iisalmi–Ylivieska	583+985	r284	54E1	443	No	
Kiuruvesi	Iisalmi–Ylivieska	583+985	r285	54E1	678	No	
Kokemäki	Lielähti–Kokemäki	284+442	r085	K43	592	No	
Kolari	Tornio–Kolari	1067+206	r605	54E1	1204	No	
Kolari	Tornio–Kolari	1067+206	r604	K30	1029	No	
Kontiomäki	Pieksämäki–Kontiomäki	658+786	r884	54E1	664	Yes	
Kontiomäki	Pieksämäki–Kontiomäki	658+786	r883	K43	645	Yes	
Kontiomäki	Pieksämäki–Kontiomäki	658+786	r881	K43	636	Yes	
Korkeakoski	Orivesi–Seinäjoki	247+910	r104	K43	299	No	Yes
Kouvola lajittelu	Riihimäki–Kouvola	192+570	r162	54E1	282	No	Yes
Kouvola lajittelu	Riihimäki–Kouvola	192+570	r163	54E1	282	No	Yes
Kurkimäki	Pieksämäki–Kontiomäki	444+074	r004	54E1	409	No	
Kurkimäki	Pieksämäki–Kontiomäki	444+074	r005	54E1	410	No	
Kurkimäki	Pieksämäki–Kontiomäki	444+074	r006	54E1	257	No	
Kyrö	Toijala–Turku	232+875	r433	K43	596	No	
Lapinjärvi	Lahti–Loviisan satama	185+432	r002	K30	582	No	
Lapinjärvi	Lahti–Loviisan satama	185+432	r003	K30	191	No	
Lapinlahti	Pieksämäki–Kontiomäki	525+604	r004	K30	556	No	
Lapinlahti	Pieksämäki–Kontiomäki	525+604	r011	K30	379	No	
Lapua	Seinäjoki–Oulu	441+094	r454	54E1	317	No	



Location for timber loading in the railway network (FTIA)	Line section	Railway kilometre	Loading tracks	Rails	Length of loading track	Possibility of electric traction	Connection to private siding
Lieksa	Joensuu–Nurmes	728+121	r555	K43	576	No	Yes
Lieksa	Joensuu–Nurmes	728+121	r556	K43	908	No	Yes
Lohja	Hyvinkää–Karjaa	122+965	r469	K43	338	No	
Lohja	Hyvinkää–Karjaa	122+965	r468	K43	377	No	
Lohja	Hyvinkää–Karjaa	122+965	r470	K43	287	No	
Luikonlahti	Siilinjärvi–Viinijärvi	557+061	r503	K30	353	No	
Luikonlahti	Siilinjärvi–Viinijärvi	557+061	r504	K30	214	No	
Metsäkansa	Toijala–Valkeakoski	155+811	r002	K30	300	No	
Myllymäki	Orivesi–Seinäjoki	333+721	r332	K43	792	No	
Naarajärvi	Jyväskylä–Pieksämäki	449+862	r503	K43	657	No	
Niirala	Niirala-rajaa–Säkäniemi	555+846	r013	K60	634	No	
Niirala	Niirala-rajaa–Säkäniemi	555+846	r019	K43	613	No	
Nivala	Iisalmi–Ylivieska	676+878	r683	K30	511	No	
Nivala	Iisalmi–Ylivieska	676+878	r684	K43	507	No	
Nummela	Hyvinkää–Karjaa	109+368	r363	K43	510	No	
Orivesi	Tampere–Jyväskylä	228+276	r537	K43	586	No	
Oulainen	Seinäjoki–Oulu	657+850	r021	54E1	413	No	
Oulainen	Seinäjoki–Oulu	657+850	r022	54E1	396	No	
Parkano	Tampere–Seinäjoki	262+483	r006	54E1	716	Yes	
Parkano	Tampere–Seinäjoki	262+483	r007	54E1	790	Yes	
Patokangas	Kemijärvi–Patokangas	1064+591	r904	54E1	581	Yes	Yes
Patokangas	Kemijärvi–Patokangas	1064+591	r905	54E1	581	Yes	Yes
Patokangas	Kemijärvi–Patokangas	1064+591	r906	54E1	627	Yes	Yes
Pello	Tornio–Kolari	1002+632	r403	K30	630	No	Yes
Pello	Tornio–Kolari	1002+632	r404	K30	715	No	Yes
Petäjävesi	Haapamäki–Jyväskylä	343+357	r673	K43	483	No	
Pihtipudas	Äänekoski–Haapajärvi	540+605	r002	K30	784	No	
Pihtipudas	Äänekoski–Haapajärvi	540+605	r003	K30	797	No	
Piikkiö	Helsinki–Turku satama	182+785	r003	K43	310	No	
Pitkämäki	Nurmes–Kontiomäki	789+619	r902	60E1	610	No	Yes
Poiksilta	Kouvola–Joensuu	416+728	r011	54E1	737	No	
Pori	Kokemäki–Pori	322+278	r822	K43	803	No	
Pyhäsalmi	Iisalmi–Ylivieska	615+934	r484	K30	552	No	
Pyhäsalmi	Iisalmi–Ylivieska	615+934	r488	54E1	319	No	
Pyhäsalmi	Iisalmi–Ylivieska	615+934	r489	54E1	169	No	
Rantasalmi	Huutokoski–Savonlinna	445+165	r473	54E1	850	No	
Ristiina	Mynttilä–Ristiina	291+162	r002	K30	888	No	
Rovaniemi	Laurila–Kemijärvi	971+775	r664	K43	846	Yes	
Rovaniemi	Laurila–Kemijärvi	971+775	r666	K43	766	Yes	
Rovaniemi	Laurila–Kemijärvi	971+775	r669	K43	762	Yes	
Saarijärvi	Äänekoski–Haapajärvi	452+723	r004	K30	576	No	
Salo	Helsinki–Turku satama	143+981	r101	K43	404	No	
Salo	Helsinki–Turku satama	143+981	r102	K43	401	No	
Sukeva	Pieksämäki–Kontiomäki	589+222	r494	54E1	536	No	
Suolahti	Jyväskylä–Äänekoski	417+796	r394	54E1	625	No	
Sysmäjärvi	Siilinjärvi–Viinijärvi	669+601	r602	K43	640	No	
Sänkimäki	Siilinjärvi–Viinijärvi	504+505	r252	K30	693	No	
Tohmajärvi	Niirala-rajaa–Säkäniemi	571+752	r273	K43	462	No	
Tohmajärvi	Niirala-rajaa–Säkäniemi	571+752	r274	K43	455	No	
Toijala	Riihimäki–Tampere	147+339	r073	54E1	485	No	
Toijala	Riihimäki–Tampere	147+339	r072	54E1	334	No	
Turku tavara	Helsinki–Turku satama	200+460	r354	K43	345	No	Yes
Tuupovaara	Joensuu–Ilomantsi	668+672	r002	K30	603	No	
Tuupovaara	Joensuu–Ilomantsi	668+672	r003	K30	605	No	
Uimaharju	Joensuu–Nurmes	674+451	r359	54E1	527	No	Yes
Vaajakoski	Jyväskylä–Pieksämäki	384+866	r103	54E1	336	No	
Vaajakoski	Jyväskylä–Pieksämäki	384+866	r107	K43	312	No	
Varkaus	Pieksämäki–Joensuu	424+685	r109	K43	347	No	Yes
Varkaus	Pieksämäki–Joensuu	424+685	r111	K43	307	No	Yes
Varkaus	Pieksämäki–Joensuu	424+685	r112	K30	404	No	Yes
Vartius	Kontiomäki–Vartius-rajaa	753+755	r665	54E1	381	Yes	
Vilppula	Orivesi–Seinäjoki	274+760	r206	K43	587	No	
Vuokatti	Nurmes–Kontiomäki	868+838	r004	54E1	577	No	
Vuokatti	Nurmes–Kontiomäki	868+838	r005	54E1	363	No	
Vuokatti	Nurmes–Kontiomäki	868+838	r008	54E1	345	No	
Vuokatti	Nurmes–Kontiomäki	868+838	r011	54E1	312	No	
Ykspihlaja väliratapiha	Kokkola–Ykspihlaja	555+511	r011	54E1	902	No	Yes
Ylivieska	Seinäjoki–Oulu	630+343	r603	K43	402	No	
Ylivieska	Seinäjoki–Oulu	630+343	r604	K43	389	No	
Ylämylly	Pieksämäki–Joensuu	638+981	r802	K43	576	No	





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## Safety issues

### Reporting safety incidents and providing safety information

The railway network operator is responsible for the safety of its railway network they operate. A railway operator must report any accident, safety-related anomalies or incident detected to Railway Traffic Control whose duty it is to then inform the Rail Traffic Management Centre. The notification must normally be submitted during the working day on which the safety-related anomaly has occurred. Serious safety-related anomalies must be reported immediately. The incident must be reported regardless of whether the anomaly is related to the operator's operations or if it is a party to causing the anomaly. The report must include information on whether the anomaly has occurred on the state-owned railway network or on another railway network.

All railway operators must submit reports on accidents and incidents related to train and shunting traffic (safety anomaly data) to the infrastructure manager's TURI system in accordance with the up-to-date classification instructions issued by the Finnish Transport Infrastructure Agency.

The provision of information may take the form of data transfer between systems, or the railway operator may record safety-related anomalies directly in the TURI system. Similarly, safety-related anomalies from the TURI system that apply to the railway operator may be submitted to the railway operator in a separately agreed on manner.

If the railway operator is responsible for the performance of traffic control for shunting operations using the infrastructure manager's traffic control system, the railway operator must also send the infrastructure manager the written reports and analyses on any safety anomalies that occurred during its performance of traffic control. The infrastructure manager does not have access to these reports and analyses via the traffic control service they have purchased.

### Reporting damage

Railway operators must immediately inform the traffic control for the infrastructure manager of any damage to the railway network or malfunctioning of the infrastructure. In order to investigate the events, the railway operator must contact the infrastructure manager's track manager. The infrastructure manager is obliged to notify railway operators of any observations it makes of damage to the rolling stock or malfunctioning of rolling stock operated railway operators.

### Occupational safety in railway yards

The infrastructure manager is responsible for ensuring that the infrastructure of Finland's railway yards is in operable condition and in accordance with the relevant legislation, regulations and instructions including the Railway Engineering Guidelines (RATO) as well as with occupation safety conditions.

Railway operators are responsible for the condition of the rolling stock they use in railway yards and for the safety of its movement.

In its role as an employer, the railway operator is responsible for the occupational safety of its employees in railway yards. They are also responsible for the management of equipment and rolling stock in their ownership from the perspective of safety.

When storing rolling stock, railway operators must ensure that the trains they operate remain stationary and see to the use and storage of appropriate stop blocks.

### **Preparedness of railway operators**

A railway operator must prepare for accidents and exceptional situations as provided in legislation. The infrastructure manager engages in preparedness cooperation with railway operators. The infrastructure manager publishes the OVRO instructions for railway operators on how to prepare for railway traffic accidents. The railway operator must integrate the actions outlined in the OVRO instructions into its own operations. In addition, railway operators must comply with the infrastructure manager's other instructions related to preparedness and exceptional situations.

# Service facility description on the use of storage sidings in the state-owned railway network

## 1. General information

### 1.1

#### Introduction

This appendix describes the operations and collaboration regarding traffic operating points in the state-owned railway network as well as track access in railway yards. This appendix of the Finnish Railway Network Statement and the infrastructure manager's guidelines specify the procedures for track access in Finnish railway yards. The operations and specific features of each traffic operating point shall, if necessary, be described and agreed upon in the network access agreement and in the separate railway yard agreements enclosed in the access agreement as well as in agreements concluded with museum train traffic operators on the storage of rolling stock (Section 2.3 in the Network Statement). Enclosures regarding specific traffic operating points may be added to the access agreement during the agreement period.

The FTIA has prepared this service facility document in compliance with the requirements set in the Commission Implementing Regulation (EU) 2017/2177. In accordance with Appendix II of the Directive 2012/34 of the European Parliament and of the Council, the service facility's type is d) storage sidings.

### 1.2

#### Operator of the service facility

Finnish Transport Infrastructure Agency, Infrastructure Access, Opastinsilta 12 A, FI-00520 Helsinki

Finrail Oy, Palkkatilanportti 1, FI-00240 Helsinki, the contact details of traffic planning are available on the FTIA's web page:

<https://tmfg.fi/fi/finrail/liikennesuunnittelun-yhteystiedot>

Detailed division of responsibility among service facility operators is described in Chapter 6.

### 1.3

#### Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, minor changes may also be made on the statement's update dates during the timetable period.

## 2. Services

### 2.1 Storage of rolling stock

Storage sidings are yard tracks primarily intended for the parking of wagons and coaches waiting for a transport task. Broadly speaking, storage siding requirements can be divided into long-term and temporary storage needs.

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### 3. Service facility description

#### 3.1

##### List of service facility sections

Storage sidings are listed traffic operating point-specifically in Appendix 3B of the Network Statement.

#### 3.2

##### Names of service facility sections

Storage sidings are named so that the abbreviation of the traffic operating point comes first, followed by the track number (= track identifier). Track identifiers are shown in data systems for rail capacity management and track diagrams (see also Section 5.2).

##### 3.2.1

###### Location

The locations of traffic operating points in the state-owned railway network are specified in Appendix 3B of the Network Statement and in the map service. The locations of storage sidings in traffic operating points are specified in track diagrams.

##### 3.2.2

###### Operational hours

Storage sidings are available 24/7 and can be used as agreed. The LIIKE system contains information on railway yards' deviant service times (traffic control, railway yard traffic control or signal box operator service). In addition, information can be requested in a listed form from [palveluluaika@finrail.fi](mailto:palveluluaika@finrail.fi).

##### 3.2.3

###### Technical characteristics

Sidings: number and length (in metres) of storage sidings is stated in Appendix 3B of the Network Statement (see also Section 5.2).

##### 3.2.4

###### Planned changes to technical characteristics

No changes have been planned to the technical characteristics of storage sidings.

### 4. Charges

#### 4.1

##### Information on charges

In general, the use of storage sidings is currently free of charge. Note: The access charge of Ilmala railway yard is specified in Section 6.3.2.3 of the Network Statement.

If the use of storage sidings involves the lease of land areas, the lease is charged in accordance with Section 5.4.4.3 of the Network Statement.

## 4.2

### Information on discounts

Discounts are not granted for the use of storage sidings.

## 5. Terms of use

### 5.1

#### Legal requirements

If required, a railway yard agreement is prepared for railway yards used by several railway operators. The railway yard agreements are timetable period-specific, and they shall be re-negotiated prior to the start of each timetable period. A railway yard agreement may also be re-negotiated during the timetable period.

If required, information on railway yards subject to a valid railway yard agreement and the models of valid agreements may be requested from Infrastructure Access. However, it should be noted that the agreement model may change for the timetable period of the Network Statement in question.

### 5.2

#### Technical terms

The maximum length and axle load of rolling stock arriving to a service facility as well as the need for diesel traction are stated track-specifically in track diagrams available (in Finnish) at the rail data extranet site:

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>.

In addition, the lengths of storage sidings are specified in Appendix 3B of the Network Statement.

### 5.3

#### Production of rail transport services

Rolling stock may also be stored on private sidings connected to the state-owned railway network. Connecting a private siding to the state-owned railway network requires the preparation of a private siding agreement in accordance with the agreement model used by the FTIA.

### 5.4

#### IT systems

Railway yard tracks can be viewed in Finrail's data systems, such as the capacity management system LIKE and its modules. The Advance Information System JETI is used for temporary and fixed-term reservation of storage sidings. Further information on data systems is available (in Finnish) at

<https://www.tmf.fi/finrail/tietojarjestelmat>.

As the infrastructure manager, the FTIA provides further information on railway yard storage sidings. If the need to use storage sidings is continuous, a railway yard agreement shall be concluded among the operators under the supervision of the FTIA, if required. See Chapter 6.

## 6. Granting access to the capacity

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## 6.1

### Access right and service applications

#### Agreement level:

The need and the right to access railway yard tracks are discussed and agreed in the access agreement. The railway operator or another capacity applicant shall deliver to the infrastructure manager a free-form, traffic operation point-specific estimate of their rolling stock storage needs (track reservations) before the start of access agreement negotiations. On the basis of track requirements reported by the railway operators, the infrastructure manager estimates whether it is necessary to prepare separate railway yard agreements for specific traffic operating points or if other capacity management procedures are required. With regard to Ilmala railway yard, the operating method for track access is described in further detail in Appendix 4C of the Network Statement.

If the operation of a railway operator is, during the timetable period, subject to such changes to track requirements that affect the matters described in this appendix or agreed upon in the access agreement or its enclosures, the railway operator shall contact the infrastructure manager regarding the matter as soon as possible.

If a museum train traffic operator needs to store its rolling stock in the state-owned railway network, an agreement on the storage of the rolling stock shall be concluded with the infrastructure manager. The agreement concerns a single timetable period and each agreement shall be considered on a case-by-case basis. The infrastructure manager may, for justifiable reasons, refuse to enter into such an agreement.

Any railway yard-specific operating methods are described in the access agreement's enclosures regarding specific traffic operating points (railway yard agreement) with respect to the common management of situational information on tracks. In addition, railway operators may participate in regional snow clearing operation planning meetings or other cooperation procedures which are organised each autumn.

Storage of dangerous goods is discussed in Section 3.4.3 of the Network Agreement.

#### Temporary requirements:

During the timetable period, railway operators may report their temporary and fixed-term needs for storage sidings with an advance plan in the JETI system whereby Finrail's traffic planning checks the suitability of the storage siding. Decisions on meeting urgent storage needs are made by Finrail's traffic planning, the traffic controller or, if necessary, by the Rail Traffic Management Centre, based on current situation (incl. examining the railway yard's situation in the required extent with the operators using the railway yard).

The information required for processing storage siding applications include the duration and date of the storage need as well as the location and required quantity (required train length). The railway operator shall take account of the longitudinal gradient presented in the track diagram and ensure that the rolling stock stays in place.

## 6.2

### Responding to applications

Applications concerning storage siding needs are responded to within 30 days from receiving sufficient information for processing the application. Any urgent rolling stock storage needs are responded to as soon as possible, but no later than within five working days after all necessary information for processing the application has been received. With respect to processing applications, the contact person for railway yard agreements and agreements on the storage of museum train traffic operators' rolling stock is the person responsible for agreements at Infrastructure Access. Finrail's traffic planning should be contacted in matters regarding temporary storage needs (see Sections 1.2 and 6.1).

The priority criteria for operation, granting of permits and track use in railway yards are specified in Section 4.4.3 (Congested Infrastructure and Priority Criteria) of the Network Statement. Where necessary, other applicable priority orders may have been agreed upon with respect to specific railway yards in railway yard agreements. In addition to the priority order, the granted route access rights related to the applied services, the capability to use the applied capacity and the valid railway yard agreements are taken into account (2017/2177 Article 11).

The infrastructure manager and its service providing traffic control company are responsible for the traffic control at traffic operating points. At railway yards, limited area traffic control is performed by the service provider responsible for maintenance in that specific area. More detailed information (contact information, procedures and roles regarding granting of permits) can be found (in Finnish) on the rail data extranet site under the heading, "Liikenteen-ohjauksen yhteystiedot" (Traffic control contact information):

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>

In case of conflicting needs for track use, the aim is to find solutions through means of negotiation and, if required, in collaboration with the operators and infrastructure managers of other service facilities. Other viable alternatives, such as an alternative location or time for the storage of rolling stock, may be proposed to the applicant (2017/2177 Article 10).

## 6.3

### Information on available capacity and temporary capacity limitations

Information on the available capacity and temporary capacity limitation is visible to all operators in the data system for rail capacity management (LIIKE). In addition, information may be requested from Finrail's traffic planning or traffic control.

## Description of track access at Ilmala railway yard as of timetable period 2020

This Appendix describes the operations of the Ilmala railway yard and the access to the yard's tracks. The Infrastructure Manager (IM) and Finrail work together to ensure equal access to the services at Ilmala railway yard. The operations of Ilmala railway yard and the depot area play a significant role in the management of sensitivity to disruptions for both commuter and long-distance traffic. For this reason, access to the Ilmala railway yard is limited primarily to commercial passenger traffic and the needs of railway infrastructure management in the metropolitan area.

### 1 Agreements regarding track access, the situational awareness management required for operations and traffic control

The railway operator or traffic client provides the IM with *an annual assessment of their needs for storage and maintenance tracks* (the quantity of rolling stock using the tracks at the same time according to track group and rolling stock type) as well as their preferred times for making use of the maintenance tracks (days and times) annually by the end of September (see section 4.3.4). Based on this, the primary track access purposes are checked if necessary (Figure 1) and a preliminary annual track scheme is drawn up for maintenance tracks. Any overlapping requests are resolved by means of coordination based on both the requested line capacity and the scheduled access to other services, such that the use of the Ilmala railway yard tracks is resolved as a whole in the best way possible. Where needed, line capacity priority criteria are applied in the coordination process (Chapter 4.4.3).

After the preparing the annual track scheme, the need for track access at the Ilmala railway yard is handled on the *adjustment dates for regular services* (Chapter 4.3.1). The railway operator or traffic client requests track capacity for the track group's default track and prepares a track access plan for storage and maintenance tracks for standard days (Mon-Fri, Sat, Sun), using where possible only their own tracks (the tracks which have been initially allocated to the operator in question, as shown in Figure 1 of this Appendix). The capacity solver of Finrail's capacity management resolves conflicts in track access and coordinates changes, where needed, with the different parties.

For *changes relating to individual days*, the body responsible for the operations (= transport client, railway operator or rolling stock maintainer, depending on the contract in question) makes day-specific track change requests concerning changes to track access requirements caused by the rolling stock scheduled for maintenance. On the basis of this, Finrail's capacity controller confirms and, if required, coordinates through negotiation a day plan for movements within the railway yard, including the tracks leading to services, taking into account any infrastructure limitations.

It is the responsibility of the railway operator to inform the capacity controller of the number of rolling stock units coming to and leaving the depot (for the HKI-ILR-HKI route) in accordance with the requested traffic capacity. It is also the responsibility of the body responsible for operations to be aware of



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maintenance needs, including use of the lathe, washing needs, depot building usage needs and the number of storage places needed at each point in time.

*In operational situations*, the capacity controller decides on track access according to the traffic situation according to the priority criteria given below. The capacity controller maintains information about the location of different rolling stock and which maintenance facilities (maintenance tracks, lathe) are in use by whom and at what time, in accordance with the information received from the body responsible for operations. The primary purpose of the maintenance tracks is small maintenance measures, and they are not intended for storage of rolling stock.

The priority order for operations, permissions and track usage in the Ilmala railway yard is primarily as follows:

1. Arrivals to and departures from the railway yard (especially departures from the Ilmala railway yard to ensure punctual train departures)
2. Access to services in accordance with advance plans
3. Other internal shunting operations within the railway yard

Permission for the same type of traffic is given in the order that the permission requests are received. The traffic control operator considers movement permissions for trackwork units at traffic operating points on a case-by-case basis. In case of disruptions and malfunctions, the traffic control operator takes into account the impact of the disruption or malfunction on operations when giving permissions.

## **2 Main principles for track allocation**

With regards to commuter traffic, the tracks of the Ilmala railway yard are primarily used as shown in Figure 1 up to the point where at least three railway undertakings are operating in the area. This allocation does not, for example, prevent VR from using the tracks allocated to HSL, but instead this allocation guides the general planning of track access. A more precise track diagram with accompanying service information can be viewed on the IM's extranet. As the coordinating body for track access, capacity solver and capacity controller coordinate track needs in accordance with the process depicted above.

With regards to long-distance traffic, use is made primarily of the tracks and services of Ilmala one and Ilmala two, as depicted in the track diagram. Regarding the access to these, the requested infrastructure capacity and the arrival and departure track information specified on the adjustment dates for regular services are of decisive importance. The capacity solver and capacity controller also coordinate this track access, from planning through to operational situations.

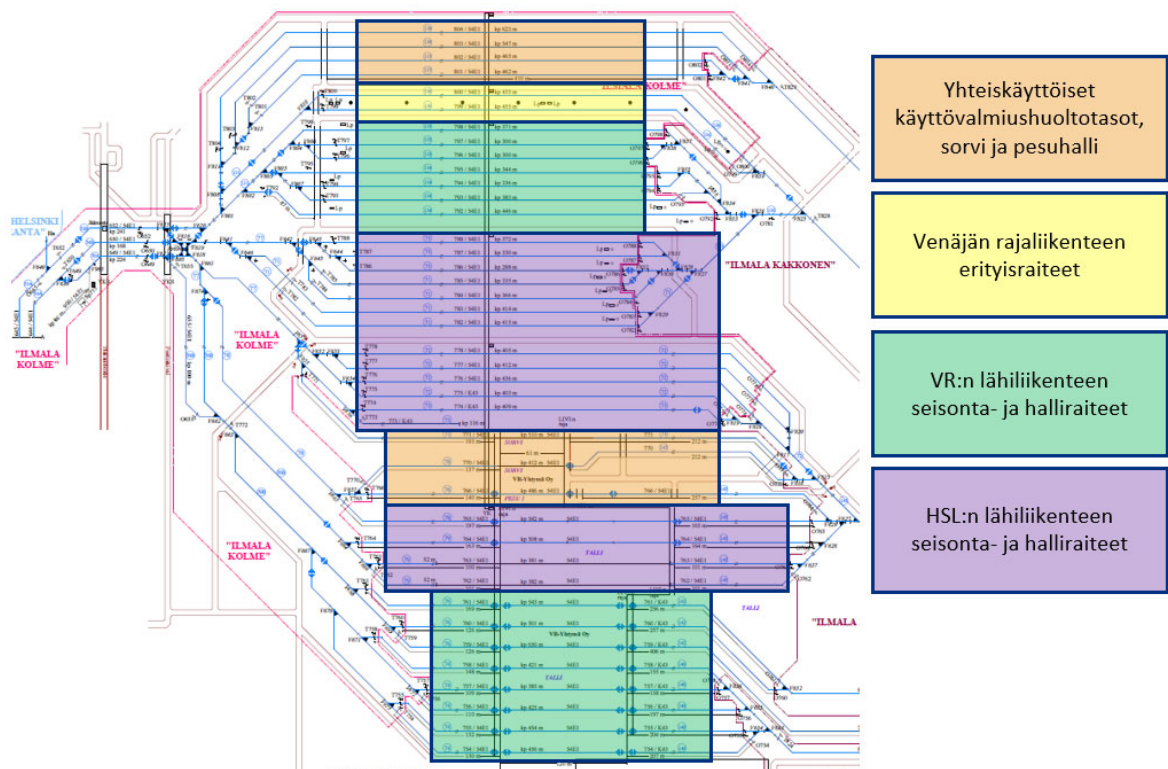


Figure 1. The primary purposes of use for the tracks in the zone of Ilmala kolme.

- Maintenance platforms for common use, lathe and washing facilities
- Special tracks for Russian border traffic
- Storage and depot tracks for VR commuter traffic
- Storage and depot tracks for HSL commuter traffic

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## Description of the planning and operational activities at Helsinki railway yard and the transfer of rolling stock between Helsinki and Ilmala depot as of the 2020 timetable period

### Planning

Owing to the large quantity of traffic passing through Helsinki station as well as the station's special status as the endpoint for much passenger traffic, a separate operational process has been developed for planning the track access in Helsinki station railway yard. This process takes into account the traffic of a number of different railway operators and will enter into force in the autumn of 2020. Before this, the current practices will continue.

The new process will be applied to the planning of adjustment dates of regular services as well as the planning carried out within change periods, such as planning for trackwork exceptions, right up to the initiation of operational traffic management. The operating model will be specified as required after the information system solutions related to the operating model have been specified, and practical experience of the operating model has been gained.

The starting point for the planning model is that the railway operators will plan their Helsinki track access and rolling stock transfers for their own traffic and the capacity solver of Finrail's capacity management coordinates the plans, in the following manner:

#### The railway operator's responsibilities include

- planning the track access at Helsinki station railway yard and the timetables for rolling stock transfers for their own traffic, taking as their starting point the default tracks indicated for the traffic in question (see list at end of chapter)
- planning the rolling stock cycles for their own rail traffic
- provide, in connection with requesting track capacity for the change period, the information on the tracks used by their own traffic, the rolling stock transfers and the rolling stock cycles either in the file format specified by the infrastructure manager or by using the information system interface
- participate in cooperation with other railway operators and the capacity solver in order to coordinate track access in situations where the track reservations of one party have had to be made using the default tracks of other parties
- participate in cooperation with other railway operators and the capacity solver in order to precisely coordinate timetables for rolling stock transfers in situations where they are in conflict with other traffic
- apply to the infrastructure manager for traffic capacity for tracks and rolling stock transfers once the coordination work is complete.

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### Exceptions to railway operator's responsibilities

1. A railway operator whose traffic at Helsinki station mostly fits onto one track may, if desired, leave the planning to the capacity solver, who in such cases will make the track allocations for this railway operator as part of the coordination of other traffic. The railway operator may nevertheless have a say on the maintenance cycles for their rolling stock by reporting to the capacity solver which rolling stock units should be transferred to Ilmala or from Ilmala. In these cases, the railway operator's responsibilities include

- planning the rolling stock cycles for their own rail traffic
- providing the information on rolling stock cycles either in the file format specified by the infrastructure manager or by using the information system interface
- reporting to the capacity solver all requirements for rolling stock transfers to Ilmala / from Ilmala
- participating together with the capacity solver in the probable iteration rounds for rolling stock cycles that result from the coordination process
- receiving the track information for their own traffic and the rolling stock transfer timetables in the file format specified by the infrastructure manager or by using the information system interface
- applying to the infrastructure manager for traffic capacity for rolling stock transfers once the coordination work is complete
- reporting to the infrastructure manager six months before the beginning of the timetable period if they are not going to participate in planning during the next timetable period.

2. Railway operators that do not have regular traffic capacity at Helsinki station do not participate in the planning process described here. For these railway operators, the capacity solver decides the track allocations as part of the coordination process for individual traffic days.

### Capacity solver's responsibilities

#### In the planning process, the capacity solver's responsibilities include

- planning the use of tracks and rolling stock transfers in situations where the railway operators do not plan them themselves (see exceptions to railway operator's responsibilities)
- coordinating in an unbiased manner the traffic of all railway operators in accordance with infrastructure management policy

In the operating model, the planning for the Helsinki railway yard is based primarily on cooperation between the parties involved in the planning. Nevertheless, the following prioritisation rules are to be followed, with due consideration given to operational safety:

- the needs of commercial trains are prioritised over those of non-commercial trains
- the need for traffic functionality takes priority over precise track allocations. In other words, participants must be flexible about track allocations where needed for the improvement of traffic flows
- the unnecessary storage of rolling stock in the Helsinki railway yard is to be avoided, and rolling stock should be transferred, where necessary, to the Ilmala depot or to the storage sidings at the railway yard
- the guiding principle is that rolling stock that has arrived at Helsinki should, following a sufficiently long rotation period, be dispatched for the railway operator's next departure which is suitable for the rolling stock and from the same track group. If this is not possible, the rolling stock should be transferred to Ilmala. There can be some flexibility with this principle, however, as long as it does not cause interference to other traffic.

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Where needed, the final planning decisions are made by the capacity solver.

### **Planning process**

The planning process described above is an iterative process, which begins with the railway operators' own planning (using the default tracks and being carried out seven weeks before the application for capacity for the adjustment date timetables) and their planning of traffic for standard days (= days when there are no traffic exceptions) and continues after this with the planning of days that contain exceptions. The railway operators' plans are then fitted together in the coordination negotiations, which begin around two weeks before the application for traffic capacity. These negotiations also include the coordination of tracks and rolling stock transfers for significant traffic exceptions.

This planning process is worked through in the planning of each change period. For planning periods, see Chapter 4.3.1 of the Network Statement.

For rolling stock transfers which have been planned and coordinated before the application period for regular traffic capacity, this capacity is then applied for as regular traffic capacity. For rolling stock transfers being planned after this date, this capacity is applied for as ad hoc traffic capacity. Because changes affecting rail traffic may arise quite close to the traffic's execution date, the parties participating in the planning must reserve planning resources for the planning of traffic exceptions throughout the whole change period. Planning takes place primarily during office hours. The dates for the process's different stages and the other details can be specified in more precisely once enough experience of this operating method has been acquired.

With this operating model, which will be implemented in the autumn of 2020, preparations are being made for the initiation of a competitive market for HSL traffic, which will take place in summer 2021. The default Helsinki station tracks to be used are:

- HSL traffic: 1 - 4 and 13 - 19
- other traffic: 5 - 12.

The default tracks will be updated as required. In the coming years, the construction of the bicycle tunnel passing under Helsinki station may periodically affect the default tracks and track access planning at the station.

### **Operational activities**

As part of the transfer to a multi-operator environment, the operational management of the track access at Helsinki railway yard is being transferred from the railway operators to the infrastructure manager. The principle for the new operating model is that the capacity controller of the traffic control company's capacity management decides on the track allocations of the train units arriving in Helsinki in situations where there is a need to diverge from the plan made beforehand and also in situations involving unplanned shunting movements within a traffic operating point.

This coordinating function will begin in the autumn of 2020, and the current practices will continue until this date. In this new operating model:

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The railway operator's responsibilities include

- Planning one's own needs, such as exceptions to rolling stock cycles and used tracks resulting from rolling stock faults
- Taking into use preprepared exception plans and planning the changes to rolling stock cycles that result from them
- Reporting to the capacity controller changes to rolling stock cycles and needs for transfer of rolling stock to the Ilmala depot
- Providing information and engaging where needed in cooperation with the capacity controller to plan track changes
- Receiving plans relating to altered rolling stock transfers
- Applying to the infrastructure manager for traffic capacity for altered rolling stock transfers and tracks

The capacity controller's responsibilities include

- Ensuring equal access to tracks in Helsinki and Ilmala railway yards under both normal and exceptional circumstances
- Planning changes to Helsinki and Ilmala railway yards jointly with railway operators as response to problems related to the railway network and provide situational information on the changes
- Cooperating with the railway operators to fulfil their needs relating to rolling stock transfers
- Providing railway operators with situational information also on other disturbances that may affect their operation in Helsinki and Ilmala railway yards
- Deciding on changes to the timetables for Helsinki track usage and rolling stock transfers
- Sending the new and altered rolling stock transfer timetables to the railway operators
- Sending all changes to the traffic control company

Operational activities continue around the clock, so the railway operators and Finrail's capacity management must be staffed accordingly. The resources required vary depending on the time of day and density of traffic. The infrastructure manager aims to organise operations so that the different parties can work in the same facilities, thus facilitating good communication.

## Description and pricing of the traffic control service for shunting operations supplied by the infrastructure manager (IM)

### 1 Description of the traffic control service supplied by the infrastructure manager

This document describes the traffic control services supplied by the IM to the railway operators in the class 1 traffic control area in return for the infrastructure charge, as included in the allocated rail capacity. The document also includes descriptions of such traffic control services that the IM may supply to railway operators that are not included in the infrastructure charge but instead covered by a separate service charge. Provision of traffic control services not covered by the infrastructure charge shall be agreed upon with the IM. Services requiring interlocking and shunting operations shall be agreed upon with the provider of other services, depending on the traffic operating point.

### 2 Traffic control service in return for the infrastructure charge

Train traffic control

Trains departing from their departure station

- Moving a locomotive to the front of an already coupled set of wagons (including change of locomotives while underway)
- Moving a set of wagons from a storage siding or loading siding to the departure track. This also includes moving a full departing set of wagons in a railway yard to the departure track, if the train cannot depart from the sorting siding due to the infrastructure.

Shunting operations and locomotives looping intermediate traffic operating points:

- Permission for shunting operations
- Local permissions
- Moving the locomotive from one end of the set of wagons to the other when changing direction.

Removing suddenly damaged rolling stock from the train, immediate actions.

Trains arriving at their destination station:

- Moving the locomotive from the front of the set of wagons to a storage siding or yard track (also applies to locomotives changed while underway)
- Moving an arriving train, without changing the train formation, from the departure siding to a storage siding, a loading/unloading track (or to a new departure track, see below)
- Moving a locomotive, which has hauled an arriving set of wagons to a storage siding, a loading/unloading track or to a new departure track, to a storage siding or yard track, or to the front of a departing set of wagons (on-call operations covered by a separate service charge).



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On-call units:

- Permission for shunting operations
- Local permissions

If a traffic control service covered by the infrastructure charge described here cannot be fully provided due to technical circumstances (operation of points) by anyone other than the railway operator's staff travelling in the rolling stock, this is not considered "shunting operations in line service", and therefore the railway operator shall not invoice the IM for these operations.

Similarly, if there is no local traffic control staff or shunting or signal box operators in the railway yard, the railway operator shall operate the points.

Moving departing sets of wagons to departure tracks and arriving trains to service or storage sidings are included in the basic infrastructure charge.

The additional service charge covers arrangements regarding rolling stock which have been damaged in Helsinki and in the railway network, moving parts of arriving sets of wagons to another departure track, as well as sorting sets of wagons for service or storage.

The required changes are discussed in the meetings on railway network access.

### **3 Pricing of the traffic control service for shunting operation**

The traffic control service for shunting operations supplied by the IM is a chargeable additional service. The pricing of traffic control service for shunting operations is based on performance. The railway operator's need for a control service, the time used for traffic control shunting operations and the performance-based price for traffic control have been taken into account when calculating the price. The traffic control performance refers to the so-called shunting route in one direction.

- The railway operator reports his need of traffic control to the IM in a mutually agreed-upon manner. The quantity describing the control need is determined on a case-by-case basis (for example, shunting route, quantity, time)
- The time used for the traffic control performance and the performance quantity is specified/confirmed at least twice a year on the basis of the weekly follow-up carried out by Oy Finrail Ltd. The time spent on the autumn's follow-up is taken into account in the charges of the following year's first six months (January–June) and the spring's follow-up in the charges of the last six months (July–December). The practices of any other follow-up times are agreed upon in the access agreement.
- A 12% margin is added to the results of the weekly follow-ups in order to ensure availability of the service and flexibility in situations that change daily without having to reserve resources in advance.
- In accordance with the Ministry of Transport and Communications' Decree on the chargeable performances of the Finnish Transport Infrastructure Agency (1147/2018), the traffic control service for shunting operations is a fixed-price performance governed by public law. In 2019, the price of the performance is EUR 70/hour.



The IM invoices the supplied service monthly during the contract period. The annual price is confirmed by the end of April of the year in question. Until then, the price used during the previous year is valid. When the price has been confirmed, a balancing invoice will be sent for the beginning of the year.

The checking/verifying of the information on the need for control services submitted by the railway operator is based on the weekly follow-ups carried out by Oy Finrail Ltd. If changes occur in the traffic control of the railway yard, the performance and invoicing procedure is examined based on the changed situation.

## Electricity transfer fees in the contact line network from 1 January 2020

The fees will be confirmed before the beginning of the 2020 timetable period.

The transfer fee is charged on a monthly basis (VAT 0).

	Basic fee/tractive unit		Transfer fee from high-voltage networks		Fee for contact-line dissipation
	With gauges	Without gauges	Winter months*)	Other months	
<b>Fees</b>	v = 39 €/month	w = 39 €/month	x = 14 €/MWh	y = 10 €/MWh	z = 48 €/MWh

\*) The winter months are December, January and February

### Basis for railway undertakings' transfer fee

	Basic fee				Transfer fee from high-voltage networks			Dissipation fee	
	With gauges		Without gauges		Consumption	Winter months	Other months	Dissipation	
	Units		Units					MWh/month	€/month
Railway operator	a quantity	a*v €	b quantity	b*w €	m MWh	m*x €	m*y €	n MWh	n*z €

The transfer fee comprises the basic fee specified for the tractive unit, the average transfer fee from high-voltage networks in winter months/other months, and the contact-line dissipation costs.

- The basic fee specified for the tractive unit is based on the measurement and reporting services required for the procurement of electric power. The basic fee is based on the estimated total quantity of the transport operator's tractive units. The basic fee may also change if the number of traction units belonging to the Erex system changes.
- The transfer fee from high-voltage networks is based on the transfer fees from the main grid and high-voltage distribution networks. An average transfer fee is used in the whole rail network. A different price is set for the winter months, since the high-voltage networks also charge a higher transfer fee in winter.
- The net consumption of the individual consumption targets subtracted from the net consumption of feeder stations equals the contact-line dissipations. The dissipation cost is based on the actual price of electric power procured by the Infrastructure Manager in 2021. The transfer fee in the price list is based on an average cost estimate for 2021.

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## The responsibilities of operative work

The general requirements for operating railway traffic are described in section 2.2.1 of the network statement. In addition, in a multi-operator environment the roles and responsibilities of operative work of the various parties depend on the agreements between the various actors. The Infrastructure Manager treats all parties equally and assumes responsibility for the operations of traffic control. In operative work (24/7):

### The operator's responsibilities include

- Production planning, which may include, depending on the purchase agreement, for example, the planning of schedules, stock rotation, depot services and depot personnel rotation, marketing and sales, traffic operation, preparedness for disturbances as well as the organisation of substitutive transport services.
- Submitting the information on schedules, stock rotations, train configurations and related operational changes in order to manage the data regarding the access to tracks in accordance with the instructions of the infrastructure manager.
- Close collaboration with traffic control in order to move stock off the track or out of an area in the marshalling yard when necessary, for instance, in case of infrastructure or equipment failure.
- Receiving notifications from traffic control on temporary, changed circumstances, such as sudden restrictions on available capacity, and adapting the operations accordingly (depending on the purchase agreement, for example, by applying for ad hoc capacity, cancelling allocated capacity, informing passengers before arriving at the station and on the trains).
- Operating the trains in accordance with the plans drawn up in advance and reporting on any deviations and their reasons in accordance with the reason code classification as well as aiming to operate as scheduled.
- Complying with the instructions given in the network statement and in the instructions of infrastructure maintenance of the infrastructure manager and informing on any safety deviations in accordance with the instructions given by the infrastructure manager.
- Participating in the activities of the operational group (see section 4.8.1).

### The responsibilities of traffic control include

- Maintaining situation awareness and anticipating disruptions.
- Deciding on convening the operational group that includes the operational actors.
- Managing traffic situations and the infrastructure fault repair situations and communicating them to other operational actors.
- Controlling traffic and managing track and line capacity, putting limitations on capacity if necessary
- Informing passengers at the stations and platforms on train departures and arrivals as well as on the tracks the trains use
- Providing real-time data for the use of the operators via interfaces

## Service facility on the traffic control service for shunting operations at railway yards in the state-owned railway network

### 1. General information

#### 1.1

##### Introduction

This appendix of the Railway Network Statement and the infrastructure manager's guidelines specify the procedures for traffic control services for shunting operations in Finnish railway yards. The operations and specific features of each traffic operating point shall, if necessary, be described and agreed upon in the network access agreement and in the separate railway yard agreements enclosed in the access agreement (Section 2.3 of the Network Statement). The access agreement's enclosure concerning traffic control service for shunting operations and railway yard agreements regarding specific traffic operating points may be updated during the agreement period.

The FTIA has prepared this service facility document in compliance with the requirements set in the Commission Implementing Regulation (EU) 2017/2177. In accordance with Appendix II of the Directive 2012/34 of the European Parliament and of the Council, the service facility's type is c) marshalling yards and train formation facilities, including shunting facilities.

#### 1.2

##### Operator of the service facility

Finnish Transport Infrastructure Agency, Infrastructure Access, Opastinsilta 12 A, FI-00520 Helsinki

Finrail Oy, Palkkatilanportti 1, FI-00240 Helsinki, the contact details of traffic planning are available on Finrail's web page:  
<https://tmfg.fi/fi/finrail/liikennesuunnittelun-yhteystiedot>.

Provision of traffic control services not covered by the infrastructure charge shall be agreed upon with the FTIA or the provider of other services, depending on the traffic operating point (see the up-to-date list:

<https://vayla.fi/ammattiliikenne-raiteilla/liikennesuunnittelu/ratapihojen-liikenteenohjaus>.

In addition, the contact details of railway yard contact persons are available at the FTIA's rail data extranet site under traffic control contact details:

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>

#### 1.3

##### Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, minor changes may also be made on the statement's update dates during the timetable period.

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## 2. Services

### 2.1 Traffic control service for shunting operations

The traffic control service for shunting operations between traffic operating points is available to railway operators as part of the allocated capacity and it is covered by the infrastructure charge. The traffic control service for shunting operations taking place in railway yards is a chargeable additional service provided by the infrastructure manager. The service's detailed content and pricing are described in Appendix 5 A of the Network Statement. In simple terms, the traffic control service for shunting operations taking place in railway yards is implemented either under local permissions or using shunting routes formed by the traffic controller (Chapter 4 in the JT rules). Operating under local permissions is not subject to a charge.

Some railway yards have applied operations carried out by shunting or signal box operators, but they have been replaced by limited area traffic control operations. The FTIA maintains a traffic operating point-specific list of limited area traffic operation points and/or their parts on its web page

(<https://vayla.fi/ammattiliikenne-raiteilla/liikennesuunnittelu/ratapihojen-liikenteenohjaus>)

Limited area traffic control operation supports the actual traffic control work. Limited area traffic control participates in protecting routes and securing track works in its area on the basis of traffic control's orders.

Within its area, limited area traffic control may issue permits related to shunting operations. It takes care of turnout operation and the use of safety devices. Limited area traffic control participates in protecting rail transport in accordance with the qualification requirements of the limited area.

## 3. Service facility description

### 3.1

#### List of service facility sections

Traffic control service for shunting operations are provided in state-owned train formation yards. Train formation yards owned by the FTIA are marked with "Shunting" in Appendix 3B of the Network Statement. The largest train formation yards are Tampere and Kouvola which also provide incline services (Section 5.3.1.3 of the Network Statement).

### 3.2

#### Names of service facility sections

Railway yard tracks are named so that the abbreviation of the traffic operating point comes first, followed by the track number (= track identifier). Track identifiers are shown in data systems for rail capacity management and track diagrams (see also Section 5.2).

#### 3.2.1

##### Location

The locations of traffic operating points in the state-owned railway network are specified in Appendix 3B of the Network Statement and in the map service. The track locations in traffic operating points are specified in track diagrams.

### 3.2.2

#### Operational hours

Railway yard tracks are available 24/7 and can be used as agreed. The LIIKE system contains information on railway yards' deviant service times (traffic control, railway yard traffic control or signal box operator service). In addition, information can be requested in a listed form from [palveluaika@finrail.fi](mailto:palveluaika@finrail.fi).

### 3.2.3

#### Technical characteristics

Train formation yards owned by the FTIA are marked with "Shunting" in Appendix 3B of the Network Statement (see also Section 5.2).

### 3.2.4

#### Planned changes to technical characteristics

No changes have been planned to technical characteristics.

## 4. Charges

### 4.1

#### Information on charges

Currently, the FTIA does not charge the use of train formation yards except for the additional traffic control service for shunting operations (Appendix 5A of the Network Statement).

### 4.2

#### Information on discounts

Discounts are not granted for the use of the traffic control service for shunting operations.

## 5. Terms of use

### 5.1

#### Legal requirements

The use of the traffic control service for shunting operations shall be agreed timetable period-specifically with the FTIA in the access agreement.

If required, a railway yard agreement is prepared for railway yards used by several railway operators. The railway yard agreements are timetable period-specific, and they shall be re-negotiated prior to the start of each timetable period. A railway yard agreement may also be re-negotiated during the timetable period.

If required, information on railway yards subject to a valid railway yard agreement and the models of valid agreements may be requested from Infrastructure Access. However, it should be noted that the agreement model may change for the timetable period of the Network Statement in question.

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## 5.2

### Technical terms

The maximum length and axle load of rolling stock arriving to a service facility as well as the need for diesel traction are stated track-specifically in track diagrams available (in Finnish) at the rail data extranet site:

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>.

## 5.3

### Production of rail transport services

The FTIA does not provide train formation services except for the protection of routes by the traffic controller. Railway operators can carry out train formation operations themselves.

## 5.4

### IT systems

Railway yard tracks can be viewed in Finrail's data systems, such as the capacity management system LIKE and its modules. Further information on data systems is available (in Finnish) at

<https://www.tmf.fi/fi/finrail/tietojarjestelmat>.

## 6. Granting access to the capacity

### 6.1

#### Access right and service applications

The need to use railway yard tracks and the right to use train formation yards are discussed and agreed in the access agreement. The railway operator or another capacity applicant shall deliver to the infrastructure manager a free-form, traffic operation point-specific estimate of their train formation yard needs before the start of access agreement negotiations. The application shall also state the applicant's need for traffic control services for shunting operations. On the basis of track requirements reported by the railway operators, the infrastructure manager estimates whether it is necessary to prepare separate railway yard agreements for specific traffic operating points or if other capacity management procedures are required.

If the operation of a railway operator is, during the timetable period, subject to such changes to track requirements that affect the matters agreed upon in the access agreement or its enclosures, the railway operator shall contact the infrastructure manager regarding the matter as soon as possible.

Any railway yard-specific operating methods are described in the access agreement's enclosures regarding specific traffic operating points (railway yard agreement) with respect to the common management of situational information on tracks.

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## 6.2

### Responding to applications

Applications concerning train formation yard needs are responded to within 30 days from receiving sufficient information for processing the application. Any urgent needs are responded to as soon as possible, but no later than within five working days after all necessary information for processing the application has been received. With respect to processing applications, the contact person for access agreements and railway yard agreements is the person responsible for agreements at Infrastructure Access.

The priority criteria for operation, granting of permits and track use in railway yards are specified in Section 4.4.3 (Congested Infrastructure and Priority Criteria) of the Network Statement. Where necessary, other applicable priority orders may have been agreed upon with respect to specific railway yards in railway yard agreements. In addition to the priority order, the granted route access rights related to the applied services, the capability to use the applied capacity and the valid railway yard agreements are taken into account (2017/2177 Article 11).

The infrastructure manager and its service providing traffic control company are responsible for the traffic control at traffic operating points. Traffic control in a limited area is performed by the service provider responsible for maintenance in that specific area. More detailed information (contact information, procedures and roles regarding granting of permits) can be found (in Finnish) on the rail data extranet site under the heading, "Liikenteenohjauksen yhteystiedot" (Traffic control contact information):

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>.

In case of conflicting needs for track use, the aim is to find solutions through means of negotiation and, if required, in collaboration with the operators and infrastructure managers of other service facilities. Other viable alternatives, such as an alternative location or time for the formation of rolling stock, may be proposed to the applicant (2017/2177 Article 10).

## 6.3

### Information on available capacity and temporary capacity limitations

Information on the available capacity and temporary capacity limitations is visible to all operators in the data system for rail capacity management (LIIKE). In addition, information may be requested from Finrail's traffic planning or traffic control.



## Service description

### Maintenance facilities and equipment

#### 1 General information

##### 1.1 Introduction

This service facility description specifies access to and terms of use of rolling stock maintenance facilities and equipment owned by the Finnish Transport Infrastructure Agency in the state-owned railway network.

The Finnish Transport Infrastructure Agency has prepared this service facility document in compliance with the requirements set in the Commission Implementing Regulation (EU) 2017/2177. The category of the service facility is a service falling within the scope of the obligation to supply services referred to in point 2 of Annex II to Directive 2012/34/EU.

##### 1.2 Operator of the service facility

Operator of the service facility:

Finnish Transport Infrastructure Agency, Railway Maintenance Services  
Opastinsilta 12 A  
00520 Helsinki  
[kirjaamo@vayla.fi](mailto:kirjaamo@vayla.fi)

##### 1.3 Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, minor changes may also be made on the statement's revision dates during the timetable period.

#### 2 Services

##### 2.1 Maintenance facilities and equipment

The Ilmala railway yard, owned by the Finnish Transport Infrastructure Agency, places rolling stock maintenance facilities and equipment at the disposal of railway operators.

The maintenance platforms at the Ilmala depot are services provided by the infrastructure manager, and access to them is described in section 5.3.1.5 of the Network Statement. Services provided on the maintenance tracks include such operations as filling of thin oil and water tanks, feeding of heavy current, electrical rooms, compressed air outlets, heating points, brake trials using compressed air and vacuum emptying of septic tanks. In addition, there are separate tracks for washing rolling stock and applying traction sand to locomotive wheels. The oil-changing points are equipped with oil-absorbing mats to protect the environment.

The Finnish Transport Infrastructure Agency does not provide maintenance services for the technical maintenance of rolling stock. VR Group's Helsinki depot, which accommodates garages, maintenance and washing facilities, locomotive depots and lathes, is also situated in the Ilmala railway yard area. The services provided by VR Group Ltd and their prices can be found in the company's Network Statement.

### **3 Service facility description**

#### **3.1 List of all installations**

The maintenance equipment owned by the Finnish Transport Infrastructure Agency located in the Ilmala railway yard is listed in appendix 3S of the Network Statement and in the map service.

The tracks provided at the Ilmala railway yard are described in the track diagrams published on the rail data extranet site <https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>

#### **3.2 Name of installation**

Helsinki depot, Ilmala railway yard

##### ***3.2.1 Location***

The locations of services provided at the Ilmala railway yard are described in appendix 3S of the Network Statement and in the track diagram.

##### ***3.2.2 Opening hours***

The Ilmala railway yard is accessible on all weekdays year-round.

##### ***3.2.3 Technical characteristics***

Railway operators have access to the maintenance facilities and equipment owned by the Finnish Transport Infrastructure Agency for the purpose of rolling stock maintenance. The number and length of maintenance tracks and the services available are described in track diagrams. More information on the technical characteristics is provided by the service facility operator (see section 1.2).

##### ***3.2.4 Planned changes in technical characteristics***

No significant changes planned

### **4 Charges**

#### **4.1 Information on charges**

The access to the Ilmala railway yard is invoiced based on the capacity allocated to the transfer, excluding cancelled capacity. The access charge is EUR 16.00/transfer.

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The above-mentioned transfers do not correspond to the transfers referred to in the Rail Transport Act as the transfers detailed in this section mean the transfer of rolling stock as a train or as shunting by the railway undertaking to the Ilmala railway yard from such locations as the Helsinki Central Railway Station.

The number of incoming transfers is calculated for each railway operator separately on the basis of the infrastructure manager's reporting system, by halving the number of transfers so that double invoicing can be avoided (incoming and outgoing transfers). The invoicing is carried out on a monthly basis when the figures for the previous month have become available, unless otherwise agreed in the access agreement.

In return for paying the network access charge, railway undertakings may use the tracks in the Helsinki depot at Ilmala, their brake-testing systems, as well as the maintenance platforms and their equipment (including 1,500 V feeder points and 400 V socket points), and move to the railway yard services.

The access charge does not cover the supply of water, electricity, oil, sand or other similar items or the processing or transport of the waste resulting from the use of the services. Other operators in the Ilmala railway yard may also charge fees for the use of their services (such as the maintenance facilities and lathes) and their pricing is not described in this document (for more information, see the network statement of VR Group Ltd and other operators).

The same index adjustment procedure is applied to the access charge as to the basic infrastructure charge. In addition to the annual index adjustments, other adjustments to the access charge can also be made for special reasons, and advance notification of them is given in the same manner as for the basic infrastructure charge.

## **4.2 Information on discounts**

No discounts granted.

## **5 Access conditions**

### **5.1 Legal requirements**

The tracks and services provided by the Finnish Transport Infrastructure Agency are available to all operators. Access to the tracks and services is agreed upon in the network access agreements. The procedure for agreeing on track use in the Ilmala railway yard is detailed in appendix 4C.

The maintenance, cleaning and repair of rolling stock shall be carried out at appropriate places to be agreed upon with the infrastructure manager before operations begin on tracks in the state-owned railway network.

If necessary, the infrastructure manager will provide railway undertakings with guidance and instructions for the use of the equipment and structures referred to in this section. After having been notified by the railway undertaking of damage or malfunctioning of equipment or structures, the infrastructure

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manager will ensure that the equipment and structures will be restored, without undue delay, to a good working condition.

Railway undertakings must plan and implement the use of the equipment and structures so that all regulations concerning occupational and train safety are observed. Railway undertakings must provide all persons using the equipment or structures on behalf of the undertakings with adequate training in their use. Railway undertakings must ensure that their own personnel or the personnel working on behalf of the undertakings use the equipment and structures with care and in accordance with any guidance provided for their use and that the equipment and structures do not malfunction or become damaged for reasons arising from their use.

The use of services provided by VR Group Ltd or other service providers must be agreed upon with the service provider.

## 5.2 Technical conditions

The maximum length and axle load of rolling stock arriving to a service facility as well as the need for diesel traction are stated track-specifically in track diagrams available (in Finnish) on the rail data extranet site: <https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>.

## 5.3 Self-supply of rail-related services

Agreements on access to maintenance services must be made with the maintenance providers. The infrastructure manager does not provide maintenance services. More information can be found on the VR website.

## 5.4 IT systems

More information on the use of capacity management systems can be found on the Finrail Oy website: <https://tmfg.fi/fi/finrail/tietojarjestelmat>

# 6 Capacity allocation

## 6.1 Requests for access or services

The procedures related to requests for access to and supply of services at the Ilmala railway yard are described in appendix 4C of the Network Statement. The railway operator shall deliver to the infrastructure manager an estimate of the annual service needs, or the monthly number of transfers, by the time of access agreement negotiations.

## 6.2 Response to requests

Applications for the supply of services provided by the Finnish Transport Infrastructure Agency will be responded to within the deadlines set by the rail regulatory body (record no. TRAFICOM/270984/03.06.04/2019) no later than within 30 days from receiving sufficient information for processing the application.

Any urgent needs are responded to as soon as possible, but no later than within five working days from receiving all necessary information for processing the application. With respect to processing applications, the contact person for agreement matters is the person responsible for agreements at Infrastructure Access. Finrail's traffic planning should be contacted in matters regarding ad hoc capacity needs (see sections 1.2 and 6.1).

In case of conflicting needs for supply of services, the aim is to find solutions through negotiation and coordination, if necessary, in collaboration with the operators and infrastructure managers of other service facilities. Additional information on the procedures applied to the Ilmala railway yard is given in appendix 4C.

### **6.3 Information on available capacity and temporary capacity restrictions**

Information on available capacity and temporary capacity restrictions is visible to all operators in the data system for rail capacity management. In addition, information may be requested from Finrail's traffic planning or traffic control.

## Service description

### Train formation yards and access to them

#### 1 General information

##### 1.1 Introduction

This service description describes the possibilities and terms and conditions of access to train formation yards.

Separate service descriptions have been prepared on the traffic control service for shunting operations and the use of maintenance equipment, inclines and storage sidings.

The Finnish Transport Infrastructure Agency has prepared this service facility document in compliance with the requirements set in the Commission Implementing Regulation (EU) 2017/2177. The category of the service facility is a service falling within the scope of the obligation to supply services referred to in point 2 of Annex II to Directive 2012/34/EU.

##### 1.2 Operator of the service facility

Operator of the service facility:

Finnish Transport Infrastructure Agency, Infrastructure Access  
Opastinsilta 12 A  
00520 Helsinki  
[kirjaamo@vayla.fi](mailto:kirjaamo@vayla.fi)

Contact information of railway yards can be found on the Finnish Transport Infrastructure Agency's rail data extranet site.

##### 1.3 Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, changes may also be made on the statement's revision dates during the timetable period.

#### 2 Services

##### 2.1 Access to train formation yards

Train formation yards owned by the infrastructure manager may be used for recomposing of train wagons, train formation and temporary storage of rolling stock.

The infrastructure manager and its service providing traffic control company are responsible for the traffic control at traffic operating points. At railway yards, limited area traffic control is performed by the service provider responsible for maintenance in that specific area. More detailed information (contact information, procedures and roles regarding granting of permits) can be found

(in Finnish) on the rail data extranet site under the heading, "Liikenteenohjauksen yhteystiedot" (Traffic control contact information):

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>

### **3 Service facility description**

#### **3.1 List of all installations**

The train formation yards owned by the infrastructure manager are marked with "Shunting" in Appendix 3B of the Network Statement.

#### **3.2 Name of installation**

The train formation yards owned by the infrastructure manager have been named, and their names and abbreviations have been marked in appendix 3B of the Network Statement and in the map service.

##### **3.2.1 Location**

The locations of train formation yards in the state-owned railway network are specified in Appendix 3B of the Network Statement and in the map service.

##### **3.2.2 Opening hours**

The train formation yards are always open. Traffic control service hours are presented in the rail capacity management system and in rail data extranet service.

##### **3.2.3 Technical characteristics**

The technical characteristics of train formation yards are specified in the track diagrams available on the rail data extranet site

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>

##### **3.2.4 Planned changes in technical characteristics**

More information on the development plans for train formation yards and ongoing projects on the Finnish Transport Infrastructure Agency's website

<https://vayla.fi/ratahankkeet>

### **4 Charges**

#### **4.1 Information on charges**

Access to train formation yards is currently free of charge. Pricing of the traffic control service for shunting operations has been described in the relevant service description.

#### **4.2 Information on discounts**

No discounts granted.

## 5 Access conditions

### 5.1 Legal requirements

Access to and the terms of use of train formation yards are agreed upon in the network access agreements.

If several railway operators use the same train formation yard, a railway yard agreement will be prepared for the yard under the supervision of the Finnish Transport Infrastructure Agency. More information on the subject in chapter 2.3 of the Network Statement.

### 5.2 Technical conditions

The maximum length and axle load of rolling stock arriving to a service facility as well as the need for diesel traction are stated track-specifically in track diagrams available (in Finnish) on the rail data extranet site:

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>.

The railway operator shall take account of the longitudinal gradient presented in the track diagram and ensure that the rolling stock stays in place.

The national procedures for track access in Finnish railway yards are described in the Network Statement and in the infrastructure manager's guidelines [e.g. the safety guidelines set by Junaliikenteen ja vaihtotyön turvallisuussäännöt (Jt)]. The operations and specific features of each traffic operating point shall, if necessary, be described and agreed upon in the network access agreement and in the separate railway yard agreements enclosed in the network access agreement.

Carriage of dangerous goods is dealt with in section 3.4.3 of the Network Agreement.

Operating permits and access to shunting frames are granted by the traffic operator/the person issuing permits in the respective area. The traffic operator issues operating permits within the limits of the allocated rail capacity. The area limits where these permits are applicable are described in the track diagram of each traffic operating point. The communication regarding the operating permits shall comply with the infrastructure manager's guidelines and the Network Statement.

Staff working in railway yards shall report any malfunctions that they have observed to the traffic operator of the traffic operating point. Based on the malfunction report, the traffic operator shall impose the required restrictions affecting operations before the repair work commences. The traffic operator shall notify all parties of malfunctions affecting operations.

In general, train formation yards are not used for the maintenance or cleaning of rolling stock. Should the need to do so arise, the use of the yard for such purpose must be agreed upon with the infrastructure manager. The infrastructure manager examines the impacts of maintenance and cleaning activities on a case-by-case basis and may also refuse from concluding an agreement.



### 5.3 Self-supply of rail-related services

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### 5.4 IT systems

Railway yard tracks can be viewed in Finrail's data systems, such as the capacity management system LIIKE and its modules. Data systems for rail capacity management are being developed, and the railway yard capacity management will gradually be transferred to a new information system (SAAGA).

## 6 Capacity allocation

### 6.1 Requests for access or services

The access to train formation yards is agreed upon in the network access agreements.

For the purpose of access agreement negotiations, the railway operator or another capacity applicant shall deliver to the infrastructure manager a free-form, traffic operation point-specific estimate of their train formation yard needs annually by the end of September. Based on the track access requirements reported by the railway operators, the infrastructure manager estimates whether it is necessary to prepare separate railway yard agreements for specific traffic operating points or if other capacity management procedures are required.

With regard to the Ilmala railway yard, the operating method for track access is described in further detail in appendix 4C of the Network Statement.

If any changes happen in the railway operators' operations that affect both the needs for track access in railway yards during the timetable period and the issues described in this appendix or agreed upon in the access agreement, they shall contact the infrastructure manager in good time (at least two months before the capacity is needed), so that the negotiations about access to railway yard capacity and the related practical arrangements can be commenced. The infrastructure manager must also be notified if the need for capacity ends or is reduced during the timetable period.

Any railway yard-specific operating methods are described in the access agreement's enclosures specific to each traffic operating point (railway yard agreement) with respect to the common management of situational information on tracks. In addition, railway operators may participate in regional meetings for planning snow clearing operations or other cooperation procedures which are organised each autumn.

### 6.2 Response to requests

Applications for access to train formation yards will be responded to within the deadlines set by the rail regulatory body (record no. TRAFICOM/270984/03.06.04/2019) no later than within 30 days from receiving sufficient information for processing the application.

Any urgent needs are responded to as soon as possible, but no later than within five working days from receiving all necessary information for processing the application.

With respect to processing applications, the contact person for agreement matters is the person responsible for agreements at Infrastructure Access. Finrail's traffic planning should be contacted in matters regarding ad hoc capacity needs (see Sections 1.2 and 6.1).

In case of conflicting needs of access to train formation yards, the aim is to find solutions through negotiation and coordination, if necessary, in collaboration with the operators and infrastructure managers of other service facilities.

The priority criteria for operations, issuing of permits and track access applied on railway yards are described (in Finnish) in the safety guidelines set by Junaliikenteen ja vaihtotyön turvallisuussäännöt (Jt). Where necessary, other applicable priority orders may have been agreed upon with respect to specific railway yards in railway yard agreements. In addition to the priority order, the granted route access rights related to the applied services, the capability to use the applied capacity and the valid railway yard agreements are taken into account (2017/2177 Article 11).

### **6.3 Information on available capacity and temporary capacity restrictions**

Information on available capacity and temporary capacity restrictions is visible to all operators in the data system for rail capacity management (LIIKE). In addition, information may be requested from Finrail's traffic planning or traffic control.

# Service description

## Inclines

### 1 General information

#### 1.1 Introduction

This service facility description specifies access to and terms of use of inclines in the state-owned railway network.

The Finnish Transport Infrastructure Agency has prepared this service facility document in compliance with the requirements set in the Commission Implementing Regulation (EU) 2017/2177. The category of the service facility is a service falling within the scope of the obligation to supply services referred to in point 2 of Annex II to Directive 2012/34/EU.

#### 1.2 Operator of the service facility

Operator of the service facility:

Finnish Transport Infrastructure Agency, Infrastructure Access  
Opastinsilta 12 A  
00520 Helsinki  
[kirjaamo@vayla.fi](mailto:kirjaamo@vayla.fi)

#### 1.3 Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, minor changes may also be made on the statement's revision dates during the timetable period.

### 2 Services

#### 2.1 Incline

At the traffic operating points in Kouvola and Tampere the railway operators have access to inclines for the recomposing of train wagons.

The infrastructure manager and its service providing traffic control company are responsible for the traffic control at traffic operating points. At railway yards, limited area traffic control is performed by the service provider responsible for maintenance in that specific area. More detailed information (contact information, procedures and roles regarding granting of permits) can be found (in Finnish) on the rail data extranet site under the heading, "Liikenteen-ohjauksen yhteystiedot" (Traffic control contact information):

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>

### **3 Service facility description**

#### **3.1 List of all installations**

Track access to inclines is described in track diagrams published on the rail data extranet site <https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>

For additional information on the installations and technical characteristics of inclines, see the operating instructions for inclines [https://julkaisut.vayla.fi/pdf7/rautatieohjeet\\_web.pdf](https://julkaisut.vayla.fi/pdf7/rautatieohjeet_web.pdf)

#### **3.2 Name of installation**

The inclines are named after their locality, and a specifier is added to the name, if necessary.

##### **3.2.1 Location**

Kouvola train formation yard  
Tampere Viinikka

##### **3.2.2 Opening hours**

In general, inclines are always open. The railway undertaking determines when the incline is accessible for train formation. When defining times of access, it should be ensured that maintenance operators have time to complete their maintenance measures.

##### **3.2.3 Technical characteristics**

The number and length of marshalling tracks are shown in the track diagrams. The operating instructions for inclines will provide more detailed descriptions of their technical characteristics.

##### **3.2.4 Planned changes in technical characteristics**

No planned changes.

### **4 Charges**

#### **4.1 Information on charges**

For the present, no charge is collected for access to train formation yards. The charges for the traffic control service for shunting operations are specified in the relevant service description.

#### **4.2 Information on discounts**

No discounts granted.

## **5 Access conditions**

### **5.1 Legal requirements**

Access to and the terms of use of inclines are agreed upon in the access agreements, and operating instructions specific to each incline are to be followed.

The railway operator is responsible for ensuring that the operating personnel use the incline, tracks and the relevant systems and equipment in accordance with the operating instructions.

The infrastructure manager is responsible for the technical functionality, maintenance and development of the tracks and the relevant systems and equipment.

### **5.2 Technical conditions**

The maximum length and axle load of rolling stock arriving to a service facility as well as the need for diesel traction are stated track-specifically in track diagrams available (in Finnish) on the rail data extranet site:

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>.

### **5.3 Self-supply of rail-related services**

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### **5.4 IT systems**

The systems used for controlling inclines are described in the operating instructions for inclines.

## **6 Capacity allocation**

### **6.1 Requests for access or services**

The access to inclines is agreed upon in the network access agreements.

The railway operator or another capacity applicant shall deliver to the infrastructure manager a free-form, traffic operation point-specific estimate of their incline needs before the start of access agreement negotiations. Based on the track access requirements reported by the railway operators, the infrastructure manager estimates whether it is necessary to prepare separate railway yard agreements for specific traffic operating points or if other capacity management procedures are required.

If any changes happen in the railway operators' operations that affect both the needs for track access to inclines during the timetable period and the issues described in this appendix or agreed upon in the access agreement, they shall contact the infrastructure manager in good time (at least two months before the capacity is needed), so that the negotiations about access to incline capacity of the railway yards and the related practical arrangements can be commenced.

Any railway yard-specific operating methods are described in the access agreement's enclosures specific to each traffic operating point (railway yard agreement) with respect to the common management of situational information on tracks. In addition, railway operators may participate in regional meetings for planning snow clearing operations or other cooperation procedures which are organised each autumn.

More information on the handling of dangerous goods is provided in chapter 3.4.3 of the Network Statement and in the operating instructions for inclines.

#### Ad hoc capacity requests:

Decisions on meeting urgent need of access to inclines are made by Finrail's traffic planning, the traffic controller or, if necessary, by the Rail Traffic Management Centre, based on situational awareness (this includes reviewing of the situation with the various actors in the railway yard, if needed).

### **6.2 Response to requests**

Applications for access to inclines will be responded to within the deadlines set by the rail regulatory body (record no. TRAFICOM/270984/03.06.04/2019) no later than within 30 days from receiving sufficient information for processing the application.

Any urgent needs are responded to as soon as possible, but no later than within five working days from receiving all necessary information for processing the application. With respect to processing applications, the contact person for agreement matters is the person responsible for agreements at Infrastructure Access. Finrail's traffic planning should be contacted in matters regarding ad hoc capacity needs (see sections 1.2 and 6.1).

In case of conflicting needs of access to inclines, the aim is to find solutions through negotiation and coordination, if necessary, in collaboration with the operators and infrastructure managers of other service facilities.

### **6.3 Information on available capacity and temporary capacity restrictions**

Information on available capacity and temporary capacity restrictions is visible to all operators in the data system for rail capacity management (LIIKE). In addition, information may be requested from Finrail's traffic planning or traffic control.

## Description

### Trial runs of rolling stock

#### 1 General information

##### 1.1 Introduction

This description specifies the services provided by the centre for trial runs in Laajakangas, located at the Kontiomäki traffic operating point.

##### 1.2 Operator of the service facility

Operator of the service facility:

Finnish Transport Infrastructure Agency, Railway Technology  
Opastinsilta 12 A  
00520 Helsinki  
[kirjaamo@vayla.fi](mailto:kirjaamo@vayla.fi)

##### 1.3 Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, changes may also be made on the statement's revision dates during the timetable period.

#### 2 Services

##### 2.1 Trial runs of rolling stock

Trial runs of rolling stock can be made at the Finnish Transport Infrastructure Agency's centre for trial runs in Laajakangas in Kontiomäki. The use of the area shall be agreed upon in accordance with the arrangements described in the track reservation and operating instructions of the centre for trial runs in Laajakangas (see the Finnish Transport Infrastructure Agency's instructions, Rautatieohjeet, in Finnish).

#### 3 Description

##### 3.1 List of all installations

The installations of the centre for trial runs are described in the track reservation and operating instructions of the centre for trial runs (see Railway instructions, Rautatieohjeet, in Finnish).

##### 3.2 Name of installation

Laajakangas, Kontiomäki.

###### 3.2.1 Location

Kontiomäki-Ämmänsaari line section.

### **3.2.2 Opening hours**

No specific opening hours.

### **3.2.3 Technical characteristics**

The technical characteristics of the centre for trial runs are described in the track reservation and operating instructions of the centre for trial runs (see the Finnish Transport Infrastructure Agency's instructions, Rautatieohjeet, in Finnish).

### **3.2.4 Planned changes in technical characteristics**

No major changes planned. Changes are made based on the condition of the track, as necessary.

## **4 Charges**

### **4.1 Information on charges**

The charges and criteria for invoicing of the centre for trial runs are described in the track reservation and operating instructions of the centre for trial runs.

### **4.2 Information on discounts**

No discounts granted.

## **5 Access conditions**

### **5.1 Legal requirements**

The operators using the services of the centre for trial runs shall draw up a safety plan based on risk assessment. More information on the track reservation and operating instructions of the centre for trial runs (see the Finnish Transport Infrastructure Agency's instructions, Rautatieohjeet, in Finnish).

### **5.2 Technical conditions**

The technical conditions of the centre for trial runs are described in the track reservation and operating instructions and track diagrams.

### **5.3 Self-supply of rail-related services**

No self-supply. You can request guidance from the centre for trial runs.

### **5.4 IT systems**

-

## **6 Capacity allocation**

### **6.1 Requests for access or services**



Track reservations to the centre for trial runs are made according to the procedure described in the reservation and operating instructions. The request for track reservation must be made at least three (3) weeks before the intended use.

The acceptance of the reservation is conditional on the submission of a safety plan in connection with the reservation request and finding it sufficient. The request for track reservation shall be made in writing using a form intended for the purpose.

For more information, see the track reservation and operating instructions of the centre for trial runs.

## **6.2 Response to requests**

-

## **6.3 Information on available capacity and temporary capacity restrictions**

For more information, contact the operator of the service facility (see section 1.2).

# Service description

## Passenger stations

### 1 General information

#### 1.1 Introduction

This service description specifies access to and terms of use of passenger stations, their buildings and other facilities in the state-owned railway network.

The Finnish Transport Infrastructure Agency has prepared this service facility document in compliance with the requirements set in the Commission Implementing Regulation (EU) 2017/2177. The category of the service facility is a service falling within the scope of the obligation to supply services referred to in point 2 of Annex II to Directive 2012/34/EU.

#### 1.2 Operator of the service facility

Operator of the service facility:

Finnish Transport Infrastructure Agency  
Railway Maintenance Services  
Opastinsilta 12 A  
00520 Helsinki  
[kirjaamo@vayla.fi](mailto:kirjaamo@vayla.fi)

#### 1.3 Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, minor changes may also be made on the statement's revision dates during the timetable period.

### 2 Services

#### 2.1 Passenger stations

In its capacity as the infrastructure manager of the state-owned railway network, the Finnish Transport Infrastructure Agency owns and provides access to the tracks and passenger platforms at all passenger stations.

Information on the station buildings and other facilities owned by the Finnish Transport Infrastructure Agency at passenger stations that may be rented out is presented in appendix 3Q.

The list of facilities owned by other parties and their contact details are presented in Appendix 3R.

Open data bank on railway stations and the development of their urban surroundings:

<https://www.asemanseutu.fi/in-english/>

### **3 Service facility description**

#### **3.1 List of all installations**

The passenger stations and their facilities owned by the Finnish Transport Infrastructure Agency that may be rented out are listed in appendix 3Q of the Network Statement. The facilities that can be rented out are divided into waiting areas, office spaces, social facilities and business premises.

#### **3.2 Name of installation**

The passenger stations are named after their locality, and a specifier is added to the name, if necessary.

##### **3.2.1 Location**

The addresses of the passenger stations owned by the manager of the state-owned railway network are presented in appendix 3Q of the Network Statement and in the map service.

##### **3.2.2 Opening hours**

In general, the tenant decides on the opening hours of the rental facilities of passenger stations. If necessary, the opening hours are agreed upon in the lease agreement.

##### **3.2.3 Technical characteristics**

Information on the rental facilities of passenger stations and their technical characteristics is presented in appendix 3Q of the Network Statement.

##### **3.2.4 Planned changes in technical characteristics**

No changes have been planned to the technical characteristics of passenger stations.

### **4 Charges**

#### **4.1 Information on charges**

The approximate rental rates of the network manager's passenger stations are presented in appendix 3Q.

The fair rental rate of the facilities is determined before each rental. The rental level is determined based on the actual price level in the region.

#### **4.2 Information on discounts**

Discounts are not granted on the rents of passenger stations. In return for renovations done in the buildings, discounts may be considered on a case-by-case basis.

## **5 Access conditions**

### **5.1 Legal requirements**

A rental agreement shall be drawn up on the use of passenger stations.

### **5.2 Technical conditions**

Technical conditions and information regarding individual service points on each specific station are presented in appendix 3Q of the Network Statement.

### **5.3 Self-supply of rail-related services**

The infrastructure manager of the state-owned railway network does not impose any general restrictions on the use of passenger stations. The use of the facilities and the terms of use shall be agreed upon when the rental agreement is made.

## **6 Capacity allocation**

### **6.1 Requests for access or services**

An applicant wishing to rent passenger station facilities submits to the infrastructure manager a free-form enquiry regarding the renting of passenger station facilities. The enquiry shall include the relevant information for the processing of applications for the renting of passenger station facilities, such as the applicant's contact details, the name and address of the building, the surface area to be rented, the purpose of use, the rental period.

The rental enquiries shall be sent to the Finnish Transport Infrastructure Agency's Railway Maintenance Services by e-mail: [kirjaamo@vayla.fi](mailto:kirjaamo@vayla.fi).

### **6.2 Response to requests**

Applications for renting passenger station premises will be responded to within the deadlines set by the rail regulatory body (record no. TRAFICOM/270984/03.06.04/2019) no later than within 30 days from receiving sufficient information for processing the application.

Any urgent needs are responded to as soon as possible, but no later than within five working days from receiving all necessary information for processing the application. Renting out passenger station facilities often includes, for example, viewings, condition surveys and suitability assessments of the premises. These are agreed upon separately in connection with each rental.

Matters related to the rental of passenger stations in the state-owned railway network are prepared by the Finnish Transport Infrastructure Agency's Railway Maintenance Services.

No principles of primacy have been set for the rental of passenger stations.

If there are conflicting requests for leased facilities, attempts shall be made to reconcile them through discussion and coordination, if necessary, with other service providers operating in the same area. Other viable alternatives, such as alternative locations or dates for renting passenger stations, may also be proposed to the applicant (2017/2177, article 10).

### **6.3 Information on available capacity and temporary capacity restrictions**

Information on facilities available for rent on passenger stations can be obtained from the infrastructure manager of the state-owned railway network. The information is maintained in appendix 3Q in connection with the publication and updating of the Network Statement.

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# Service description: Timber loading facilities

## 1 General information

### 1.1 Introduction

This service facility description specifies access to and terms of use of timber loading facilities owned by the Finnish Transport Infrastructure Agency in the state-owned railway network.

The Finnish Transport Infrastructure Agency has prepared this service facility document in compliance with the requirements set in the Commission Implementing Regulation (EU) 2017/2177. The service is a basic service as referred to in point 2 of Annex II to Directive 2012/34/EU.

### 1.2 Operator of the service facility

Operator of the service facility:

Finnish Transport Infrastructure Agency, Infrastructure Access  
Opastinsilta 12 A, 00520 Helsinki  
[kirjaamo@vayla.fi](mailto:kirjaamo@vayla.fi)

The contact point in matters concerning the rental and use of loading facilities and the condition of loading areas and tracks in the state-owned railway network is the manager, authorised by the infrastructure manager of the state-owned railway network, responsible for the nationwide administration of timber loading facilities. For contact information, visit the infrastructure manager's website: <https://vayla.fi/rataverkko/kunnossapito/tyonjako>

The contact point in matters concerning track access to loading areas in the state-owned railway network and their use is Infrastructure Access at the Finnish Transport Infrastructure Agency.

### 1.3 Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, changes may also be made on the statement's revision dates during the timetable period.

## 2 Services

### 2.1 Timber loading facilities

The timber loading facilities of the Finnish Transport Infrastructure Agency are described in appendices 3B and 3T of the Network Statement, and in the map service. As the infrastructure manager of the state-owned railway network, the Finnish Transport Infrastructure Agency owns the land areas and sidings in these facilities. There may also be loading facilities owned by private operators in the private sidings connected to the state-owned railway network.

## 3 Service facility description

### 3.1 List of all installations

Most of the freight terminals in the state-owned railway network, marked with "K" in the table in appendix 3B, are used for loading timber. The marking "Y" means a private loading area, which are leased by the facility owner.

Appendix 3T contains a list and more detailed information on the Finnish Transport Infrastructure Agency's loading facilities.

### 3.2 Name of installation

The timber loading facilities are named after the locality of the railway traffic operating point, and a specifier is added to the name, if necessary.

#### 3.2.1 *Location*

The locations of the timber loading facilities of the state-owned railway network are described in appendices 3B and 3T of the Network Statement and in the map service. A connection to a private siding provided at a traffic operating point in the state-owned railway network is indicated in the tables of Appendices 3B and 3T.

#### 3.2.2 *Opening hours*

In general, the timber loading facilities of the state-owned railway network are accessible on all weekdays year-round. There may be restrictions on traffic and loading/unloading operations in certain timber loading facilities. Further information is provided by the manager, authorised by the infrastructure manager of the state-owned railway network, responsible for the nationwide administration of timber loading facilities (see section 1.2).

#### 3.2.3 *Technical characteristics*

The loading facilities are available to railway operators and charterers for the purpose of loading timber wagons. The number and length of loading tracks and the possibility of using electric traction is presented in the track diagrams for each specific track: <https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>.

The availability of loading facilities for unloading cargo shall be investigated on a case-by-case basis, as needed.

#### 3.2.4 *Planned changes in technical characteristics*

No major changes have been planned to the technical characteristics of the current loading sites. Information on the construction of new loading facilities and changes in the current loading facilities is given in appendix 3T of the Network Statement.

The target status and development of the timber loading point network is discussed in the publication "Development of the railway raw wood loading point network" (Studies and reports of the Finnish Transport Agency 11/2018).

## 4 Charges

### 4.1 Information on charges

Access to the timber loading facilities in the railway network is covered by the basic infrastructure charge. A rent is payable for the storage areas provided as part of the loading facilities with the same national rate. From 1 January 2019 to 31 December 2021, the rent is EUR 0.38/m<sup>2</sup>/year, Except for the storage area of the Patokangas loading facility in Kemijärvi for which a rent of EUR 0.60/m<sup>2</sup>/year is charged. The rent for the storage area does not include maintenance costs that are charged from the leaseholder as agreed in the lease agreement.

### 4.2 Information on discounts

No discounts granted.

## 5 Access conditions

### 5.1 Legal requirements

Track access to and the terms of use of timber loading facilities are agreed upon in the network access agreements. If several railway operators use the same loading facility, a railway yard agreement will be prepared for the facility under the supervision of the Finnish Transport Infrastructure Agency. More information on the subject in chapter 2.3 of the Network Statement.

The lease agreement on the use of loading site storage areas is made with the Finnish Transport Infrastructure Agency. The manager, authorised by the infrastructure manager of the state-owned railway network, acts as the contact point on the matter (see section 1.2).

### 5.2 Technical conditions

Information on the maximum length and axle load of rolling stock arriving to a service facility, the length of loading tracks and the possibility to use electric traction for each specific track can be found in the track diagrams available on the rail data extranet site: <https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>.

The loading contractors operating in the loading facilities must purchase their own power connection for their own use. As a rule, the connection must be located outside the area owned by the infrastructure manager. If, however, it must be placed in the land area administered by the infrastructure manager, a location permit for the connection must be prepared.

### 5.3 Self-supply of rail-related services

The Finnish Transport Infrastructure Agency does not provide services in these service facilities. The supply of services is based on the operations of each service facility user.



There may be loading facilities owned by various private operators in the private sidings connected to the state-owned railway network. Connecting a private siding to the state-owned railway network requires the preparation of a private siding agreement in accordance with the agreement template used by the Finnish Transport Infrastructure Agency. Further information:

<https://vayla.fi/rataverkko/yksityisraiteet>

## 5.4 IT systems

The arrival/departure tracks of loading facilities can be viewed in Finrail's data systems, such as the capacity management system LIIKE and its modules. Data systems for rail capacity management are being developed, and the railway yard capacity management will gradually be transferred to a new information system (SAAGA).

# 6 Capacity allocation

## 6.1 Requests for access or services

Track access to timber loading facilities is agreed upon in the of the network access agreements.

For the purpose of access agreement negotiations, the railway operator or another capacity applicant shall deliver to the infrastructure manager a free-form, traffic operation point-specific estimate of their loading facility needs annually by the end of September. Based on the track access requirements reported by the railway operators, the infrastructure manager estimates whether it is necessary to prepare separate railway yard agreements for specific traffic operating points or if other capacity management procedures are required.

If any changes happen in the railway operators' operations that affect both the needs for access to loading facilities during the timetable period and the issues described in this appendix or in the access agreement, they shall contact the infrastructure manager in good time (at least two months before the capacity is needed), so that the negotiations about access to incline capacity of the railway yards and the related practical arrangements can be commenced. The infrastructure manager must also be notified if the need for capacity ends or is reduced during the timetable period.

Any railway yard-specific operating methods are described in the access agreement's enclosures specific to each traffic operating point (railway yard agreement) with respect to the common management of situational information on tracks. In addition, railway operators may participate in regional meetings for planning snow clearing operations or other cooperation procedures which are organised each autumn.

The railway operator shall take account of the longitudinal gradient of the loading track presented in the track diagram and ensure that the rolling stock stays in place.

Applications concerning the leasing of storage sites are responded to by the national manager of the timber loading facility network (see chapter 1.2).

## 6.2 Response to requests

Applications for track access at loading facilities will be responded to within the deadlines set by the rail regulatory body (record no. TRAFICOM/270984/03.06.04/2019) no later than within 30 days from receiving sufficient information for processing the application.

Any urgent needs are responded to as soon as possible, but no later than within five working days from receiving all necessary information for processing the application.

With respect to processing applications, the contact person for agreement matters is the person responsible for agreements at Infrastructure Access. Finrail's traffic planning should be contacted in matters regarding ad hoc capacity needs (see sections 1.2 and 6.1). Applications concerning the leasing of storage sites are responded to by the national manager of the timber loading facility network (see chapter 1.2).

In case of conflicting needs of access to loading facilities, the aim is to find solutions through negotiation and coordination, if necessary, in collaboration with the operators and infrastructure managers of other service facilities.

## 6.3 Information on available capacity and temporary capacity restrictions

Information on available infrastructure capacity and temporary capacity restrictions is visible to all operators in the data system for rail capacity management (LIKE, SAAGA). In addition, information may be requested from Finrail's traffic planning or traffic control. Further information concerning the track reservations of storage sites is available from the national manager of the timber loading facility network (section 1.2).

## Speed depending on rolling stock

The rolling stock for which the Finnish Transport Safety Agency has issued a permit, valid until further notice, has been listed in the tables below. As soon as the above mentioned permit has been issued, the rolling stock type will be entered into the respective table.

Table 1. Maximum allowable speed for tractive stock and motor cars.

Superstructure category						
Series	A <sup>1</sup>	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub>	C <sub>2</sub>	D
Dv12	50 <sup>2,3</sup>	100	110	125	125	125
Dv17 9810 6003070-8	30	40	40	40	40	40
Dv19 9810 8000048-3	20	20	20	20	20	20
Dr14, added weight	–	50	75 <sup>4</sup>	75 <sup>4</sup>	75 <sup>4</sup>	75 <sup>4</sup>
Dr16	–	70	110	140 <sup>5</sup>	140 <sup>5</sup>	140 <sup>5</sup>
Dr17 9810 6007001-9	30	65	65	65	65	65
Dr17 9810 6006010-1	–	50	50	50	50	50
Dr18	– <sup>6</sup>	90	90	90	90	90
Dr25 9810 8029002-7	20	25	25	25	25	25
Dr25 9810 8129002-6	20	25	25	25	25	25
Dr25 9810 8129003-4	20	25	25	25	25	25
Dr35 9810 8039011-6	20	60	60	60	60	60
Dr35 9810 8139005-7	–	30	30	30	30	30
Dr35 9810 8139006-5	–	30	30	30	30	30
Dr35 9810 8039013-2	35	60	60	60	60	60
Dr45 9810 8049001-5	–	60	60	60	60	60
Dr25 9810 8021043-9	16	16	16	16	16	16
Dr25 9810 8029002-7	20	25	25	25	25	25
Dr25 9810 8129002-6	20	25	25	25	25	25
Dr25 9810 8129003-4	20	25	25	25	25	25
Dr25 9810 8129166-9	14	14	14	14	14	14
Dr27 9810 8121053-7– 9810 8121054-9	8	8	8	8	8	8
Dr30 9810 1002001-5	60	60	60	60	60	60
Dr35 9810 8039011-6	20	60	60	60	60	60
Dr35 9810 8128001-9 <sup>7</sup>	20	20	20	20	20	20
Dr35 9810 8139005-7	–	30	30	30	30	30
Dr35 9810 8139006-5	–	30	30	30	30	30
Dr35 9810 8039011-6	20	60	60	60	60	60
Dr35 9810 8039013-2	35	60	60	60	60	60
Dr45 9810 8049001-5	–	60	60	60	60	60
Sk 9010 9981201-7	7	7	7	7	7	7
Sk 9010 9981202-5	7	7	7	7	7	7
Sr1	–	80	100	140	140	140
Sr2	–	80	100	180 <sup>8</sup>	200	210

<sup>1</sup> For tracks belonging to superstructure category A, see Use of tractive stock belonging to superstructure category A.

<sup>2</sup> Max. speed 40 km/h in curves with a radius under 600 m. Max. speed 60 km/h on the line section Äänekoski–Haapajärvi.

<sup>3</sup> 20 km/h in the deflecting section of K30 turnouts.

<sup>4</sup> 80 km/h when hauled.

<sup>5</sup> 135 km/h without wagons, either on its own or with double heading.

<sup>6</sup> 160 km/h without wagons. 160 km/h with double heading.

<sup>7</sup> 60 km/h when hauled.

<sup>8</sup> 160 km/h without wagons. 160 km/h with double heading.

Superstructure category						
Series	A <sup>1</sup>	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub>	C <sub>2</sub>	D
Sr3	–	80	100	180	200	200
Motor cars						
Sm1, Sm2	–	90	110	120	120	120
Sm3	–	100	110	180	200	220
Sm4	–	90	110	160	160	160
Sm5	–	90	110	160	160	160
Sm6	–	100	110	180	200	220
Dm12	50	100	110	120	120	120

**SMALL-POWER LOCOMOTIVES AND TRACK MOTOR CARS**

(Towing speed in brackets, if it differs from the maximum speed when self-propelled)

Table 2. *Maximum allowable speed for small-power locomotives and track motor cars.*

Superstructure category				
Series	A <sup>1</sup>	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub> , C <sub>2</sub> and D
Tve1	30 (60)	30 (80)	30 (80)	30 (80)
Tve2	45 (60)	45 (80)	45 (80)	45 (80)
Tve4	35	60	80	80
Tve5	20 (50)	20 (50)	20 (50)	20 (50)
Tka3–6	60	60 (80)	60 (80)	60 (80)
Tka7, nos. 168–238, 243–247	60	80	80	80
Tka7, with snow plough, nos. 168–238	35 <sup>9</sup>	60 <sup>9</sup> (80)	60 <sup>9</sup> (80)	60 <sup>9</sup> (80)
Tka7, nos. 239–242	50	80	80	80
Tka7, with snow plough, nos. 239–247	35 <sup>9</sup>	60 <sup>9</sup> (80)	60 <sup>9</sup> (80)	60 <sup>9</sup> (80)
Tka7, with welding container nos. 168–238, 243–247	35	60	60	80
Tka8	35	60	80	80
Tka9 no. 91901	20 <sup>10</sup>	50 <sup>10</sup>	70 <sup>10</sup>	70 <sup>10</sup>
Otso4 no. 920001	20 <sup>11</sup>	45	45	45

<sup>9</sup> The maximum snow-ploughing speed is specified in the machine operator's manual.

<sup>10</sup> Hauling according to the manufacturer's instructions.

<sup>11</sup> 20 km/h on sidings which belong to superstructure category A.

**MAXIMUM ALLOWABLE SPEED FOR SELF-PROPELLED MACHINERY**

(Hauling speed in brackets, if the machine can be coupled to the train and the hauling speed differs from the above mentioned)

Table 3. Maximum allowable speed for self-propelled machinery.

Series	Superstructure category			
	A	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub> , C <sub>2</sub> , D
<b>Track inspection cars</b>				
Et no. 66	20 <sup>12</sup>	60	60	100
Ttr1 no. 51	60	80	120	120
Ttr 99 10 9129 001-5	40	80	120/160	120/160
<b>Snow brooms</b>				
Tlh no. 741 <sup>13</sup>	50	60	60	60
<b>Snow ploughs</b>				
Tla 90109691001-2	35	60	60	60
<b>Rail planing machines</b>				
Tkh no. 894 <sup>11</sup>	60	80	80	80
<b>Track replacement machines</b>				
Trk no. 870	20	20 (50)	20 (80)	20 (100)
<b>Ballast ploughs</b>				
Tsl nos. 880, 882, 884, 885, 890 <sup>11</sup>	70	80	80	80
Tsl no. 883 <sup>11</sup>	35	50	60	60
Tsl no. 888 <sup>11</sup>	50	60	60	80
Tsl no. 889 <sup>11</sup>	20	50	80	80
Tsl no. 91021	20	70	70	70
<b>Ballast cleaning machines</b>				
Tsp nos. 891, 893	20	60	80	80
Tsp no. 892	50	80	80	80
<b>Multi-purpose machines</b>				
Ttm1 no. 91101	20 <sup>14</sup>	50	70	70
<b>Tamping machines</b>				
Ttk1 <sup>11</sup> nos. 801–803, 821, 823, 831, 91042	60	80	80	80
<b>Multi-purpose machines</b>				
Ttk1 <sup>11</sup> nos. 818–820	25 (50) <sup>15</sup>	25 (50) <sup>15</sup>	25 (50) <sup>15</sup>	25 (50) <sup>15</sup>
Ttk1 <sup>11</sup> nos. 822, 824–829	50	50 (80)	50 (80)	50 (80)
Ttk1 <sup>11</sup> no. 830	60	85 (90)	85 (90)	85 (90)
Ttk1 <sup>11</sup> nos. 832, 833	50	80	80	80
Ttk1 no. 834	50 <sup>16</sup>	80	80	80
Ttk1 <sup>11</sup> no. 91041	60	60	60	60
Ttk1 no. 91042	60	70	70	70
Ttk1 no. 9010 9122002-9	– <sup>18</sup>	80	80	80
Ttk1 no. 9010 9422001-8	50	80	80	80
<b>Stabilisation machines</b>				
Ttk2 nos. 841, 844, 849 <sup>13</sup>	60	80	80	80
Ttk2 no. 842 <sup>11</sup>	35	60	60	80
Ttk2 nos. 850, 856	20	60	80	90 (100)
Ttk2 nos. 851–855 <sup>11</sup>	50	50 (80)	50 (80)	50 (80)

<sup>12</sup> Same as the maximum speed on the section in question, as assessed by a railway technology specialist taking the measurements, and a representative of the local maintenance entrepreneur.

<sup>13</sup> Wheel diameter max. 790 mm, which necessitates caution in diamond crossings with slips.

<sup>14</sup> Apuvaunun max. akselipainolla 160 kN (16 t).

<sup>15</sup> 15 km/h in turnouts.

<sup>16</sup> Max. 20 km/h on sidings which belong to railway category A.

Superstructure category				
Series	A	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub> , C <sub>2</sub> , D
Ttk2 no. 857	20	60	80	80 (100)
Ttk2 no. 858	– <sup>16</sup>	60	75	90 (100)
Ttk2 no. 859	20 <sup>16</sup>	60	75	90 (100)
Ttk2 no. 91051	15	35	50	70 <sup>17</sup>
Ttk2 no. 9010 9421002-8	– <sup>18</sup>	80	80	80
Ttk2 no. 9010 9422845	50	80	80	80
Ttk2 no. 9010 9424101	50	80	80	80
Ttk2 no. 9926 0221002-1	80	80	80	80
UTtk no. 9926 0121006-3	– <sup>18</sup>	80	80	80
<b>Ballast compacting machines</b>				
Ttk3 nos. 862, 863 <sup>11</sup>	60	80	80	80
<b>Tamping machines</b>				
Ttk4 no. 91501	20	40	40	40
Ttk5 no. 9010 9422001-8	50	80	80	80
<b>Service and inspection vehicles on electrified lines</b>				
Tta nos. 1, 2	30 <sup>16</sup>	30 <sup>16</sup>	50 <sup>16</sup>	50 <sup>16</sup>
Tta no. 3	30 <sup>16</sup>	50 <sup>16</sup>	70 <sup>16</sup>	70 <sup>16</sup>
Tte nos. 21–29	70	100	110	110
Tte nos. 91201, 91202	20	60	80	80
Ttv nos. 6, 9, 12, 15	50	70	70	90
<b>Rail-mounted cranes</b>				
Tnk4 nos. 982, 983	15 (20)	15 (50)	15 (60)	15 (60)
Tnk4 no.984	15 (50)	15 (60)	15 (60)	15 (60)
Tnk4 nos. 985–989	15 (60)	15 (60)	15 (60)	15 (60)
Tnk4 no. 990	15 (20)	15 (50)	15 (60) <sup>19</sup>	15 (60) <sup>19</sup>
<b>Electrified trains</b>				
Tnv-sr nos. 911002, 911003	40 (40)	40 (60)	40 (80)	40 (100)

<sup>17</sup> 5 km/h in diamond crossing with slips, due to the small wheel diameter (440 mm).

<sup>18</sup> Access and speeds on line sections of class A are determined on a case-by-case basis.

<sup>19</sup> Hauling speed 80 km/h, when the balance weight has been moved to the crane trailer.

**MAXIMUM SPEED FOR MUSEUM LOCOMOTIVES**

(Hauling speed in brackets, whether it differs from the maximum speed when self-propelled)

Superstructure category				
Sarja	A <sup>20</sup>	B <sub>1</sub>	B <sub>2</sub>	C <sub>1</sub> , C <sub>2</sub> , D
Dr12	20 <sup>21</sup>	60 <sup>22</sup>	90	120
Dr13	20 <sup>21</sup>	100	110	120
Dv15	60	75 (80)	75 (80)	75 (80)
Dv16	60	85	85	85
Hr1	20 <sup>21</sup>	80	100	110 <sup>23</sup>
Hv1	60	80	80	80
Hv3	20 <sup>24</sup>	70	70	70
Pr1	20 <sup>21</sup>	80	80	80
Tk3	60	60	60	60
Tr1	20 <sup>21</sup>	80	80	80
Tv1	60	60	60	60
Vr1	40 <sup>25</sup>	40	40	40
Rau 2	70	70	70	70
Dm7	70	95	95	95

**USE OF TRACTIVE STOCK ON TRACKS BELONGING TO SUPERSTRUCTURE CATEGORY A**

This matter has been transferred to Junaliikenteen ja vaihtotyön turvallisuussäännöt (Jt), Instructions of the Finnish Transport Agency 10/2018.

<sup>20</sup> Secondary lines and railway yard sidings belonging to superstructure category A, see section 3.6.5

<sup>21</sup> Operation only allowed on sidings.

<sup>22</sup> 80 km/h on the line sections Orivesi–Haapamäki and Haapamäki–Jyväskylä.

<sup>23</sup> 100 km/h without wagons, either on its own or with double heading.

<sup>24</sup> Max. speed 20 km/h in the deflecting section of K30 turnouts

<sup>25</sup> 25 km/h on its own.

# Description

## Rail Training Centre (RTC)

### 1 General information

#### 1.1 Introduction

This service description specifies the services of the Railway Training Centre, located in Kouvola.

The Rail Training Centre (RTC) provides the certification and continuing training required by rail operators in cooperation with service providers. The RTC offers service providers a modern learning and development environment.

#### 1.2 Operator of the service facility

Operator of the service facility:

Rail Training Centre (RTC)  
Hallituskatu 19  
Kouvola  
<https://rok.vayla.fi/>

#### 1.3 Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, changes may also be made on the statement's revision dates during the timetable period.

### 2 Services

#### 2.1 RTC

The Rail Training Centre (RTC) provides the certification and continuing training required by rail operators in cooperation with service providers. The RTC offers service providers a modern learning and development environment. For more information, see <https://rok.vayla.fi/>

### 3 Description

#### 3.1 List of all installations

The installations of the Rail Training Centre are described on the RTC website <https://rok.vayla.fi/tilat/>

#### 3.2 Name of installation

The traffic operating points of the Rail Training Centre have been named according to the locality in question.



### 3.2.1 Location

Kouvola, Hallituskatu 19.

Further information at <https://rok.vayla.fi>

### 3.2.2 Opening hours

The Rail Training Centre is open during training, rental use and events.

### 3.2.3 Technical characteristics

The RTC area is isolated from the state-owned rail network with iron gates and, therefore, does not require a permit issued by the Finnish Transport and Communications Agency Traficom. The tracks in the RTC area are state-owned, even though they are operated in the same manner as private tracks. The tracks are described in the railway diagram of the Kouvola railway yard, which is published on the rail data extranet site

<https://vayla.fi/palveluntuottajat/aineistot/ratatiedon-extranet>

### 3.2.4 Planned changes in technical characteristics

The Finnish Transport Infrastructure Agency determines the annual maintenance needs and replacement intervals of track sections at the RTC. No changes have been planned to the technical characteristics of the RTC.

## 4 Charges

### 4.1 Information on charges

The rent rates are presented on the RTC website. The price list is based on the Act on Criteria for Charges Payable to the State and the appraisal document commissioned on the property.

### 4.2 Information on discounts

No discounts are granted.

## 5 Access conditions

### 5.1 Legal requirements

The RTC users must have a valid liability insurance. Any external training institute operating in the RTC facilities must have received induction to the use of the facility's technology (induction provided by the infrastructure manager).

The use of any intoxicants is prohibited in the RTC facilities.

### 5.2 Technical conditions

Any technical conditions are described in the track diagram.

### **5.3 Self-supply of rail-related services**

The Rail Training Centre (RTC) provides the certification and continuing training required by rail operators in cooperation with service providers.

### **5.4 IT systems**

The e-learning environment Eerokki is used in the training provided by the Rail Training Centre. After enrolment on a course, the trainees will receive user IDs to Eerokki.

## **6 Capacity allocation**

### **6.1 Requests for access or services**

The courses provided by the Rail Training Centre can be found on the RTC website. Trainees can enrol on the courses through the website.

### **6.2 Response to requests**

Further information at <https://rok.vayla.fi>

### **6.3 Information on available capacity and temporary capacity restrictions**

Further information at <https://rok.vayla.fi>

# Service description

## Electricity transfer service

### 1 General information

#### 1.1 Introduction

This service description specifies the electricity transfer service provided in the state-owned rail network.

The Finnish Transport Infrastructure Agency has prepared this service facility document in compliance with the requirements set in the Commission Implementing Regulation (EU) 2017/2177. The category of the service facility is an additional service referred to in point 3 of Annex II to Directive 2012/34/EU.

#### 1.2 Operator of the service facility

Operator of the service facility:

Finnish Transport Infrastructure Agency, Railway Technology  
Opastinsilta 12 A  
00520 Helsinki  
[kirjaamo@vayla.fi](mailto:kirjaamo@vayla.fi)

#### 1.3 Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, changes may also be made on the state-ment's revision dates during the timetable period.

## 2 Services

### 2.1 Electricity transfer service

The infrastructure manager transfers the electricity required for traction current and provides the balance management of the contact-line network, which gives the railway operator the basis to acquire its own electric power. For the purposes of heating and power supply of rolling stock, railway operators also have access to 1500V heating points and 400V socket points.

## 3 Service facility description

### 3.1 List of all installations

The locations of electrified railway lines are described in appendix 3A of the Network Statement and in the map service. The list of heating points and socket points is provided in appendix 3B of the Network Statement.

## **3.2 Name of installation**

The heating points and socket points are named after their track location, and a specifier is added to the name, if necessary.

### **3.2.1 Location**

The electricity transfer service is provided on the electrified railway network. The electrified line sections of traffic operating points are specified in the track diagram.

The 400V and 1500V power supply facilities for rolling stock are indicated in appendix 3B of the Network Statement and in the track diagrams and map service.

### **3.2.2 Opening hours**

The electrified railway network, heating posts and socket points are always accessible. Any temporary voltage cut-offs are indicated in capacity management information systems (LIKE, JETI).

### **3.2.3 Technical characteristics**

The technical characteristics of power supply systems are described in the Finnish Transport Infrastructure Agency's instructions at [https://julkaisut.vayla.fi/pdf7/rautatieohjeet\\_web.pdf](https://julkaisut.vayla.fi/pdf7/rautatieohjeet_web.pdf)

### **3.2.4 Planned changes in technical characteristics**

Changes have been planned in the harmonic filters and equipment for reactive power compensation attached to the railway network. The aim is to cut additional costs and, on the other hand, to reduce the problems caused by such equipment to electricity networks.

These devices were once installed to compensate for the harmonics caused by electric traction units and the need for reactive power. Therefore, the equipment is being optimised in cooperation with transport operators.

## 4 Charges

### 4.1 Information on charges

The charging principles and the transfer fees charged for electricity transfer in the contact line network are described in Appendix 5B. More information on the subject in chapter 5.4.1 of the Network Statement.

The transfer fee of railway operators is expected to increase significantly at the start of 2021 due to higher transfer costs charged by network companies. This is a result of the change in the pricing of filtering and compensation of harmonics and reactive power caused by transport. The infrastructure manager's costs will increase significantly already in early 2020. The objective is to optimise filtering jointly with railway operators in order to minimise additional costs. The fee will be specified in 2020. The infrastructure manager will publish the 2021 price list before the start of the 2021 timetable period.

### 4.2 Information on discounts

No discounts granted.

## 5 Access conditions

### 5.1 Legal requirements

The use and terms of use of electricity transfer service are agreed upon in the network access agreement.

The pre-requisite for using the electricity transmission service is a valid contract with an electricity supplier. The use of rail capacity includes the traffic operator's right to use the infrastructure manager's electric power supply network for electric stock on the electrified line sections for the purpose of traction current for rolling stock and heating of wagons. The infrastructure manager does not, however, provide electricity, and the traffic operator should enter into an agreement on the supply of power with a service provider.

### 5.2 Technical conditions

All new or significantly revamped electric traction stock shall be equipped with an energy measurement system compliant with the requirements for billing according to standard EN 50463 (2017). Data transmission to the Finnish Transport Infrastructure Agency's measurement and balance management system shall comply with part 4 in Standard EN 50463. Data can also be transmitted in a UTILTS message.

More information on the subject in chapter 3.3.2.6 of the Network Statement and the instructions regarding electricity transfer systems  
[https://julkaisut.vayla.fi/pdf7/rautatieohjeet\\_web.pdf](https://julkaisut.vayla.fi/pdf7/rautatieohjeet_web.pdf)

### 5.3 Self-supply of rail-related services

-

## **6 Capacity allocation**

### **6.1 Requests for access or services**

The electricity transfer service is included in the access rights to railway capacity and it is agreed upon in the network access agreement. An estimate of the number of traction units in use during the timetable period is needed for the access agreement. Reservations for using heating posts or socket points are made by reserving the track where the service is located.

### **6.2 Response to requests**

Track reservation requests for heating or socket points are responded to as specified in chapter 4.2.3 of the Network Statement.

### **6.3 Information on available capacity and temporary capacity restrictions**

Information on available capacity and temporary capacity restrictions is visible to all operators in the data system for rail capacity management (LIKE). In addition, information may be requested from Finrail's traffic planning or traffic control.

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# Service description: Technical Control Centre

## 1 General information

### 1.1 Introduction

This service facility description specifies the Technical Control Centre services commissioned by the infrastructure manager of the state-owned railway network (Finnish Transport Infrastructure Agency). The Finnish Transport Infrastructure Agency orders supervision services for railway network rolling stock, tunnels and properties from Fintraffic Railway Ltd. as a service.

The Technical Control Centre aims to improve the safety and punctuality of the state-owned railway network and to contribute to the management of disruptions and accidents.

The Finnish Transport Infrastructure Agency has prepared this service facility document in compliance with the requirements set in the Commission Implementing Regulation (EU) 2017/2177. The service facility is an ancillary service referred to in point 4 c) of Annex II to Directive 2012/34/EU.

### 1.2 Operator of the service facility

Operator of the service facility:

**Fintraffic Railway Ltd**

+358 29 450 7000

[info@fintraffic.fi](mailto:info@fintraffic.fi)

### 1.3 Validity period and updating process

This document is updated annually in connection with the publication of the Network Statement. If required, minor changes may also be made on the statement's revision dates during the timetable period.

## 2 Services

### 2.1 Technical Control Centre

The Technical Control Centre uses rolling stock monitoring systems to monitor the alarms given by malfunctioning stock and forwards access restrictions to the rolling stock as indicated by the alarms. The aim is to reduce accidents and the wear and tear caused to the rail infrastructure by malfunctioning stock and to avoid disruptions. The monitoring system placed in the railway network is the property of the infrastructure manager, or the Finnish Transport Infrastructure Agency. The information system that collects the alarm data (VALTSU) is owned by Fintraffic Railway Ltd. Unnecessary alarms and the frequency and causes of failures can be analysed with the help of the alarms given by monitoring system. The objective is to use data analytics to reduce susceptibility to disruptions and delays in train traffic.

The monitoring system is used for examining and monitoring things such as wheel loads, the temperature of bearings and the condition of pantographs. Furthermore, at border crossing points analytics can be used for monitoring the condition of foreign rolling stock, and on the basis of this more detailed border checks can be carried out on individual rolling stock.

## 3 Service facility description

### 3.1 Technical Control Centre's operating area

The operating area of the Technical Control Centre covers the entire state-owned railway network. The locations of technical monitoring devices are displayed in the map interface and in the appendix 30.

### 3.2 Monitoring performed by the Technical Control Centre

The Technical Control Centre monitors

- rolling stock power collectors, bearings, brakes - hot box detectors and alarms on wheel forces and excess loads
- the condition of the rolling stock's wheel profiles and bogies
- technical alarms from railway tunnels and agreed properties

#### 3.2.1 Opening hours

The Technical Control Centre provides services on a 24/7 basis, 365 days a year.

#### 3.2.2 Joining the service

Fintraffic Railway Ltd. provides the services of the Technical Control Centre as commissioned by the Finnish Transport Infrastructure Agency. The services are provided and notifications on alarms are forwarded to all other users of the state-owned railway network with the help of a specific notification procedure.

## 4 Charges

### 4.1 Information on charges

For the time being, the services of the Technical Control Centre and the operator-specific data produced in the monitoring systems in rolling stock and stored in the VALTSU system are provided free of charge.

### 4.2 Information on discounts

Discounts are not applied to the service.

## 5 Access conditions

### 5.1 Legal requirements



Every message submitted to the operator about an alarm due to a defect in the rolling stock must result in inspecting the condition of the rolling stock concerned.

The alarms given by rolling stock may lead to imposing restrictions on the rolling stock, such as speed limits or to issuing an order to drive the stock to an assigned location for inspection.

## **5.2 Technical conditions**

## **5.3 Self-supply of rail-related services**

The data produced by the Finnish Transport Infrastructure Agency's monitoring system is collected in the VALTSU system of Fintraffic Railway Ltd. Fintraffic Railway Ltd can share the data with operators as agreed, via system interfaces. Each operator only receives data concerning their own equipment, taking account of data protection and business secrets.

A separate agreement on the sharing of information is made with each operator.

# **6 Capacity allocation**

## **6.1 Requests for access or services**

The operators do not need to request for the service separately; the service is included in the access to infrastructure capacity.

## **6.2 Response to requests**

# Description

## Security Control Centre

### 1 General information

#### 1.1 Introduction

This description specifies the Security Control Centre services commissioned by the infrastructure manager of the state-owned railway network. The Finnish Transport Infrastructure Agency commissions monitoring service for the railway network's safety systems from Traffic Management Finland Oy and its subsidiary Finrail Oy.

The objective of the Security Control Centre is to improve the attractiveness, safety, comfort and customer experience of public transport by means of security services, security guards and technical supervision. The centralised Security Control Centre service has been implemented in cooperation with various parties to prevent threats against passenger safety and vandalization of property, and to prevent disruptions in the ground areas, platforms and station areas of the state-owned railway network.

#### 1.2 Operator of the service facility

Operator of the service facility:

Finrail Oy  
tel. 029 450 7000  
[info@tmfg.fi](mailto:info@tmfg.fi)

Contact person at the Finnish Transport Infrastructure Agency  
Arto Muukkonen [firstname.lastname@ftia.fi](mailto:firstname.lastname@ftia.fi)

#### 1.3 Validity period and updating process

This document shall be updated annually in connection with the publication of the Network Statement. If required, minor changes may also be made on the statement's revision dates during the timetable period.

## 2 Services

### 2.1 Security Control Centre

The main duties of the Security Control Centre are

- Maintaining situation awareness on security
- Camera surveillance and handing over of recordings to authorities
- Assisting the authorities in security and rescue duties
- Granting photography and event permits in the state-owned railway network
- Reporting offences against the assets of the Finnish Transport Infrastructure Agency and Finrail
- Maintaining order and security in the platform areas, station areas and other separately agreed areas

### **3 Description**

#### **3.1 Security Control Centre's operating area**

The Security Control Centre's operating area is the entire state-owned railway network. The main focus of operations is on the railway stations in the Helsinki Metropolitan Area. Upon agreement, the operations will also be expanded to other areas.

#### **3.2 Parties to the Security Control Centre agreement**

The operation of the Security Control Centre is based on the Framework Agreement: Maintenance of order and security guard services on passenger stations. The parties to the agreement are Finrail Oy, Helsinki Region Transport (HSL), Helsinki City Transport (HKL) and the cities of Espoo and Vantaa. The Finnish Transport Infrastructure Agency orders the comprehensive services from Finrail.

In addition, VR Group Ltd partly covers the costs of the processing of the recordings on vandalism.

When it comes to maintenance of order and security guard services, each party commissions the services independently. The Security Control Centre is the same for all parties.

##### **3.2.1 Opening hours**

The Security Control Centre provides services 24/7, 365 days a year.

##### **3.2.2 Joining the service**

Negotiations about joining the agreement can be initiated by contacting the service provider or the Finnish Transport Infrastructure Agency. Each operator places an individual order with the service provider.

### **4 Charges**

#### **4.1 Information on charges**

Each party is an independent customer and pays the costs according to the scope of services they have ordered. For common areas, such as the station areas, a certain percentage of the costs is jointly allocated to each party to the agreement.

#### **4.2 Information on discounts**

No discounts are granted in the agreement.

### **5 Access conditions**

## **5.1 Legal requirements**

Each participant to the agreement places its own order with the service provider and provides information on its own part to Finrail Oy, which acts as the administrator of the main agreement.

All parties to the agreement are bound by the same confidentiality obligations.

## **5.2 Technical conditions**

## **5.3 Self-supply of rail-related services**

The infrastructure manager of the state-owned railway network, the Finnish Transport Infrastructure Agency, determines the boundaries of the provision of security services in its areas.

# **6 Capacity allocation**

## **6.1 Requests for access or services**

Any parties willing to join the agreement shall contact the Finrail Oy or the Finnish Transport Infrastructure Agency. The parties agree jointly upon the accession of a new operator to the agreement, the scope of service to be provided to the operator concerned and the division of costs.

## **6.2 Response to requests**

Finrail Oy and the Finnish Transport Infrastructure Agency will respond to the notifications within a reasonable time.

## Performance scheme

In rail transport, timetables play a central role due to the nature of the transport mode. For the functionality of the railway system, it is important that rail transport operates on schedule and that track works are performed during the agreed track possessions. A train that operates behind or ahead of schedule may cause disturbances to other transport. Similarly, exceeding the track possession or a malfunctioning railway device may cause disruptions in transport. This appendix specifies the compensations and compensation criteria of the performance scheme applied by the infrastructure manager and the railway undertakings as of 1 January 2021. In December 2020, the FTIA and the railway undertakings shall comply with the performance scheme based on the access agreements for the timetable period of 2020.

In addition to the elements of the performance scheme, the parties shall monitor the initial stations' operation ahead of schedule (E) as well as any delays caused by temporary speed restrictions (T1 and T2).

### 1.1 Deviations within the infrastructure manager's responsibilities

Based on the performance scheme, the infrastructure manager pays the railway undertaking a compensation for a deviation caused by a reason attributable to the infrastructure manager or traffic control following a case-by-case examination in the following cases:

- L5 Track blockage caused by rolling stock on the track ahead, excluding the following level 2 reason code:
  - L502 A broken non-commercial train or track construction/maintenance machine in case the broken rolling stock falls within the infrastructure manager's responsibilities.
- L6 Delay related to waiting for the departure of a train, excluding the following level 2 reason codes:
  - L606 Escort delay caused by an infrastructure fault.
  - L608 Other delay related to departure in case the reason falls within the infrastructure manager's responsibilities.
- L7 Traffic management error.
- P1 Rail infrastructure equipment faults, excluding the following level 2 reason code:
  - P116 Equipment faults other than those for which the infrastructure manager is responsible.
- P2 Information system faults, excluding the following level 2 reason codes:
  - P201 Missing departure data in case the fault occurred in the railway undertaking's system.
  - P202 Technical fault in making a departure readiness notification.
  - P203 Other information system faults within the operator's responsibilities.
  - P204 Information system or telecommunications faults within the responsibilities of an external party.
- P3 Monitoring equipment fault.
- P4 Communication/telecommunication faults.
  - P401 RAILI service only with respect to the RAILI network.

- P403 Other communications device/connection faults in case the fault occurred in a communications device/connection within the responsibilities of traffic control or the infrastructure manager.
- S1 Interruption in electricity supply, excluding the following level 2 reason codes:
  - S102 Power restriction.
  - S103 Main grid fault/restriction.
- S2 Electrified railway fault.
- T3 Damaged/blocked track.
- R2 Exceeding the agreed period for track works.
- R3 Traffic restriction following railway works.
- R4 The performance of track works deviates from the plan.
- I4 Other reason.
  - If, according to the specification, the delay is clearly caused by a reason attributable to the infrastructure manager or traffic control.

## 1.2 Deviations within the responsibilities of the railway undertaking

Based on the performance scheme, the railway undertaking pays the infrastructure manager a compensation for a deviation caused by a reason attributable to the railway undertaking following a case-by-case examination in the following cases:

- H1 Absence of operator's personnel, excluding the following level 2 reason codes:
  - H104 Train driver from a delayed train.
  - H105 Conductor from a delayed train.
  - H106 Other personnel of the operator from a delayed train.
- H2 Departure readiness notification or departure deviation notification has not been made.
- H301 Other reason related to the operator's personnel.
- J1 Train formation delay.
- K1 Lack of rolling stock.
- K2 Rolling stock fault.
- K3 Reduction of speed caused by a reason attributable to rolling stock.
- K4 Coupling.
- K5 Decoupling.
- K6 Uninspected rolling stock.
- V1 Lack of locomotive.
- V2 Locomotive fault.
- V3 Reduction of speed due to traction power or lack of power.
- V4 Uninspected traction stock.
- A2 Timetable planning error, excluding the following level 2 reason code:
  - A201 Travel and/or stopping times are cumulatively longer than planned.
- L5 Track blockage caused by rolling stock on the track ahead, excluding the following level 2 reason codes:
  - L501 Broken rolling stock.
  - L502 A broken non-commercial train or track construction/maintenance machine in case the broken rolling stock belongs to the same railway undertaking as the delayed train.

- 
- L6 Delay related to waiting for the departure of a train, excluding the following level 2 reason codes:
    - L604 Escort delay caused by a rolling stock or locomotive fault.
    - L605 Escort delay caused by train formation.
    - L608 Other delay related to departure in case the reason falls within the railway undertaking's responsibilities.
  - P116 Equipment faults other than those for which the infrastructure manager is responsible if the reason falls within the railway undertaking's responsibilities.
  - P2 Information system faults, excluding the following level 2 reason codes:
    - P201 Missing departure data in case the fault occurred in the railway undertaking's system.
    - P202 Technical fault in making a departure readiness notification.
    - P203 Other information system faults within the operator's responsibilities.
  - P4 Communication/telecommunication faults, excluding the following level 2 reason codes:
    - P401 RAILI service in case the fault is caused by the railway undertaking's RAILI phone.
    - P403 Other communications device/connection faults in case the fault occurred in a communications device/connection within the railway undertaking's responsibilities.
  - I4 Other reason.
    - If, according to the specification, the delay is clearly caused by a reason attributable to the railway undertaking.

### 1.3 Determining the compensation

Monitoring stations have been specified with the purpose of checking that trains run on schedule. Trains may be affected by (additional) delays between two monitoring stations or at a single monitoring station. A single reason code is assigned to such single instance of (additional) delay to indicate the reason for the delay.

In the performance scheme, trains are divided into three categories:

- Helsinki Area commuter traffic (trains ordered by the HSL)
- Other passenger trains
- Freight trains

A penalty is paid when the (additional) delay that was caused by reasons specified in sections 1.1 and 1.2 of this appendix between two monitoring stations or at a monitoring station is equal or greater than

- 3 minutes for Helsinki Area commuter traffic.
- 15 minutes for other passenger trains.
- 30 minutes for freight trains.
- or when a Helsinki Area commuter traffic train or other passenger train is cancelled at a short notice.

The amount of penalty is determined as follows:

- a delayed Helsinki Area commuter traffic train EUR 23/minute of delay, at maximum for 60 minutes per single instance of delay.

- other delayed passenger train EUR 40/minute of delay, at maximum for 180 minutes per single instance of delay.
- a delayed freight train EUR 3.5/minute of delay, at maximum for 360 minutes per single instance of delay.
- a cancelled Helsinki Area commuter traffic train EUR 1,000/train
- other cancelled passenger train EUR 1,500/train

The penalty will be based on all minutes of the (additional) delay, not only the minutes exceeding the threshold value.

Starting from 2021, the performance scheme will take the reasons of delay into account more extensively. These reason codes include:

- H1 Absence of operator's personnel
- H2 Departure readiness notification or departure deviation notification has not been made.
- H301 Other reason related to the operator's personnel.
- J1 Train formation delay.
- K1 Lack of rolling stock.
- K207 Wheel flat.
- K3 Speed limitation caused by rolling stock, excluding K303 Tilting error Sm3/Sm6.
- V1 Lack of locomotive.
- V207 Wheel flat.
- A2 Timetable planning error.
- L5 Track blocked by rolling stock ahead.
- L6 Delay related to departure.
- L7 Traffic management error.

These new reason codes will not bring on sanctions during timetable period 2021.

#### 1.4 Specifications to the application of the performance scheme

In certain cases, a track availability deviation or a disruption in a railway undertaking's operation may be caused by a factor not attributable to the infrastructure manager or the railway undertaking but to a third party or a force majeure event, for example. The infrastructure manager and the railway undertaking may be able to affect some of these cases with reasonable effort, but some cases are outside of their control.

A compensation based on the performance scheme shall not be paid for reasons attributable to third parties. Cases falling outside the sphere of the performance scheme as the disturbance is caused by an external factor include, for example:

- Vandalism (e.g. vandalization of safety devices or rolling stock).
- Road, air or water transport accident.
- Private landowner.
- Works performed close to the railway by a party other than the FTIA.
- Safety device fault caused by a public network power outage of more than six hours or several successive outages. The performance scheme does not concern the part of the fault's overall duration which exceeds six hours.



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In addition, disturbances in performance attributable to force majeure events do not fall within the sphere of the performance scheme. When discussing the compensations of the performance scheme, the parties shall agree on which availability deviations and disturbances in the railway undertaking's operation are considered to be caused by a force majeure event. Force majeure events include, for example, exceptional natural conditions and accidents.

Other clarifications:

- Exceeding the agreed period of track works does not fall within the sphere of the performance scheme if the start of the track possession has been delayed due to delayed train operation in case the delay has been caused by a reason that does not fall within the sphere of the infrastructure manager's performance scheme. In that case, the period falling outside the sphere of the performance scheme is at maximum equal to the time by which the start of the track possession was delayed.
- If a cancellation is made in order to shorten a delay, and the passengers are transported by replacement transport, the cancellation does not fall within the sphere of the performance scheme.
- Secondary cancellations do not fall within the sphere of the performance scheme (e.g. rolling stock could not reach its point of departure because it had not finished its previous journey due to damage sustained or a safety device fault).
- Cancelling a train departure and replacing it with a bus transport that complies with the train's timetable does not fall within the sphere of the performance scheme.
- When two separate passenger trains are run due to failed coupling, both of the trains fall within the sphere of the performance scheme.
- A delay caused by a temporary voltage cut-off of an electrified railway network (due to a disconnection) or opening the main switch of the train unit does not fall within the sphere of the performance scheme, unless the situation emerges as a result of a fault in the electrified railway network or the rolling stock.
- In the case of extensive weather-related disturbances, delays are marked with the reason code I1 (exceptional weather conditions). A separate decision on the use of this reason code is made jointly with the Rail Traffic Management Centre, the operators, traffic control and, if required, the HSL. As the situation develops, the Rail Traffic Management Centre provides traffic control with information on where and over what time period the I1 reason code may be marked as the reason of the delay. In connection with discussing performance scheme compensations, the parties shall agree, on a case-by-case basis, when the weather-related disturbance marked with reason code I1 is considered to constitute a force majeure event.
- When a passenger traffic reduction plan has been decided upon on the previous day due to a weather phenomenon, trains cancelled in accordance with the plan do not fall within the sphere of the performance scheme. The decision on the traffic reduction plan is made

jointly by the Rail Traffic Management Centre, the operators, traffic control and, if required, the HSL.

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