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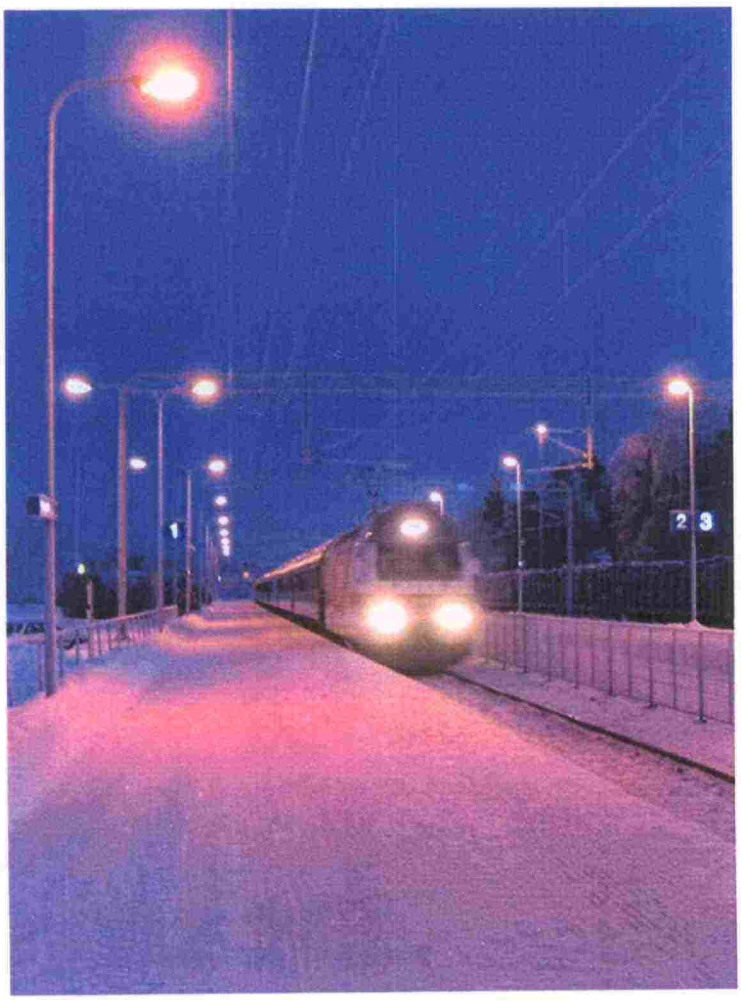
F 2/2004

FINNISH NETWORK STATEMENT 2006



Finnish Rail Administration
Traffic System Department

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FINNISH NETWORK STATEMENT 2006

Finnish Rail Administration
Helsinki 2004

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FOREWORD

The Finnish Rail Administration (RHK) is publishing this Network Statement, which is the third Network Statement prepared in Finland, in accordance with the Finnish Railway Act. The Network Statement describes the access conditions, the state-owned rail network, the capacity allocation process, the services supplied to railway undertakings, and the principles of determining the infrastructure charge. The Network Statement is published for applicants for capacity for each timetable period separately. The present Network Statement is intended for the timetable period 11.12.2005–9.12.2006.

The Network Statement 2006 has been prepared on the basis of the previous Network Statement by taking into account the feedback received from users, and the results of a seminar organised for the purpose of developing the Network Statement. RHK has in addition conducted a Network Statement development survey in which several Network Statement users were interviewed and Network Statements of other European Infrastructure Managers were examined.

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

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

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

Helsinki, 7th December 2004

Finnish Rail Administration
Traffic System Department

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1 GENERAL INFORMATION

1.1 Introduction

RHK publishes the Network Statement in accordance with the Railway Act (198/2003) and Directive 2001/14/EC of the European Parliament and of the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as the "Capacity and Infrastructure Charge Directive"). The Network Statement for the timetable period 2006 is the third Network Statement published in Finland.

1.2 Objective

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

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

1.3 Legal Framework

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

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

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

1) specialised infrastructure under § 18(1) of the Railway Act (point 3.3);
2) the priority order to be applied to congested infrastructure under § 18(2) of the Railway Act (point 4.4);
3) the threshold quota for the minimum use of railway infrastructure on each train path under § 23(2) of the Railway Act (point 4.6)

are also published in the Network Statement.

A decision taken by RHK may be appealed against under § 43 of the Railway Act by filing a claim for rectification with the Regulatory Body, which in Finland is the Ministry of Transport and Communications[1]. A claim for rectification may be filed if the decision taken by RHK concerns:

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

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

1.4 Legal Status

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

1.5 Structure of the Network Statement

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

Network Statements of Other Countries

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

1.6 Validity and Changes to Be Expected

The Network Statement is valid for one timetable period. It is published four months ahead of the expiry of the deadline for submission of capacity requests, i.e. 12 months ahead of the timetable period. The Network Statement 2006 is intended for the timetable

[1] According to the working group on railway public authority tasks this role will be transferred to the safety authority to be created, cf. Point 1.8, Contact Information.

period 2006, i.e. for the period 11.12.2005–09.12.2006. The Network Statement for the timetable period 2007 will be published by 09.12.2005 at the latest.

Track work which will probably be carried out during the timetable period 2006 and might affect traffic is specified in Appendix 11 of this Network Statement[2]. Longer-term rail network development plans for the years 2006–2009 are presented in RHK's action plan[3]. Statistical information on the rail network and rail traffic is published in the Finnish Railway Statistics yearly.

1.7 Publishing and Availability

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

1.8 Contact Information

Ministry of Transport and Communications

Ministry of Transport and Communications
P.O. Box 31 (Eteläesplanadi 16-18)
FIN-00023 Valtioneuvosto (Helsinki)

Phone: +358 9 160 02
Fax: +358 9 160 28596
E-mail: kirjaamo@mintc.fi
Internet: http://www.mintc.fi

Regulatory Body

Ministry of Transport and Communications
Regulatory Body
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FIN-00023 Valtioneuvosto (Helsinki)

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Fax: +358 9 160 28596
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Internet: http://www.mintc.fi

Safety Authority

The co-called Safety Directive of the Second Railway Package calls for the establishment of an authority responsible for national rail safety. The working group on railway public authority tasks suggests in its report[4] that the authority would be established in September 2006. The working group suggests that the authority's tasks

[2] Applicants for capacity will be informed of possible changes.

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

[4] Publications of the Ministry of Transport and Communications 27/2004

include, in addition to those required by the Directive, e.g. acting as a regulatory body and issueing required licences for railway undertakings.

Finnish Rail Administration (RHK)

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

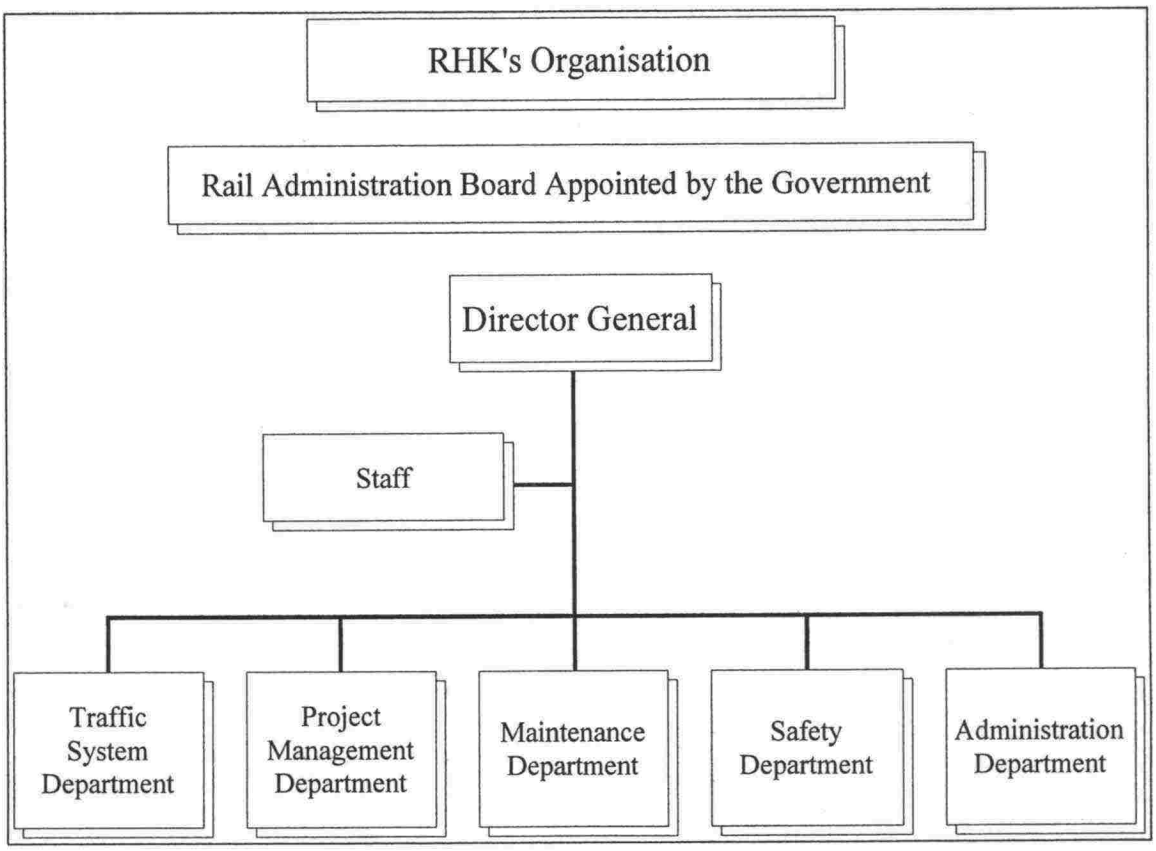

Figure 1. Organisation of the Finnish Rail Administration[5].

Finnish Rail Administration
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FIN-00101 Helsinki

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Internet: http://www.rhk.fi/english

[5] Changes to the organisation of RHK are under discussion. However, there will be no major changes to the structure of the organisation

Contact information in RHK:

RailNetEuropeOSS contact person
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Senior Officer Tapio Raaska
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Infrastructure investments
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kari.ruohonen@rhk.fi

Legal matters
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+358 9 5840 5158
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Coordination of track work and traffic[6]
Senior Officer Mikko Natunen
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mikko.natunen@rhk.fi

Development of Network Statement
Senior Officer Miika Mäkitalo
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miika.makitalo@rhk.fi

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

[6] Further information on practical matters regarding scheduling and planning is given by Traffic Planners of the Traffic Planning Areas (see Map at the end of Appendix 11)

- Traffic control centre Helsinki — Timo Kovanen tel: +358 30721440
- Traffic control centre Tampere — Esko Jalanto tel: +358 30730570
- Traffic control centre Oulu — Sakari Meripaasi tel: +358 30745450
- Traffic control centre Kouvola — Matti Juvonen tel: +358 30734197
- Pieksämäki (Traffic control centre Kouvola) — Juha Kröger tel: +358 30737002
- Joensuu (Traffic control centre Kouvola) — Arto Papunen tel: +358 30740379

One Stop Shops – OSS Activities

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

The members of RNE-RailNetEurope are

- Banedanmark (Denmark),
- Banverket (Sweden),
- BLS Lötschbergbahn AG (Switzerland),
- Ceske Drahy (CD) / SZCD (Czech Republic)
- CFR (Romania)
- Chemins de fer Helléniques / Hellenic Railways (Greece),
- DB Netz AG (Germany),
- Eurotunnel (France / UK),
- Győr-Sopron-Ebenfurti Vasút Rt. / Raab-Oedenburg-Ebenfurter Eisenbahn AG (Austria/Hungary),
- Jernbaneverket (Norway),
- Network Rail (former Railtrack PLC) (UK),
- Österreichische Bundesbahnen (Austria),
- Polskie Koleje Panstwowe (Poland)
- ProRail (former Railned B.V.) (Netherlands),
- Ratahallintokeskus (Finland),
- Red Nacional de los Ferrocarriles Españoles (Spain),
- Rede Ferroviária Nacional, E.P. (Portugal),
- Réseau Ferré de France & Société Nationale des Chemins de fer Français (France),
- Rete Ferroviaria Italiana SpA (Italy),
- Scandlines (Germany / Sweden),
- Schweizerische Bundesbahnen / Chemins de Fer Fédéraux suisses / Ferrovie Federali Svizzere (Switzerland),
- Slovenske Zeleznice (Slovenia)
- Société Nationale des Chemins de fer Belges / Nationale Maatschappij der Belgische Spoorwegen (Belgium),
- Société Nationale des Chemins de Fer Luxembourgeois (Luxembourg),
- Železnice Slovenskej republiky (Slovakia).

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

The contacted One Stop Shop will

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

1.9 Definitions, Markings and Abbreviations

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

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

ATU Structure gauge

Automatic train protection (ATP) ATP is a system which monitors train speeds and if necessary stops the train.

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

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

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

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

(*This definition may change with the revision of the Train Safety Regulation

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

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

ETJ Advance Notification System

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

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

Jt Train Safety Regulations

Jtt Technical rules and guidelines connected with the Train Safety Regulations

KU Loading gauge

LIMO Rules and guidelines for rolling stock

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

LISO Rules and guidelines for the electric equipment of rolling stock

LKU Vehicle gauge

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

Main lines are the trunk lines of Finland's railway network. A main line is a track on which mainly scheduled trains run services. A list of main lines is presented in the publication "Technical rules and guidelines connected with the Train Safety Regulations".

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

(*This definition may change with the revision of the Train Safety Regulation

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

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

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

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

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

RAMO Technical rules and guidelines for fixed installations of railway

Secondary lines are industrial sidings, port railways etc. on which traffic mainly consists of shunting.

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

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

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

Train meeting(* Meeting of two trains arriving at the meeting point from opposite directions. After leaving the meeting point, at least one of the trains uses, on the train dispatching section in question, the same track from which the other train has arrived. Two trains meeting at a traffic operating point where the single-track line changes into multiple-track or a train meeting another train which is standing blocked on a passing siding on open line is not regarded as a train meeting.

(* This definition may change with the revision of the Train Safety Regulation

2 ACCESS CONDITIONS

2.1 Legal Framework

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

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

The provisions issued by RHK shall be observed on the state-owned rail network. These provisions are either provisions implementing the Community provisions on interoperability [provisions issued under § 3(2) of the Act] or RHK's national provisions [provisions issued under § 3(3) of the Act]. Information on the provisions issued by RHK currently in force is available from the Finlex Data Bank[7].

2.2 General Access Conditions

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

1) the railway undertakings and international groupings of railway undertakings referred to in § 2(1) of the Railway Act for providing services in international rail traffic between states belonging to the European Economic Area;

2) the rail transport operating subsidiary of the limited company referred to in § 1 of the Act on the Incorporation of the Finnish State Railways (20/1995) for providing services in domestic freight and passenger traffic, as well as in traffic between Finland and Russia.

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

Other undertakings or associations, too, may use individual traffic operating points on the rail network for their rail services, provided that this traffic serves a private siding connected to a traffic operating point and that an agreement on traffic operating has been made with RHK.

[7] http//www.finlex.fi/

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

1) The railway undertaking shall have an operating licence[8] in accordance with § 5 of the Railway Act or a corresponding operating licence issued in the European Economic Area, unless the question is of museum train traffic referred to in § 36 of the Railway Act.

2) The licence holder shall have a safety certificate in accordance with § 11 of the Railway Act, issued or approved by RHK[9], which covers all the train paths on which traffic will be operated.

3) The licence holder shall make an agreement[10] with RHK on the use of traffic control services, on the details of how safety matters shall be organised, on the use of marshalling yards, storage sidings and other tracks, as well as on other necessary practical arrangements.

4) Capacity in accordance with Chapter 4 of the Railway Act has been allocated to the railway undertaking for its traffic.

5) Other conditions for operating rail traffic, laid down in or under the Railway Act and the Act on the Interoperability of the Trans-European Rail System, are in all respects fulfilled.

Museum Train Traffic

The same requirements described in this Network Statement as to other rail traffic are applied to museum train traffic as well, except as concerns the operating licence. Capacity may requested only as urgently needed capacity. RHK has drawn up instructions for museum train traffic operators for attending to certain matters regarding access to the network. The instructions can be obtained from the Traffic System Department of RHK.

2.3 General Commercial Conditions

Safety Certificate

The safety certificate is issued by the national safety authority. In Finland, it is issued by RHK. RHK has drawn up instructions how to apply for a safety certificate. The instructions can be obtained from the Safety Department of RHK.

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[8] The Ministry of Transport and Communications issues an operating licence for the operation of rail traffic to applicants established in Finland. The Ministry reviews the operating licence and its conditions every five years. An operating licence issued in one state belonging to the European Economic Area is valid throughout the territory of the European Economic Area. According to the working group on railway public authority tasks this role will be transferred to the safety authority to be created, cf. Point 1.8, Contact Information.

[9] According to the working group on railway public authority tasks this role will be transferred to the safety authority to be created, cf. Point 1.8, Contact Information.

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

The purpose of the safety certificate is to ensure that the applicant fulfills the safety requirements for its operations and that the undertaking has the necessary qualifications to operate safely on the rail network. These requirements are presented in section 11 of the Railway Act. It is also possible to include other requirements in the safety certificate regarding railway safety. The purpose of these requirements is ensure railway safety while taking into consideration the nature and scope of the railway traffic of the applicant. The aforementioned requirements are presented in more detail and explained in the instructions on how to apply for a safety certificate drawn up by RHK.

RHK requires information on:

- Applicant's safety management system and other arrangements by the undertaking and its management ensuring that regulations concerning rail traffic safety are observed;
- Safety organisation and information on how responsibility is divided in rail safety issues
- Safety instructions and guidelines followed by the undertaking
- Safety training, qualifications and supervision of personnel
- Certain matters regarding rolling stock
- Accident investigation and preparedness for accidents
- Risk mapping and assessment
- Subcontracts.

The written application shall be submitted to RHK. The Safety Department shall consider the application and if necessary request further information. RHK shall take a decision on the issuance or approval of the operating licence withiin four months after the request has been filed with it. RHK may grant a safety certificate for the entire state rail network or individual train paths. If the nature or the scope of the undertaking or international grouping of railway undertakings changes fundamentally, it shall apply for a new safety certificate or request that RHK reapproves the safety certificate.

If the Safety Department of RHK considers that the request can be granted, the safety certificate shall be handed over to the applicant in writing.

Access Contract

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

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

Framework Agreement

RHK may make a framework agreement on the use of capacity with applicants for capacity. The purpose of such an agreement is to specify the characteristics of the

capacity requested by the applicant. The framework agreement does not, however, entitle the applicant to obtain such capacity as is specified in the agreement.

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

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

2.4 Rolling Stock Acceptance Process Guidelines

An authorisation issued by RHK[11] is required for placing rolling stock in service (Act on the Interoperability of the Trans-European Rail System, 561/2002, § 5, as amended by Act 200/2003). This authorisation can be issued for rolling stock that meets the requirements valid in Finland, which are laid down in § 3 of this Act.

The requirements are based on the interoperability requirements for the rail system in accordance with Community law and RHK has issued complementary and more detailed instructions. Conformity can be proved by the EC Declaration of Conformity or a corresponding declaration issued within the European Economic Area. In other cases, RHK is responsible for technical approval for the authorisation to place rolling stock in service.

2.5 Traffic Safety Staff Qualification

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

Before RHK[12] issues or approves a safety certificate, the railway operator shall provide it with information on the qualifications of its traffic safety staff. After receiving this information, RHK may examine in more detail whether a person or a group of persons meets the necessary qualification requirements.

[11] According to the working group on railway public authority tasks this role will be transferred to the safety authority to be created, cf. Point 1.8, Contact Information.

[12] According to the working group on railway public authority tasks this role will be transferred to the safety authority to be created, cf. Point 1.8, Contact Information.

The Ministry of Transport and Communications has submitted a government proposal to the parliament for legislation on traffic safety staff of the Rail System, etc. (HE 182/2004 vp). The enactment of the legislation is a part of the redrafting of legislation concerning railway traffic. The legislation in question would prescribe qualification requirements for personnel working with traffic safety tasks which have a direct impact on rail traffic safety. According to the government proposal, the legislation will come into force on 1 January 2005.

3 INFRASTRUCTURE

3.1 Definition

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

3.2 Network Description

3.2.1 Geographical Identification

Train Paths

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

The direct line from Kerava to Lahti (Kytömaa–Hakosilta line section) will be open for traffic in the fall of 2006. This Network Statement describes the state of the beginning of timetable period 2006 which means that the Kerava–Lahti direct line is not presented in the charts and maps of this Network Statement. The Kerava–Lahti direct line will be double-track, electrified and equipped with automatic train protection. The line will have no level crossings. RHK shall provide railway undertakings with the necessary additional information on the new line section.

The following line sections are closed for traffic:
- Kankaanpää–Niinisalo
- Kihniö–Aitoneva
- Raudanlahti–Säynätsalo
- Pesiökylä–Taivalkoski
- Kolari–Äkäsjoki
- Niesa–Rautuvaara

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

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

Traffic Operating Points

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

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

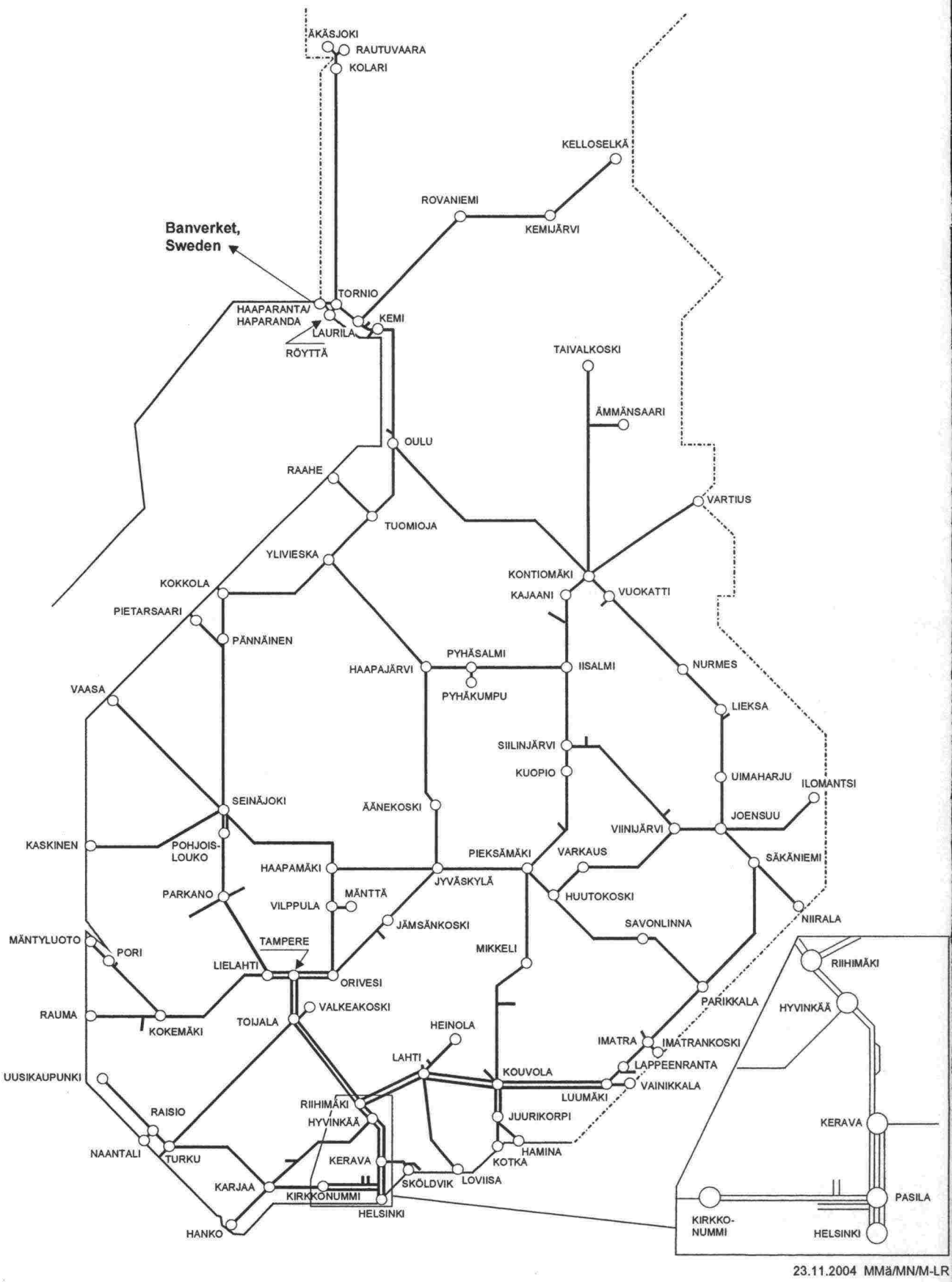

Figure 2. State-owned rail network at the beginning of timetable period 2006.

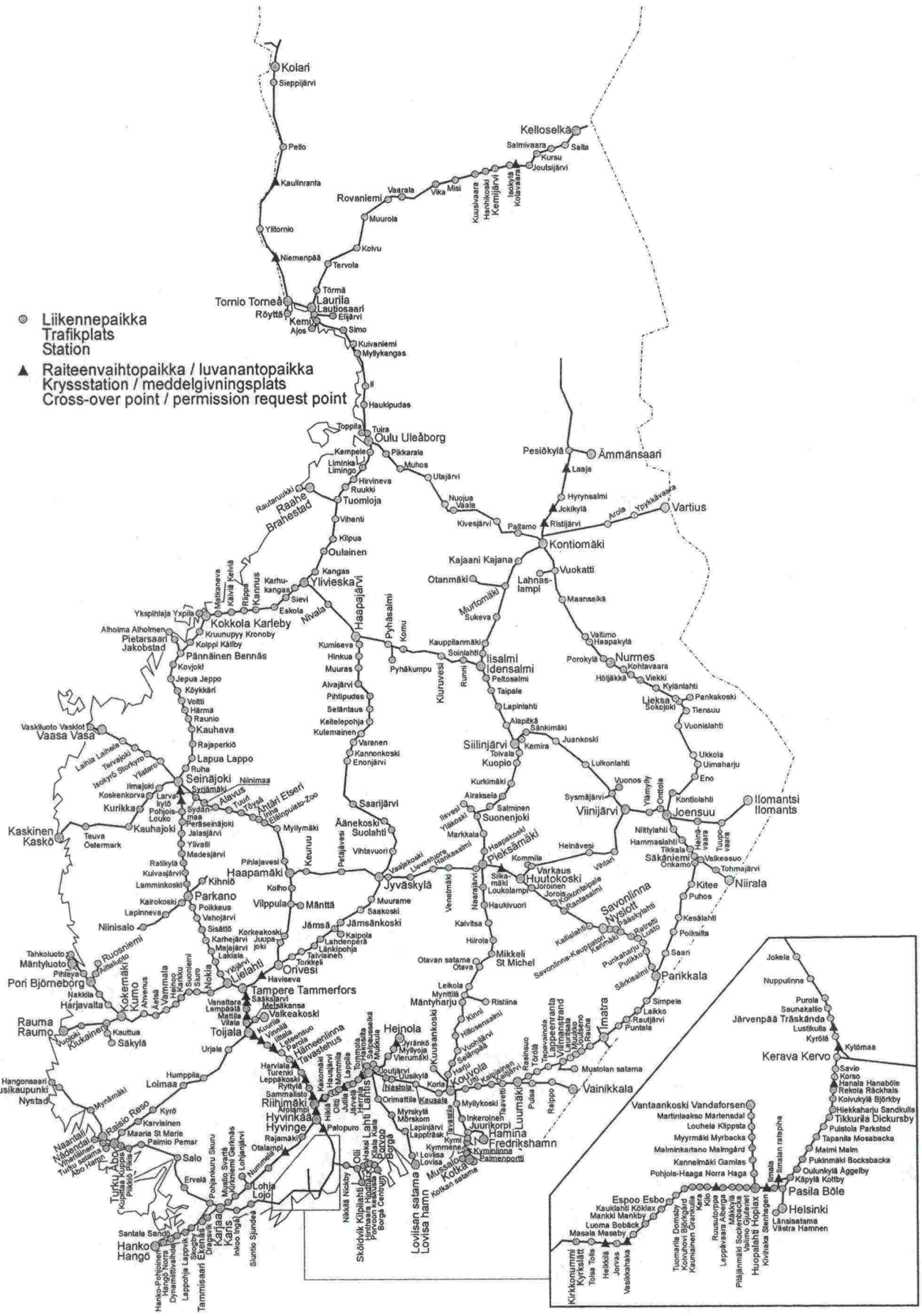

Figure 3. Traffic operating points on the state-owned rail network at the beginning of timetable period 2006.

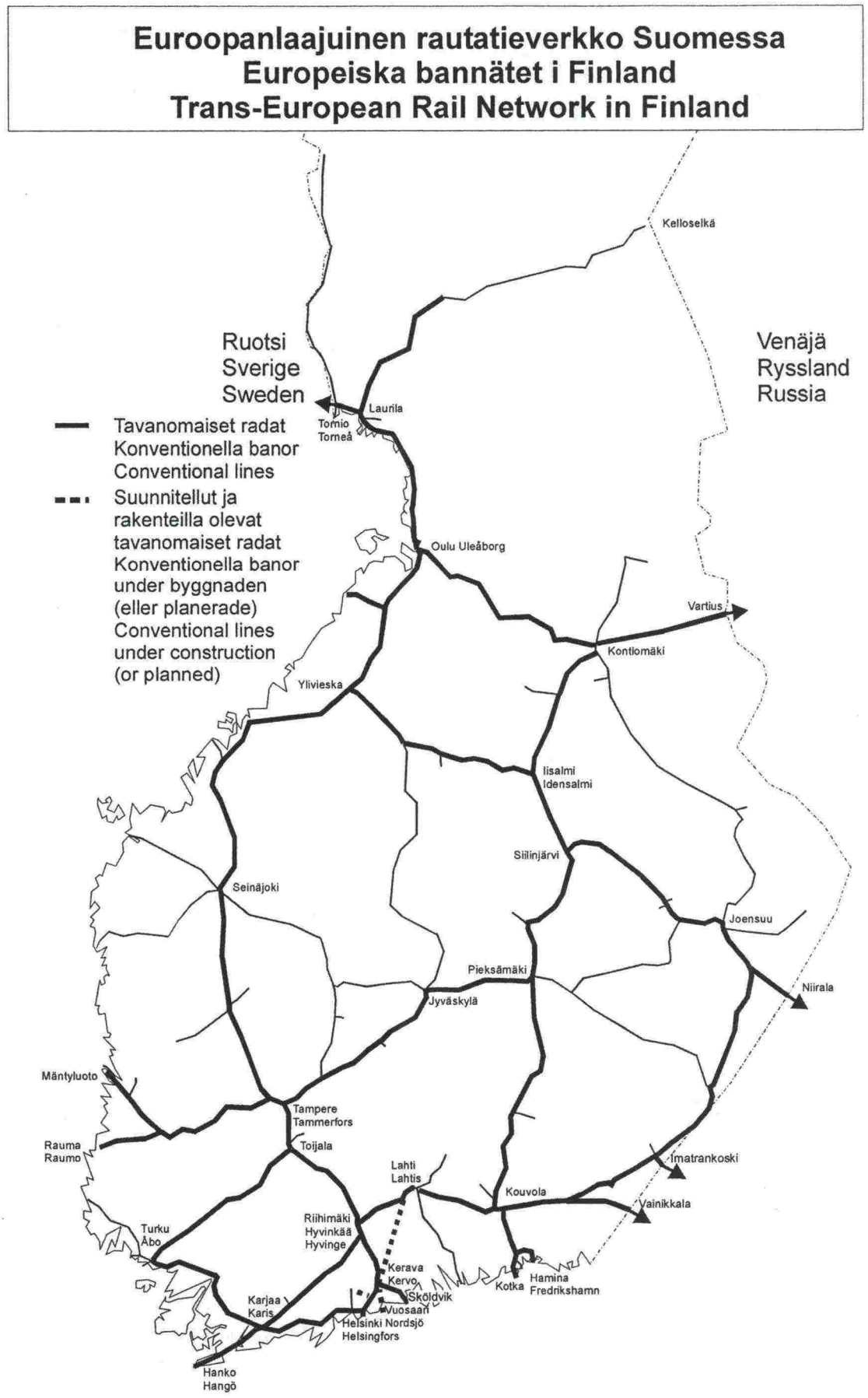

Figure 4. The Finnish TEN network.

Border Stations

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

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

3.2.2 Capabilities

Track Gauge, Loading Gauge and Structure Gauge

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

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

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

Axle Loads

22.5 ton axle loads are permitted on the most part of the rail network. The maximum permitted axle loads per line section are indicated in Appendix 6 (Speeds and axle loads) /2/.

Meter Loads

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

Gradient

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

Speed

The maximum speed is 200 km/h for passenger trains and 120 km/h for freight trains. The speeds permitted for passenger and freight trains on the rail network are indicated in Appendix 6 (Speeds and axle loads) /2/.

Power Supply on Electrified Lines

On all electrified lines, power is taken from the catenary above the track in such a way that one or both of the running rails form a return circuit. Rated voltage is 25 kV/ 50 Hz

AC /7/. The electrified line sections are indicated in Appendix 1 (Infrastructure Register) /2/.

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

Maximum Permitted Train Lengths

The maximum train length permitted on a line section shall be such that trains can also use secondary tracks at the traffic operating points. Trains need not, however, be capable of using all secondary tracks at all traffic operating points. The train lengths used for dimensioning line sections are 550, 625, 725, 825 and 925 meters[13] /9/. The longest secondary tracks at each traffic operating points are indicated in Appendix 2 (Traffic Operating Point Register).

3.2.3 Traffic and Safety Systems

Signalling Systems

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

Automatic Train Protection in Rolling Stock

The Train Safety Regulations make it possible to operate without ATP equipment at 80 km/h on a line with ATP. Museum trains and track machinery which do not yet have ATP equipment may operate on the network under current terms until the construction of ATC3 has been completed. It is estimated that it will be completed by the end of 2006. Subsequently equipment shall have to have the required ATP fittings.

Traffic Safety Communication

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

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

Communication between traffic controllers and drivers takes place in the Finnish language orally, by phone, through signals or by radio. A line radio system with a channel reserved for each line section is used on the rail network. The same radio system can also be used for directing shunting operations, provided that the parties

[13] At present, the minimum dimensioning length is 725 m.

agree on the channels to be used. Speech is heard by all shunting units operating on the same channel within the range of audibility.

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

Hot Box Detectors

Hot box detectors have been placed on the rail network at 50 km intervals on line sections on which the greatest speed is or can be over 160 km/h. In addition hot box detectors have been placed in the vicinity of busiest junction stations. A map of the location of the hot box detectors is presented in Appendix 14.

3.3 Traffic Restrictions

Dangerous Goods

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

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

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

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

Environmental Restrictions

The requirements laid down in RHK's LIMO publication (LIMO 1, 2, 3 and 5), 1998, are applied when registering rolling stock. LIMO sets out general and special requirements for rolling stock concerning noise, vibration, electromagnetic

interferences, emissions, environmentally dangerous substances and the use of recycled construction materials.

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

Tunnel Restrictions

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

Bridge Restrictions

Bridge restrictions are described in Appendix 10 /2/.

Other Restrictions

Other restrictions are described in the Train Safety Regulations (Jtt) and in the Advance Notification System (ETJ).

Availability of Traffic Control

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

Priority Order for Infrastructure Capacity

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

Specialised Infrastructure

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

3.4 Service Facilities

Train Formation Yards

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

Storage Sidings

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

Maintenance and Service Facilities

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

Freight Terminals

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

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

Passenger Stations

The lengths of passenger platforms (shortest/longest) are indicated in Appendix 2 (Traffic Operating Point Register). The platforms not maintained by RHK are indicated in brackets.

3.5 Forecast Information

Forecast information and rail network development plans are presented in RHK's Action Plan for the years 2006–2009. At the end of 2004 about 1/5 of the rail network had a superstructure which is more than 30 years old and in need of renovation. The most critical challenge for track maintenance during this planning period is the completion of the renovation and its extension also to railway yards. At the same time increased costs brought on by the increase in prices of technology and materials have to be kept under control.

During this planning period discussions will be held over the future of the rail network with low traffic volumes. Decisions will have to be made concerning the length of the railway network before the renovation of track sections with low traffic volumes becomes inevitable.

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

4 CAPACITY ALLOCATION

4.1 Legal Framework

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

4.2 Description of Process

Capacity for operating regular train services on the state-owned rail network in accordance with the Train Safety Regulations[14] shall be requested from RHK for each timetable period within the period of time defined. Capacity for regular train services can also be requested during the timetable period. The schedule for train path requests and for allocation process is shown in a diagrammatic form in Figure 5. It is also possible to make ad hoc requests for capacity for other than regular traffic.

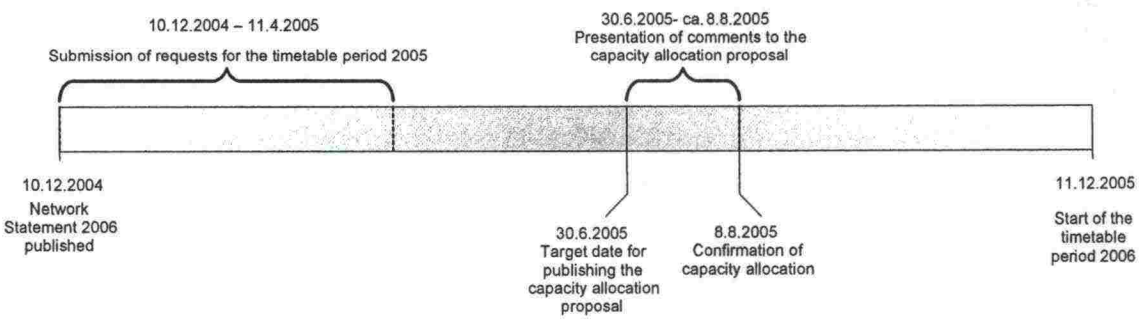

Figure 5. Diagrammatic presentation of the schedule for train path requests and for allocation process.

4.3 Schedule for Train Path Requests

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

Requests for capacity shall be made in writing. The request may, however, be sent electronically too, as provided in the Act on Electronic Service in the Administration (13/2003).

Written requests shall be addressed to RHK's Traffic System Department under the following address:

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

[14] Except traffic directly connected with track work.

E-mailed requests for capacity shall be sent to:
kirjaamo@rhk.fi.

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

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

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

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

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

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

Train Path Requests for the Timetable Period

The timetable period in rail traffic starts yearly at the second weekend of December, at 00.00 hrs on the night between Saturday and Sunday, and ends at the corresponding time the following year. The timetable period 2006 will start on 11.12.2005 and end on 9.12.2006. Correspondingly, the timetable period 2007 will start on 10.12.2006 and end on 8.12.2007. Applicants for capacity shall request capacity not earlier than 12 and not later than 8 months ahead of the timetable period. One request may include all the changes in traffic to be made during the timetable period.

Train Path Requests for Regular Services during the Timetable Period

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

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

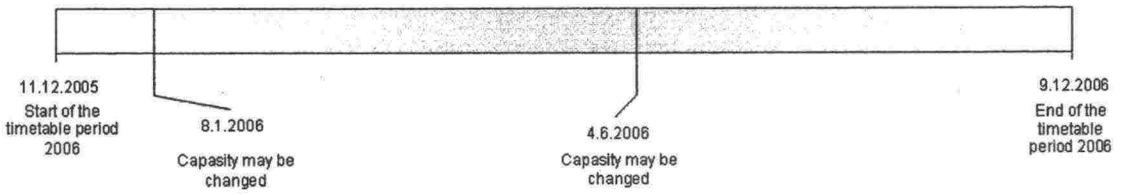

Figure 6. Dates on which the capacity for regular services may be changed during the timetable period 2006.

Requests for changing capacity allocated for regular services shall be submitted not earlier than six and not later than four months before the date on which the change shall take effect.

In addition to the above dates, RHK may for special reasons decide on other dates on which changes can take place. An applicant for capacity shall in that case apply for capacity from RHK two weeks before capacity for regular services become operative at the latest. RHK shall inform all railway undertakings of possible new dates on which the capacity for regular services may be changed.

Ad Hoc Requests for Infrastructure Capacity

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

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

4.4 Allocation Process

Drawing up of the Capacity Allocation Proposal

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

The capacity allocation proposal is primarily based on the assumption that the requested capacity will be allocated, provided that the different train paths enable railway traffic to be operated in accordance with the technical and safety requirements. In order to

improve the use of infrastructure capacity, RHK may, however, offer applicants capacity that does not essentially differ from the capacity they have requested. RHK may also decide not to allocate capacity, provided that reserve capacity is needed for the timetable period as a result of the priority order applied to rail traffic.

RHK sends the capacity allocation proposal to applicants for information within the prescribed period of time and gives them the opportunity to comment. Comments shall be presented within 30 days after receipt of the capacity allocation proposal. Customers purchasing freight transport services and associations representing purchasers of rail transport services also have the right to present comments on the capacity allocation proposal within 30 days, counted from the date on which RHK publishes an announcement in its collection of regulations that the capacity allocation proposal has been prepared.

Co-ordination Process for the Timetable Period

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

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

Congested Infrastructure and Its Priority Criteria

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

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

Table 1. Priority order on congested infrastructure.

Priority	Traffic
1.	Synergic passenger traffic entity[15]
2.a	Express train traffic[16]
2.b	Transport for the processing industry[17]
3.a	Local and other passenger traffic
3.b	Other regular freight traffic
4.	Freight traffic not requiring strict transport times
5.	Other traffic[18]

Derogation from the Priority Order Laid Down in the Network Statement

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

Confirmation of the Capacity Allocation Proposal

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

Ad Hoc Requests for Infrastructure Capacity

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

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

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

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

[18] E.g. traffic connected with track work or museum train traffic.

Claim for Rectification of a Capacity Allocation Decision Taken by RHK

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

4.5 Use of Capacity on Maintenance and Track Work

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

Track works which will probably be carried out during the timetable period 2006 and which are likely to have an impact on train traffic are indicated in Appendix 11.

4.6 Arrangements in Light Non-usage

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

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

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

4.7 Special Consignments and Dangerous Goods

For information on the transport of dangerous goods, see point 3.3, Traffic Restrictions. RHK's regulations concerning railway traffic and rolling stock are available on the Internet pages of the FINLEX Data Bank[19] and other instructions on RHK's Internet pages.

4.8 Special Measures to Be Taken in the Event of Disturbance

Principles and Foreseen Situations

RHK issues instructions how to clear disturbances in rail traffic. RHK defines the rules for managing disturbances between railway undertakings. Railway undertakings have the right to present their own proposals for instructions how to handle disturbances

[19] http://www.finlex.fi/

connected with their own trains. The liability for harm and damages caused by disturbances shall be agreed upon by negotiation in accordance with RHK's instructions, as far as possible.

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

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

Unforeseen Situations

Railway undertakings and RHK shall be prepared for railway accidents in their fields of activity.

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

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

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

5 SERVICES

5.1 Legal Framework

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

5.2 Minimum Access Package and Track Access to Service Facilities

Minimum Access Package

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

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

Track Access to Service Facilities and Supply of Services

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

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

5.3 Additional Services

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

5.4 Ancillary Services

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

6 CHARGES

6.1 Legal Framework

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

6.2 Charging System

6.2.1 Services Included in the Infrastructure Charge

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

The minimum access package is described under 5.2.

6.2.2 Charging Principles

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

6.3 Tariffs

The infrastructure charge consists of the charges mentioned in Table 2.

Table 2. Infrastructure charge.

Basic charge	Freight traffic 0.1227 cent/ gross tonne-kilometre Passenger traffic 0.1189 cent/ gross tonne-kilometre
Infrastructure tax	Freight traffic - electric 0.05 cent/ gross tonne-kilometre - diesel 0.1 cent/ gross tonne-kilometre Passenger traffic 0.01 cent/ gross tonne-kilometre

6.4 Changes to Charges

No changes to the infrastructure charge are expected.

6.5 Billing Arrangements

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

Lisbeth Laine
+358 9 5840 5081
lisbeth.laine@rhk.fi

6.6 Guarantees

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

REFERENCES

/1/ Technical rules and guidelines of railway (RAMO), part 13 "Track inspection". RHK, Helsinki, 1996.

/2/ Technical rules and guidelines connected with the Train Safety Regulations (Jtt). RHK, Helsinki, 2002.

/3/ Technical rules and guidelines of railway (RAMO), part 2 "Track geometry". RHK, Helsinki, 2001.

/4/ Rules and guidelines for rolling stock (LIMO). RHK, Helsinki, 1997–2000.

/5/ Technical rules and guidelines of railway (RAMO), part 1 "General principles". RHK, Helsinki, 1995.

/6/ Technical rules and guidelines connected with the Train Safety Regulations (Jtt) and their grounds. Finnish State Railways, Helsinki, 1969.

/7/ Technical rules and guidelines of railway (RAMO), part 5 "Electrified railway". RHK, Helsinki, 1999.

/8/ Rules and guidelines for the electric equipment of rolling stock (LISO). RHK, Helsinki, 1977-2001.

/9/ Technical rules and guidelines of railway (RAMO), part 7 "Railway yards". RHK, Helsinki, 1999.

/10/ Technical rules and guidelines (RAMO), part 6 "Signalling equipment". RHK, Helsinki, 1998.

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

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INDEX

INFRASTRUCTURE REGISTER

Legend:

On	"yes"
—	"no"
AC2	Electrification System 25 kV / 50 Hz
ATP-VR/RHK	Automatic Train Protection

Chart columns:

Traffic operating point (Node of the network) indicates all stations and junctions where it is possible to change the route of the train.

Length of line is the distance between traffic operating points.

Max gradient is the maximum gradient measured in a distance of 1200 m.

Electrification system indicates the route's catenary system

Section blocking or radio controlled section means that there is an automatic signalling system in use.

ATP means that a track section has automatic train protection in use

ERTMS means that a track section has paneuropean signalling system and GSM-R radio network.

ATP coding for tilting trains means that in this section ATP allows higher speeds for tilting trains.

Conventional radio system describes the type of analogical communication equipment which is in use between the driver and traffic control.

Traffic Operating Point (node of the network)	Traffic Operating Point (node of the network)	Length of line [km]	Max gradient, ‰	Electrification system	Section blocking or radio controlled section	ATP	ERTMS	ATP coding for tilting trains	Conventional radio system
Helsinki	Kerava	29	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Helsinki	Länsisatama	4	10	—	—	—	—	—	Linjaradio
Kerava	Hyvinkää	29	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Hyvinkää	Riihimäki	12	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Kerava	Olli	16	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Olli	Sköldvik	11	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Olli	Porvoo	17	10	—	—	—	—	—	Linjaradio
Hyvinkää	Lohja	64	10	—	—	—	—	—	Linjaradio
Lohja	Karjaa	34	10	—	—	—	—	—	Linjaradio
Lohja	Lohjanjärvi	4	16,5	—	—	—	—	—	Linjaradio
Pasila	Sörnäinen	3	10	—	—	—	—	—	Linjaradio
Helsinki	Huopalahti	6	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Huopalahti	Vantaankoski	9	20	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Huopalahti	Kirkkonummi	31	12,5	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Kirkkonummi	Karjaa	50	12,5	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Karjaa	Hanko	50	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Karjaa	Turku	107	12,5	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Turku	Turku satama	3	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Riihimäki	Toijala	76	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Toijala	Turku	128	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Toijala	Tampere	40	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Toijala	Valkeakoski	18	10	—	—	—	—	—	Linjaradio
Turku	Raisio	8	10	—	—	—	—	—	Linjaradio
Raisio	Naantali	6	10	—	—	—	—	—	Linjaradio
Raisio	Uusikaupunki	57	10	—	—	—	—	—	Linjaradio
Uusikaupunki	Hangonsaari	3	11,5	—	—	—	—	—	Linjaradio
Tampere	Lielahti	6	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Lielahti	Kokemäki	91	12,5	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Kokemäki	Kiukainen	13	12,5	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Kiukainen	Rauma	34	12,5	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Kiukainen	Säkylä	19	12,5	—	—	—	—	—	Linjaradio
Kokemäki	Pori	38	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Pori	Mäntyluoto	21	10	—	—	—	—	—	Linjaradio
Pori	Ruosniemi	8	10	—	—	—	—	—	Linjaradio
Mäntyluoto	Tahkoluoto	11	10	—	—	—	—	—	Linjaradio
Lielahti	Parkano	69	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Niinisalo	Parkano	42	10	—	—	—	—	—	—
Parkano	Kihniö	16	10	—	—	—	—	—	—
Parkano	Seinäjoki	84	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Riihimäki	Lahti	59	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Lahti	Loviisan satama	77	12,7	—	—	—	—	—	Linjaradio
Lahti	Salpausselkä	2	16,5	—	—	—	—	—	Linjaradio
Lahti	Joutjärvi	3	10	—	—	—	—	—	Linjaradio
Joutjärvi	Heinola	35	12,5	—	—	—	—	—	Linjaradio
Joutjärvi	Mukkula	7	15	—	—	—	—	—	Linjaradio
Lahti	Kouvola	61	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Kouvola	Luumäki	59	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio

Traffic Operating Point (node of the network)	Traffic Operating Point (node of the network)	Length of line [km]	Max gradient, ‰	Electrification system	Section blocking or radio controlled section	ATP	ERTMS	ATP coding for tilting trains	Conventional radio system
Kouvola	Juurikorpi	33	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Juurikorpi	Kotka	18	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Kotka	Kotkan satama	1	—	AC2	—	—	—	—	Linjaradio
Kotka	Mussalo	5	10	AC2	—	—	—	—	Linjaradio
Juurikorpi	Hamina	19	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Kouvola	Kuusankoski	10	10	AC2	—	—	—	—	Linjaradio
Kouvola	Mynttilä	86	12,5	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Mynttilä	Ristiina	21	12,5	—	—	—	—	—	Linjaradio
Mynttilä	Otava	20	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Otava	Otavan satama	2	22,5	—	—	—	—	—	Linjaradio
Otava	Pieksämäki	86	12,5	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Luumäki	Vainikkala	33	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Luumäki	Lappeenranta	27	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Lappeenranta	Mustolan satama	18	10	—	—	—	—	—	Linjaradio
Lappeenranta	Imatra	39	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Imatra	Imatrankoski-raja	10	12,5	—	—	—	—	—	Linjaradio
Imatra	Parikkala	60	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Pieksämäki	Huutokoski	31	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Huutokoski	Savonlinna	75	12,5	—	—	—	—	—	Linjaradio
Savonlinna	Parikkala	59	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Parikkala	Säkäniemi	93	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Niirala-raja	Säkäniemi	33	12,5	—	—	—	—	—	Linjaradio
Säkäniemi	Joensuu	37	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Joensuu	Ilomantsi	72	12,5	—	—	—	—	—	Linjaradio
Joensuu	Viinijärvi	32	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Huutokoski	Varkaus	18	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Varkaus	Kommila	2	10	—	—	—	—	—	Linjaradio
Varkaus	Viinijärvi	101	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Joensuu	Uimaharju	50	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Uimaharju	Lieksa	54	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Lieksa	Pankakoski	6	10	—	—	—	—	—	Linjaradio
Lieksa	Nurmes	56	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Nurmes	Vuokatti	85	12,5	—	—	—	—	—	Linjaradio
Vuokatti	Lahnaslampi	12	12,5	—	—	—	—	—	Linjaradio
Vuokatti	Kontiomäki	24	10	—	—	—	—	—	Linjaradio
Pieksämäki	Suonenjoki	38	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Suonenjoki	Iisvesi	6	10	—	—	—	—	—	Linjaradio
Suonenjoki	Siilinjärvi	76	12,5	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Viinijärvi	Siilinjärvi	112	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Siilinjärvi	Iisalmi	60	12,5	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Iisalmi	Murtomäki	62	12,5	—	—	—	—	—	Linjaradio
Murtomäki	Otanmäki	25	10	—	—	—	—	—	Linjaradio
Murtomäki	Kontiomäki	46	12,5	—	—	—	—	—	Linjaradio
Kontiomäki	Vartius-raja	95	12,5	—	—	—	—	—	Linjaradio
Kontiomäki	Pesiökylä	74	12,5	—	—	—	—	—	Linjaradio
Pesiökylä	Ämmänsaari	18	12,5	—	—	—	—	—	Linjaradio
Tampere	Orivesi	40	12,5	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Orivesi	Vilppula	47	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio

Traffic Operating Point (node of the network)	Traffic Operating Point (node of the network)	Length of line [km]	Max gradient, ‰	Electrification system	Section blocking or radio controlled section	ATP	ERTMS	ATP coding for tilting trains	Conventional radio system
Vilppula	Mänttä	8	12	—	—	—	—	—	Linjaradio
Vilppula	Haapamäki	26	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Haapamäki	Seinäjoki	118	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Haapamäki	Jyväskylä	77	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Orivesi	Jämsä	56	12,5	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Jämsä	Kaipola	7	12,5	—	—	—	—	—	Linjaradio
Jämsä	Jämsänkoski	4	12,5	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Jämsänkoski	Jyväskylä	52	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Jyväskylä	Äänekoski	47	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Äänekoski	Haapajärvi	164	10	—	—	—	—	—	Linjaradio
Jyväskylä	Pieksämäki	80	12,5	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Seinäjoki	Kaskinen	112	10	—	—	—	—	—	Linjaradio
Seinäjoki	Vaasa	75	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Vaasa	Vaskiluoto	5	10	—	—	—	—	—	Linjaradio
Iisalmi	Pyhäkumpu erk.vh	63	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Pyhäkumpu erk.vh	Pyhäkumpu	3	7,5	—	—	—	—	—	Linjaradio
Pyhäkumpu erk.vh	Haapajärvi	36	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Haapajärvi	Ylivieska	55	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Seinäjoki	Pännäinen	101	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Pännäinen	Alholma	10	10	—	—	—	—	—	Linjaradio
Pännäinen	Kokkola	33	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Kokkola	Ykspihlaja	5	10	—	—	—	—	—	Linjaradio
Kokkola	Ylivieska	79	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Ylivieska	Tuomioja	68	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Tuomioja	Raahe	28	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Raahe	Rautaruukki	9	10	AC2	—	—	—	—	Linjaradio
Tuomioja	Oulu	54	10	AC2	On	ATP-VR/RHK	—	On	Linjaradio
Oulu	Kontiomäki	166	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Oulu	Tuira	3	7,5	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Tuira	Toppila	2	9	—	—	—	—	—	Linjaradio
Tuira	Kemi	102	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Kemi	Ajos	9	10	—	—	—	—	—	Linjaradio
Kemi	Lautiosaari	4	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Lautiosaari	Elijärvi	8	15	—	—	—	—	—	Linjaradio
Lautiosaari	Laurila	3	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Laurila	Tornio	19	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Laurila	Rovaniemi	106	10	AC2	On	ATP-VR/RHK	—	—	Linjaradio
Rovaniemi	Kemijärvi	85	12,5	—	On	ATP-VR/RHK	—	—	Linjaradio
Kemijärvi	Isokylä	7	12,5	—	—	—	—	—	Linjaradio
Isokylä	Kelloselkä	72	12,5	—	—	—	—	—	Linjaradio
Tornio	Tornio-raja	3	4	—	—	—	—	—	Linjaradio
Tornio	Röyttä	8	10	—	—	—	—	—	Linjaradio
Tornio	Kolari	183	10	—	On	ATP-VR/RHK	—	—	Linjaradio
Turku	Viheriäinen	7	11	—	—	—	—	—	Linjaradio

Legend:

( ) in colums regarding platforms	platform not maintained by RHK
K	yes
Y	private

Chart columns:

Name means the official name of the station and is used in traffic safety work.

Another name is the name of a Traffic Operating Point in Finland's second official language. Another name is usually a Swedish name and only in Sköldvik is the Finnish name Kilpilahti used as another name despite the fact that the majority of inhabitants are Finnish speaking. This is due to traffic safety. In the line switch list the another name might also be used, often being the name of a village or district, which is more generally used by the locals than the official name.

Km Hki describes the distance of a Traffic Operating Point to the old station hall of Helsinki (torn down). The distance is measured by a track kilometre system which makes it possible to locate equipment on tracks.

Municipality is the municipality in which the Traffic Operating Point is located.

Traffic control means that the Traffic Operating Point has the technical equipment to control train traffic. It does not mean that traffic control services are provided on a regular basis.

Track maintenance means that the Traffic Operating Point has tracks which can be used for track maintenance, mainly for storing rail cars and track machinery and small scale loading.

Train meeting means that the tracks of a Traffic Operating Point are of such form that it is possible for two trains going in different directions to meet. Together with information in the Traffic control column it is possible to see where a train meeting is technically possible.

Private sidings means that the Traffic Operating Point has at least one connection to a private siding i.e. siding owned or managed by a private owner (includes everyone other than RHK).

Shunting means that the form of the tracks of a Traffic Operating Point is such that it is possible to move at least a locomotive to the other end of a line of railcars without having to go through the main line of the Traffic Operating Point.

Min. and max platform length indicates the minimum and maximum length of platforms used by passenger trains at a Traffic Operating Point. A passenger train should not be longer than the platform of the station at which it stops. If the length of the platform is in brackets ( ), it means that the platform is not maintained by RHK and that services are operated at the responsibility of the railway undertaking.

Platform height indicates the nominal height of platforms used by passenger trains. Height is calculated from the surface of the rail.

Design train length indicates the longest track of a Traffic Operating Point, other than the main line going through it. The length is measured in such a way that it is usable in both directions.

Power supply indicates at which Traffic Operating Points it is possible to get 400 V or 1500 V electric current mainly for railcar or track machinery power supply purposes.

Side loading platform indicates which at which Traffic Operating Points it is possible load freight cars from the side.

End loading platform indicates which at which Traffic Operating Points it is possible load freight cars from the end of the platform (combined transports).

Loading site indicates which at which Traffic Operating Points it is possible load freight cars at rail level. A typical example is loading of raw wood from a vehicle or an intermediate depot at a rail yard to flat cars.

Passenger traffic indicates those Traffic Operating Points which have regular scheduled passenger traffic.

Freight traffic indicates those Traffic Operating Points which have regular freight traffic.

Name	Another name	Abbr.	Km Hki	Section	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting
Ahvenus		Ahv	270+960	Lielahti – Kokemäki	Kokemäki	K		K		
Airaksela		Arl	436+985	Pieksämäki – Siilinjärvi	Kuopio	K		K	K	K
Aittaluoto		Atl	328+130	Pori – Ruosniemi	Pori				K	
Ajos		Ajo	867+100	Kemi – Ajos	Kemi				K	K
Alapitkä		Apt	505+840	Siilinjärvi – Iisalmi	Lapinlahti	K		K		
Alavus		Alv	373+445	Haapamäki – Seinäjoki	Alavus			K		K
Alholma	Alholmen	Alh	532+570	Pännäinen – Pietarsaari	Pietarsaari				K	K
Alvajärvi		Avi	551+031	Jyväskylä – Haapajärvi	Pihtipudas					
Arola		Aro	707+668	Kontiomäki – Vartius–raja	Hyrynsalmi	K		K		K
Dragsvik		Dra	171+180	Karjaa – Hanko	Tammisaari	K		K		
Dynamiittivaihde		Dmv	199+185	Karjaa – Hanko	Hanko				K	K
Elijärvi		Eli	870+536	Lautiosaari – Elijärvi	Keminmaa				K	K
Eläinpuisto-Zoo		Epz	338+751	Haapamäki – Seinäjoki	Ähtäri					
Eno		Eno	660+170	Joensuu – Kontiomäki	Eno	K		K		
Enonjärvi		Eji	481+012	Jyväskylä – Haapajärvi	Kannonkoski					
Ervelä		Erv	118+777	Karjaa – Turku	Perniö	K		K		
Eskola		Ela	603+762	Kokkola – Ylivieska	Kannus	K		K		
Espoo	Esbo	Epo	20+600	Helsinki – Karjaa	Espoo	K		K		
Haapajärvi		Hpj	649+205	Iisalmi – Ylivieska	Haapajärvi	K	K	K	K	K
Haapakoski		Hps	393+454	Pieksämäki – Siilinjärvi	Pieksänmaa	K		K	K	K
Haapakylä		Hky	806+189	Joensuu – Kontiomäki	Valtimo					
Haapamäki		Hpk	300+235	Orivesi – Haapamäki	Keuruu	K	K	K	K	K
Hakosilta		Hlt	119+540	Riihimäki – Lahti	Hollola	K		K		
Haksi	Hax	Hsi	56+737	Kerava – Porvoo / Sköldvik	Porvoo					
Hamina	Fredrikshamn	Hma	243+646	Juurikorpi – Hamina	Hamina	K	K	K	K	K
Hammaslahti		Hsl	602+199	Säkäniemi – Joensuu	Pyhäselkä	K		K		K
Hanala	Hanaböle	Hna	21+394	Helsinki – Riihimäki	Vantaa	K				
Hangonsaari		Hgs	269+655	Turku – Uusikaupunki – Hangonsaari	Uusikaupunki				K	K
Hanhikoski		Hnh	1047+083	Laurila – Kelloselkä	Kemijärvi					
Hankasalmi		Hks	418+089	Jyväskylä – Pieksämäki	Hankasalmi	K		K	K	K
Hanko	Hangö	Hnk	207+119	Karjaa – Hanko	Hanko	K	K	K	K	
Hanko-Pohjoinen	Hangö Norra	Hkp	205+935	Karjaa – Hanko	Hanko					
Harjavalta		Hva	295+542	Kokemäki – Pori	Harjavalta	K		K	K	K
Harju		Hj	201+643	Kouvola – Pieksämäki	Valkeala	K		K		K

Name	Another name	Abbr.	Km Hki	Section	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting	
Harviala		Hrv	99+456	Riihimäki – Tampere	Janakkala						
Haukipudas		Hd	775+159	Oulu – Laurila	Haukipudas	K		K			
Haukivuori		Hau	344+442	Kouvola – Pieksämäki	Haukivuori	K		K	K	K	
Hausjärvi		Has	86+210	Riihimäki – Lahti	Hausjärvi	K		K		K	
Haviseva		Hvs	208+135	Tampere – Orivesi	Kangasala						
Heikkilä		Hek	34+856	Helsinki – Karjaa	Kirkkonummi	K					
Heinola		Ha	167+607	Lahti – Heinola	Heinola	K		K	K		
Heinoo		Hno	237+965	Lielahti – Kokemäki	Vammala	K		K			
Heinävaara		Häv	648+408	Joensuu – Ilomantsi	Joensuu			K		K	
Heinävesi		Hnv	468+135	Huutokoski – Viinijärvi	Heinävesi	K		K			
Helsinki	Helsingfors	Hki	0+159	Helsinki – Riihimäki	Helsinki	K		K		K	
Herrala		Hr	115+790	Riihimäki – Lahti	Hollola						
Hiekkaharju	Sandkulla	Hkh	17+109	Helsinki – Riihimäki	Vantaa						
Hiirola		Hir	318+957	Kouvola – Pieksämäki	Mikkeli	K		K			
Hikiä		Hk	79+743	Riihimäki – Lahti	Hausjärvi				K		
Hillosensalmi		Hls	233+344	Kouvola – Pieksämäki	Valkeala	K		K			
Hinkua		Hku	574+434	Jyväskylä – Haapajärvi	Haapajärvi						
Hinthaara	Hindhår	Hh	52+150	Kerava – Porvoo / Sköldvik	Porvoo						
Hirvineva		Hvn	715+500	Ylivieska – Oulu	Liminka	K		K		K	
Humppila		Hp	188+778	Toijala – Turku	Humppila	K		K	K	K	
Huopalahti	Hoplax	Hpl	6+375	Helsinki – Karjaa	Helsinki	K		K			
Huutokoski		Hko	406+988	Pieksämäki – Huutokoski	Joroinen	K		K	K		
Hyrynsalmi		Hys	704+601	Kontiomäki – Ämmänsaari	Hyrynsalmi			K		K	
Hyvinkää	Hyvinge	Hy	58+792	Helsinki – Riihimäki	Hyvinkää	K	K	K	K	K	
Hämeenlinna	Tavastehus	Hl	107+559	Riihimäki – Tampere	Hämeenlinna	K		K	K	K	
Härmä		Hm	472+940	Seinäjoki – Kokkola	Alahärmä	K		K			
Höljäkkä		Höl	765+261	Joensuu – Kontiomäki	Nurmes				K		
Ii		Ii	789+165	Oulu – Laurila	Ii	K		K			
Iisalmi	Idensalmi	Ilm	550+360	Siilinjärvi – Iisalmi	Iisalmi	K	K	K	K	K	
Iisvesi		Isv	420+127	Suonenjoki – Iisvesi	Suonenjoki				K		
Iittala		Ita	129+286	Riihimäki – Tampere	Kalvola						
Ilmajoki		Ilj	434+494	Seinäjoki – Kaskinen	Ilmajoki				K		
Ilmala		Ila	4+434	Helsinki – Karjaa	Helsinki						
Ilomantsi	Ilomants	Ilo	695+203	Joensuu – Ilomantsi	Ilomantsi	K		K	K	K	
Imatra		Ima	326+542	Luumäki – Parikkala	Imatra	K	K	K	K	K	
Imatra asema		Imr	323+977	Luumäki – Parikkala	Imatra						

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Imatra tavara		Imt	326+542	Luumäki – Parikkala	Imatra	K	K	K	K	K	
Imatrankoski		Imk	331+267	Imatra – Imatrankoski–raja	Imatra	K	K	K	K	K	
Imatrankoski-raja		Imkr	337+095	Imatra – Imatrankoski-raja	Imatra	K					
Immola		Im	332+554	Luumäki – Parikkala	Imatra				K	K	
Inha		In	341+367	Haapamäki – Seinäjoki	Ähtäri						
Inkeroinen		Ikr	212+781	Kouvola – Kotka	Anjalankoski	K		K	K		
Inkoo	Ingå	Iko	70+620	Helsinki – Karjaa	Inkoo	K		K			
Isokylä		Ikä	1062+829	Laurila – Kelloselkä	Kemijärvi				K		
Isokyrö	Storkyro	Iky	447+488	Seinäjoki – Vaasa	Isokyrö	K		K			
Jalasjärvi		Jal	309+871	Lielahti – Seinäjoki	Jalasjärvi	K		K			
Jepua	Jeppo	Jpa	495+784	Seinäjoki – Kokkola	Uusikaarlepyy	K		K			
Joensuu		Jns	624+313	Säkäniemi – Joensuu	Joensuu	K	K	K	K	K	
Jokela		Jk	47+937	Helsinki – Riihimäki	Tuusula	K		K	K		
Jokikylä		Jkk	688+344	Kontiomäki – Ämmänsaari	Ristijärvi						
Joroinen	Jorois	Jor	414+550	Huutokoski – Savonlinna	Joroinen				K		
Jorvas		Jrs	32+322	Helsinki – Karjaa	Kirkkonummi						
Joutjärvi		Jou	133+460	Lahti – Heinola	Lahti	K			K		
Joutseno		Jts	305+826	Luumäki – Parikkala	Joutseno	K		K	K	K	
Joutsijärvi		Jsj	1082+855	Laurila – Kelloselkä	Kemijärvi				K		
Juankoski		Jki	531+995	Viinijärvi – Siilinjärvi	Juankoski	K		K	K		
Jutila		Jut	94+620	Riihimäki – Lahti	Kärkölä	K					
Juupajoki		Jj	246+580	Orivesi – Haapamäki	Juupajoki						
Juurikorpi		Jri	224+898	Kouvola – Kotka	Kotka	K		K			
Jyväskylä		Jy	377+435	Orivesi – Jyväskylä	Jyväskylä	K	K	K	K	K	
Jämsä		Jäs	284+084	Orivesi – Jyväskylä	Jämsä	K		K		K	
Jämsänkoski		Jsk	287+917	Orivesi – Jyväskylä	Jämsänkoski	K	K	K	K	K	
Järvelä		Jr	103+596	Riihimäki – Lahti	Kärkölä	K		K	K	K	
Järvenpää	Träskända	Jp	36+786	Helsinki – Riihimäki	Järvenpää	K					
Kaipiainen		Kpa	214+451	Kouvola – Luumäki	Anjalankoski	K		K	K	K	
Kaipola		Kla	290+303	Jämsä – Kaipola	Jämsä				K	K	
Kairokoski		Kko	423+184	Niinisalo – Parkano	Parkano						
Kaitjärvi		Kjr	226+912	Kouvola – Luumäki	Luumäki						
Kajaani	Kajana	Kaj	633+491	Iisalmi – Kontiomäki	Kajaani	K	K	K	K	K	
Kallislahti		Kll	465+822	Huutokoski – Savonlinna	Savonlinna						
Kalvitsa		Ksa	330+634	Kouvola – Pieksämäki	Mikkeli	K		K			
Kangas		Kgs	642+466	Ylivieska – Oulu	Ylivieska	K		K		K	

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Kannelmäki	Gamlas	Kan	9+300	Huopalahti – Vantaankoski	Helsinki	K					
Kannonkoski		Ksi	488+694	Jyväskylä – Haapajärvi	Kannonkoski						
Kannus		Kns	591+582	Kokkola – Ylivieska	Kannus	K		K		K	
Karhejärvi		Krr	224+902	Lielahti – Seinäjoki	Viljakkala	K		K			
Karhukangas		Khg	621+508	Kokkola – Ylivieska	Ylivieska	K		K			
Karjaa	Karis	Kr	87+056	Hyvinkää – Karjaa	Karjaa	K	K	K	K	K	
Karkku		Kru	230+733	Lielahti – Kokemäki	Vammala	K		K			
Karviainen		Kar	247+320	Toijala – Turku	Aura	K		K			
Kaskinen	Kaskö	Ksk	530+522	Seinäjoki – Kaskinen	Kaskinen	K		K	K		
Kauhajoki		Kji	472+720	Seinäjoki – Kaskinen	Kauhajoki				K		
Kauhava		Kha	455+728	Seinäjoki – Kokkola	Kauhava	K		K	K	K	
Kauklahti	Köklax	Klh	24+277	Helsinki – Karjaa	Espoo	K		K		K	
Kaulinranta		Klr	963+350	Tornio – Kolari	Ylitornio	K					▌
Kauniainen	Grankulla	Kni	16+054	Helsinki – Karjaa	Kauniainen	K		K	K	K	
Kauppilanmäki		Kpl	568+751	Iisalmi – Kontiomäki	Iisalmi			K			
Kausala		Ka	169+436	Lahti – Kouvola	Iitti			K			
Kauttua		Ktu	310+423	Kiukainen – Säkylä	Eura			K		K	
Keitelepohja		Ktp	519+256	Jyväskylä – Haapajärvi	Viitasaari						
Kekomäki		Kek	79+288	Riihimäki – Lahti	Hausjärvi	K					
Kelloselkä		Kls	1135+115	Laurila – Kelloselkä	Salla						
Kemi		Kem	858+300	Oulu – Laurila	Kemi	K	K	K	K	K	
Kemijärvi		Kjä	1056+399	Laurila – Kelloselkä	Kemijärvi	K			K		
Kemira		Ker	495+600	Viinijärvi – Siilinjärvi	Siilinjärvi				K		
Kempele		Kml	741+075	Ylivieska – Oulu	Kempele	K		K			
Kera		Kea	14+536	Helsinki – Karjaa	Espoo						
Kerava	Kervo	Ke	28+869	Helsinki – Riihimäki	Kerava	K	K	K	K	K	
Kerimäki		Kiä	495+531	Savonlinna – Parikkala	Kerimäki	K		K	K	K	
Kesälahti		Kti	428+003	Parikkala – Säkäniemi	Kesälahti	K		K	K		
Keuruu		Keu	316+041	Haapamäki – Jyväskylä	Keuruu	K		K			
Kihniö		Kiö	444+460	Parkano – Kihniö	Kihniö						
Kiiala	Kiala	Kia	60+013	Kerava – Porvoo / Sköldvik	Porvoo						
Kilo		Kil	13+035	Helsinki – Karjaa	Espoo						▌
Kilpua		Kua	668+910	Ylivieska – Oulu	Oulainen	K		K			
Kinni		Kii	247+982	Kouvola – Pieksämäki	Mäntyharju	K		K			
Kirkkonummi	Kyrkslätt	Kkn	37+503	Helsinki – Karjaa	Kirkkonummi	K	K	K		K	
Kirkniemi	Gerknäs	Krn	136+261	Hyvinkää – Karjaa	Lohja	K		K	K	K	

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Kitee		Kit	460+016	Parikkala – Säkäniemi	Kitee	K		K	K	K
Kiukainen		Kn	297+395	Kokemäki – Rauma	Eurakoski	K		K		
Kiuruvesi		Krv	583+985	Iisalmi – Ylivieska	Kiuruvesi	K		K	K	K
Kivesjärvi		Kvj	878+146	Oulu – Kontiomäki	Paltamo	K		K		
Kivihaka	Stenhagen	Khk	4+701	Helsinki – Karjaa	Helsinki	K				
Kohtavaara		Koh	775+927	Joensuu – Kontiomäki	Nurmes					
Koivu		Kvu	923+373	Laurila – Kelloselkä	Tervola	K		K		
Koivuhovi	Björkgård	Kvh	17+861	Helsinki – Karjaa	Espoo					
Koivukylä	Björkby	Kvy	19+440	Helsinki – Riihimäki	Vantaa					
Kokemäki	Kumo	Kki	284+442	Lielahti – Kokemäki	Kokemäki	K		K		K
Kokkola	Karleby	Kok	551+441	Seinäjoki – Kokkola	Kokkola	K	K	K	K	K
Kolari		Kli	1067+206	Tornio – Kolari	Kolari	K		K	K	K
Kolho		Klo	286+265	Orivesi – Haapamäki	Vilppula			K	K	K
Kolkontaipale		Kpe	435+989	Huutokoski – Savonlinna	Rantasalmi					
Kolppi	Kållby	Kpi	525+100	Seinäjoki – Kokkola	Pedersöre	K		K	K	K
Kommila		Kmm	429+700	Huutokoski – Viinijärvi	Varkaus				K	
Komu		Kom	607+174	Iisalmi – Ylivieska	Pyhäjärvi				K	
Kontiolahti		Khi	640+295	Joensuu – Kontiomäki	Kontiolahti	K		K		
Kontiomäki		Kon	658+780	Iisalmi – Kontiomäki	Paltamo	K	K	K	K	K
Koria		Kra	185+440	Lahti – Kouvola	Elimäki			K	K	K
Korkeakoski		Kas	247+910	Orivesi – Haapamäki	Juupajoki	K		K	K	K
Korso		Krs	22+669	Helsinki – Riihimäki	Vantaa	K				
Koskenkorva		Kos	442+447	Seinäjoki – Kaskinen	Ilmajoki				K	
Kotavaara		Ktv	1064+700	Laurila – Kelloselkä	Kemijärvi	K				
Kotka		Kta	242+775	Kouvola – Kotka	Kotka	K	K	K	K	K
Kotkan satama		Kts	243+579	Kouvola – Kotka	Kotka					
Kouvola		Kv	191+540	Lahti – Kouvola	Kouvola	K	K	K	K	K
Kovjoki		Koi	508+925	Seinäjoki – Kokkola	Uusikaarlepyy	K		K		
Kruunupyy	Kronoby	Kpy	537+585	Seinäjoki – Kokkola	Kruunupyy	K		K	K	K
Kuivaniemi		Kui	823+510	Oulu – Laurila	Kuivaniemi	K		K		
Kuivasjärvi		Kis	276+327	Lielahti – Seinäjoki	Parkano	K		K		
Kumiseva		Kms	582+154	Jyväskylä – Haapajärvi	Haapajärvi					
Kuopio		Kuo	464+590	Pieksämäki – Siilinjärvi	Kuopio	K	K	K	K	K
Kupittaa	Kuppis	Kut	196+372	Karjaa – Turku	Turku	K		K		
Kurikka		Krk	452+013	Seinäjoki – Kaskinen	Kurikka					
Kurkimäki		Krm	444+074	Pieksämäki – Siilinjärvi	Kuopio	K		K		K

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Kursu		Kuu	1095+034	Laurila – Kelloselkä	Salla						
Kutemainen		Ktm	512+930	Jyväskylä – Haapajärvi	Viitasaari						▌
Kuurila		Ku	138+769	Riihimäki – Tampere	Kalvola	K					
Kuusankoski		Kuk	199+290	Kouvola – Kuusankoski	Kuusankoski	K		K	K		
Kuusivaara		Kvr	1037+026	Laurila – Kelloselkä	Kemijärvi						
Kylänlahti		Kyn	742+960	Joensuu – Kontiomäki	Lieksa						
Kymi	Kymmene	Ky	233+450	Kouvola – Kotka	Kotka	K		K	K	K	
Kyminlinna		Kln	237+229	Kouvola – Kotka	Kotka						
Kyrö		Kö	232+875	Toijala – Turku	Karinainen	K		K	K	K	
Kyrölä		Krö	34+784	Helsinki – Riihimäki	Järvenpää						
Kytömaa		Kyt	31+203	Helsinki – Riihimäki	Kerava	K					
Kälviä	Kelviä	Klv	568+144	Kokkola – Ylivieska	Kälviä	K		K			
Käpylä	Kottby	Käp	5+840	Helsinki – Riihimäki	Helsinki						
Köykkäri		Kök	486+491	Seinäjoki – Kokkola	Alahärmä	K		K			▌
Laaja		Lja	722+271	Kontiomäki – Pesiökylä	Suomussalmi	K					
Lahdenperä		Lpr	267+080	Orivesi – Jyväskylä	Jämsä	K		K			
Lahnaslampi		Lhn	881+053	Vuokatti – Lahnaslampi	Sotkamo				K		▌
Lahti	Lahtis	Lh	130+170	Riihimäki – Lahti	Lahti	K	K	K	K	K	
Laihia	Laihela	Lai	468+916	Seinäjoki – Vaasa	Laihia	K		K			
Laikko		Lkk	358+561	Luumäki – Parikkala	Rautjärvi						
Lakiala		Lak	209+214	Lielahti – Seinäjoki	Ylöjärvi	K		K			
Lamminkoski		Lmk	268+785	Lielahti – Seinäjoki	Parkano	K		K			
Lapinjärvi	Lappträsk	Lpj	185+432	Lahti – Loviisan satama	Lapinjärvi						
Lapinlahti		Lna	525+604	Siilinjärvi – Iisalmi	Lapinlahti	K		K			
Lapinneva		Lpn	415+618	Niinisalo – Parkano	Parkano						
Lappeenranta	Villmanstrand	Lr	287+726	Luumäki – Parikkala	Lappeenranta	K	K	K	K	K	
Lappila		Laa	97+693	Riihimäki – Lahti	Kärkölä						
Lappohja	Lappvik	Lpo	189+639	Karjaa – Hanko	Hanko	K		K	K	K	
Lapua	Lappo	Lpa	441+094	Seinäjoki – Kokkola	Lapua	K		K	K	K	
Larvakytö		Lyö	333+057	Lielahti – Seinäjoki	Seinäjoki	K					▌
Laurila		Lla	865+776	Oulu – Laurila	Keminmaa	K		K		K	
Lauritsala		Lrs	291+936	Luumäki – Parikkala	Lappeenranta	K		K	K	K	
Lautiosaari		Li	863+064	Oulu – Laurila	Kemi	K				K	▌
Lelkola		Lkl	276+011	Kouvola – Pieksämäki	Hirvensalmi	K		K			
Lempäälä		Lpä	165+928	Riihimäki – Tampere	Lempäälä						
Leppäkoski		Lk	87+830	Riihimäki – Tampere	Janakkala	K					

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Leppävaara	Alberga	Lpv	11+249	Helsinki – Karjaa	Espoo	K		K		K	
Leteensuo		Lts	123+554	Riihimäki – Tampere	Hattula	K					
Lieksa		Lis	728+121	Joensuu – Kontiomäki	Lieksa	K	K	K	K	K	
Lielahti		Llh	193+393	Tampere – Lielahti	Tampere	K		K	K	K	
Lievestuore		Lvt	402+191	Jyväskylä – Pieksämäki	Laukaa	K		K	K	K	▌
Liminka	Limingo	Lka	728+483	Ylivieska – Oulu	Liminka	K		K		K	
Lohja	Lojo	Lo	122+965	Hyvinkää – Karjaa	Lohja			K			▌
Lohjanjärvi		Loj	128+036	Lohja – Lohjanjärvi	Lohja				K		
Loimaa		Lm	208+870	Toijala – Turku	Loimaa	K		K	K	K	
Louhela	Klippsta	Loh	13+190	Huopalahti – Vantaankoski	Vantaa						
Loukolampi		Lol	360+013	Kouvola – Pieksämäki	Pieksänmaa	K		K			▌
Loviisa	Lovisa	Lva	202+512	Lahti – Loviisan satama	Loviisa						
Loviisan satama	Lovisa hamn	Lvs	207+209	Lahti – Loviisan satama	Loviisa	K		K	K	K	
Luikonlahti		Lui	557+061	Viinijärvi – Siilinjärvi	Kaavi	K		K	K		
Luoma	Bobäck	Lma	27+807	Helsinki – Karjaa	Kirkkonummi						
Lustikulla		Lul	35+347	Helsinki – Riihimäki	Järvenpää	K					
Lusto		Lus	509+170	Savonlinna – Parikkala	Punkaharju						
Luumäki		Lä	250+540	Kouvola – Luumäki	Luumäki	K		K	K	K	
Länkipohja		Läp	256+030	Orivesi – Jämsänkoski	Jämsä	K					
Maanselkä		Mlk	836+049	Joensuu – Kontiomäki	Sotkamo						
Maaria	St Marie	Mri	262+070	Toijala – Turku	Turku	K		K			
Madesjärvi		Md	291+821	Lielahti – Seinäjoki	Jalasjärvi	K		K			
Majajärvi		Mjj	216+317	Lielahti – Seinäjoki	Viljakkala	K		K			
Malmi	Malm	Ml	10+900	Helsinki – Riihimäki	Helsinki	K					
Malminkartano	Malmgård	Mlo	10+730	Huopalahti – Vantaankoski	Helsinki						
Mankki	Mankby	Mnk	25+401	Helsinki – Karjaa	Kirkkonummi				K		
Markkala		Mrk	403+737	Pieksämäki – Siilinjärvi	Suonenjoki	K		K			
Martinlaakso	Mårtensdal	Mrl	14+010	Huopalahti – Vantaankoski	Vantaa	K					
Masala	Masaby	Mas	29+561	Helsinki – Karjaa	Kirkkonummi						
Matkaneva		Mtv	562+059	Kokkola – Ylivieska	Kälviä	K		K			
Mattila		Mat	159+906	Riihimäki – Tampere	Lempäälä	K					
Metsäkansa		Msä	155+811	Toijala – Valkeakoski	Valkeakoski						▌
Mikkeli	St Michel	Mi	305+165	Kouvola – Pieksämäki	Mikkeli	K	K	K	K	K	
Misi		Mis	1021+255	Laurila – Kelloselkä	Rovaniemi	K		K			▌
Mommila		Mla	91+430	Riihimäki – Lahti	Hausjärvi						
Muhos		Mh	788+424	Oulu – Kontiomäki	Muhos	K		K		K	

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Mukkula		Muk	140+012	Lahti – Mukkula	Lahti				K	K	
Murtomäki		Mur	613+165	Iisalmi – Kontiomäki	Kajaani	K		K			
Mussalo		Mss	247+570	Kotka – Mussalo	Kotka				K		
Mustio	Svartå	Mso	143+000	Hyvinkää – Karjaa	Karjaa			K	K		
Mustolan satama		Mst	296+720	Lappeenranta – Mustolan satama	Lappeenranta				K		
Muukko		Mko	297+112	Luumäki – Parikkala	Lappeenranta	K		K			
Muurame		Muu	324+768	Orivesi – Jyväskylä	Muurame	K		K			
Muuras		Mus	565+540	Jyväskylä – Haapajärvi	Haapajärvi						
Muurola		Mul	948+464	Laurila – Kelloselkä	Rovaniemi	K		K			▌
Myllykangas		Mys	815+693	Oulu – Laurila	Kuivaniemi	K		K			
Myllykoski		Mki	203+742	Kouvola – Kotka	Anjalankoski	K					
Myllymäki		My	333+721	Haapamäki – Seinäjoki	Ähtäri			K		K	
Myllyoja		Myl	161+727	Lahti – Heinola	Heinola	K		K			▌
Mynttilä		Myt	270+889	Kouvola – Pieksämäki	Mäntyharju	K					
Mynämäki		Myn	229+607	Turku – Uusikaupunki – Hangonsaari	Mynämäki	K		K			
Myrskylä	Mörskom	Myä	169+771	Lahti – Loviisan satama	Lapinjärvi						
Myyrmäki	Myrbacka	Myr	12+130	Huopalahti – Vantaankoski	Vantaa	K					
Mäkkylä		Mäk	9+511	Helsinki – Karjaa	Espoo						▌
Mänttä		Män	282+740	Vilppula – Mänttä	Mänttä				K	K	
Mäntyharju		Mr	262+680	Kouvola – Pieksämäki	Mäntyharju	K		K	K	K	
Mäntyluoto		Mn	342+020	Pori – Mäntyluoto	Pori	K		K	K	K	
Naantali	Nådendal	Nnl	213+934	Raisio – Naantali	Naantali			K	K	K	
Naarajärvi		Nri	449+862	Jyväskylä – Pieksämäki	Pieksänmaa				K		▌
Nakkila		Nal	308+091	Kokemäki – Pori	Nakkila	K		K			
Nastola		Nsl	146+150	Lahti – Kouvola	Nastola						▌
Niemenpää		Nmp	923+605	Tornio – Kolari	Tornio	K					▌
Niinimaa		Nii	383+155	Haapamäki – Seinäjoki	Alavus						
Niinisalo		Nns	386+215	Niinisalo – Parkano	Kankaanpää				K		
Niirala		Nrl	555+846	Niirala-raja – Säkäniemi	Tohmajärvi	K		K	K	K	▌
Niirala-raja		Nrlr	554+080	Niirala-raja – Säkäniemi	Tohmajärvi	K					▌
Niittylahti		Nth	613+475	Säkäniemi – Joensuu	Pyhäselkä	K		K			
Nikkilä	Nickby	Nlä	39+176	Kerava – Porvoo / Sköldvik	Sipoo						
Nivala		Nvl	676+878	Iisalmi – Ylivieska	Nivala	K		K			
Nokia		Noa	204+004	Lielahti – Kokemäki	Nokia	K		K	K	K	

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Nummela		Nm	109+368	Hyvinkää – Karjaa	Vihti			K			
Nuojua		Nua	835+579	Oulu – Kontiomäki	Vaala					K	
Nuppulinna		Nup	44+210	Helsinki – Riihimäki	Tuusula						
Nurmes		Nrm	784+420	Joensuu – Kontiomäki	Nurmes	K	K	K		K	
Oitti		Oi	86+809	Riihimäki – Lahti	Hausjärvi						
Olli		Olli	45+740	Kerava – Porvoo / Sköldvik	Porvoo	K			K		
Onkamo		Onk	479+160	Parikkala – Säkäniemi	Tohmajärvi						
Onttola		Ont	631+177	Joensuu – Viinijärvi	Joensuu				K		
Orimattila		Om	150+407	Lahti – Loviisan satama	Orimattila						
Orivesi		Ov	228+276	Tampere – Orivesi	Orivesi						
Otalampi		Otp	94+900	Hyvinkää – Karjaa	Vihti						
Otanmäki		Otm	638+822	Murtomäki – Otanmäki	Vuolijoki				K	K	
Otava		Ot	290+521	Kouvola – Pieksämäki	Mikkeli	K		K		K	
Otavan satama		Ots	292+885	Otava – Otavan satama	Mikkeli				K	K	
Oulainen		Ou	657+850	Ylivieska – Oulu	Oulainen	K		K	K	K	
Oulu	Uleåborg	Ol	752+778	Ylivieska – Oulu	Oulu	K	K	K	K	K	
Oulunkylä	Åggelby	Olk	7+399	Helsinki – Riihimäki	Helsinki	K			K		
Paimenportti		Pti	241+190	Kouvola – Kotka	Kotka						
Paimio	Pemar	Po	171+885	Karjaa – Turku	Paimio	K		K			
Palopuro		Plp	54+535	Helsinki – Riihimäki	Hyvinkää	K					
Paltamo		Pto	901+579	Oulu – Kontiomäki	Paltamo	K		K	K	K	
Pankakoski		Pas	731+865	Lieksa – Pankakoski	Lieksa						
Parikkala		Par	387+302	Luumäki – Parikkala	Parikkala	K	K	K		K	
Parkano		Pko	262+483	Lielahti – Seinäjoki	Parkano	K	K	K	K	K	
Parola		Prl	115+764	Riihimäki – Tampere	Hattula				K		
Pasila	Böle	Psl	3+230	Helsinki – Riihimäki	Helsinki	K	K	K	K	K	
Pelkola		Pa	335+672	Imatra tavara – Imatrankoski-raja	Imatra				K	K	
Pello		Pel	1002+804	Tornio – Kolari	Pello				K		
Peltosalmi		Pmi	545+355	Siilinjärvi – Iisalmi	Iisalmi				K		
Peräseinäjoki		Psj	318+481	Lielahti – Seinäjoki	Seinäjoki	K		K	K		
Pesiökylä		Psk	732+752	Kontiomäki – Ämmänsaari	Suomussalmi	K		K		K	
Petäjävesi		Pvi	343+357	Haapamäki – Jyväskylä	Petäjävesi	K		K			
Pieksämäki		Pm	376+000	Kouvola – Pieksämäki	Pieksämäki	K	K	K	K	K	
Pietarsaari	Jakobstad	Pts	528+780	Pännäinen – Pietarsaari	Pietarsaari	K		K	K	K	
Pihlajavesi		Ph	312+430	Haapamäki – Seinäjoki	Keuruu	K		K			
Pihlava		Plv	337+091	Pori – Mäntyluoto	Pori				K		

Name	Another name	Abbr.	Km Hki	Section	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting	
Pihtipudas		Pp	540+605	Jyväskylä – Haapajärvi	Pihtipudas						
Piikkiö	Pikis	Pik	182+785	Karjaa – Turku	Piikkiö	K		K			
Pikkarala		Pkl	771+765	Oulu – Kontiomäki	Oulu	K		K	K		
Pitäjänmäki	Sockenbacka	Pjm	8+474	Helsinki – Karjaa	Helsinki						
Pohjankuru	Skuru	Pku	94+907	Karjaa – Turku	Pohja	K		K	K		
Pohjois-Haaga	Norra Haga	Poh	8+050	Huopalahti – Vantaankoski	Helsinki						
Pohjois-Louko		Plu	329+329	Lielahti – Seinäjoki	Seinäjoki	K					
Poikkeus		Pkk	254+744	Lielahti – Seinäjoki	Parkano	K		K			
Poiksilta		Poi	416+728	Parikkala – Säkäniemi	Kesälahti						
Pori	Björneborg	Pri	322+278	Kokemäki – Pori	Pori	K	K	K	K	K	
Porokylä		Por	787+046	Joensuu – Kontiomäki	Nurmes				K		
Porvoo	Borgå	Prv	62+287	Kerava – Porvoo / Sköldvik	Porvoo			K		K	
Porvoon keskusta	Borgå Centrum	Pvk	62+934	Kerava – Porvoo / Sköldvik	Porvoo						
Puhos		Pus	452+808	Parikkala – Säkäniemi	Kitee	K		K	K	K	
Puistola	Parkstad	Pla	14+050	Helsinki – Riihimäki	Helsinki						
Pukinmäki	Bocksbacka	Pmk	9+442	Helsinki – Riihimäki	Helsinki						
Pulsa		Pl	262+491	Luumäki – Vainikkala-raja	Lappeenranta	K		K			
Punkaharju		Pun	515+111	Savonlinna – Parikkala	Punkaharju	K		K	K	K	
Puntala		Pnt	337+019	Luumäki – Parikkala	Ruokolahti						
Purola		Pur	40+533	Helsinki – Riihimäki	Järvenpää	K					
Putikko		Pu	520+902	Savonlinna – Parikkala	Punkaharju				K		
Pyhäkumpu		Pyk	615+650	Pyhäkumpu erk.vh – Pyhäkumpu	Pyhäjärvi				K		
Pyhäsalmi		Phä	615+934	Iisalmi – Ylivieska	Pyhäjärvi	K		K	K		
Pännäinen	Bennäs	Pnä	518+604	Seinäjoki – Kokkola	Pedersöre	K		K		K	
Pääskylahti		Pky	484+939	Savonlinna – Parikkala	Savonlinna				K	K	
Raahe	Brahestad	Rhe	726+726	Tuomioja – Raahe	Raahe	K	K	K	K	K	
Raippo		Rpo	270+052	Luumäki – Vainikkala-raja	Lappeenranta	K		K	K		
Raisio	Reso	Rai	207+829	Turku – Uusikaupunki – Hangonsaari	Raisio	K		K	K		
Rajamäki		Rm	72+267	Hyvinkää – Karjaa	Nurmijärvi				K		
Rajaperkiö		Rjp	448+396	Seinäjoki – Kokkola	Lapua	K		K			
Rantasalmi		Rmi	445+165	Huutokoski – Savonlinna	Rantasalmi				K		
Rasinsuo		Ras	258+510	Luumäki – Parikkala	Luumäki	K		K			
Ratikylä		Rlä	284+344	Lielahti – Seinäjoki	Kihniö	K		K			
Rauha		Rah	318+490	Luumäki – Parikkala	Joutseno	K		K		K	
Rauma	Raumo	Rma	331+659	Kokemäki – Rauma	Rauma	K	K	K	K	K	

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Raunio		Rio	464+845	Seinäjoki – Kokkola	Kauhava	K		K			
Rautaruukki		Rat	730+050	Tuomioja – Raahe	Raahe				K		
Rautjärvi		Rjä	345+788	Luumäki – Parikkala	Rautjärvi	K		K			
Rekola	Räckhals	Rkl	20+615	Helsinki – Riihimäki	Vantaa	K					
Retretti		Ree	507+500	Savonlinna – Parikkala	Punkaharju						
Riihimäki		Ri	71+410	Helsinki – Riihimäki	Riihimäki	K	K	K	K	K	
Riippa		Rpa	578+065	Kokkola – Ylivieska	Kälviä	K		K			
Ristiina		Rst	291+162	Mynttilä – Ristiina	Ristiina			K	K	K	
Ristijärvi		Rjv	676+804	Kontiomäki – Ämmänsaari	Ristijärvi						
Rovaniemi		Roi	971+775	Laurila – Kelloselkä	Rovaniemi	K	K	K	K	K	
Ruha		Rha	433+128	Seinäjoki – Kokkola	Lapua	K		K			
Runni		Rnn	568+518	Iisalmi – Ylivieska	Iisalmi						
Ruosniemi		Rsn	330+936	Pori – Ruosniemi	Pori				K		
Ruukki		Rki	705+228	Ylivieska – Oulu	Ruukki	K		K	K	K	
Ruusutorppa		Rus	11+927	Helsinki – Karjaa	Espoo	K					
Ryttylä		Ry	80+770	Riihimäki – Tampere	Hausjärvi				K		
Röyttä		Röy	893+917	Tornio – Röyttä	Tornio				K		
Saakoski		Saa	305+373	Orivesi – Jyväskylä	Korpilahti	K		K			
Saari		Sr	405+246	Parikkala – Säkäniemi	Parikkala	K		K			
Saarijärvi		Srj	452+723	Jyväskylä – Haapajärvi	Saarijärvi	K			K		
Salla		Sll	1121+347	Laurila – Kelloselkä	Salla						
Salminen		Sln	426+718	Pieksämäki – Siilinjärvi	Suonenjoki	K		K			
Salmivaara		Smv	1111+444	Laurila – Kelloselkä	Salla						
Salo		Slo	143+981	Karjaa – Turku	Salo	K		K		K	
Salpausselkä		Sss	129+372	Lahti – Salpausselkä	Lahti						
Sammalisto		Sam	74+487	Riihimäki – Tampere	Riihimäki	K					
Santala	Sandö	Sta	196+908	Karjaa – Hanko	Hanko						
Saunakallio		Sau	38+846	Helsinki – Riihimäki	Järvenpää	K		K	K	K	
Savio		Sav	26+265	Helsinki – Riihimäki	Kerava				K		
Savonlinna	Nyslott	Sl	481+772	Savonlinna – Parikkala	Savonlinna	K	K	K	K	K	
Savonlinna-Kauppatori		Slk	482+748	Savonlinna – Parikkala	Savonlinna						
Seinäjoki		Sk	418+001	Lielahti – Seinäjoki	Seinäjoki	K	K	K	K	K	
Selänpää		Spä	209+869	Kouvola – Pieksämäki	Valkeala	K		K			
Seläntaus		Sts	532+456	Jyväskylä – Haapajärvi	Pihtipudas						
Sieppijärvi		Spj	1045+904	Tornio – Kolari	Kolari						
Sievi		Svi	613+592	Kokkola – Ylivieska	Sievi	K		K		K	

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Siikamäki		Skä	389+745	Pieksämäki – Huutokoski	Pieksänmaa	K					
Siilinjärvi		Sij	489+718	Pieksämäki – Siilinjärvi	Siilinjärvi	K		K	K	K	
Simo		Sim	833+715	Oulu – Laurila	Simo	K		K			
Simpele		Spl	368+317	Luumäki – Parikkala	Rautjärvi	K		K	K	K	
Sisättö		Stö	235+602	Lielahti – Seinäjoki	Ikaalinen	K		K			
Siuntio	Sjundeå	Sti	51+285	Helsinki – Karjaa	Siuntio	K		K			
Siuro		Siu	213+355	Lielahti – Kokemäki	Nokia	K		K			
Skogby		Sgy	184+790	Karjaa – Hanko	Tammisaari						
Sköldvik	Kilpilahti	Sld	56+360	Kerava – Porvoo / Sköldvik	Porvoo	K		K	K	K	
Soinlahti		Soa	559+651	Iisalmi – Kontiomäki	Iisalmi			K	K	K	
Sokojoki		Sjo	726+690	Joensuu – Kontiomäki	Lieksa	K					
Sukeva		Skv	589+222	Iisalmi – Kontiomäki	Sonkajärvi			K			
Suolahti		Suo	417+796	Jyväskylä – Haapajärvi	Suolahti	K		K	K	K	
Suonenjoki		Snj	413+842	Pieksämäki – Siilinjärvi	Suonenjoki	K		K		K	
Suoniemi		Snm	220+655	Lielahti – Kokemäki	Nokia	K		K			
Syrjämäki		Ski	341+474	Lielahti – Seinäjoki	Nurmo	K					
Sysmäjärvi		Smj	669+601	Viinijärvi – Siilinjärvi	Outokumpu				K	K	
Säkylä		Säk	315+928	Kiukainen – Säkylä	Säkylä				K	K	
Säkäniemi		Sä	586+841	Säkäniemi – Joensuu	Tohmajärvi	K					
Sänkimäki		Skm	504+505	Viinijärvi – Siilinjärvi	Nilsiä						
Särkisalmi		Smi	535+892	Savonlinna – Parikkala	Parikkala						
Sääksjärvi		Sj	177+734	Riihimäki – Tampere	Tampere	K					
Taavetti		Ta	238+589	Kouvola – Luumäki	Luumäki			K	K	K	
Tahkoluoto		Tko	350+750	Pori – Mäntyluoto	Pori				K	K	
Taipale		Te	537+239	Siilinjärvi – Iisalmi	Iisalmi	K		K			
Talviainen		Tv	247+245	Orivesi – Jyväskylä	Längelmäki	K		K			
Tammisaari	Ekenäs	Tms	174+056	Karjaa – Hanko	Tammisaari						
Tampere	Tammerfors	Tpe	187+389	Riihimäki – Tampere	Tampere	K	K	K	K	K	
Tapanila	Mosabacka	Tna	12+610	Helsinki – Riihimäki	Helsinki						
Tapavainola		Tap	270+405	Luumäki – Parikkala	Lappeenranta	K		K			
Tavastila		Tsl	228+854	Kouvola – Kotka	Kotka						
Tervajoki		Tk	460+156	Seinäjoki – Vaasa	Isokyrö						
Tervola		Trv	900+521	Laurila – Kelloselkä	Tervola	K		K			
Teuva	Östermark	Tuv	497+474	Seinäjoki – Kaskinen	Teuva				K		
Tiensuu		Tis	720+293	Joensuu – Kontiomäki	Lieksa						
Tikkala		Tkk	592+461	Säkäniemi – Joensuu	Tohmajärvi	K		K			

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Tikkurila	Dickursby	Tkl	15+861	Helsinki – Riihimäki	Vantaa	K		K	K	K	
Tohmajärvi		Toh	571+752	Niirala-raja – Säkäniemi	Tohmajärvi	K		K			
Toijala		Tl	147+339	Riihimäki – Tampere	Toijala	K	K	K	K	K	
Toivala		Toi	479+162	Pieksämäki – Siilinjärvi	Siilinjärvi	K		K			
Tolsa	Tolls	Tol	35+634	Helsinki – Karjaa	Kirkkonummi						
Tommola		Tom	117+197	Riihimäki – Lahti	Hollola	K					
Toppila		Tp	757+075	Tuira – Toppila	Oulu				K		
Torkkeli		Trk	240+150	Orivesi – Jämsänkoski	Längelmäki	K					▌
Tornio	Torneå	Tor	884+646	Laurila – Tornio-raja	Tornio	K	K	K	K	K	
Tornio-raja	Torneå gränsen	Trr	887+236	Laurila – Tornio-raja	Tornio	K					
Tuira		Tua	755+510	Oulu – Laurila	Oulu	K		K	K	K	▌
Tuomarila	Domsby	Trl	19+022	Helsinki – Karjaa	Espoo						
Tuomioja		Tja	698+504	Ylivieska – Oulu	Ruukki	K		K		K	
Turenki		Tu	93+771	Riihimäki – Tampere	Janakkala	K		K	K	K	
Turku	Åbo	Tku	199+673	Karjaa – Turku	Turku	K	K	K	K	K	
Turku satama	Åbo hamn	Tus	277+696	Turku – Turku satama	Turku						
Tuupovaara		Tpv	668+672	Joensuu – Ilomantsi	Joensuu			K		K	▌
Tuuri		Tuu	366+950	Haapamäki – Seinäjoki	Alavus					K	
Törmä		Tör	878+075	Laurila – Kelloselkä	Keminmaa	K		K			
Törölä		Trä	265+519	Luumäki – Parikkala	Lappeenranta	K		K			
Töysä		Tö	356+397	Haapamäki – Seinäjoki	Alavus						
Uimaharju		Uim	674+451	Joensuu – Kontiomäki	Eno	K		K	K	K	
Ukkola		Uk	680+480	Joensuu – Kontiomäki	Eno				K		
Urjala		Ur	165+588	Toijala – Turku	Urjala	K		K			
Utajärvi		Utj	810+502	Oulu – Kontiomäki	Utajärvi	K		K		K	
Utti		Uti	204+085	Kouvola – Luumäki	Anjalankoski						
Uusikaupunki	Nystad	Ukp	264+643	Turku – Uusikaupunki – Hangonsaari	Uusikaupunki	K		K	K		
Uusikylä		Ukä	150+722	Lahti – Kouvola	Nastola	K		K		K	
Vaajakoski		Vko	384+866	Jyväskylä – Pieksämäki	Jyväskylän mlk	K		K			
Vaala		Vaa	844+671	Oulu – Kontiomäki	Vaala	K		K		K	
Vaarala		Vra	981+481	Laurila – Kelloselkä	Rovaniemi						▌
Vaasa	Vasa	Vs	492+588	Seinäjoki – Vaasa	Vaasa	K	K	K	K	K	
Vahojärvi		Vjr	244+926	Lielahti – Seinäjoki	Parkano	K		K			
Vainikkala		Vna	282+784	Luumäki – Vainikkala-raja	Lappeenranta	K	K	K	K	K	
Vainikkala-raja		Vnar	284+862	Luumäki – Vainikkala-raja	Lappeenranta	K					
Valimo	Gjuteriet	Vmo	7+480	Helsinki – Karjaa	Helsinki						

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Valkeakoski		Vi	164+952	Toijala – Valkeakoski	Valkeakoski			K	K	K	
Valkeasuo		Vso	583+976	Niirala-raja – Säkäniemi	Tohmajärvi						
Valtimo		Vlm	808+636	Joensuu – Kontiomäki	Valtimo						
Vammala		Vma	245+885	Lielahti – Kokemäki	Vammala	K		K	K	K	
Vanattara		Vtr	172+340	Riihimäki – Tampere	Lempäälä	K					
Vantaankoski	Vandaforsen	Vks	14+907	Huopalahti – Vantaankoski	Vantaa	K					
Varanen		Vrn	499+986	Jyväskylä – Haapajärvi	Kannonkoski						▌
Varkaus		Var	424+685	Huutokoski – Viinijärvi	Varkaus	K	K	K	K	K	
Vartius		Vus	753+755	Kontiomäki – Vartius-raja	Kuhmo	K		K		K	
Vartius-Raja		Vur	755+856	Kontiomäki – Vartius-raja	Kuhmo	K					▌
Vasikkahaka		Vkh	31+175	Helsinki – Karjaa	Kirkkonummi	K					▌
Vaskiluoto	Vasklot	Vsk	496+490	Seinäjoki – Vaasa	Vaasa				K		
Venetmäki		Vki	433+164	Jyväskylä – Pieksämäki	Pieksänmaa	K		K			▌
Viekki		Vk	753+979	Joensuu – Kontiomäki	Lieksa						
Vierumäki		Vrm	153+801	Lahti – Heinola	Heinola	K		K			▌
Vihanti		Vti	684+573	Ylivieska – Oulu	Vihanti	K		K	K	K	
Viheriäinen		Vie	209+305	Turku – Viheriäinen	Naantali				K		
Vihtari		Vih	489+889	Huutokoski – Viinijärvi	Heinävesi	K	K	K			
Vihtavuori		Vri	395+177	Jyväskylä – Haapajärvi	Laukaa				K		
Viiala		Via	154+288	Riihimäki – Tampere	Viiala				K		
Viinijärvi		Vnj	656+569	Joensuu – Viinijärvi	Liperi	K	K	K		K	
Vika		Vik	1010+478	Laurila – Kelloselkä	Rovaniemi						▌
Vilppula		Vlp	274+760	Orivesi – Haapamäki	Vilppula	K		K		K	
Vinnilä		Vin	131+438	Riihimäki – Tampere	Kalvola	K					
Voltti		Vt	479+402	Seinäjoki – Kokkola	Alahärmä	K		K			
Vuohijärvi		Vhj	221+308	Kouvola – Pieksämäki	Valkeala	K		K			
Vuojoki		Vjo	318+501	Kokemäki – Rauma	Lapijoki	K		K			
Vuokatti		Vkt	868+838	Joensuu – Kontiomäki	Sotkamo	K		K	K	K	
Vuonislahti		Vsl	705+240	Joensuu – Kontiomäki	Lieksa			K			
Vuonos		Vns	588+808	Sysmäjärvi – Vuonos	Outokumpu				K		
Ykspihlaja	Yxpila	Yks	555+428	Kokkola – Ykspihlaja	Kokkola				K		▌
Ylistaro		Yst	439+558	Seinäjoki – Vaasa	Ylistaro						
Ylitornio		Ytr	946+139	Tornio – Kolari	Ylitornio		K				
Ylivalli		Ylv	302+016	Lielahti – Seinäjoki	Jalasjärvi	K		K	K		
Ylivieska		Yv	630+343	Kokkola – Ylivieska	Ylivieska	K	K	K	K	K	
Yläkoski		Ylk	416+984	Suonenjoki – Iisvesi	Suonenjoki				K		

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Ylämylly		Yly	639+019	Joensuu – Viinijärvi	Liperi					
Ylöjärvi		Ylö	200+753	Lielahti – Seinäjoki	Ylöjärvi	K		K		
Ypykkävaara		Ypy	729+780	Kontiomäki – Vartius-raja	Kuhmo					
Äetsä		Äs	258+280	Lielahti – Kokemäki	Äetsä	K		K	K	K
Ähtäri	Etseri	Äht	346+067	Haapamäki – Seinäjoki	Ähtäri	K		K		
Ämmänsaari		Äm	750+448	Kontiomäki – Ämmänsaari	Suomussalmi	K		K		K
Äänekoski		Äki	424+515	Jyväskylä – Haapajärvi	Äänekoski	K	K	K	K	K

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Ahvenus				0	769	—	—	—	—	—	—
Airaksela				0	876	—	—	—	—	—	K
Aittaluoto				0	485	—	—	—	Y	—	K
Ajos				0	806	—	Y	—	Y	—	K
Alapitkä				0	672	—	—	—	K	—	K
Alavus	80	203	265	2	781	63 A	—	—	K	K	K
Alholma				0	777	—	—	—	K, Y	—	K
Alvajärvi				0	608	—	—	—	K	—	K
Arola				0	793	25A	K	—	K	—	K
Arolampi				0	0	—	—	—	—	—	—
Dragsvik		70	550	1	966	—	—	—	—	K	—
Dynamiittivaihde				0	151	—	—	—	K	—	K
Elijärvi				0	205	—	—	—	—	—	K
Eläinpuisto-Zoo		100	265	1	0	—	—	—	—	K	—
Eno		80	550	1	646	16 A	—	—	K	K	K
Enonjärvi		(49)	(265)	(2)	592	—	—	—	K	—	—
Ervelä				0	632	—	—	—	—	—	—
Eskola		(120)	(265)	(1)	818	—	K	—	K	—	K
Espoo	240	322	550	4	281	—	—	—	—	K	—
Haapajärvi		160	265	1	767	25 A	K	—	K, Y	K	K
Haapakoski		(51)	(265)	(1)	789	—	—	—	K	—	—
Haapakylä				0	547	—	K	—	K	—	—
Haapamäki	188	325	265	4	711	63 A	K	—	K	K	K
Hakosilta				0	0	—	—	—	—	—	—
Haksi		20	265	1	0	—	—	—	—	K	—
Hamina				0	881	25 A	K	K	K	—	K
Hammaslahti		146	265	1	710	—	K	—	K	K	K
Hanala				0	0	—	—	—	—	—	—
Hangonsaari				0	442	—	—	—	—	—	K
Hanhikoski				0	653	—	—	—	K	—	—
Hankasalmi	233	289	265	2	774	25 A	K	K	K, Y	K	K
Hanko	108	108	265	2	772	25 A	K	K	K	K	K
Hanko-Pohjoinen		68	550	1	0	—	—	—	—	K	—
Harjavalta	250	250	550	2	789	25 A	—	—	K	K	K
Harju				0	820	—	—	—	K	—	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Harviala				0	0	—	—	—	—	—	—
Haukipudas				0	864	—	K	—	K	—	—
Haukivuori	199	200	265	2	927	63 A	K	—	K	K	K
Hausjärvi				0	539	—	—	—	—	—	—
Haviseva				0	0	—	—	—	—	—	—
Heikkilä				0	0	—	—	—	—	—	—
Heinola		(106)	(265)	(1)	608	25 A	K	—	K	—	K
Heinoo				0	770	—	—	—	—	—	—
Heinävaara				0	690	—	—	—	K	—	K
Heinävesi	100	206	265	2	613	—	K	—	K	K	K
Helsinki	265	477	550	19	493	—	—	K	—	K	—
Herrala	110	110	550	2	0	—	—	—	—	K	—
Hiekkaharju	270	270	550	2	0	—	—	—	—	K	—
Hiirola				0	732	—	—	—	—	—	—
Hikiä	110	110	550	2	0	—	—	—	—	K	—
Hillosensalmi		(178)	(550)	(1)	833	—	—	—	—	—	—
Hinkua				0	500	—	—	—	K	—	—
Hinthaara	55	65	265	2	108	—	—	—	—	K	—
Hirvineva				0	857	25 A	K	—	K	—	—
Humppila	249	430	550	2	800	—	K	—	Y	K	K
Huopalahti	270	270	550	4	0	—	—	—	—	K	—
Huutokoski				0	672	25 A	—	—	K	—	—
Hyrynsalmi		(100)	(265)	(1)	768	25 A	K	—	K	—	K
Hyvinkää	310	326	550	3	770	25 A	—	—	K	K	K
Hämeenlinna	257	450	550	3	1033	—	Y	Y	K	K	K
Härmä	(51)	188	265	1 (1)	855	25 A	K	—	K	K	K
Höljäkkä		92	265	1	618	25 A	—	—	K	K	K
Ii		92	265	1	765	25 A	—	—	K	K	—
Iisalmi	162	396	265	3	763	63 A	Y	Y	K, Y	K	K
Iisvesi				0	310	—	—	—	K	—	K
Iittala	170	170	550	2	0	—	—	—	—	K	—
Ilmajoki				0	418	25 A	K	—	K	—	—
Ilmala	275	275	550	2	0	—	—	—	—	K	—
Ilmalan ratapiha				0	0	—	—	—	—	—	—
Ilomantsi				0	787	63 A	—	—	K	—	K

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Imatra		450	265	1	935	63 A	—	—	—	—	K
Imatra asema		450	265	1	0	—	—	—	—	K	—
Imatra tavara				0	935	63 A	—	—	—	—	K
Imatrankoski				0	1269	—	K	—	K	—	K
Imatrankoski-raja				0	0	—	—	—	—	—	K
Immola				0	513	—	—	—	K	—	K
Inha		99	265	(1)	199	—	—	—	K	—	K
Inkeroinen	120	172	265	3	831	—	—	—	K	K	K
Inkoo	100	170	550	2	237	—	—	—	K	K	—
Isokylä				0	623	—	—	—	K	—	K
Isokyrö	110	150	550	2	550	—	—	—	—	K	K
Jalasjärvi		51	550	1	794	—	K	—	K	K	—
Jepua		(133)	(265)	(1)	797	16 A	K	—	K	—	—
Joensuu	226	377	265	3	733	63 A, 1500 V	K	K	K	K	K
Jokela	312	320	550	3	855	—	—	—	K	K	—
Jokikylä				0	0	—	—	—	—	—	—
Joroinen		(80)	(265)	(1)	467	—	—	—	K	—	K
Jorvas	97	124	265	2	0	—	—	—	—	K	—
Joutjärvi				0	0	—	—	—	—	—	—
Joutseno	460	460	550	2	845	—	—	—	—	K	K
Joutsijärvi				0	623	25 A	—	—	Y	—	K
Juankoski		(120)	(265)	(1)	610	25 A	K	—	K, Y	—	K
Jutila				0	0	—	—	—	—	—	—
Juupajoki		80	550	1	0	—	—	—	—	K	—
Juurikorpi				0	825	—	—	—	—	—	—
Jyväskylä	160	449	550	4	842	63 A, 1500 V	K	K	K	K	K
Jämsä	194	314	265	2	801	25 A	K	K	K, Y	K	K
Jämsänkoski				0	638	25 A	—	—	K	—	K
Järvelä	122	122	550	2	637	—	—	—	K	K	K
Järvenpää	284	388	550	3	0	—	K	K	—	K	K
Kaipiainen				0	804	—	K	—	K	—	K
Kaipola				0	538	—	—	—	K	—	K
Kairokoski				0	552	—	K	—	K	—	K
Kaitjärvi				0	756	—	—	—	K	—	—
Kajaani	251	311	265	2	777	63 A	K	K	K	K	K

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Kallislahti		(86)	(265)	(1)	575	—	—	—	K	—	K
Kalvitsa				0	740	25 A	—	—	K	—	K
Kangas		(47)	(265)	(1)	811	—	—	—	K	—	—
Kannelmäki	227	227	550	2	0	—	—	—	—	K	—
Kannonkoski				0	645	—	K	—	K	—	K
Kannus	339	420	265	2	849	25 A	K	—	K	K	—
Karhejärvi				0	810	—	K	—	K	—	—
Karhukangas				0	879	—	—	—	—	—	—
Karjaa	248	352	550	4	785	—	Y	K	K	K	K
Karkku		143	265	1	885	—	—	—	K	K	—
Karviainen				0	770	—	—	—	—	—	—
Kaskinen				0	1222	25 A	K	—	Y	—	K
Kauhajoki				0	576	—	K	—	K	—	—
Kauhava		414	265	1	871	25 A	—	—	K	K	K
Kauklahti	270	270	550	3	466	—	—	—	K	K	—
Kaulinranta				0	0	—	—	—	—	—	—
Kauniainen	194	214	265	3	299	—	—	—	—	K	K
Kauppilanmäki				0	666	—	—	—	K	—	K
Kausala	84	160	265	3	678	—	—	—	K	K	—
Kauttua		(42)	(265)	(1)	508	—	K	—	K	—	K
Keitelepohja				0	676	—	K	—	K	—	K
Kekomäki				0	0	—	—	—	—	—	—
Kelloselkä				0	635	—	—	—	Y	—	K
Kemi	450	450	550/265	3	1050	63 A	Y	Y	K	K	K
Kemijärvi		235	265	1	656	25 A	K	—	Y	K	K
Kemira				0	453	—	—	—	Y	—	K
Kempele		(119)	(265)	(1)	787	—	K	—	K	—	—
Kera	216	224	265	2	0	—	—	—	—	K	—
Kerava	270	350	550	4	580	25 A	K	—	—	K	—
Kerimäki		108	265	1	466	—	—	—	K	K	K
Kesälahti		322	265	1	695	—	—	—	K	K	K
Keuruu		108	550	1	782	—	—	—	K	K	K
Kihniö				0	577	—	K	—	K	—	K
Kiiala		49	265	1	0	—	—	—	—	K	—
Kilo	270	270	550	2	0	—	—	—	—	K	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Kilpua		(70)	(265)	(1)	784	25 A	—	—	—	—	—
Kinni				0	819	—	—	—	—	—	—
Kirkkonummi	316	320	660	3	627	—	—	—	K	K	—
Kirkniemi				0	620	—	—	—	K	—	K
Kitee		355	265	1	686	—	Y	—	Y	K	K
Kiukainen				0	798	—	K	—	K	—	—
Kiuruvesi		126	265	1	592	—	K	—	K, Y	K	K
Kivesjärvi		(53)	(265)	(1)	1143	—	—	—	—	—	—
Kivihaka				0	0	—	—	—	—	—	—
Kohtavaara		55	265	1	0	—	—	—	—	K	—
Koivu		(40)	(265)	(1)	705	—	K	—	K	—	K
Koivuhovi	278	278	550	2	0	—	—	—	—	K	—
Koivukylä	270	270	550	2	0	—	—	—	—	K	—
Kokemäki	249	249	550	3	795	25 A	K	—	K	K	K
Kokkola	308	482	265	2	871	63 A, 1500 V	Y	Y	K	K	K
Kolari	(370)	675	550/265	1	1204	63 A	Y	Y	Y	K	K
Kolho		(127)	(265)	(1)	705	—	K	—	K	—	K
Kolkontaipale				0	553	—	—	—	K	—	—
Kolppi				0	801	—	—	—	—	—	—
Kommila				0	789	25 A	—	—	Y	—	K
Komu				0	576	—	—	—	Y	—	—
Kontiolahti		(95)	(265)	(1)	630	—	—	K	K	K	K
Kontiomäki	226	544	265	5	803	63 A	K	K	K	K	K
Koria	61	61	265	2	693	—	K	—	K	K	—
Korkeakoski		(72)	(265)	(1)	638	—	K	K	K	—	K
Korso	270	270	550	2	0	—	—	—	—	K	—
Koskenkorva				0	251	—	—	—	K	—	K
Kotavaara				0	0	—	—	—	—	—	—
Kotka		193	265	1	896	25 A	K	—	K	K	K
Kotkan satama		110	265	1	581	—	—	—	—	K	—
Kouvola	296	400	265	7	920	63 A	K	K	K	K	K
Kovjoki		(102)	(265)	(1)	887	—	—	—	—	—	—
Kruunupyy		(70)	(265)	(1)	806	25 A	K	—	K	—	K
Kuivaniemi		147	265	1	0	—	K	—	K	K	—
Kuivasjärvi				0	812	—	—	—	K	—	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Kumiseva				0	668	—	—	—	K	—	—
Kuopio	180	387	265	3	797	63 A	Y	K, Y	Y	K	K
Kupittaa	420	420	550	2	657	—	—	—	—	K	—
Kurikka				0	367	—	K	K	K	—	—
Kurkimäki				0	811	—	—	—	K	—	K
Kursu				0	653	—	—	—	K	—	—
Kutemainen				0	305	—	—	—	K	—	—
Kuurila				0	0	—	—	—	—	—	—
Kuusankoski				0	860	25 A	—	—	Y	—	K
Kuusivaara		28	265	1	621	—	K	—	K	K	—
Kylänlahti		57	265	1	0	—	—	—	—	K	—
Kymi	32	66	265	2	702	—	K	—	K	K	—
Kyminlinna		55	265	1	0	—	—	—	—	K	—
Kyrö				0	764	—	—	—	K	—	K
Kyrölä	266	268	550	2	0	—	—	—	—	K	—
Kytömaa				0	0	—	—	—	—	—	—
Kälviä				0	1075	25 A	K	—	K	—	—
Käpylä	244	334	550	2	0	—	—	—	—	K	—
Köykkäri				0	877	—	—	—	—	—	—
Laaja				0	0	—	—	—	—	—	—
Lahdenperä				0	819	—	—	—	—	—	—
Lahnaslampi				0	605	—	—	—	—	—	K
Lahti	314	427	265	4	742	63 A	Y	Y	K	K	K
Laihia		201	265	1	508	25 A	—	—	K	K	K
Laikko				0	558	—	—	—	K	—	K
Lakiala				0	951	—	K	—	K	—	—
Lamminkoski				0	764	—	—	—	—	—	—
Lapinjärvi				0	427	—	K	—	K	—	K
Lapinlahti	301	355	265	2	766	—	—	—	Y	K	K
Lapinneva				0	446	—	—	—	K	—	—
Lappeenranta	430	450	550	3	773	25 A	K, Y	—	K	K	K
Lappila	60	60	550	2	0	—	—	—	—	K	—
Lappohja		70	550	1	773	—	—	—	—	K	K
Lapua		438	265	1	798	—	—	—	K	K	K
Larvakytö				0	0	—	—	—	—	—	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Laurila				0	672	25 A	K	—	K	—	—
Lauritsala				0	680	—	—	—	K	—	K
Lautiosaari				0	0	—	—	—	—	—	—
Lelkola				0	836	—	—	—	—	—	—
Lempäälä	170	170	550	2	812	—	—	—	—	K	—
Leppäkoski				0	0	—	—	—	—	—	—
Leppävaara	266	292	550	4	0	—	—	—	—	K	—
Leteensuo				0	0	—	—	—	—	—	—
Lieksa		151	265	1	750	—	K	K	K	K	K
Lielahti				0	759	—	—	—	K	—	K
Lievestuore		259	265	1	909	25 A	K	—	K	K	K
Liminka		(147)	(265)	(1)	775	—	K	—	K	—	—
Lohja				0	493	—	K	—	K	—	K
Lohjanjärvi				0	422	—	—	—	—	—	K
Loimaa	252	450	550	3	817	—	—	—	K	K	K
Louhela	234	234	550	2	0	—	—	—	—	K	—
Loukolampi				0	917	—	—	—	—	—	—
Loviisa				0	615	25 A	K	—	K	—	—
Loviisan satama				0	721	25 A	Y	—	K	—	K
Luikonlahti				0	920	25 A	—	—	Y	—	K
Luoma	216	216	265	2	0	—	—	—	—	K	—
Lustikulla				0	0	—	—	—	—	—	—
Lusto		124	265	1	0	—	—	—	—	K	—
Luumäki				0	780	—	—	—	K	—	K
Länkipohja				0	725	—	—	—	—	—	—
Länsisatama				0	600	—	—	—	—	—	K
Maanselkä				0	647	—	—	—	K	—	—
Maaria				0	776	—	—	—	—	—	—
Madesjärvi				0	809	—	K	—	K	—	K
Majajärvi				0	740	—	—	—	—	—	—
Malmi	319	350	550	2	0	—	—	—	—	K	—
Malminkartano	294	294	550	2	0	—	—	—	—	K	—
Mankki	126	136	265	2	0	—	—	—	—	K	—
Markkala				0	776	—	—	—	—	—	—
Martinlaakso	235	235	550	2	0	—	—	—	—	K	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Masala	270	270	550	2	0	—	—	—	—	K	—
Matkaneva				0	878	—	—	—	—	—	—
Mattila				0	0	—	—	—	—	—	—
Metsäkansa				0	300	—	K	—	K	—	K
Mikkeli	350	452	550	3	709	25 A	Y	—	Y	K	K
Misi		83	265	1	771	63 A	K	K	K	K	K
Mommila	60	60	550	2	0	—	—	—	—	K	—
Muhos	151	212	265	2	1051	—	K	—	K	K	—
Mukkula				0	472	—	—	—	K	—	K
Murtomäki				0	784	—	—	—	K	—	—
Mussalo				0	1055	—	—	—	—	—	K
Mustio				0	808	—	K	—	K	—	K
Mustolan satama				0	500	—	Y	—	Y	—	K
Muukko				0	817	—	—	—	—	—	—
Muurame				0	871	—	—	—	K	—	—
Muuras				0	716	—	K	—	K	—	K
Muurola	316	317	265	2	778	—	—	—	K	K	—
Myllykangas				0	867	—	—	—	—	—	—
Myllykoski	110	110	265	2	753	—	—	—	—	K	—
Myllymäki	185	215	265	2	810	—	—	—	K	K	K
Myllyoja				0	498	—	—	—	Y	—	K
Mynttilä				0	0	—	—	—	—	—	—
Mynämäki		(124)	(265)	(1)	575	—	K	—	K	—	—
Myrskylä				0	625	—	—	—	K	—	—
Myyrmäki	237	237	550	2	0	—	—	—	—	K	—
Mäkkylä	270	288	550	2	0	—	—	—	—	K	—
Mänttä				0	676	—	—	—	K	—	K
Mäntyharju	457	457	550	2	1023	—	K	—	K	K	K
Mäntyluoto				0	840	—	Y	—	Y	—	K
Naantali				0	485	—	—	—	Y	—	K
Naarajärvi				0	822	—	—	—	K	—	K
Nakkila				0	766	—	—	—	—	—	—
Nastola	120	120	550	2	0	—	—	—	—	—	—
Niemenpää				0	0	—	—	—	—	—	—
Niinimaa		(85)	(265)	(1)	701	—	—	—	K	—	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Niinisalo				0	547	—	Y	Y	Y	—	K
Niirala		(42)	(265)	(1)	1107	63 A	Y	—	K	—	K
Niirala-raja				0	0	—	—	—	—	—	K
Niittylahti				0	725	—	K	—	K	—	—
Nikkilä		30	265	1	0	—	—	—	—	K	—
Nivala		123	265	1	725	25 A	K	—	K	K	K
Nokia		282	265	1	899	—	—	—	—	K	K
Nummela				0	446	—	—	—	K	—	K
Nuojua				0	601	—	—	—	K	—	—
Nuppulinna	210	210	550	2	0	—	—	—	—	K	—
Nurmes	73	205	265	2	908	63 A	K	K	K	K	K
Oitti	102	102	550	2	0	—	—	—	—	K	—
Olli				0	0	—	—	—	—	—	—
Onkamo		210	265	1	0	—	—	—	—	K	—
Onttola				0	645	—	—	—	—	—	K
Orimattila				0	702	—	—	—	K	—	—
Orivesi	263	304	265	3	796	25 A	K	—	K	K	K
Otalampi				0	0	—	—	—	—	—	—
Otanmäki				0	449	—	—	—	Y	—	K
Otava		(152)	(265)	(1)	737	25 A	—	—	K	—	K
Otavan satama				0	571	—	—	—	—	—	—
Oulainen	427	428	265	3	970	25 A	Y	—	Y	K	K
Oulu	344	458	550/265	3	920	63 A, 1500 V	Y	Y	Y	K	K
Oulunkylä	270	274	550	2	0	—	—	—	—	K	—
Paimenportti		53	265	1	0	—	—	—	—	K	—
Paimio				0	793	—	—	—	—	—	—
Palopuro				0	0	—	—	—	—	—	—
Paltamo		230	265	1	686	—	—	—	K	K	K
Pankakoski				0	535	—	—	—	K	—	K
Parikkala	210	379	265	3	729	63 A	K	—	K	K	—
Parkano	600	600	550	3	974	63 A	Y	—	K	K	K
Parola	191	196	550	2	730	—	K	—	K	K	K
Pasila	322	425	550	10	747	25 A	Y	Y	K	K	K
Pelkola				0	1410	—	—	—	—	—	Y
Pello		454	265	1	715	25 A	Y	—	Y	K	K

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Peltosalmi				0	504	—	—	—	K	—	K
Peräseinäjoki				0	801	—	—	—	K	—	K
Pesiökylä		(80)	(265)	(1)	783	—	—	—	K	—	—
Petäjävesi		142	265	1	757	—	—	—	K	K	K
Pieksämäki	332	611	265	4	985	63 A	Y	—	K	K	K
Pietarsaari		(70)	(265)	(1)	759	25 A	K	—	K	—	K
Pihlajavesi	40	93	265	2	580	—	—	—	K	K	—
Pihlava				0	435	—	—	—	—	—	—
Pihtipudas		(125)	(265)	(1)	787	25 A	Y	Y	K	—	K
Piikkiö		(31)	(265)	(1)	321	—	—	—	K	—	K
Pikkarala				0	779	—	—	—	—	—	—
Pitäjänmäki	270	306	550	2	0	—	—	—	—	K	—
Pohjankuru				0	324	—	—	—	K	—	K
Pohjois-Haaga	244	244	550	2	0	—	—	—	—	K	—
Pohjois-Louko				0	0	—	—	—	—	—	—
Poikkeus				0	735	—	—	—	—	—	—
Poiksilta				0	268	—	—	—	K	—	K
Pori	251	251	550	2	789	63 A, 1500 V	Y	—	Y	K	K
Porokylä	0	0	0	0	482	—	—	—	Y	—	K
Porvoo		218	265	1	446	—	K	—	K	K	—
Porvoon keskusta		68	265	1	0	—	—	—	—	K	—
Puhos				0	670	—	K	—	K	—	K
Puistola	278	278	550	2	0	—	—	—	—	K	—
Pukinmäki	277	287	550	2	0	—	—	—	—	K	—
Pulsa		(68)	(265)	(1)	1872	—	—	—	K	—	—
Punkaharju		201	265	1	506	—	—	—	K	K	K
Puntala				0	565	—	—	—	K	—	—
Purola	270	270	550	2	0	—	—	—	—	K	—
Putikko		(65)	(265)	(1)	697	—	—	—	K	—	—
Pyhäkumpu				0	550	—	K	—	K	—	K
Pyhäsalmi		126	265	1	548	—	K	—	K	K	K
Pännäinen	338	440	265	2	799	25 A	K	—	K	K	K
Pääskylahti				0	714	—	K	—	K	—	K
Raahe				0	747	25 A	K	—	K	—	K
Raippo				0	1890	—	—	—	—	—	K

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Raisio	(120)	(168)	(265)	(3)	563	—	—	—	—	—	K
Rajamäki				0	290	—	—	—	K	—	K
Rajaperkiö				0	876	—	—	—	—	—	—
Rantasalmi		(95)	(265)	(1)	585	—	K	—	K	—	K
Rasinsuo				0	765	—	—	—	—	—	—
Ratikylä				0	771	—	—	—	K	—	K
Rauha				0	823	—	—	—	K	—	K
Rauma				0	957	25 A	Y	Y	Y	—	K
Raunio				0	872	—	—	—	—	—	—
Rautaruukki				0	884	—	—	—	Y	—	K
Rautjärvi				0	664	—	—	—	K	—	—
Rekola	270	270	550	2	0	—	—	—	—	K	—
Retretti		121	265	1	0	—	—	—	—	K	—
Riihimäki	425	430	265	5	820	63 A	Y	Y	K	K	K
Riippa				0	876	—	—	—	—	—	—
Ristiina				0	885	—	—	—	K	—	K
Ristijärvi		(80)	(265)	(1)	0	—	—	—	—	—	—
Rovaniemi	485	548	265/550	3	802	63 A	Y	Y	Y	K	K
Ruha				0	886	—	—	—	—	—	—
Runni		36	550	1	0	—	—	—	—	K	—
Ruosniemi		(100)	(265)	(1)	655	—	—	—	Y	—	K
Ruukki	430	448	265	2	784	25 A	—	—	K	K	K
Ruusutorppa				0	0	—	—	—	—	—	—
Ryttylä	171	173	550	2	500	—	K	—	K	K	K
Röyttä				0	733	—	—	—	K	—	K
Saakoski				0	852	—	—	—	K	—	—
Saari		201	265	1	698	—	—	—	K	K	K
Saarijärvi		(75)	(265)	(1)	594	25 A	K	K	K	—	K
Salla				0	531	—	K	—	K	—	K
Salminen				0	788	—	—	—	K	—	—
Salmivaara				0	630	—	—	—	K	—	—
Salo	306	310	550	3	426	25 A	—	K	K	K	K
Salpausselkä		194	265	1	0	—	—	—	—	K	—
Sammalisto				0	0	—	—	—	—	—	—
Santala		70	550	1	0	—	—	—	—	K	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Saunakallio	203	280	550	4	650	—	—	—	Y	K	K
Savio	270	270	550	2	0	—	—	—	—	K	—
Savonlinna	165	165	265	2	618	63 A	Y	—	K	K	—
Savonlinna-Kauppatori		149	265	1	0	—	—	—	—	K	—
Seinäjoki	335	514	265	4	914	63 A	Y	—	K	K	K
Selänpää				0	802	—	—	—	—	—	—
Seläntaus				0	590	—	—	—	K	—	—
Sieppijärvi				0	756	25 A	Y	—	Y	—	K
Sievi		(77)	(265)	(1)	780	—	—	—	K	—	—
Siikamäki				0	0	—	—	—	—	—	—
Siilinjärvi	156	360	265	2	728	25 A	—	—	Y	K	K
Simo		(88)	(265)	(1)	793	25 A	K	—	K	—	—
Simpele	271	301	265	3	844	25 A	K	—	K	K	K
Sisättö				0	779	—	—	—	—	—	—
Siuntio	112	178	550	2	507	—	—	—	—	K	—
Siuro		(113)	(265)	(1)	746	—	—	—	—	—	—
Skogby		68	550	1	0	—	—	—	—	K	—
Sköldvik				0	971	25 A	—	—	—	—	K
Soinlahti				0	888	25 A	—	—	Y	—	K
Sokojoki				0	166	—	—	—	—	—	—
Sukeva	100	239	265	2	663	—	—	—	K	K	K
Suolahti		(150)	(265)	(1)	704	25 A	K	—	K	—	K
Suonenjoki	250	341	265	3	857	16 A	K	K	K	K	K
Suoniemi				0	767	—	—	—	—	—	—
Syrjämäki				0	0	—	—	—	—	—	—
Sysmäjärvi				0	636	—	—	—	K, Y	—	K
Säkylä				0	587	—	—	—	—	—	—
Säkäniemi				0	0	—	—	—	—	—	—
Sänkimäki				0	700	—	—	—	K	—	K
Särkisalmi		(60)	(265)	(1)	555	—	—	—	K	—	K
Sääksjärvi				0	0	—	—	—	—	—	—
Taavetti	188	196	265	2	812	—	K	—	K	K	K
Tahkoluoto				0	500	—	—	—	Y	—	K
Taipale				0	847	—	—	—	—	—	—
Talviainen				0	765	—	—	—	K	—	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Tammisaari		80	550	1	0	—	—	—	—	K	—
Tampere	500	500	550	5	800	63 A, 1500 V	Y	Y	Y	K	K
Tapanila	274	274	550	2	0	—	—	—	—	K	—
Tapavainola				0	774	—	—	—	—	—	—
Tavastila		47	265	1	0	—	—	—	—	K	—
Tervajoki		171	265	1	0	—	—	—	—	K	—
Tervola	231	301	265	2	821	25 A	K	—	K	K	—
Teuva				0	477	—	—	—	K	—	K
Tiensuu				0	534	—	—	—	—	—	—
Tikkala				0	775	—	—	—	K	—	—
Tikkurila	320	438	550	6	450	—	—	—	K	K	K
Tohmajärvi				0	745	—	—	—	K	—	K
Toijala	450	450	550	4	770	25 A	—	—	K	K	K
Toivala				0	786	—	—	—	K	—	K
Tolsa	109	109	265	2	0	—	—	—	—	K	—
Tommola				0	0	—	—	—	—	—	—
Toppila				0	453	—	K	—	—	—	K
Torkkeli				0	725	—	—	—	—	—	—
Tornio	(86)	(170)	(265)	(1)	718	63 A	K, Y	K, Y	K	—	K
Tornio-raja				0	0	—	—	—	—	—	K
Tuira				0	780	—	K	—	K	—	—
Tuomarila	220	222	550	2	0	—	—	—	—	K	—
Tuomioja		(198)	(265)	(1)	829	25 A	K	—	K	—	—
Turenki	170	170	550	2	1287	—	K	—	K	K	K
Turku	315	466	550	6	788	63 A, 1500 V	Y	Y	K, Y	K	K
Turku satama	424	430	550	2	0	—	—	—	—	K	—
Tuupovaara				0	599	—	K	—	K	—	K
Tuuri		66	550	1	332	—	—	—	K	K	—
Törmä				0	730	—	—	—	—	—	—
Törölä				0	782	—	—	—	—	—	—
Töysä		(91)	(265)	(1)	362	—	—	—	K	—	—
Uimaharju		174	265	1	897	16 A	—	—	K	K	K
Ukkola				0	523	—	—	—	—	—	—
Urjala				0	755	—	—	—	K	K	—
Utajärvi	163	174	265	2	736	—	K	—	K	K	K

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Utti				0	1025	—	K	—	K	—	K
Uusikaupunki		(66)	(265)	(1)	690	—	K	—	—	—	K
Uusikylä	(114)	(116)	(550)	(3)	527	—	K	—	K	K	K
Vaajakoski		(127)	(265)	(1)	626	25 A	—	—	K	—	K
Vaala	183	236	265	2	1050	—	K	—	K	K	—
Vaarala				0	327	—	—	—	K	—	K
Vaasa	233	255	265	2	695	63 A, 1500 V	Y	Y	Y	K	K
Vahojärvi				0	740	—	—	—	—	—	—
Vainikkala	482	484	550	3	1138	25 A	Y	K	K	K	K
Vainikkala-raja				0	0	—	—	—	—	K	K
Valimo	270	270	550	2	0	—	—	—	—	K	—
Valkeakoski		(42)	(265)	(1)	903	—	K	—	K	—	K
Valkeasuo				0	628	—	—	—	—	—	—
Valtimo				0	819	—	—	—	K	—	K
Vammala	251	251	550		875	—	—	—	Y	K	K
Vanattara				0	0	—	—	—	—	—	—
Vantaankoski	276	276	550	2	0	—	—	—	—	K	—
Varanen	0	0	0		228	—	—	—	K	—	—
Varkaus	180	213	265	2	763	25 A	Y	Y	K	K	K
Vartius				0	967	—	—	—	Y	—	K
Vartius-raja				0	0	—	—	—	—	—	K
Vasikkahaka				0	0	—	—	—	—	—	—
Vaskiluoto				0	497	—	Y	—	K	—	K
Venetmäki				0	822	—	—	—	K	—	—
Viekki				0	750	—	K	—	K	—	—
Vierumäki				0	620	—	K	—	K	—	K
Vihanti	395	455	265	2	722	25 A	—	—	Y	K	K
Viheriäinen				0	469	—	—	—	—	—	K
Vihtari	58	103	265	2	603	25 A	K	—	K	K	K
Vihtavuori				0	573	—	—	—	K	—	K
Viiala	170	170	550	2	305	—	—	—	K	K	K
Viinijärvi	136	211	265	2	663	25A	K	—	K	K	—
Vika				0	0	—	—	—	—	K	—
Vilppula		110	550	1	775	—	—	—	K	K	K
Vinnilä				0	0	—	—	—	—	—	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site	Passenger traffic	Freight traffic
Voltti		(149)	(265)	(1)	884	—	—	—	K	—	—
Vuohijärvi				0	733	—	K	K	—	—	K
Vuojoki				0	782	—	—	—	—	—	—
Vuokatti	(111)	(116)	(265)	(2)	674	25 A	—	—	Y	—	K
Vuonislahti		94	265	1	701	—	—	—	—	K	—
Vuonos				0	501	—	—	—	Y	—	K
Ykspihlaja				0	859	25 A	K	—	K	—	K
Ylistaro		176	265	1	525	—	—	—	—	K	—
Ylitornio		167	265	1	138	25 A	—	—	—	K	—
Ylivalli				0	1048	—	—	—	K	—	—
Ylivieska	315	482	265	3	812	25 A	Y	—	Y	K	K
Yläkoski				0	472	—	—	—	K	—	K
Ylämylly				0	674	—	K	—	K	—	K
Ylöjärvi				0	735	—	K	—	K	—	K
Ypykkävaara				0	786	—	—	—	K	—	K
Äetsä		(157)	(265)	(1)	951	—	—	—	K	—	K
Ähtäri	84	215	265	2	679	—	—	—	—	K	—
Ämmänsaari	0	0	0		721	25 A	—	—	K, Y	—	K
Äänekoski		(73)	(265)	(1)	683	25 A	K	—	K, Y	—	K

Name	Another name	Abbr.	Km Hki	Section	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting	
(Haapamäen kyllästämö)			304+940	Haapamäki – Seinäjoki	Keuruu				K		
(Iisalmen sahat)			546+495	Siilinjärvi – Iisalmi	Iisalmi				K		
(Iisalmen teollisuuskylä)			553+182	Iisalmi – Ylivieska	Iisalmi				K		
(Iisalmen teollisuusraiteet)	Keveli		548+611	Siilinjärvi – Iisalmi	Iisalmi				K		
(Imatran terästehdas)	Steel		332+602	Imatra T – Imatrankoski–raja	Imatra				K	K	
(Finnish Chemicals)	Pappilankangas		308+638	Luumäki – Parikkala	Joutseno				K		
(Jyväskylän Energia)	Rauhalahti		380+510	Jyväskylä – Pieksämäki	Jyväskylä				K		
(Kirjola)			384+483	Luumäki – Parikkala	Parikkala				K		
(Korjala)			192+677	Kouvola – Kuusankoski	Kouvola				K		
(Lieksan teollisuuskylä)			728+847	Joensuu – Kontiomäki	Lieksa				K		
(Lohja Oy)			588+427	Joensuu – Siilinjärvi	Outokumpu				K		
(Metro)		Metr	7+515	Helsinki – Riihimäki	Helsinki				K		
(Metsä-Timber)			272+900	Orivesi – Haapamäki	Vilppula				K		
(Nurmeksen saha)			782+844	Joensuu – Kontiomäki	Nurmes				K		
(Palta Oy)			905+050	Oulu – Kontiomäki	Paltamo				K		
(Perniön viljavarasto)		Pö	129+261	Pasila – Turku satama	Perniö				K		
(Pietarsaaren romu)			524+840	Pännäinen – Pietarsaari	Pedersöre				K		
(Rautakonttori)			28+967	Kerava – Porvoo / Sköldvik	Kerava				K		
(Rautpohja)			372+841	Haapamäki – Jyväskylä	Jyväskylä				K		
(Savontalo)		Nip	194+017	Kouvola – Kuusankoski	Kouvola				K		
(Suomivalimo)			552+430	Iisalmi – Kontiomäki	Iisalmi				K		
(Esso)			267+417	Turku – Uusikaupunki	Uusikaupunki				K		
(Valmet)			415+324	Jyväskylä – Haapajärvi	Laukaa				K		
(Vuorten-Vuori)			576+687	Jyväskylä – Haapajärvi	Haapajärvi				K		
Huuhkajavaara		Hjv	748+117	Pesiökylä – Taivalkoski	Suomussalmi						
Isokangas			431+744	Pori – Haapamäki	Parkano				K		
Jukajärvi		Jkj	637+376	Joensuu – Ilomantsi	Joensuu						
Jyränkö		Jyr	165+774	Lahti – Heinola	Heinola						
Kaleton		Ktn	320+915	Haapamäki – Jyväskylä	Keuruu		K				

Name	Another name	Abbr.	Km Hki	Section	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting	
Kalkku		Kau	199+471	Lielahti – Kokemäki	Tampere				K		
Kalliovarasto		Kao	644+770	Iisalmi – Kontiomäki	Kajaani				K		
Keljo		Kej	336+692	Orivesi – Jyväskylä	Jyväskylä						▌
Keljonlahti		Kei	338+700	Orivesi – Jyväskylä	Jyväskylä				K		▌
Kelkkamäki		Klk	399+992	Jyväskylä – Pieksämäki	Laukaa				K		▌
Kelvä		Kel	694+963	Joensuu – Kontiomäki	Lieksa						
Kinahmi		Knh	508+922	Viinijärvi – Siilinjärvi	Nilsiä				K		
Koppnäs		Kop	203+540	Karjaa – Hanko	Hanko				K		
Kuusanlampi		Ksn	194+000	Kouvola – Kuusankoski	Kouvola				K		▌
Laukaa		Lau	401+180	Jyväskylä – Haapajärvi	Laukaa						
Lohiluoma		Luo	463+619	Seinäjoki – Kaskinen	Kurikka		K				▌
Meltola	Mjöbolsta	Mel	149+862	Kirkniemi – Karjaa	Karjaa				K		
Mustola			295+526	Lappeenranta – Mustolan satama	Lappeenranta				K		
Närpiö	Närpes	När	518+254	Seinäjoki – Kaskinen	Närpiö						▌
Ohenmäki			542+264	Siilinjärvi – Iisalmi	Iisalmi						▌
Pitkälahti		Pi	453+113	Pieksämäki – Siilinjärvi	Kuopio				K		
Puukari		Pkr	818+358	Joensuu – Kontiomäki	Valtimo						
Pyhäkumpu erk.vh.			613+511	Iisalmi – Ylivieska	Pyhäjärvi	K					▌
Raudanlahti		Rdl	330+077	Orivesi – Jyväskylä	Muurame	K					
Rumo		Rum	827+603	Joensuu – Kontiomäki	Valtimo						
Röykkä		Rö	80+657	Hyvinkää – Karjaa	Nurmijärvi				K		
Santamäki			838+314	Oulu – Kontiomäki	Vaala						
Sorsasalo		Sor	473+775	Pieksämäki – Siilinjärvi	Kuopio						
Starckjohann Steel			133+140	Lahti – Loviisan satama	Lahti				K		
Suosaari		Suos	472+076	Pieksämäki – Siilinjärvi	Kuopio						
Syrjä		Syr	452+865	Huutokoski – Viinijärvi	Heinävesi		K				
Tervasuo			645+040	Joensuu – Ilomantsi	Joensuu						▌
Vesanka		Vn	364+469	Haapamäki–Jyväskylä	Jyväskylän mlk		K				▌
Vuonoksen vaihde			585+538	Viinijärvi – Siilinjärvi	Outokumpu						▌

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site
(Haapamäen kyllästämö)				0		—	—	—	—
(Iisalmen sahat)				0		—	—	—	—
(Iisalmen teollisuuskylä)				0	464	—	—	—	—
(Iisalmen teollisuusraiteet)				0		—	—	—	—
(Imatran terästehdas)				0		—	—	—	—
(Joutsenon Finnish Chemicals)				0		—	—	—	—
(Jyväskylän Energia)				0		—	—	—	—
(Kirjola)				0		—	—	—	Y
(Korjala)				0		—	—	—	Y
(Lieksan teollisuuskylä)				0	690	—	—	—	—
(Lohja Oy)				0		—	—	—	Y
(Metro)				0		—	—	—	—
(Metsä-Timber)				0		—	—	—	Y
(Nurmeksen saha)				0		—	—	—	Y
(Palta Oy)				0		—	—	—	Y
(Perniön viljavarasto)				0		—	—	—	Y
(Pietarsaaren romu)				0		—	—	—	Y
(Rautakonttori)				0		—	—	—	Y
(Rautpohja)				0		—	—	—	Y
(Savontalo)				0		—	—	—	Y
(Suomivalimo)				0		—	—	—	Y
(Uusikaupunki Esso)				0		—	—	—	—
(Valmet)				0		—	—	—	—
(Vuorten-Vuori)				0		—	Y	—	Y
Huuhkajavaara				0		—	—	—	K
Isokangas				0		—	—	—	K
Jukajärvi				0	285	—	—	—	K
Jyränkö				0	0	—	—	—	—
Kaleton				0	374	—	K	—	K
Kalkku				0		—	Y	—	Y
Kalliovarasto				0		—	—	—	Y
Keljo				0		—	—	—	—
Keljonlahti				0	396	—	—	—	—

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading site
Kelkkamäki				0		—	Y	—	Y
Kelvä		(39)	(265)	(1)	310	—	—	—	K
Kinahmi				0	312	—	—	—	—
Koppnäs				0		—	—	—	—
Kuusanlampi				0		—	—	—	K
Laukaa		(90)	(265)	(1)	250	—	—	—	K
Lohiluoma				0	243	—	—	—	K
Meltola				0	287	—	—	—	Y
Mustola				0		—	Y	—	Y
Närpiö				0	122	—	—	—	K
Ohenmäki				0	372	—	—	—	—
Pitkälahti				0		—	Y	—	—
Puukari				0	594	—	—	—	K
Pyhäkumpu erk.vh.				0	0	—	—	—	—
Raudanlahti				0		—	—	—	—
Rumo				0	210	—	—	—	K
Röykkä				0	181	—	—	—	—
Santamäki				0		—	—	—	K
Sorsasalo				0		—	—	—	—
Starckjohann Steel				0		—	—	—	Y
Suosaari				0	674	—	K	—	K
Syrjä				0	245	—	K	—	K
Tervasuo				0	722	—	—	—	K
Vesanka				0	394	—	K	—	K
Vuonoksen vaihde				0		—	—	—	—

Name	Another name	Abbr.	Km Hki	Section	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting
Haarajoki		Haa	39+567	Kerava – Hakosilta	Järvenpää	K		K		
Korvensuo		Ksu	50+500	Kerava – Hakosilta	Mäntsälä	K				
Kuninkaanmäki		Knm	38+500	Kerava – Vuosaari	Vantaa	K				
Liminpuro		Lmp	864+750	Oulu – Kontiomäki	Vaala	K				
Lähdemäki		Läh	79+373	Kerava – Hakosilta	Orimattila	K				
Mäntsälä		Mlä	59+210	Kerava – Hakosilta	Mäntsälä	K		K		
Niska		Nsk	826+880	Oulu – Kontiomäki	Utajärvi	K				
Puikkokoski		Pui	665+680	Kontiomäki – Vartius	Paltamo	K				
Sipilä		Sip	68+697	Kerava – Hakosilta	Mäntsälä	K				
Tuomaanvaara		Tva	682+300	Kontiomäki – Vartius	Ristijärvi	K				
Virtakallio		Vrk	89+900	Kerava – Hakosilta	Orimattila	K				
Vuosaari	Nordsjö	Vsa	48+750	Kerava – Vuosaari	Helsinki	K		K	K	K

Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side-loading platform	End-loading platform	Loading at wagon floor level
Haarajoki	220	220	550	2	269				
Korvensuo				0	0				
Kuninkaanmäki									
Liminpuro									
Lähdemäki				0	1028				
Mäntsälä	220	220	550	2	1030				
Niska									
Puikkokoski									
Sipilä				0	0				
Tuomaanvaara									
Virtakallio				0	0				
Vuosaari									

Name	Another name	Abbr.	Km Hki	Section	Municipality	Traffic control	Track maintenance	Train meeting	Private sidings	Shunting
Buslovskaja			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			338+200	Imatrankoski–raja – Kamennogorsk (Antrea)		K				
Värtsilä		Vär	553+300	Niirala–raja – Matkaselkä		K				

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

OPERATING REGULATIONS FOR THE TORNIO–HAPARANDA LINE SECTION

There is an ongoing process for reforming the operating regulations for the Haparanda–Tornio line section. The new regulations are available at RHK when they have been completed and they will be published in Network Statement 2007.

General

These operating regulations for the crossing of the Finnish-Swedish border (km 1311 + 155) on the Haparanda–Tornio line section apply both to Finnish and Swedish rolling stock. These regulations, prepared jointly by RHK and Banverket in Finnish and Swedish, shall be distributed to the staff.

Fixed Signals and Signs

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

In the direction Haparanda–Tornio:

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

"Stop"

"Proceed"

"Proceed with caution"

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

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

"Stop"

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

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

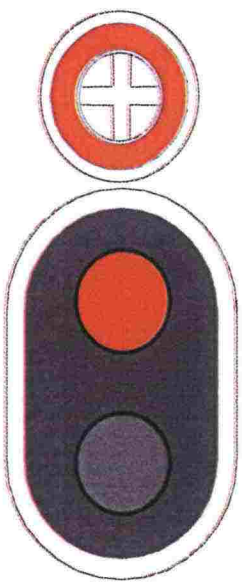
From the Swedish and Finnisch track, route signal 6/8 Km 1311+006:

”Stop”

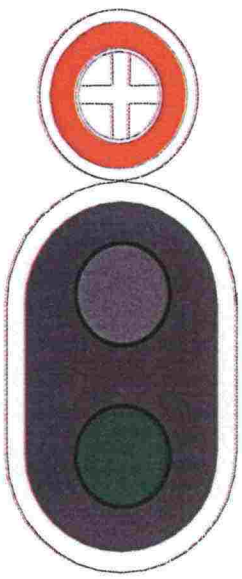
"Proceed"

Sign ”Station limit” Km 1311+155:

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



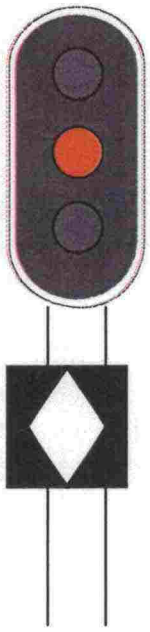
”Stop”



”Proceed”

In the direction Tornio–Haparanda:

Tornio main signal K ½

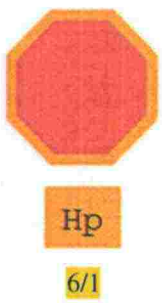


"Stop"

(signal with a shunting sign)

"Proceed"

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



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

Route signal 6/3 km 1311+012

"Stop"

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

Hand Signals

Basic Rule

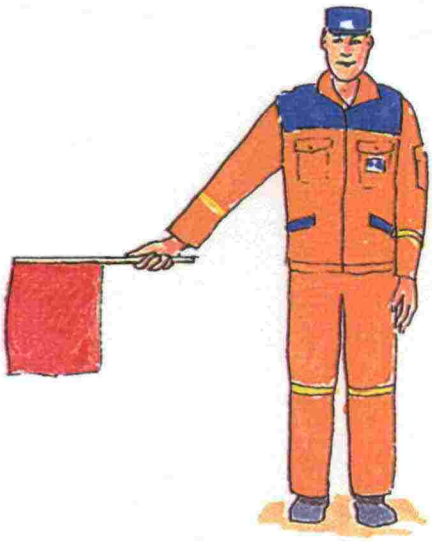
Hand signals in accordance with BVF 900.3, § 3, are applied to Swedish rolling stock on the Swedish track gauge regardless of whether traffic takes place on Finnish or Swedish territory. Hand signals in accordance with the Finnish Train Safety Regulations (Jt) are applied to Finnish rolling stock. The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

The "stop" signal is given as follows:

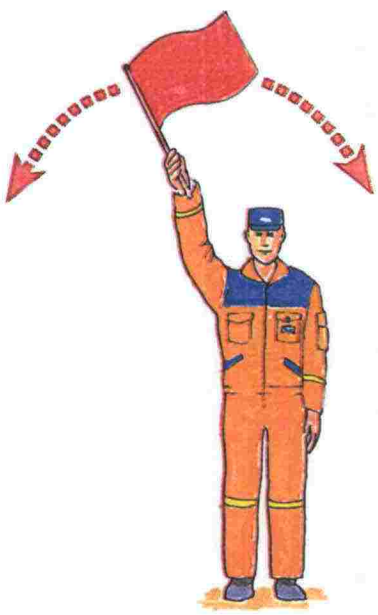
In accordance with BVF 900.3, § 3:

Day Signal

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



Red signal flag (stationary)



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

Night Signal

Red light in the lantern (stationary).

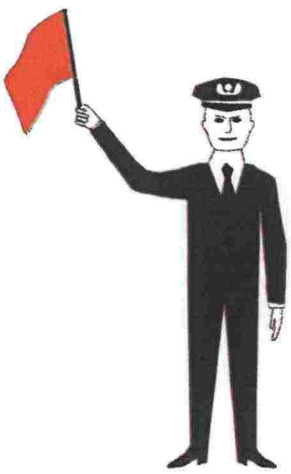
The signalman raises and lowers the lantern.

Note. The light can be white or red.

In accordance with the Jt "Stop"

Day Signal

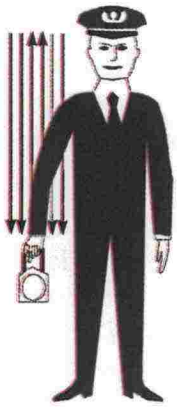
Hands upraised



Red signal flag

Night Signal

Red light



The signalman slowly moves a white light to and fro vertically

Traffic Operating Between Haparanda–Tornio–Haparanda

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

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

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

Special Instructions for Train Dispatching

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

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

- Requesting permission to dispatch a unit: The dispatcher at Haparanda requests the dispatcher at Tornio to give permission to dispatch a unit from Haparanda to Tornio. The dispatcher at Tornio requests the dispatcher at Haparanda to give permission to dispatch a unit from Tornio to Haparanda.

- Giving permission to dispatch a unit: In the direction Haparanda - Tornio, the dispatcher at Haparanda gives the permission to the dispatcher at Tornio. In the direction Tornio-Haparanda, the dispatcher at Tornio gives the permission to the dispatcher at Haparanda.

- Informing about stopping traffic over the border: After the unit has finished its work at Tornio, the dispatcher at Tornio informs the dispatcher at Haparanda thereof. After the unit has finished its work at Haparanda, the dispatcher at Haparanda in-forms the dispatcher at Tornio thereof.

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

Maximum Permitted Speed

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

Maintenance

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

Telecommunication and Radio Connections

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

Accidents and Hazardous Situations

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

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

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

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

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

- Investigation takes place in accordance with the Act (373/1985) and the Decree (6/1996) on Accident Investigation or as internal investigation within the railway company.

- The authority responsible for investigating accidents and hazardous situations in rail traffic is the Accident Investigation Board Finland.

Abbreviations and Concepts

General

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

Swedish

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

Finnish

RHK	Finnish Rail Administration
Jt	Train Safety Regulations

LOADING GAUGE

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

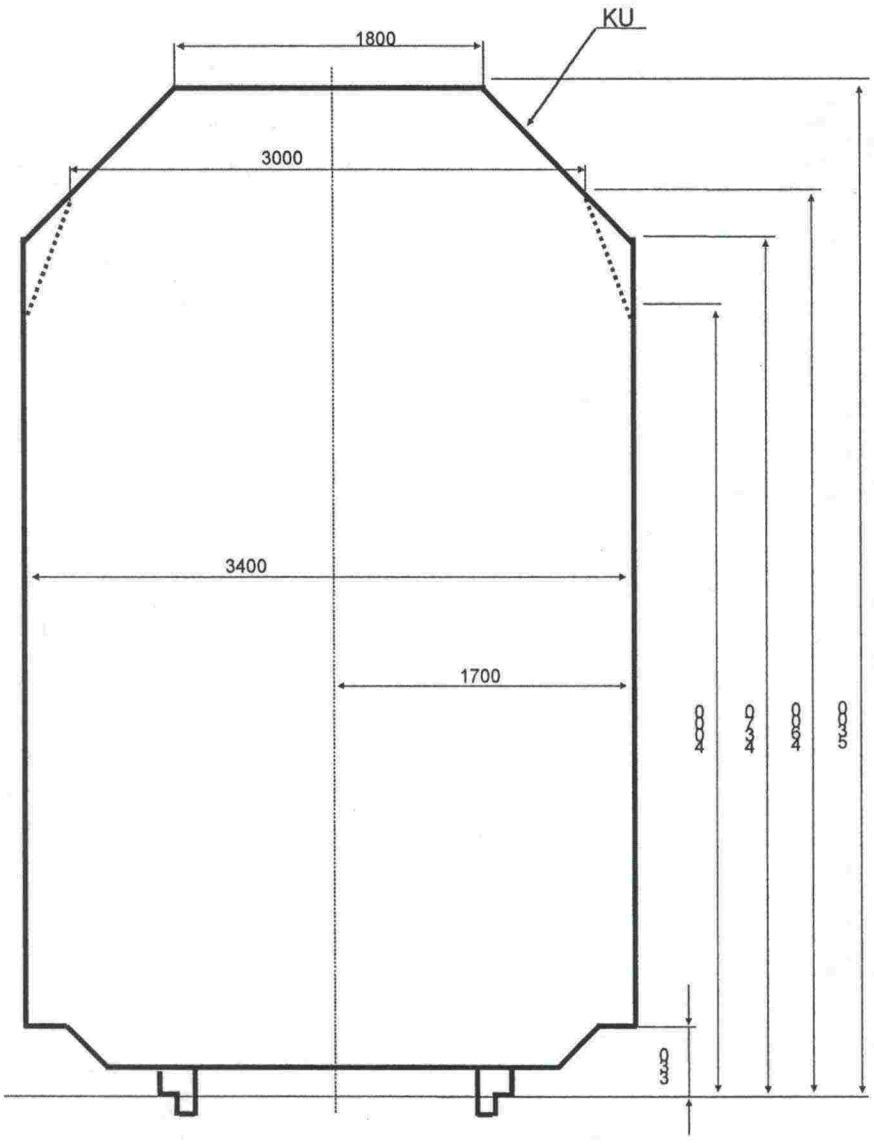


Figure 1. Principal dimensions of the loading gauge.

Use of the Loading Gauge

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

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

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

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

Loading Gauge Restrictions

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

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

Consignments Exceeding the Loading Gauge

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

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

STRUCTURE GAUGE

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

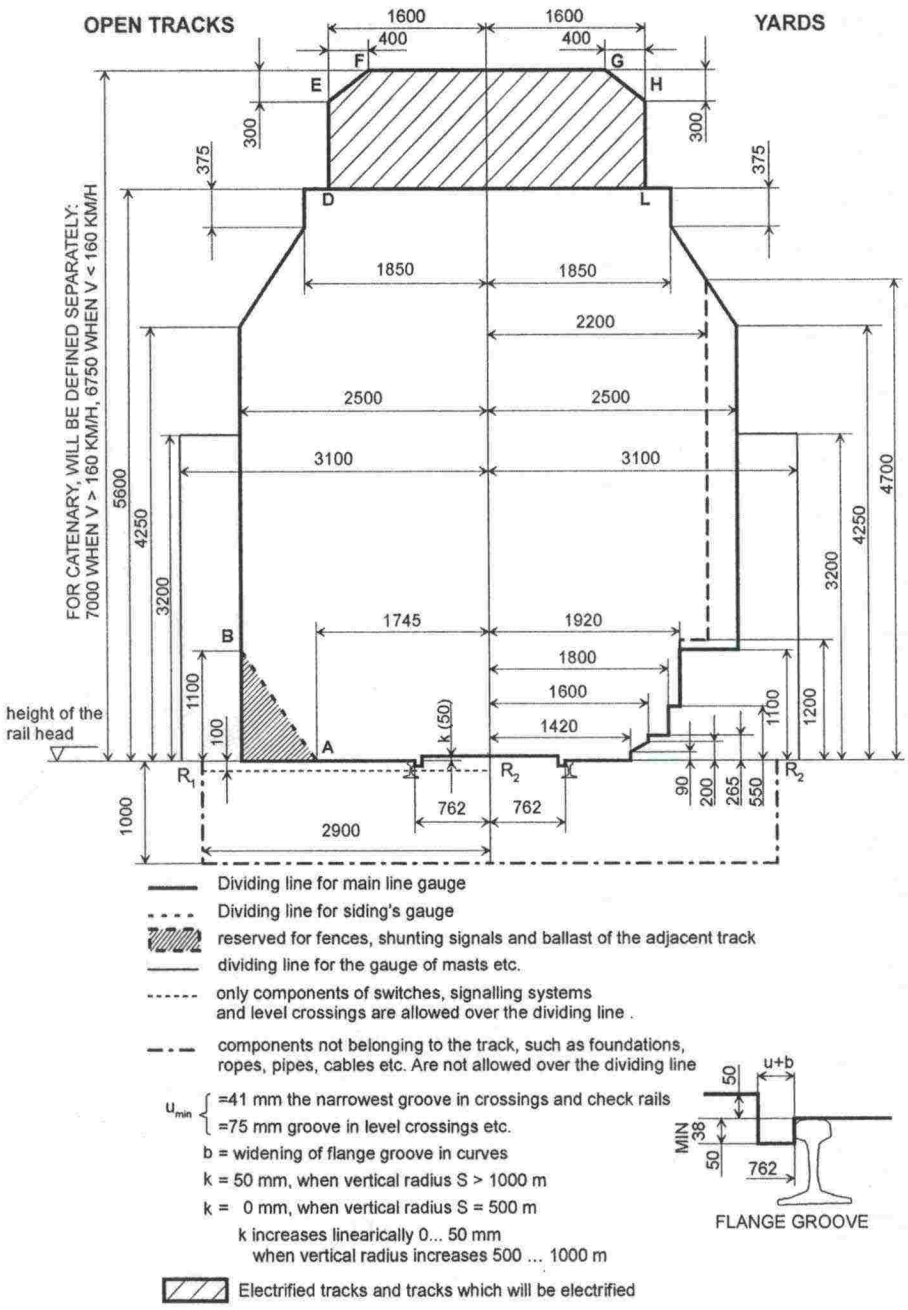


Figure 1. Principal dimensions of the structure gauge.

Effective Passing Clearance

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

LINE CATEGORIES AND PERMITTED SPEEDS FOR DIFFERENT AXLE LOADS

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

Division of Lines into Line Categories

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

Table 1. Division of lines into line categories.

Line category	Superstructure		
	Rails	**Sleepers**	**Ballast**
A	K30, K33	wooden	gravel or equal
B_1	K43, 54 E1, K60, 60 E1	wooden	gravel or equal
B_2	K43, K60	Wooden, concrete	railway ballast
C_1	54 E1	Wooden, concrete before 1987	railway ballast
C_2	54 E1	Concrete 1987 and after	railway ballast
D	60 E1	concrete	railway ballast

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

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

Responsibility of Track Maintainers

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

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

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

Line section	Line-category	Passenger trains		Freight trains			
		Locomotive hauled	Railcars	16t	20t	22,5t	25t
Helsinki – Tampere							
Helsinki – Pasila	C_1	80	80	80	80	80	—
Pasila – Tampere	D	200	200	120	120	100	—
Toijala – Valkeakoski	C_1	50	50	50	50	50	—
Kerava - Sköldvik							
Kerava – ohitusraide vaihde	C_2	30	30	30	30	30	—
Kytömaa vaihde – Sköldvik	D	80	80	80	80	80	—
Helsinki – Turku satama							
Helsinki – Leppävaara	D	120	120	120	120	100	—
Leppävaara – Kirkkonummi	C_2	120	120	120	120	100	—
Kirkkonummi – Karjaa	C_1	160	180	120	120	100	—
Karjaa – Pohjankuru	D	160	200	120	120	100	—
Pohjankuru – km 103,6	C_1	160	180	120	120	100	—
km 103,6 – km 158,0	C_2	160	200	120	120	100	—
km 158,0 – Turku	C_1	160	180	120	120	100	—
Turku – Turku satama	C_1	40	40	40	40	40	—
Huopalahti – Vantaankoski	C_1	120	120	120	120	100	—
Turku – Uusikaupunki/Naantali							
Turku – Raisio (km 207,4)	C_1	60	60	60	60	60	—
Raisio (km 207,4) – Uusikaupunki (km 265,1)	B_1	60	60	60	60	50	—
Uusikaupunki (km 265,1) – km 266,4	C_1	30	30	30	30	30	—
Raisio – Naantali	B_1	60	60	60	60	50	—
Hyvinkää – Hanko							
Hyvinkää – km 133,1	C_1	80	80	80	80	80	—
km 133,1 – Kirkniemi	D	80	80	80	80	80	—
Kirkniemi – km 152,2	D	80	80	80	80	80	80
km 152,2 – Karjaa	C_1	80	80	80	80	80	60
Karjaa – km 205,7	D	120	120	120	120	100	100
km 205,7 – Hanko	C_1	60	60	60	60	60	60
Toijala – Turku							
Toijala – km 203,6	C_2	140	140	120	120	100	—
km 203,6 – km 256,7	C_1	140	140	120	120	100	—
km 256,7 – Turku	C_1	120	120	120	120	100	—
Lielahti – Mäntyluoto/Rauma							
Lielahti – Kokemäki	C_1	140	140	120	120	100	—
Kokemäki – Harjavalta	D	140	140	120	120	100	—
Harjavalta – Pori	D	140	140	120	120	100	100
Pori – Mäntyluoto	C_1	70	70	70	70	70	50
Kokemäki – Rauma	D	100	100	100	100	100	—
Tampere – Seinäjoki							
Tampere – Lielahti	D	120	120	120	120	100	—
Lielahti – Seinäjoki	D	160	160	120	120	100	—
Parkano – Niinisalo	A	50	50	50	40	—	—
Parkano – Kihniö	A	50	50	50	40	—	—
Tampere – Pieksämäki							
Tampere – Orivesi	C_2	140	140	120	120	100	—
Orivesi – Jämsänkoski	D	120	120	120	120	100	—
Jämsänkoski – Jyväskylä	C_1	160	160	120	120	100	—
Jyväskylä – Pieksämäki	C_1	120	120	120	120	100	—
Orivesi – Seinäjoki							
Orivesi – Haapamäki	B_1	100	100	100	70	50	—
Haapamäki – km 301,4	B_1	100	100	100	60	50	—
km 301,4 – Pihlajavesi	B_2	100	100	100	90	80	—

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

Line section	Line-category	Passenger trains		Freight trains			
		Locomotive hauled	Railcars	16t	20t	22,5t	25t
Pihlajavesi – Seinäjoki	B_1	100	100	100	60	50	—
Seinäjoki – Kaskinen	B_1 [1)]	80	80	80	60	50	—
Seinäjoki – Vaasa	C_2	120	120	120	120	100	—
Seinäjoki – Tornio-raja							
Seinäjoki – Eskola	C_1	140	140	120	120	100	—
Eskola – Oulainen	C_2	140	140	120	120	100	—
Oulainen – Oulu	D	140	140	120	120	100	—
Oulu – Kemi	C_2	140	140	120	120	100	—
Kemi – Tornio	C_2	120	120	120	120	100	—
Tornio – Tornio-raja	C_1	40	40	40	40	40	—
Pännäinen – Pietarsaari	B_1	60	60	60	60	50	—
Tuomioja – Raahe	C_2	80	80	80	80	80	—
Tornio – Röyttä	B_1	50	50	50	50	50	—
Tornio – Kolari							
Tornio – km 1011,6	B_2	100	100	100	90	80	—
km 1011,6 – Kolari	C_1	100	100	100	100	100	—
Laurila – Kelloselkä							
Laurila – Koivu	D	140	140	120	120	100	—
Koivu – Rovaniemi	D	120	120	120	120	100	—
Rovaniemi – Misi	C_2	100	100	100	60	50	—
Misi – Kemijärvi	B_1	100	100	100	60	50	—
Kemijärvi – Isokylä	B_1	50	50	50	50	50	—
Isokylä – Kelloselkä	A	50	50	50	40	—	—
Riihimäki – Kouvola	D	140	140	120	120	100	—
Lahti – Heinola	B_1	60	60	60	60	50	—
Lahti – Loviisan satama	B_1	60	60	60	60	50	—
Kouvola – Kontiomäki							
Kouvola – Pieksämäki	D	140	140	120	120	100	—
Pieksämäki – Iisalmi	C_2	140	140	120	120	100	—
Iisalmi – Murtomäki	C_2	120	120	120	120	100	—
Murtomäki – Kontiomäki	C_1	120	120	120	120	100	—
Kouvola – Kuusankoski	C_1	50	50	50	50	50	—
Murtomäki – Otanmäki	A	50	50	50	40	—	—
Iisalmi – Ylivieska							
Iisalmi – km 555,8	C_1	120	120	120	120	100	—
km 555,8 – km 613,1	D	120	120	120	120	100	—
km 613,1 – Ylivieska	C_2	120	120	120	120	100	—
Kontiomäki – Vartius							
Kontiomäki – Vartius	C_1	80	80	80	80	80	—
Kontiomäki – Taivalkoski	A	70	70	50	40	—	—
Pesiökylä – Ämmänsaari	A	50	50	50	40	—	—
Siilinjärvi – Viinijärvi	C_2	100	100	100	100	100	—
Haapamäki – Jyväskylä							
Haapamäki – Jyväskylä	B_1	100	100	100	70	50	—
Jyväskylä – Haapajärvi							
Jyväskylä – Äänekoski	C_1	100	100	100	100	100	—
Äänekoski – Haapajärvi	A	60	60	50	40	—	—
Kouvola – Kotka/Hamina							
Kouvola – Juurikorpi western track	D	120	120	120	120	100	—
Kouvola – Inkeroinen eastern track	C_1	120	120	120	120	100	—
Inkeroinen – Juurikorpi eastern track	D	120	120	120	120	100	—
Juurikorpi – Kotka	D	120	120	120	120	100	—

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

Line section	Line-category	Passenger trains		Freight trains			
		Loco-motive hauled	Railcars	16t	20t	22,5t	25t
Juurikorpi – Hamina	C_1	100	100	100	100	100	—
Kouvola – Imatra / Vainikkala							
Kouvola – Luumäki southern track	D	140	140	120	120	100	—
Kouvola – Kaipiainen northern track	D	140	140	120	120	100	—
Kaipiainen – Luumäki northern track	C_1	140	140	120	120	100	—
Luumäki – Imatra	D	140	140	120	120	100	—
Luumäki – Vainikkala	D	120	120	120	120	100	—
Joensuu – Ilomantsi	A	50	50	50	40	—	—
Pieksämäki – Joensuu							
Pieksämäki – Varkaus	C_1	120	120	120	120	100	—
Varkaus – Joensuu	C_2	120	120	120	120	100	—
Parikkala – Huutokoski							
Parikkala – Savonlinna	B_2 [1)]	110	110	110	90	80	—
Savonlinna – Huutokoski	A	50	50	50	40	—	—
Imatra – Joensuu							
Imatra – km 395,5	D	140	140	120	120	100	—
km 395,5 – Säkäniemi	C_2	140	140	120	120	100	—
Säkäniemi – Tikkala	D	140	140	120	120	100	—
Tikkala – Hammaslahti	C_1	140	140	120	120	100	—
Hammaslahti – Joensuu	D	140	140	120	120	100	—
Imatra – Imatrankoski raja	D	60	60	60	60	60	—
Säkäniemi – Niirala raja	D	100	100	100	100	100	—
Joensuu – Kontiomäki							
Joensuu – Uimaharju	C_2	120	120	120	120	100	—
Uimaharju – Lieksa	B_2	100	100	100	90	80	—
Lieksa – Porokylä	B_2	110	110	110	90	80	—
Porokylä – Vuokatti	A	70	70	50	40	—	—
Vuokatti – Kontiomäki	B_1	100	100	100	60	50	—
Vuokatti – Lahnaslampi	B_2	50	50	50	50	50	—
Oulu – Kontiomäki	C_1	120	120	120	120	100	—

1) Restriction caused by bridges

Secondary Lines and Sidings

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

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

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

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

Line section	Line category	Passenger trains	Freight trains			
			16t	20t	22,5t	25t
Naantali – Naantali Port	B_1	30	30	30	30	—
Mäntyluoto – Tahkoluoto	B_2	50	50	50	50	—
Vilppula – Mänttä	B_1	50	50	50	50	—
Lautiosaari – Elijärvi	B_2	50	50	50	50	—
Lappeenranta – Mustola Port	C_1	50	50	50	50	—
Mynttilä – Ristiina	A	50	50	35	20	—
Kiukainen – Säkylä	A	30	30	20	—	—
Jämsä – Kaipola	B_1	50	50	50	50	—
Kotka – Mussalo	C_1	50	50	50	50	—
Kirkniemen tehdasrata	B_1	30	30	30	30	30
Helsinki – Länsisatama	B_1	35	35	35	35	—
Olli – Porvoo	A	50	35	—	—	—
Lohja – Lohjanjärvi	B_1	35	35	35	35	—
Pasila – Sörnäinen	B_1	35	35	35	35	—
Uusikaupunki (km 266,4) – Hangonsaari	B_1	30	30	30	30	—
Pori – Ruosniemi	A	20	20	20	20	—
Lahti – Salpausselkä	A	20	20	20	20	—
Joutjärvi – Mukkula	B_1	35	35	35	35	—
Kotka – Kotkan satama	B_1	30	30	30	30	—
Otava – Otavan satama	B_1	35	35	35	35	—
Varkaus – Kommila	B_2	50	50	50	50	—
Lieksa – Pankakoski	A	30	30	30	20	—
Suonenjoki – Iisvesi	B_1	35	35	35	35	—
Vaasa – Vaskiluoto	A	30	30	30	20	—
Pyhäkumpu erk.vh – Pyhäkumpu	B_1	35	35	35	35	—
Pietarsaari – Alholma	B_1	35	35	35	35	—
Kokkola – Ykspihlaja	C_1	35	35	35	35	—
Raahe – Rautaruukki	C_2	35	35	35	35	—
Tuira – Toppila	A	35	35	35	20	—
Kemi – Ajos	B_1	50	50	50	50	—
Turku – Viheriäinen	B_1	35	35	35	35	—

Wagons with Axle Loads Above the Accepted Limit

1) A wagon whose axle load exceeds the maximum axle load permitted for a specific line category is too heavy for the line category in question.

2) Wagons shall not be intentionally overloaded. When an overload is discovered, the speed of the train shall be reduced in accordance with Tables 3 and 4 and Point (3). If the weight of the load exceeds the permitted load by more than 5% (by more than 2% for 25 t axle load), the excess load shall be unloaded at the first possible station.

3) If the maximum permitted axle load of the wagon is 22.5 t, overloaded wagons may be transported only with the following maximum speeds:

Line category	Max. axle load [t]	Speed [km/h]
A	—	—
B_1	23,5	35
B_2	23,5	50
C_1, C_2, D	23,5	80

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

4) On certain lines belonging in line category A, overloaded wagons may be transported in regular traffic. The axle loads mentioned below shall not be exceeded, and the excess load shall be unloaded at the station where it is discovered. The maximum permitted speed is 40 km/h on the track and 20 km/h on K30 switches. The line sections and the axle loads permitted on them are as follows:

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

5) On the *secondary lines* belonging in line category A, overloaded wagons may be transported as follows:
   - axle load not more than 20 t, speed 35 km/h
   - axle load over 20 but not more than 22.5 t, speed 20 km/h

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

6) On the *sidings* belonging in line category A, overloaded wagons may be transported as follows:
   - axle load not more than 2.5 t, speed 20 km/h

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

7) On the *main lines* belonging in line category A, overloaded wagons may *temporarily* be transported as follows:
   - axle load not more than 22.5 t, speed 20 km/h

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

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

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

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

Maximum Permitted Speed on Points and Track Crossings

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

	Line category					
	A	B_1	B_2	C_1	C_2	D
Straight track						
Single points, 60 E 1, short	70	100	110	180	200	200
Single points, 60 E 1, long	—	100	110	180	200	220
Single points, 54 E 1, long	70	100	110	140	140	140
Single points, other	70	100	110	160	160	160
Three-throw points	70	100	110	120	120	120
Diamond crossings	35	90	90	90	90	90
Track crossings	35 [1)]	90[1)]	90[1)]	90[1)]	90[1)]	90[1)]
Deflecting section						
Short points R = 165 m	20[1)]	20[1)]	20[1)]	20[1)]	20[1)]	20[1)]
Short points	35	35	35	35	35	35
Short points when axle load is 25 t	—	10	20	20	20	35
Long points						
R = 530 m	70	70	70	—	—	—
R = 900 m	—	80	80	80	80	80
R = 1600 m	—	—	—	110	110	110
R = 2500 m	—	—	—	140	140	140
R = 3000 m	—	—	—	—	—	160
Non-interlockeg points						
Straight track	50	50	50	50	50	50
Deflecting section	35	35	35	35	35	35
Trailable points	30	30	30	30	30	30

1) Indicated with a speed board

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

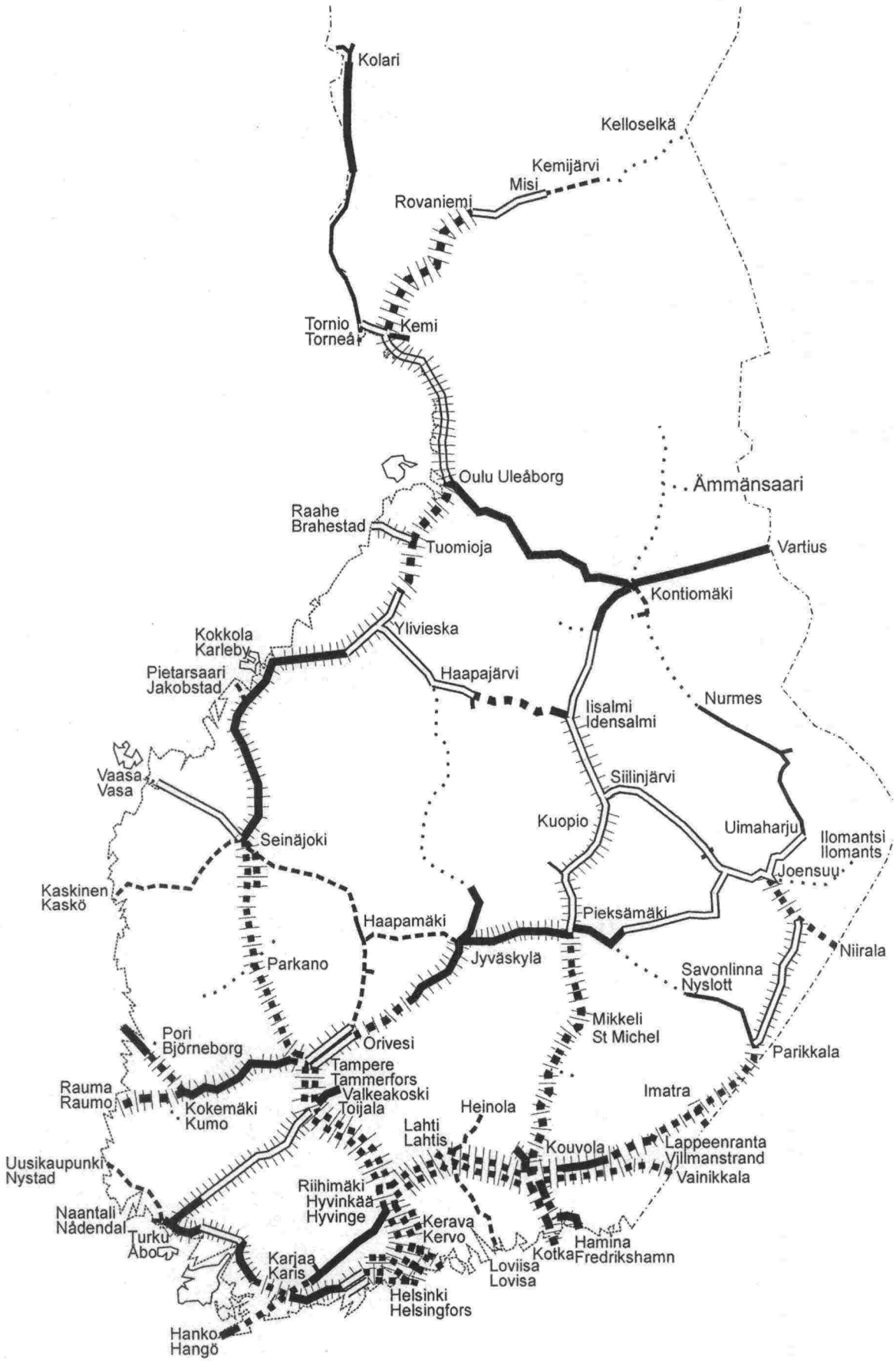


Figure 1. Line categories and electrification (markings' explanations on the next page).

APPENDIX 6 Line Categories and Permitted Speeds for Different Axle Loads

Line category	Superstructure				
	Non-electrified	Electrified	Rails	Sleepers	Ballast
A			K30, K33	Wooden	Gravel or equal
B_1			K43, 54 E 1, K60, 60 E1	Wooden	Gravel or equal
B_2			K43, K60	Wooden, concrete	Railway ballast
C_1			54 E1	Wooden, concrete before 1987	Railway ballast
C_2			54 E1	Concrete 1987 and after	Railway ballast
D			60 E1	Concrete	Railway ballast

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

SIGNALLING SYSTEMS

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

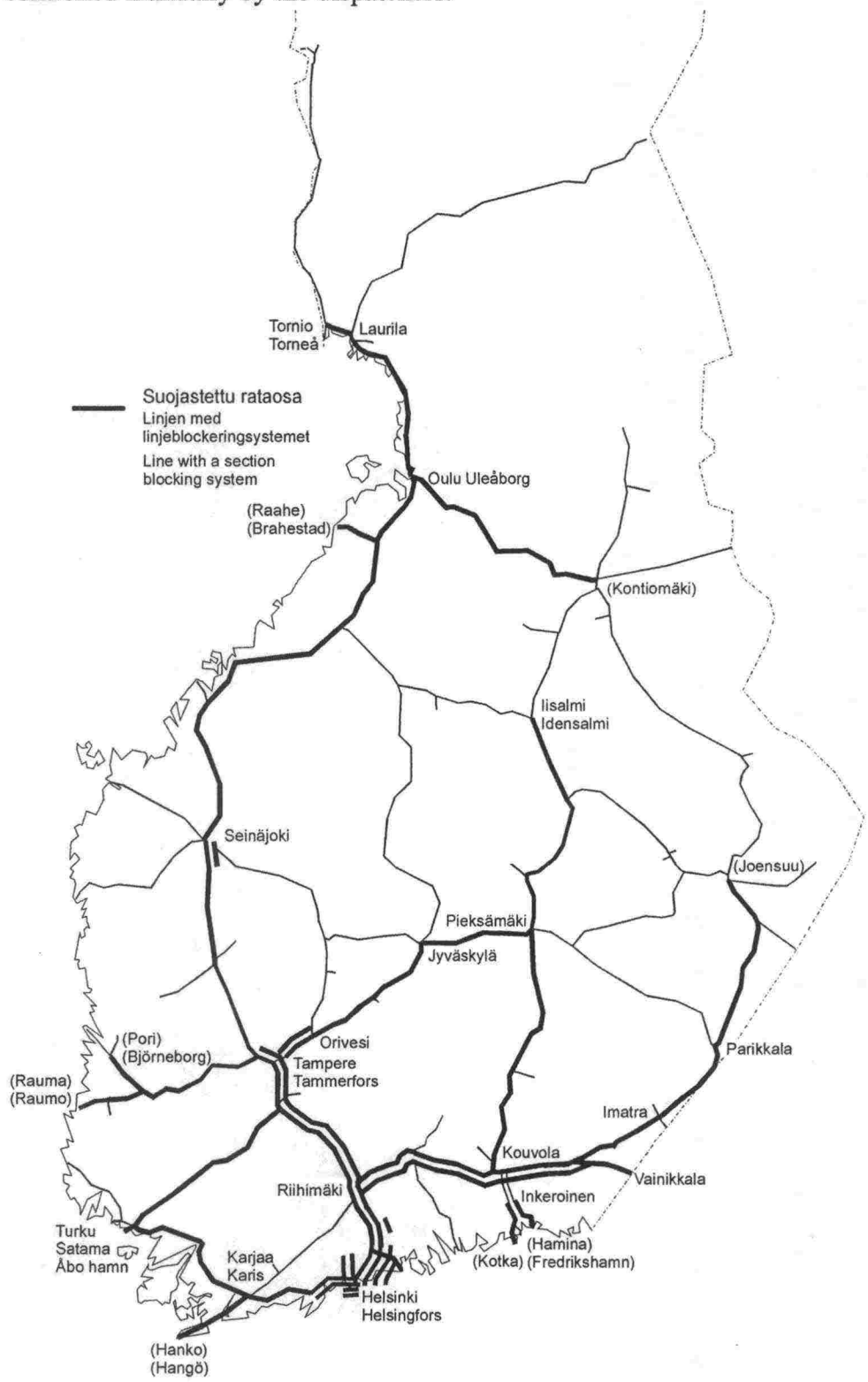


Figure 1. Lines with a section blocking system.

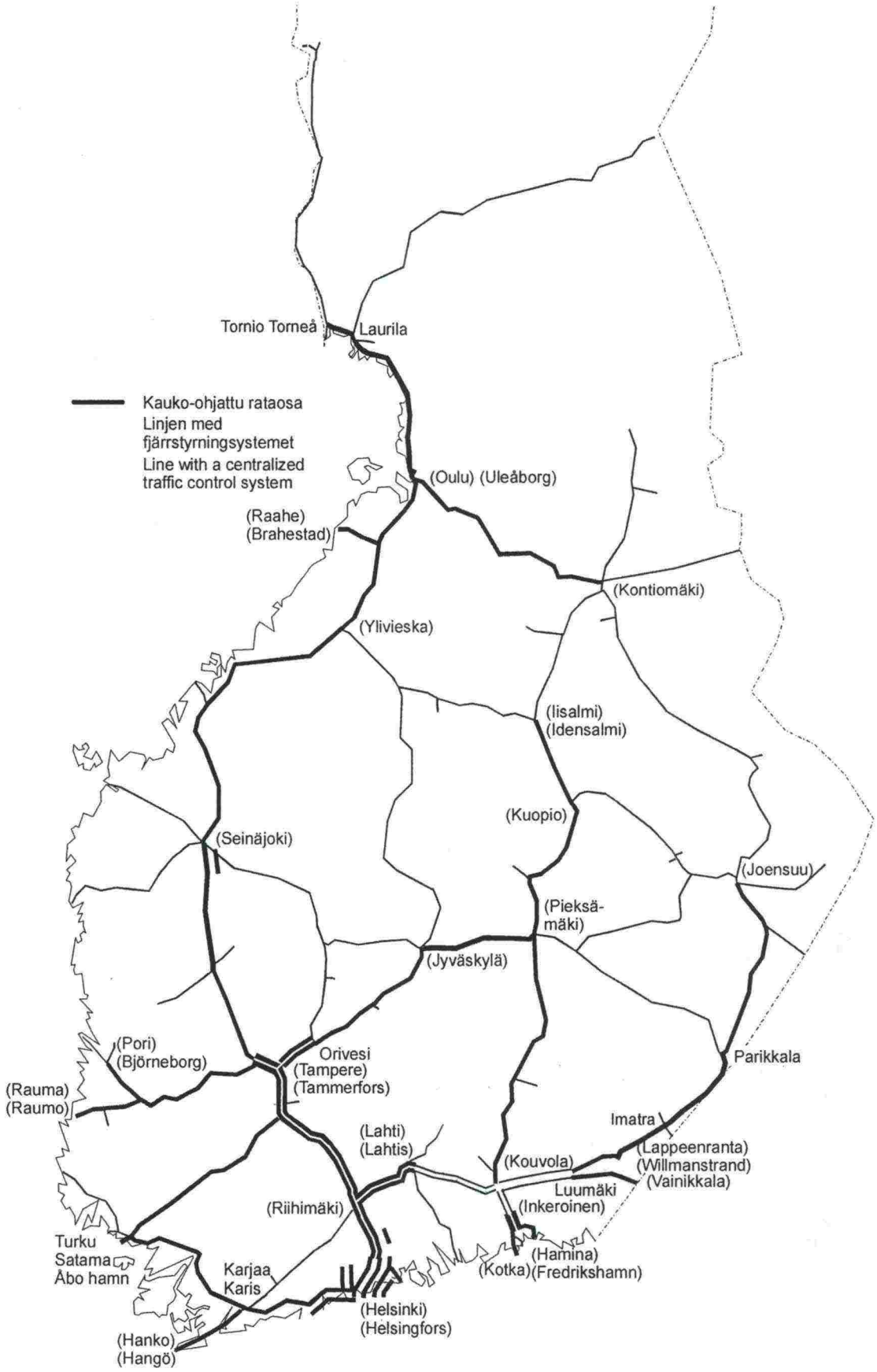


Figure 2. Lines with a centralized traffic control system.

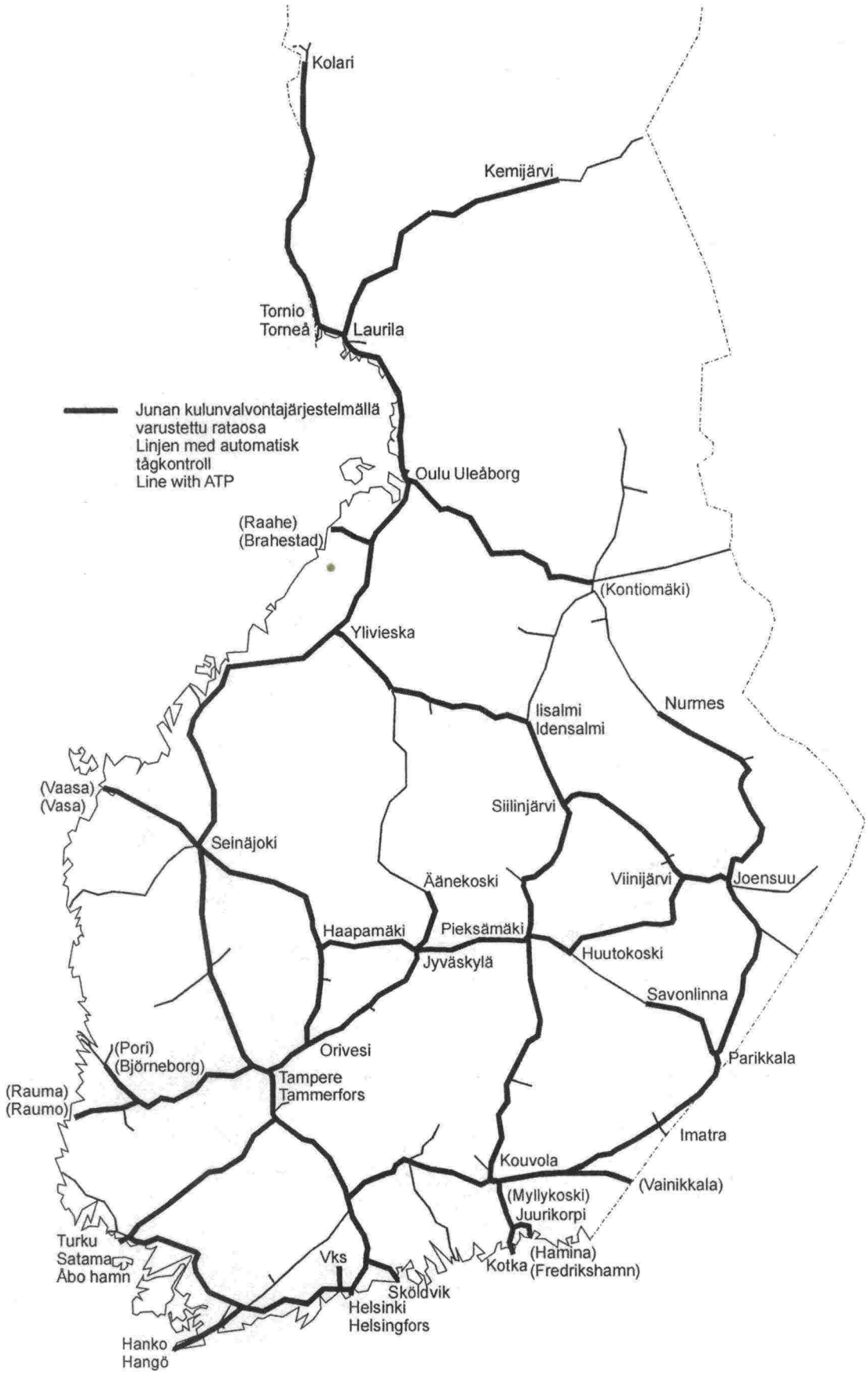


Figure 3. Lines with ATP.

APPENDIX 7 Signalling Systems

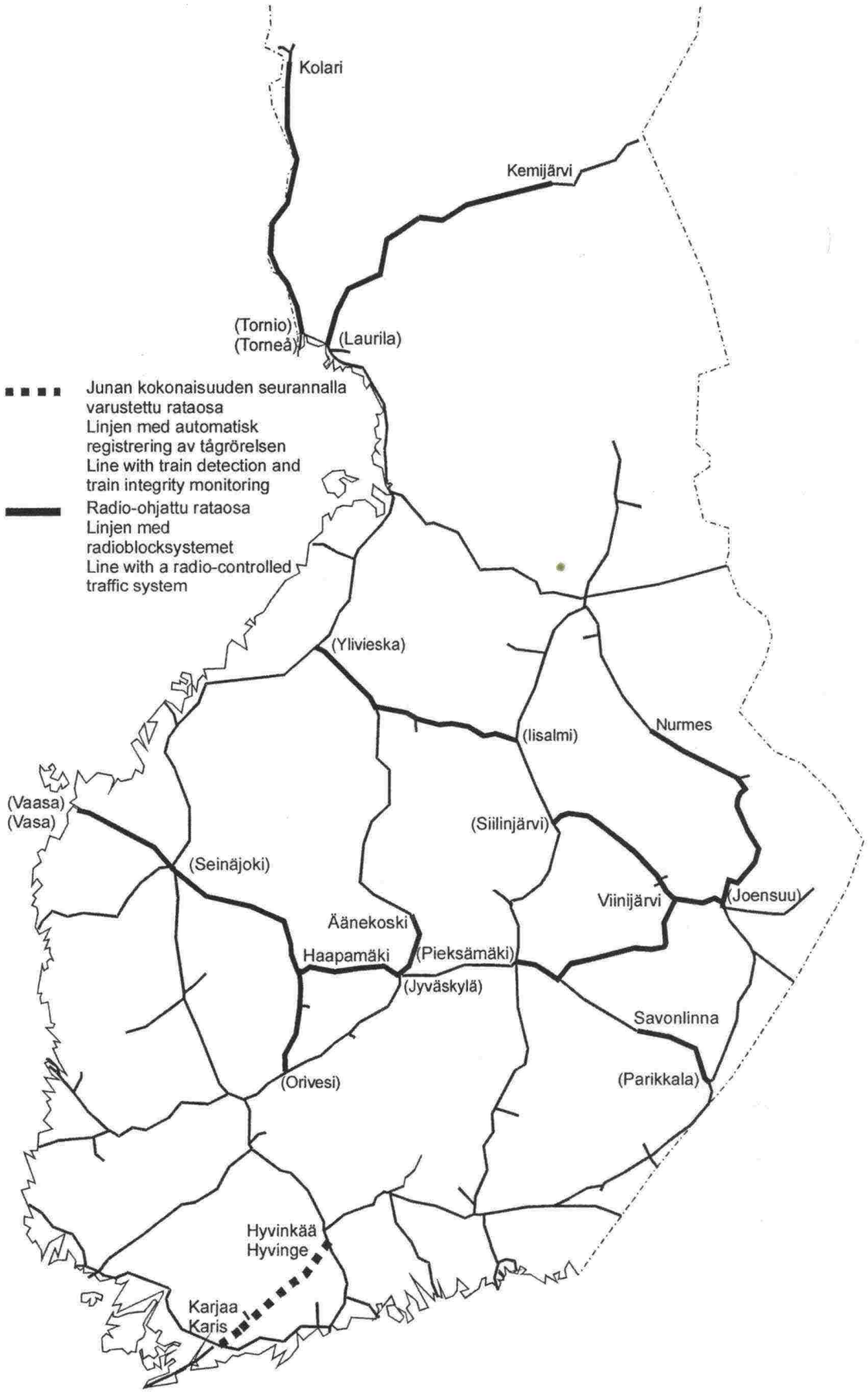


Figure 4. Lines with train detection and train integrity monitoring or with a radio-controlled traffic system.

VIBRATION-RELATED SPEED RESTRICTIONS

Table 1. Vibration-related speed restrictions.

Locality	km-km	In force since	Speed restriction
Liminka	726+900 - 729+200	1998	≥3000 ton trains 50 km/h
Koria	182+900 - 186+400	2001	≥3000 ton trains 30 km/h
Kempele	740+600 - 741+700	07.01.2002	≥3000 ton trains 50 km/h
Hollola	116+200 - 118+500	2001	≥3000 ton trains 40 km/h
Lahti	125+000 - 125+400	07.01.2002	≥3000 ton trains 40 km/h
Jokela	47+950 - 49+950	1999	≥3000 ton trains 40 km/h
Nikkilä	38+850 - 40+160	1997	All trains 40 km/h
Myllykoski	201+500 - 203+100	2000	≥3000 ton trains 40 km/h
Kurikka	450+500 - 452+000	1999	All trains 40 km/h
Muhos	786+000 - 790+000	05.11.2002	≥3000 ton trains 60 km/h
Oulu (Ol-Kon)	762+800 - 763+800	16.1.2004	≥3000 ton trains 45 km/h
Loimaa	208+000 - 210+600	1.1.2005 *)	≥3000 ton trains 40 km/h

*) The investigation has not yet been completed, but based on measurements conducted it is likely that a speed limit will be set.

MAXIMUM PERMITTED TRAINS SPEEDS IN TUNNELS

Table 1. Maximum permitted trains speeds in tunnels.

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

BRIDGE RESTRICTIONS

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

Bridges with Axle Load Restrictions

1) Kyrönsalmi bridge on the Parikkala-Savonlinna line section
   - Axle load restriction 22.5 t
   - Maximum permitted speed on the bridge is 20 km/h

2) Movable bridge at Hietalahti, Helsinki port railway
   - Axle load restriction 20 t. Traffic with Dr16 locomotives, as well as with Dr14 locomotives with additional load, not permitted.
   - Maximum permitted speed on the bridge is 20 km/h

3) Seinäjoki, Kyrönjoki, Nenätönjoki, Kainastonjoki, Teuvanjoki, Närpiönjoki and Kaskistensalmi bridges on the Seinäjoki-Kaskinen line section.
   - Axle load restriction 22.5 t
   - Maximum speed on the bridges is 60 km/h, unless a lower speed is prescribed separately.

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

Movable Bridges

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

Table 1. Restrictions caused by movable bridges.

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

Bridges Restricting the Structure Gauge

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

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

TRACK WORKS AFFECTING TRAFFIC IN 2006

Helsinki–Turku

Traffic arrangements due to the renewal of station areas on the Espoo–Kirkkonummi line section. Upgrading of the track substructure and tunnel repair on the Kirkkonummi-Turku line section; possible total traffic disruption.

Helsinki – Riihimäki

Vuosaari port railway, Kerava-Savio
Vantaankoski, superstructure
Ilmala railway yard

Riihimäki–Tampere

-

Tampere–Seinäjoki

Upgrading of the track substructure for speed increase.

Seinäjoki–Vaasa

-

Tampere–Pori/ Rauma

-

Tampere–Pieksämäki

Possible miscellaneous work on Orivesi-Jämsänkoski line section.

Orivesi–Haapamäki

-

Jyväskylä–Haapamäki

-

Haapamäki–Seinäjoki

-

Turku–Toijala

Renewal of track superstructure.

Riihimäki–Kouvola

Traffic arrangements due to the construction of grade separations.
Arrangements caused by the renewal of the railway yard in Lahti.
Hakosilta-Lahti, enhancement of the level of service.

Kouvola–Pieksämäki

Upgrading work for speed increase.

Pieksämäki–Kuopio

Strengthening of tunnels and rock cuttings and possible work concerning speed increase.

Kuopio–Iisalmi

-

Kouvola–Luumäki

-

Luumäki–Lappeenranta

-

Lappeenranta–Imatra

Imatra phase II

Imatra–Parikkala

-

Parikkala –Nurmes

Track straightening work at Tikkala
Other work on the Parikkala-Joensuu section
Uimaharju-Lieksa, superstructure renovation

Parikkala –Savonlinna

-

Joensuu–Pieksämäki/ Siilinjärvi

-

Viinijärvi–Siilinjärvi

-

Kouvola–Kotka

-

Seinäjoki–Oulu

-

Oulu–Tornio/ Rovaniemi

-

Laurila–Kolari

Superstructure renovation

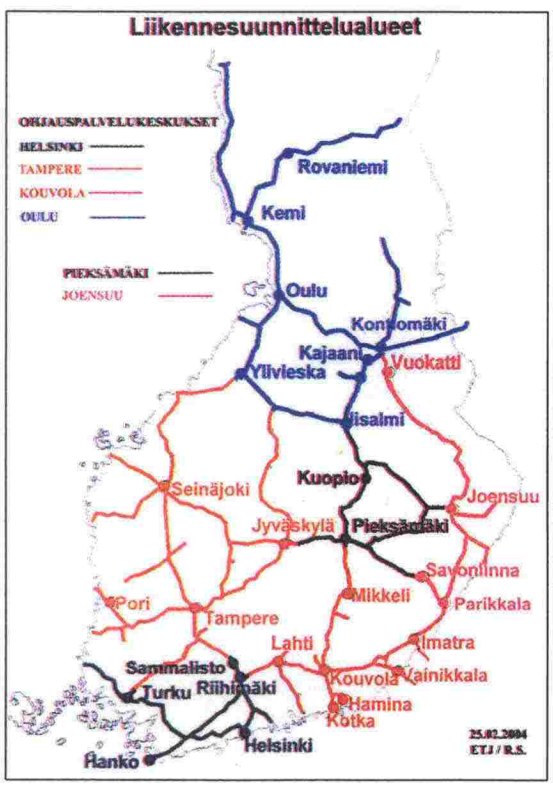
Oulu–Kontiomäki–Iisalmi/Vartius

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

Iisalmi–Ylivieska

-

Map of Traffic Planning Areas



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

Table 1. Passenger information at the stations.

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

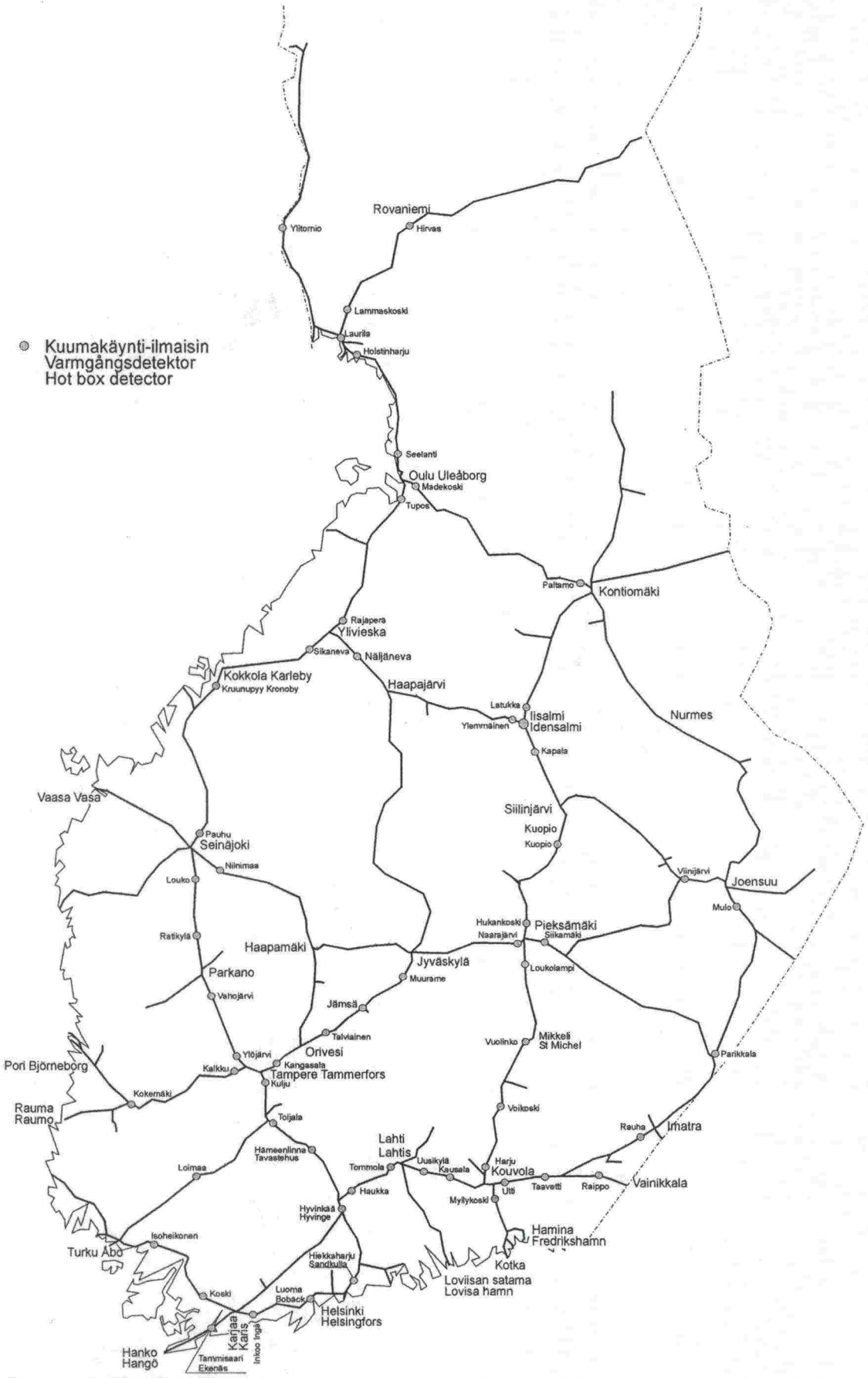
NETWORK STATEMENTS OF OTHER COUNTRIES

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

Table 1. Network Statements of other countries.

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

HOT BOX DETECTORS



Picture 1. Hot Box Detectors

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1/2003 Verkkoselostus 2004

2/2003 Luettelo rautatieliikennepaikoista 1.6.2003

3/2003 Finnish Network Statement 2004

4/2003 Beskrivning av Finlands bannät 2004

5/2003 Verkkoselostus 2005

6/2003 Finnish Network Statement 2005

7/2003 Beskrivning av Finlands bannät 2005

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