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EDELARAUDTEE INFRASTRUKTUURI AS

# RAILWAY NETWORK STATEMENT

FOR THE TIMETABLING PERIOD

10 December 2017 to 08 December 2018

Edelaraudtee Infrastruktuuri AS  
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## GENERAL INFORMATION

Edelaraudtee Infrastruktuuri Aktsiaselts is a railway infrastructure undertaking managing public railways. This railway network statement determines the terms and conditions of grant of use of the public railway managed by the undertaking to railway infrastructure undertakings and possessors of railway vehicles based on the requirements stipulated in the Railways Act.

The statement reflects basic data of the railway infrastructure of the undertaking, the conditions for access to the railway structure and terms of applying for the volume and allocation of capacity for the timetabling period of 10 December 2017 to 08 December 2018.

The railway network statement is electronically available for all interested parties at the web site of the undertaking [www.edel.ee](http://www.edel.ee).

Given the fact that the capacity of the infrastructure of the undertaking is also being used by a railway transport undertaking Edelaraudtee AS belonging to the same group, then pursuant to

1. § 63 (1) of the Railways Act the Technical Surveillance Authority shall decide on the determination of user fees for railway infrastructure and mark-ups on the basis of the methodology for calculation of user fees for railway infrastructure established on the basis of § 59 (8) of this Act and the accounting data of the railway infrastructure manager and shall collect user fees..
2. Pursuant to § 63 (1)<sup>1</sup> and (2) of the Railways Act, the procedures related to allocation of capacity are handled by the Technical Surveillance Authority, including, but not limited to, the latter shall review the railway network statement prepared by Edelaraudtee Infrastruktuuri AS and shall decide on approval or refusal to approve the railway network statement and shall review applications for capacities and shall decide the allocation of railway capacities.

Edelaraudtee Infrastruktuuri AS shall update the information set out in the railway network statement, and amend it as necessary.

For applicants for the capacity of the railway infrastructure in the meaning of § 53 of the Railways Act, the railway network statement of Edelaraudtee Infrastruktuuri AS will be issued on paper at the address of the undertaking Kaare 25, Türi. The railway statement will be issued free of charge for everyone interested.

### **1. Technical specifications of the railway infrastructure and conditions for access**

#### **1.1. Volume of the capacity to be allocated**

- 1.1.1. The volume of the capacity to be allocated and the data on which the calculations are made are presented in Annex 1 to the railway network statement.
- 1.1.2. The volume of the capacity to be allocated according to Annex 1 to the railway network statement is the largest possible total number of trains which may pass through a railway section between the station of origin and the station of destination within one day (from 17.00 to 17.00) and is calculated based on the criteria listed in § 51 (2) of the Railways Act.
- 1.1.3. The average travelling time shall be calculated based on the permissible speed limits established by Edelaraudtee Infrastruktuuri AS.

## **1.2. General characteristics of the capacity to be allocated**

- 1.2.1. The basis for railway traffic management on the railway infrastructure of Edelaraudtee Infrastruktuuri AS is the timetable prepared by Edelaraudtee Infrastruktuuri AS once a year. The timetable incorporates the work of all railway undertakings operating in the field of railway management and rail transport.
- 1.2.2. The timetable determines all planned movement of trains and other railway vehicles and sets out the railway capacity allocated for technological possessions.
- 1.2.3. The train traffic management of Edelaraudtee Infrastruktuuri AS is operated via a despatcher.
- 1.2.4. Safety of train traffic on the railway infrastructure is assured by use of the following complex railway protection equipment:
  - semi-automatic lockout of tracks;
  - electric centralisation of track points and signals;
  - key dependence of track points and signals;
  - station blocking;
  - automatic signalisation and automatic barriers of a crossing.
- 1.2.5. Employees responsible for railway safety shall be guided by legislation, rules for technical use of railways, and the procedures, operating rules and the annexes thereof established by Edelaraudtee Infrastruktuuri AS based on these rules and legislations. Specific duties regulating the reception of trains, their guarding, passage and movement of other railway vehicles in a station are established in the technical organisation

regulations of the respective station and in the employee's job description.

- 1.2.6. The conditions for the maintenance of railway infrastructure of Edelaraudtee Infrastruktuuri AS, railway traffic management, and the granting of use of the railway infrastructure to other persons shall be established by the operating rules of Edelaraudtee Infrastruktuuri AS.
- 1.2.7. The technical data of the railway infrastructure of Edelaraudtee Infrastruktuuri AS is presented in Annex 2 to the railway network statement.
- 1.2.8. A list of possible operations per stations and stops for transport undertakings related to the technical equipment of the railways infrastructure is listed in Annex 3.
- 1.2.9. The railway infrastructure has a direct connection (boundary) with the railway infrastructure of AS Eesti Raudtee at Tallinn-Balti - Tallinn-Väike open track (km 2+947) and at an open track between Liiva station and AS Eesti Raudtee's Ülemiste station (km 5+536).

### **1.3. Technical description of the railway network**

- 1.3.1. Edelaraudtee Infrastruktuuri AS is a possessor of a public railway network on train paths Tallinn-Väike - Lelle-Pärnu, Lelle-Türi-Viljandi and Liiva-Ülemiste, in total 221.9 km.

The railway infrastructure of Edelaraudtee Infrastruktuuri AS is using a main track with widths of 1520 and 1524 mm.

The main type of rail tracks on the main tracks is R65, R50, 49E1, 54E1 and 60E1 (on station tracks R50 and R43) on wooden and reinforced concrete sleepers and crushed aggregate trackbed.

The stations at Tallinn-Väike -Lelle-Pärnu rail path are Tallinn-Väike, Liiva, Kiisa, Kohila, Rapla, Lelle, Tootsi and Pärnu and the stations at Lelle-Türi-Viljandi rail section are Türi, Võhma and Viljandi.

- 1.3.2. Communication between the train crew and a train dispatcher is arranged via radio communication, the operational terms and conditions of which are described and fixed in the contract of railway infrastructure. For radio communication Edelaraudtee Infrastruktuuri AS uses the ESTER network based on the TETRA standard managed by the Ministry of the Interior.

Shunt radio communication takes place via an analogue communication system on simplex mode, using the frequency of 161.0 MHz with a channel resolution of 12.5 kHz.

Rules for using radio communication are described in the operating rules and in the relevant guidelines of the undertaking.

#### **1.4. Connection to railway infrastructure of third persons**

- 1.4.1. The boundaries between the railway infrastructures of Edelearaudtee Infrastruktuuri AS and other railway infrastructure managers and the terms and conditions of railway connection shall be established by contracts and/or legislation on determining the boundaries.
- 1.4.2. Railway traffic management between Edelearaudtee Infrastruktuuri AS and other railway infrastructure managers and the use of signalling and communication devices in railway traffic shall be regulated in legislation and with contracts concluded between Edelearaudtee Infrastruktuuri AS and other railway infrastructure managers or railway infrastructure possessors

#### **1.5. Technological restrictions preventing the use of capacity**

- 1.5.1. The technological restrictions reducing the capacity volume and preventing the use of capacity mainly include speed limits established on the railway, the length of time needed for acceleration and braking of trains, technological possessions, possible deviations from normal railway traffic, etc.
- 1.5.2. Edelearaudtee Infrastruktuuri AS reserves the right to carry out large-scale rail maintenance works that restrict railway traffic for up to 24 hours. The time schedule of the work will be specified by railway sections and agreed upon with the Technical Surveillance Authority and the railway undertakings providing rail transport in this section.
- 1.5.3. Edelearaudtee Infrastruktuuri AS shall have the right to temporarily close or substantially restrict traffic on its railway infrastructure, when it is necessary:
  - 1.5.3.1. for the performance of rail maintenance works that exceed the volume of technological possessions;
  - 1.5.3.2. for the elimination of imminent danger to people, property or the environment caused due to the technical state of railway infrastructure or railway vehicles;



- 1.5.3.3. for the removal of an extraordinary traffic obstruction caused by an accident, a traffic accident or natural disaster, sudden change in weather conditions or other circumstances ;
- 1.5.3.4. in other justified and unavoidable cases.
- 1.5.4. Railway traffic on public railways may be substantially restricted or temporarily closed for more than one twenty-four hour period pursuant to the procedure established by Regulation No. 75 of the Government of the Republic of 18.03.2004, "Procedure for substantial restriction and temporary closure of railway traffic" (latest amendment on 28.04.2016).
- 1.5.5. When planning their work at the season of rail maintenance works, railway undertakings must take them into account as potential hindrances to the use of railway infrastructure and the resulting changes to the timetable.
- 1.5.6. For the time of planned rail maintenance works Edelaraudtee Infrastruktuuri AS shall compile alternate timetables in accordance with the instructions on preparing a timetable and based on the capacity of the railway sections.
- 1.5.7. Short-term traffic disruptions due to quick rail maintenance works and the resulting traffic organisation shall be established in a 24-hour timetable depending on the capacity of the given railway section.

## **1.6. Requirements for railway vehicles**

- 1.6.1. The railway vehicles used by Edelaraudtee Infrastruktuuri AS in its railway infrastructure, the locomotive crew and the drivers of special railway vehicles shall be in compliance with the requirements established in the respective legislation, the operating rules of Edelaraudtee Infrastruktuuri AS, and other rules established by Edelaraudtee Infrastruktuuri AS. Upon loading the goods transported with railway vehicles, a railway undertaking shall also comply with international requirements and rules (mainly with the requirements established by SMGS, COTIF, the European Union, and the CIS Rail Transport Council).
- 1.6.2. The railway vehicles used shall be in compliance with the requirements set out in the rules for technical use of railways and
  - 1.6.2.1. the actual load of any axle of a railway vehicle may not exceed 28 tonnes, whereas the load shall be divided 8 tonnes per metre.

- 1.6.3. The preferred norms for weight and length of freight trains at the railway infrastructure of Edelaraudtee Infrastruktuuri AS are the following:

Area	Locomotive series	Weight of train, t				Conditioned length of train	
		NORM		MAXIMUM		A un-paired	B paired
		A un-paired	B paired	A un-paired	B paired		
Tallinn-Liiva	TEM15	1000	1000	1300	1750	48**	48**
	TšME-3	1200	1200	1500	2000		
	M-62	1700	1700	1700	3000		
	2TE116	4400	4400	4400	6550		
	TEM TMH	2200	2200	2300	2300		
	DF7G-E	2500	2500	2800	2800		
	TEP 70	1700	1700	1700	3000		
Ülemiste-Liiva	TEM15	1000	1000	1300	1750	48	48
	TšME-3	1200	1200	1500	1500		
	M-62	1700	1700	2300	2000		
	2TE116	4400	4400	4700	4700		
	TEM TMH	2200	2200	2300	2300		
	DF7G-E	2500	2500	2800	2800		
	TEP 70	1700	1700	2300	2000		
Liiva- Pärnu	TEM15	1000	1000	1300*	1300	48***	48***
	TšME-3	1200	1200	1500*	1500		
	M-62	1700	1700	2300*	2000		
	2TE116	6200	6200	6550	6550		
	TEM TMH	2200	2200	2300	2300		
	DF7G-E	2500	2500	2800	2800		
	TEP 70	1700	1700	2300*	2000		
Liiva - Võhma	TEM15	1300	1300	1300*	1300	48***	48***
	TšME-3	1500	1500	1500*	1500		
	M-62	2300	2300	2300*	2300		

	<b>2TE116</b>	<b>6200</b>	<b>6200</b>	<b>6550</b>	<b>6550</b>		
	<b>TEM TMH</b>	<b>2200</b>	<b>2200</b>	<b>2300</b>	<b>2300</b>		
	<b>DF7G-E</b>	<b>2500</b>	<b>2500</b>	<b>2800</b>	<b>2800</b>		
	<b>TEP 70</b>	<b>2300</b>	<b>2300</b>	<b>2300*</b>	<b>2300</b>		
<b>Võhma- Viljandi</b>	<b>TEM15</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>		
	<b>TŠME-3</b>	<b>700</b>	<b>700</b>	<b>700</b>	<b>700</b>	<b>48</b>	<b>48</b>
	<b>M-62</b>	<b>1300</b>	<b>1300</b>	<b>1300</b>	<b>1300</b>		
	<b>2TE116</b>	<b>2400</b>	<b>2400</b>	<b>2700</b>	<b>2700</b>		
	<b>TEM TMH</b>	<b>1500</b>	<b>1500</b>	<b>1700</b>	<b>1700</b>		
	<b>DF7G-E</b>	<b>1800</b>	<b>1800</b>	<b>2300</b>	<b>2300</b>		
	<b>TEP 70</b>	<b>1300</b>	<b>1300</b>	<b>1300</b>	<b>1300</b>		

\* without a stop at Kohila station. With a stop at Kohila station, only a train with standard weight is allowed to run on unpaired direction. Wagons with excessive weight remain at Kohila station.

\*\* without a stop at Tallinn-Väike station. With a stop at Tallinn- Väike the max permitted length of a train is 17.

\*\*\* with a stop at Kohila station, train length 46. A longer train with a stop is granted access according to the traffic rule stipulated for a multiple-unit train.

- 1.6.4. Railway rolling stocks complying with the below listed requirements are allowed to be used on the infrastructure of Edelaraudtee Infrastruktuuri AS in passenger transport.

Train type	railway vehicle parameter		
	Number of wagons	Gross weight, t	Multiple-unit length in conditioned wagons (a conditioned wagon 14 m)
DR1A	2...6	128...312	3.56...10.68
DR1B	2...6	132...316	3.56...10.68
DR1BJ	2...3	132...178	3.56...5.34
Flirt DMU	2...4	122...175	3.25...5.31

## 2. Principles of determination of user fees for railway infrastructure

The railway infrastructure user fee of Edelaraudtee Infrastruktuuri AS for the use of their provided basic access services and extra services, extra fee for using the railway infrastructure, access-granting support services and use of single railway capacities intended for specific purposes is established on the basis of Regulation No. 51 of the Minister of Economic Affairs and Infrastructure of 19.08.2016, "Methodology for calculating railway infrastructure user fee" (hereinafter methodology and user fee) (State Gazette I, 24.08.2016, 1).

Edelaraudtee Infrastruktuuri AS shall prepare a business plan pursuant to § 49<sup>2</sup> of the Railways Act, containing amongst others investment and financing plans, taking into account the action plan approved by the Government of the Republic and granting the applicants for capacity access to the relevant information and an opportunity to express their positions on the business plan as regards access to infrastructure and the conditions of its use and the nature, providing and development of infrastructure.

## **2.1. Accounting of the costs of the railway infrastructure**

- 2.1.1. Edelaraudtee Infrastruktuuri AS shall prepare the principles on which the costs related to the provision of basic, extra, and support services can be differentiated. These principles shall be updated, if necessary, in accordance with the best practical knowledge and international practices.
- 2.1.2. Before establishing the user fee, the Technical Surveillance Authority assesses the expenditure of the railway infrastructure manager for each timetabling period on the basis of their annual report preceding the timetabling period and adjusts the expenditure data on the basis of which the user fee is established with the price indices published by Statistics Estonia, which indicate the inflation rate of the following financial year.
- 2.1.3. The user fee is established on the same principles throughout the railway network of the railway infrastructure manager and the user fee of the railway infrastructure must ensure indiscriminate access to the public railway to all users of the railway capacity.
- 2.1.4. The user fee of the railway infrastructure is paid accordingly to the railway infrastructure manager for them to finance their economic activity.
- 2.1.5. The user fee for a single railway capacity intended for a specific purpose is comprised of the direct expenses of the railway infrastructure manager on the respective service, to which other fees can be added according to the principles set out in § 9 of the regulation "Railway infrastructure user fee methodology".

## **2.2. Calculation bases of the user fees for basic railway infrastructure services**

2.2.1. User fees for basic railway infrastructure services are comprised of costs directly related to the management of railway traffic, to which other fees can be added according to the principles set out according to the methodology. User fees for main railway infrastructure services are calculated according to the European Commission Implementing Regulation (EU) 2015/909.

2.2.2. The costs are appropriated to specific services from which the costs arise. Each cost must be either directly or proportionally appropriated to a specific service.

### **2.3. User fees of extra services and support services of railway infrastructure**

2.3.1. The calculation of the user fees for the extra services and support services of the railway infrastructure is based on the expenses, including the direct expenses relating to the provided service, the capital expenditure, a proportional part of the overheads of the railway infrastructure manager, and reasonable operating profit.

2.3.2. Only the expenses related to extra services and support services, and to the use of service facilities are taken into account when calculating direct costs.

### **2.4. Accounting principles of overheads**

2.4.1. Overhead is divided proportionally between the services provided by the railway undertaking according to the total overheads of all services.

### **2.5. Calculation of fixed assets and capital expenditure of extra and support services of railway infrastructure**

2.5.1. Capital expenditure is expenditure related to the acquisition of fixed assets. The historic value of assets is based on the sums paid by the railway infrastructure manager and the operator of the service facility at the time of the acquisition of the assets. The purpose of capital expenditure is to earn back the expenditure made on the acquisition of fixed assets through the sale of services during the useful life of the fixed assets. Capital expenditure is accounted for in the company's accounting on the basis of the amortisation rate for fixed assets.

### **2.6. Calculation of reasonable operating profit for extra and support services of railway infrastructure**

2.6.1. The reasonable operating profit of railway infrastructure is accounted on the basis of a methodology established in § 7 of the regulation "Methodology for calculating the railway infrastructure user fee".

## **2.7. Bases for determining unit costs of railway infrastructure user fees**

2.7.1. The unit cost of the user fee for railway infrastructure is calculated on the basis of the Implementing Regulation (EU) 2015/909.

2.7.2. The establisher of the user fee may change the average direct unit costs to take into account the different levels of wear and tear on railway infrastructure according to the parameters provided in Article 5 (2) of the Implementing Regulation (EU) 2015/909.

## **2.8. Principles of assigning extra fees**

2.8.1. The establisher of the user fee may, according to § 59 (3)<sup>1</sup> of the Railways Act, in addition to the user fee for basic services ensuring access, establish mark-up fees taking account of the capability of persons operating in railway market segments to pay these, thereby ensuring the optimum competitiveness of the railway market segments. Edealaraudtee Infrastruktuuri AS may reduce the additional fee in accordance with the capability of persons operating within the railway market segments to pay the railway infrastructure fees. As minimum the market segments consist of the three following segments: freight transport, transport of passengers as established in the public service contract and the rest of the transport of passengers.

## **2.9. Lowering the user fee**

2.9.1. The establisher of the user fee may lower the user fee only in the extent of the actual savings the railway infrastructure manager has achieved from their maintenance costs. Reduction of the expenses already accounted for in the applicable user fee must not be included in establishing the reduced rate.

## **2.10. Establishing a user fee**

2.10.1. The establisher of the user fee establishes user fees for the whole timetabling period for the basic, extra and support services used no later than one month before the publication date of the railway network statement.

## **3. Principles and criteria for capacity allocation**

### **3.1. Principles of procedure for capacity allocation**

3.1.1. The objective of the capacity allocation procedure is to satisfy, to the widest possible extent, applications for railway capacity submitted by

railway undertakings, including the applications for train paths which run through more than one railway network.

3.1.2. Railway infrastructure capacity is allocated based on a timetabling period.

3.1.3. Edealaraudtee Infrastruktuuri AS may enter into a framework agreement for the use of railway capacity with an applicant for railway capacity for a term of up to five consecutive timetabling periods, whereas railway capacity shall be specified separately for each timetabling period. The objective of allocation of railway capacity is to ensure allocation of a part of capacity to railway undertakings who:

3.1.3.1. are able to actually use the railway capacity allocated to them,

3.1.3.2. are solvent, i.e. able to perform the obligation to pay the user fee and any other financial obligations throughout the timetabling period of 2017/2018.

3.1.4. In accordance with § 50 (2) of the Railways Act, the Technical Surveillance Authority shall enter the train paths necessary for public transport of passengers in international direct connection in the timetable in the first priority when allocating capacity. First priority applies to railway undertakings engaging in public transport of passengers in international direct connection according to international agreements who comply with the terms and conditions of such agreements.

3.1.5. According to § 50 (3) of the Railways Act, the train paths necessary for domestic public transport of passengers shall be entered in the timetable in the second priority. The Ministry of Economic Affairs and Communications shall inform railway infrastructure managers of the need to use domestic public transport of passengers by the end of the term provided for in § 52 (1) of the Railways Act § which is 9 months before the beginning of the timetabling period.

3.1.6. Capacity-allocation procedure shall be carried out in a way that ensures the utilisation of capacity allocated in the maximum possible volume.

### **3.2. Applicants for capacity and the criteria for satisfaction of applications**

3.2.1. Applicants for capacity may be railway undertakings who hold an operating licence for rail transport of passengers or goods, and in case of applying for single railway capacity intended for specific purposes, also possessors of railway vehicles who are not railway undertakings.

- 3.2.2. A railway infrastructure manager who is not a railway undertaking may apply for capacity if they have the obligation to act on behalf of a railway undertaking that has applied for a train path running through more than one railway network. Railway capacity shall be applied for use by and on behalf of a railway undertaking. Railway capacity shall be applied for use by and on behalf of a railway undertaking.
- 3.2.3. A railway transport undertaking, who is not established in a European Union member state, capacity may be allocated to the railway infrastructure managers when it has been left unallocated because no railway undertaking established in a European Union member state has submitted an application for its allocation.
- 3.2.4. Pursuant to § 63 (1)<sup>1</sup> of the Railways Act the capacity of Edealaraudtee Infrastruktuuri AS railway is allocated by the Technical Surveillance Authority.

Capacity allocation applications shall be submitted to the Technical Surveillance Authority. The application must contain the applicant's exact business name, registry code, and address. A document shall be attached to the application, indicating the authorisations of the signatory for submitting the application. The application must be in Estonian and signed by the applicant.

- 3.2.5. Applicant for the granting of unallocated railway capacity verifies that:
- 3.2.5.1. they comply with the requirements established in legislation;
  - 3.2.5.2. there are no legal or economic issues that prevent the allocation of capacity to them;
  - 3.2.5.3. they have read the important terms and conditions of contract for use of railway infrastructure established in clause 3.9 of the railway network statement and shall undertake to fulfil these conditions;
  - 3.2.5.4. they shall use the allocated capacity in accordance with the principle established in clause 3.10 of the railway network statement throughout the period of allocating capacity;
  - 3.2.5.5. they have read and shall fulfil the requirements arising from legislation regulating the transport of hazardous loads, if the capacity is planned to be used for transporting dangerous goods.

### **3.3. Capacity allocation procedure deadlines**



- 3.3.1. The allocation period for railway infrastructure capacity coincides with the timetabling period and lasts for 12 months. The applications for allocation of capacity shall be submitted to the Technical Surveillance Authority AS 9 months before the beginning of the timetabling period, at the latest.
- 3.3.2. Edelaraudtee Infrastruktuuri AS shall prepare a draft timetable of railway capacity for a timetabling period and disclose it on its website no later than four months after the due date provided in clause 3.3.1. Edelaraudtee Infrastruktuuri AS shall submit a timetable to the Technical Surveillance Authority no later than two months prior to the beginning of the timetabling period.

### **3.4. Preparation of a timetable**

- 3.4.1. The timetable shall be prepared on the basis of:
- 3.4.1.1. the requirements set out in the operating rules of Edelaraudtee Infrastruktuuri AS;
  - 3.4.1.2. the Technical Surveillance Authority's decision regarding capacity allocation and instructions on preparing a timetable.
- 3.4.2. After having received data from the Technical Surveillance Authority and railway transport undertaking, Edelaraudtee Infrastruktuuri AS shall prepare a draft timetable that is available online at the address approved by the Competition Authority [www.edel.ee](http://www.edel.ee).
- 3.4.3. In case of a co-ordination procedure, the draft timetable shall be prepared after and on the basis of a coordination decision made by the Technical Surveillance Authority.
- 3.4.4. Interested persons have the right to present, within 30 days after the day on which a draft timetable is made available to the public, their opinions. Edelaraudtee Infrastruktuuri AS shall take them into consideration as far as possible.
- 3.4.5. After making a decision on allocation of capacities and receiving feedback on the draft timetable, Edelaraudtee Infrastruktuuri AS shall prepare the timetable and shall forward it to the Technical Surveillance Authority for approval.

### **3.5. Capacity allocation coordination process**

- 3.5.1. In the event that it becomes evident upon reviewing capacity allocation applications that several applicants are applying for the same railway

capacity or railway capacities which partially overlap, the Technical Surveillance Authority is required to organise a coordination process and to take a coordination decision.

**3.6. Declaring capacity depleted**

3.6.1. When the total volume of justified applications submitted by qualified applicants on a railway section exceeds the capacity to be allocated in accordance with Annex 1 to the railway network statement in this section and, therefore, some of the applications cannot be satisfied, the Technical Surveillance Authority shall declare the capacity of this section of the railway network to be depleted

**3.7. Allocation of railway capacity when capacity has been declared depleted**

3.7.1. In the event of capacity depletion, the Technical Surveillance Authority shall organise allocation of capacity and shall take a decision regarding allocation of capacity.

**3.8. Application and allocation of single railway capacities intended for specific purposes**

3.8.1. For the use of a single railway capacity intended for specific purposes, a railway undertaking or a possessor of railway vehicle shall submit an application to the Technical Surveillance Authority at least 5 working days before the planned date for utilising the capacity. The application shall indicate the applicant's contact information, stations of origin and destination, the requested date and time of the movement of the train, the type of railway vehicle and its weight. When a possessor of a railway vehicle is not a railway undertaking, a confirmation of the railway undertaking shall be submitted together with the application, verifying the carriage for specific purposes on behalf of the possessor of the railway vehicles. Upon applying, allocating and utilising single railway capacity intended for specific purposes in international passenger transport, contracts between railways shall also be adhered to in addition to international agreements.

3.8.2. The Technical Surveillance Authority together with Edelearaudtee Infrastruktuuri AS shall review the submitted application and plan the utilisation or refusal of single railway capacity intended for specific purposes together with a respective justification.

3.8.3. If no contract has been concluded regarding single railway capacity intend for specific purposes between Edelearaudtee Infrastruktuuri AS and the railway undertaking who applies for specific single railway capacity or performs the carriage for specific purposes on behalf of the possessor

of the railway vehicles under clause 3.8.1 of the railway network statement, the respective contract shall be concluded before the allocation of a single railway capacity intended for specific purposes.

### **3.9. Contract for use of railway infrastructure**

- 3.9.1. The railway undertaking shall have the right to use the railway infrastructure of Edelaraudtee Infrastruktuuri AS within the volume allocated to them under a contract for use of railway infrastructure. The use of railway infrastructure without a contract for use of railway infrastructure is allowed only upon the circumstances referred to in clause 3.9.6 of the railway network statement.
- 3.9.2. A contract for use of railway infrastructure shall be concluded with a railway undertaking on equal circumstances and conditions for up to five consecutive timetabling periods. Different contractual conditions may be applied towards different railway undertakings (except for conditions set out in clause 3.9.5 of the railway network statement) only on justified cases and this is not deemed as a violation of the prohibition on discrimination of railway undertakings. Special conditions may concern data related to the undertaking, railway vehicles required for the provision of rail transport services, depend on the type of carriage (rail transport of passengers/rail transport of goods), etc.
- 3.9.3. A railway undertaking, which corresponds to the conditions set out in clause 3.9.4 of the railway network statement and to whom railway capacity has been allocated and operational safety certificates issued, undertakes to conclude with Edelaraudtee Infrastruktuuri AS a contract for use of railway infrastructure. The contract, the basic conditions of which are listed in clause 3.9.5 of the railway network statement, is concluded at least one month before the start of the timetabling period, whereas Edelaraudtee Infrastruktuuri AS shall notify the railway undertaking, to whom the capacity has been allocated, of the draft contract to be signed at least two months prior to the start of the timetabling period.
- 3.9.4. Edelaraudtee Infrastruktuuri AS has no obligation to give the railway infrastructure into the use of a railway undertaking and the railway undertaking has no right (regardless of the conclusion of the contract for use of railway infrastructure) to start using the railway infrastructure before all the following conditions have been fulfilled:
- 3.9.4.1. the railway undertaking corresponds to all requirements arising for a railway undertaking from legislation and the rules established by Edelaraudtee Infrastruktuuri AS, and possesses all the permits,

certificates and registrations necessary for the provision of rail transport and established with legislation, and the rules regulating the transport activities of the railway undertaking;

- 3.9.4.2. the railway undertaking has valid insurance for the timetabling period of 2017/2018, corresponding to the requirements in clause 3.9.5.4 of the railway network statement and it has submitted to Edelaraudtee Infrastruktuuri AS a policy, confirming the same;
- 3.9.4.3. the railway undertaking has no previously concluded obligations towards Edelaraudtee Infrastruktuuri AS (arising from the contract for use of railway infrastructure and which have fallen due), being the amounts payable for the last month of the previous timetabling period for the extra and support services of access, a larger fee for the basic services of railway infrastructure access than the prepayment due to specifications in the user fee and justified contractual penalties arising from the contract;
- 3.9.4.4. the railway undertaking has made the advance payment or submitted a bank guarantee as stipulated in the contract for railway infrastructure;
- 3.9.4.5. the railway undertaking undertakes to use the capacity sections allocated to the same;
- 3.9.5. the railway undertaking may use the railway infrastructure in accordance with the contract for use of railway infrastructure, which, inter alia, stipulates:
  - 3.9.5.1. the term for using the railway infrastructure;
  - 3.9.5.2. the user fee and its payment terms;
  - 3.9.5.3. if the contract for use of railway infrastructure is signed for a term that is longer than one consecutive timetabling period, the railway capacity is specified separately for each timetabling period;
  - 3.9.5.4. the obligation of the railway undertaking to conclude a liability insurance contract at an insurer registered in a European Member State on the minimum terms and conditions stipulated in § 14 of the Railways Act;
  - 3.9.5.5. traffic management, in addition to the provisions of other aforementioned rules;
  - 3.9.5.6. the terms and conditions of cancelling the contract for use of railway infrastructure;

- 3.9.5.7. circumstances considered as material violation of the contract for use of railway infrastructure;
  - 3.9.5.8. the consequences of terminating the contract for use of railway infrastructure;
  - 3.9.5.9. the procedure of liability and settlement of disputes of the railway undertaking and Edelearaudtee Infrastruktuuri AS.
- 3.9.6. If the railway undertaking which has priority in allocating the capacity and Edelearaudtee Infrastruktuuri AS fail to agree on the terms and conditions for using the railway infrastructure for a timetabling period or a calendar year, Edelearaudtee Infrastruktuuri AS will allow the railway undertaking use of the railway infrastructure under the conditions agreed upon for the previous timetabling period or calendar year, except for the user fee, until a new agreement is reached. If the railway undertaking is given priority for the first time and fails to reach an agreement with Edelearaudtee Infrastruktuuri AS concerning the terms and conditions for using the railway infrastructure for passenger transport, the terms and conditions for using the railway infrastructure shall be determined by the Director General of the Technical Surveillance Authority, until the agreement is reached, taking into consideration the terms and conditions of contracts concluded with other railway undertakings providing public passenger transport.

### **3.10. Obligation to use railway capacity**

- 3.10.1. The railway undertaking shall not transfer or give the railway capacity allocated to them to a third person, either partially nor fully.
- 3.10.2. A railway undertaking to whom railway capacity is allocated shall use the capacity allocated with maximum efficiency.

### **3.11. Unallocated capacity**

- 3.11.1. Edelearaudtee Infrastruktuuri AS shall provide information on its website [www.edel.ee](http://www.edel.ee) concerning railway capacity which has not been allocated.
- 3.11.2. To use unallocated capacity, an application shall be submitted to the Technical Surveillance Authority.

### **3.12. Plan for increasing railway infrastructure capacity**

- 3.12.1. Edelearaudtee Infrastruktuuri AS is required to perform a capacity analysis within six months after declaring railway infrastructure capacity to be depleted. Such analysis is performed in order to clarify the reasons

for capacity depletion and to determine the financial and technical measures needed for removal of the depletion and creation of additional capacity.

- 3.12.2. Users of railway infrastructure will be consulted with for the purpose of gathering information when performing a capacity analysis. After capacity analysis, Edelaraudtee Infrastruktuuri AS shall submit the results to a railway undertaking and the Technical Surveillance Authority for comments and proposals.
- 3.12.3. Within six months after a capacity analysis is performed, Edelaraudtee Infrastruktuuri AS shall prepare a plan for increasing capacity. When preparing the plan Edelaraudtee Infrastruktuuri AS shall take into account the proposals made by the users of the railway infrastructure.
- 3.12.4. Capacity allocation applications shall be submitted to the Technical Surveillance Authority for approval. Edelaraudtee Infrastruktuuri AS shall publish a plan for increasing railway infrastructure capacity on its website after the plan has been approved by the Technical Surveillance Authority.

#### **4. Applying for an operating licence and operational safety certificate**

##### **4.1. Operating licence**

- 4.1.1. According to the Railways Act of the Republic of Estonia, an undertaking must have an operating licence in order to operate in the following areas of activity:
  - 4.1.1.1. management of public railway infrastructure;
  - 4.1.1.2. rail transport of passengers;
  - 4.1.1.3. rail transport of goods;
  - 4.1.1.4. maintenance and repair of railway vehicles used on public railways or railway vehicles used for rail transport;
  - 4.1.1.5. construction of railway vehicles.
- 4.1.2. Applications for operating licences for management of public railway infrastructure, rail transport of passengers and rail transport of goods shall be adjudicated by the Estonian Competition Authority. The terms and conditions for the application, validity and revocation of operating licences are established in § 10-19 of the Railways Act.

##### **4.2. Operational safety certificate**

- 4.2.1. A railway undertaking may operate in the field of rail transport of passengers or rail transport of goods on public railways, if it has valid parts A and B of the operational safety certificate.
- 4.2.2. Part A of the operational safety certificate is issued to an undertaking having a safety management system which complies with the requirements of the Railways Act and legislation issued on the basis thereof.
- 4.2.3. Part B of the operational safety certificate is issued to an undertaking, whose railway vehicles and staff comply with the requirements of the Railways Act and legislation issued on the basis thereof and if the undertaking is able to comply with the requirements for railway safety.
- 4.2.4. Part A of the operational safety certificate issued by another member state of the European Union to an undertaking registered in that member state is valid in Estonia to the extent of transport specified in part A of this operational safety certificate for engaging either in transport of passengers or transport of goods. According to the Railways Act, the existence of part A of the operational safety certificate is a prerequisite for the issuing of part B of the operational safety certificate to the undertaking of a member state of the European Union.
- 4.2.5. Part A and B of the operational safety certificate is issued by the Technical Surveillance Authority. Application for, issue, amendment and renewal of safety authorisation and operational safety certificate is established in § 20-23 of the Railways Act.

## **5. Procedures for dispute resolution and appeal**

- 5.1. If the applicant considers that he has been discriminated against in the allocation of railway capacity or treated otherwise unfairly, he has the right to complain to the Competition Authority.
- 5.2. The Estonian Competition Authority reviews the complaint in the procedure provided in § 64<sup>1</sup> (2) of the Railways Act.
- 5.3. If the applicant or railway infrastructure undertaking disagrees with the resolution of the Competition Authority, it has the right to go to court. If the decision on allocation of capacity has been disputed, the capacity is used according to disputed decision until the dispute is resolved.
- 5.4. In case the decisions of allocation body are revoked or annulled, the railway undertaking or other possessor of railway vehicle shall have a right to request compensation for the direct proprietary damage only.

**6. Access to service facilities and determination of user fees****6.1. Service facilities:**

## 6.1.1. station buildings:

<b>Station building</b>	<b>Service description</b>
Kiisa	Use of the station building
Kohila	Use of the station building
Rapla	Use of the station building
Lelle	Use of the station building
Türi	Use of the station building
Võhma	Use of the station building
Viljandi	Use of the station building
Tootsi	Use of the station building
Pärnu	Use of the station building

## 6.1.2. marshalling yards

<b>Marshalling yard</b>	<b>Length (km)</b>
Tallinn-Väike 3	0.422
Liiva 4	0.569
Liiva 5	0.518
Kohila 5	0.412
Rapla 2A	0.198
Rapla 2	0.702
Rapla 3	0.736
Lelle 3A	0.689
Lelle 3B	0.164
Lelle 4	0.661
Pärnu I	0.874
Pärnu 3	0.712
Türi 1	0.832
Türi 3	0.657



Türi 8	0.084
Võhma 3	0.170
Viljandi I	0.618
Viljandi 1A	0.155
Viljandi 2	0.426

## **6.2. Operator of service facilities**

- 6.2.1. The operator of the service facilities is Edelaraudtee Infrastruktuuri AS in accordance with § 58<sup>1</sup>(5) of the Railways Act.

## **6.3. Access to service facilities and to services provided in them**

- 6.3.1. Edelaraudtee Infrastruktuuri AS ensures that all railway undertakings have access to service facilities referred to in section 6.1, and the services provided therein in a non-discriminatory manner.
- 6.3.2. If applications of railway undertakings overlap, Edelaraudtee Infrastruktuuri AS attempts to satisfy all applications to the maximum possible extent.
- 6.3.3. If the service facility mentioned in clause 6.1 has not been used in two consecutive years and railway undertakings have expressed a desire to gain access to the facility and proven the need for access, Edelaraudtee Infrastruktuuri AS shall notify interested parties immediately that the facility can be operated as a service facility, either in part or in whole, on the basis of the usage contract, or that because of ongoing restructuring this service facility cannot be used.

## **6.4. Establishing the user fee for service facilities**

- 6.4.1. Before establishing the user fee, the Technical Surveillance Authority assesses the expenditure of the railway infrastructure manager for each timetabling period on the basis of their annual report preceding the timetabling period and adjusts the expenditure data on the basis of which the user fee is established with the price indices published by Statistics Estonia, which indicate the inflation rate of the following financial year.
- 6.4.2. The user fee is established for every service facility on the same principles throughout the railway network of the railway infrastructure manager and the user fee of the railway infrastructure must ensure

indiscriminate access to the public railway to all users of the railway capacity. A single user fee is established for stabling tracks.

- 6.4.3. In the calculation of the user fee the expenditure made by the operator of the service facility on the provision of the respective service is taken as basis and includes the direct expenses relating to the provided service, the capital expenditure, a proportional part of the overheads of the railway infrastructure manager and reasonable operating profit.

## **7. Produce for allocation of international rail paths**

### **7.1. Rail passenger paths**

- 7.1.1. For entering freight trains in the timetable, Edelaraudtee Infrastruktuuri AS cooperates with AS Eesti Raudtee.

### **7.2. Freight train paths**

- 7.2.1. For entering freight trains in the timetable, the rail freight operator shall order a capacity from the Technical Surveillance Authority.

## **8. Annexes to railway network statement**

Annexes to railway network statement listed below are inseparable parts of the railway network:

Annex 1. Railway section indicators and general description of the capacity allocated;

Annex 2. List of railways of Edelaraudtee Infrastruktuuri AS;

Annex 3. Operations enabled at railway network of Edelaraudtee Infrastruktuuri AS;

Annex 4. Information for calculation of the ordered train kilometres

**Railway section indicators and general description of the capacity allocated 2017/2018**

**Annex 1**

No.	Railway section	Average travelling time, (min)		Capacity of railway section (pairs of trains per 24 h)	Railway capacity covered by contracts for use of railway infrastructure		Railway capacity to be allocated (pairs of trains per 24 h)
		passenger train unpaired/paired	freight train unpaired/paired		passenger train	freight train	
1	Tallinn - railway boundary km 2+947 - Tallinn-Väike*	9/8	17/17	35.5	0	0	35.5
2	Liiva - Ülemiste	-	17/16	31.6	0	0	31.6
3	Tallinn-Väike - Liiva	4/4	10/10	61.8	0	0	61.8
4	Liiva - Rapla	37.5/37.5	57/61	26.7	0	0	26.7
5	Rapla - Lelle	12/12	21/24	30.5	0	0	30.5
6	Lelle - Pärnu	58/57.5	83/73	15.5	0	0	15.5
7	Lelle - Türi	18/18.5	25/26	25.1	0	0	25.1
8	Türi - Viljandi	30/29	59/64	21.1	0	0	21.1

\* capacity of Tallinn - Tallinn-Väike (railway boundary) from AS Eesti Raudtee railway network statement

**Note:** at Lelle-Pärnu section a passenger train up to km 142, a freight train up to Pärnu freight terminal

**LIST OF RAILWAYS OF EDELARAUDTEE INFRASTRUKTUURI AS**

path no.	station/open track	path type	length/length	path boundaries		railway traffic reg. no.
				start	end	
	<b>LIIVA-ÜLEMISTE</b>	<b>open track</b>	<b>5270</b>	<b>traffic light Aü</b>		<b>20-00896</b>

**TALLINN-VÄIKE-LELLE-PÄRNU RAILWAY**

I	Tallinn-Väike	main track	1620	traffic light A	traffic light B	20-00852
II	Tallinn-Väike	main track	649	point 3	point 40	20-00851
21	Tallinn-Väike	protective blind track	65	point 23	blind track barrier stand	20-00848
116	Tallinn-Väike	connection path	130	point 38	boundary	20-00927
17	Tallinn-Väike	protective blind track	100	point 5	blind track barrier stand	20-00847
20	Tallinn-Väike	arriving-departing track	666	point 1	point 27, r.r. lock	20-00849
3	Tallinn-Väike	arriving-departing track	537	point 9	point 34	20-00850
	<b>Tallinn-Väike station</b>	<b>tracks in total</b>	<b>3767</b>			

	<b>Tallinn-Väike-Liiva</b>	<b>open track</b>	<b>1919</b>	<b>traffic light B</b>	<b>traffic light A</b>	<b>20-00919</b>
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II	Liiva	main track	1438	traffic light A	traffic light B	20-00844
III	Liiva	main track	266	traffic light Aü	point 7	20-00843
1	Liiva	arriving-departing track	849	point 9	point 36	20-00841
3	Liiva	arriving-departing track	1097	point 5	point 24	20-00840
4	Liiva	arriving-departing	882	point 11	point 32	20-00839

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		track				
5	Liiva	arriving-departing track	675	point 21	IL M11	20-00818
6	Liiva	pull out track	190	point 13	blind track barrier stand	20-00838
11	Liiva	connection path	56	point 21	is. lock M11	20-00817
101	Liiva	exposition track	819	point 26	South-west boundary	20-00837
102	Liiva	exposition track	531	point 14	point 2	20-00836
103	Liiva	exposition track	318	point 4	blind track barrier stand	20-00865
11a	Liiva	connection path	138	point 16	side track boundary	20-00815
8/30	Liiva	crossover 28/30	85	point 28	point 30	20-00816
1/3	Liiva	crossover 1/3	77	point 1	point 3	20-00842
	<b>Liiva station</b>	<b>tracks in total</b>	<b>5983</b>	<b>m</b>		

	<b>Liiva-Kiisa</b>	<b>open track</b>	<b>15794</b>	<b>traffic light B</b>	<b>traffic light A</b>	<b>20-00906</b>
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I	Kiisa	main track	1150	traffic light A	traffic light B	20-00834
2	Kiisa	arriving-departing track	1004	point 1	point 2	20-00833
	<b>Kiisa station</b>	<b>tracks in total</b>	<b>2154</b>	<b>m</b>		

	<b>Kiisa-Kohila</b>	<b>open track</b>	<b>7272</b>	<b>m</b>		<b>20-00905</b>
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II	Kohila	main track	1307	traffic light A	traffic light B	20-00768
1	Kohila	arriving-departing track	847	point 3	point 2	20-00766
2	Kohila	arriving-departing track	850	point 1	point 4	20-00766
5	Kohila	arriving-departing track	730	point 5	point 6	10-00765

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	<b>Kohila station</b>	<b>tracks in total</b>	<b>3734</b>	<b>m</b>		
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	<b>Kohila-Rapla</b>		<b>19593</b>	<b>traffic light B</b>	<b>traffic light A</b>	<b>20-00904</b>
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I	Rapla	main track	2048	traffic light A	traffic light B	20-00853
2	Rapla	arriving-departing track	894	point 5	point 22	20-00854
3	Rapla	arriving-departing track	1061	point 1	point 16	20-00855
4	Rapla	transit track	967	point 3	point 20	20-00856
5	Rapla	loading track	1136	point 18	TJ boundary	20-00859
6	Rapla	loading track	352	point 32	blind track barrier stand	20-00860
7	Rapla	loading track	160	point 30	blind track barrier stand	20-00861
8	Rapla	loading track	201	point 28	blind track barrier stand	20-00862
10	Rapla	loading track	213	point 4	blind track barrier stand	20-00863
11	Rapla	protective blind track	58	point 6	boundary pole 6	20-00864
13	Rapla		117	point 7	blind track barrier stand	20-00928
2a	Rapla		376	point 24	point 2	20-00858
14/1 2	Rapla		92	point 14	point 12	20-00865
	<b>Rapla station</b>	<b>tracks in total</b>	<b>7675</b>	<b>m</b>		

	<b>Rapla-Lelle</b>	<b>open track</b>	<b>15469</b>	<b>traffic light B</b>	<b>traffic light A</b>	<b>20-00903</b>
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I	Lelle	main track	1800	traffic light A	traffic light B	20-00926
II	Lelle	main track	1460	point 1	traffic light	20-00925

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3	Lelle	arriving-departing track	1012	point 3	point 6	20-00924
4	Lelle	arriving-departing track	796	point 5	blind track barrier stand	20-00923
10/8	Lelle	main track crossover 10/8	103	point 10	point 8	20-00921
4/2	Lelle	main track crossover 4/2	102	point 4	point 2	20-00920
	<b>Lelle station</b>	<b>tracks in total</b>	<b>5273</b>			

	<b>Lelle-Tootsi</b>	<b>open track</b>	<b>37980</b>	<b>traffic light B</b>	<b>traffic light A</b>	<b>20-00902</b>
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I	Tootsi	main track	1599	traffic light A	traffic light B	20-00890
2	Tootsi	arriving-departing track	907	point 11	point 6	20-00895
5	Tootsi	protective blind track	269	point 11	blind track barrier stand	20-00894
7	Tootsi	loading track	348	point 11	blind track barrier stand	20-00892
5/7	Tootsi	crossover 5 - 7	92	point 5	point 7	20-00893
	<b>Tootsi station</b>	<b>tracks in total</b>	<b>3215</b>			

	<b>Tootsi-Pärnu</b>	<b>open track</b>	<b>23155</b>	<b>traffic light B</b>	<b>traffic light A</b>	<b>20-00901</b>
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I	Pärnu	main track	1525	traffic light A	traffic light B	20-00885
2	Pärnu	arriving-departing track	1416	point 7	point 104	20-00887
3	Pärnu	arriving-departing track	876	point 11	point 18	20-00886
4	Pärnu	arriving-departing track	872	point 13	point 16	20-00884
5	Pärnu	arriving-departing track	910	point 14	blind track barrier stand	20-00883

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12	Pärnu	wagon handling track	296	point 21	blind track barrier stand	20-00882
14	Pärnu	loading track	376	point 104	blind track barrier stand	20-00881
18	Pärnu	loading track	2857	point 100	RRL point 221	20-00880
19	Pärnu		51	point 104	boundary pole	20-00869
22	Pärnu	connection path	48	point 204	boundary pole	20-00868
32	Pärnu	exposition track	530	point 201	point 207	20-00877
33	Pärnu	loading track	277	point 213	blind track barrier stand	20-00876
34	Pärnu	loading track	446	point 212	blind track barrier stand	20-00875
35	Pärnu	loading track	352	point 209	blind track barrier stand	20-00874
38	Pärnu	loading track	738	point 208	blind track barrier stand	20-00873
39	Pärnu	loading track	397	point 211	blind track barrier stand	20-00872
40	Pärnu	loading track	372	point 215	blind track barrier stand	20-00871
41	Pärnu	trestle unloading track	622	point 210	blind track barrier stand	20-00870
12/10	Pärnu	crossover 12/10	92	point 12	point 10	20-00879
6/8	Pärnu	crossover 6/8	92	point 6	point 8	20-00878
	<b>Pärnu station</b>	<b>tracks in total</b>	<b>13145</b>	<b>m</b>		

	<b>Pärnu-km 140</b>	<b>open track</b>	<b>3352</b>	<b>traffic light B</b>	<b>blind track barrier stand</b>	<b>20-00900</b>
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	<b>Lelle-Türi</b>	<b>open track</b>	<b>24678</b>	<b>traffic light B2</b>	<b>traffic light A</b>	<b>20-00899</b>
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II	Türi	main track	1611	traffic light A	traffic light B	20-00907
1	Türi	arriving-departing track	993	point 5	point 12	20-00918
3	Türi	arriving-departing track	906	point 9	point 14	20-00917
4	Türi	arriving-departing track	857	point 11	point 8	20-00916

7	Türi	pull out track	628	point 3	blind track barrier stand	20-00914
8	Türi	loading track	358	point 17	blind track barrier stand	20-00913
9	Türi	trestle track	337	point 19	blind track barrier stand	20-00912
10	Türi	loading track	570	point 21	blind track barrier stand	20-00911
11	Türi	loading track	231	point 23	blind track barrier stand	20-00910
	<b>Türi station</b>	<b>tracks in total</b>	<b>6491</b>	<b>m</b>		

	<b>Türi-Võhma</b>	<b>open track</b>	<b>20178</b>	<b>traffic light B</b>	<b>traffic light A</b>	<b>20-00898</b>
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I	Võhma	main track	1400	traffic light A	traffic light B	20-00891
2	Võhma	arriving-departing track	1067	point 1	point 2	20-00889
3	Võhma	arriving-departing track	291	point 4	blind track barrier stand	20-00888
	<b>Võhma station</b>	<b>tracks in total</b>	<b>2758</b>			

	<b>Võhma-Viljandi</b>		<b>29998</b>	<b>traffic light B</b>	<b>traffic light A</b>	<b>20-00897</b>
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I	Viljandi	main track	1302	traffic	point 4	20-00832
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## OPERATIONS ENABLED AT RAILWAY CIVIL ENGINEERING WORKS OF Edelaraudtee Infrastruktuuri AS

No.	Name of the station / stop	Operations enabled			Technical operations			
		Transport of passengers operations (boarding and exiting a train)	waiting platforms Position at the station	Measures/m	transport of goods operations	Arriving and departing trains	shunting	Combining and dividing a trainset
<b>Tallinn-Lelle-Pärnu railway</b>								
1	TALLINN-VÄIKE station	+	between tracks	4.7*150.5		+	+	+
2	LIIVA station	+	between tracks	4.7*150.5	1, 3	+	+	+
3	Männiku stopping point	+		3*150				
4	Saku stopping point	+		3*150.5				
5	Kasemetsa stopping point	+		3*150				
6	KIISA station	+	between tracks	4.7*150.5		+		
7	Roobuka stopping point	+		3*150.5				

8	Vilivere stopping point	+	3*150					
9	KOHILA station	+	outmost	3*150	3	+	+	+
			between tracks	4*150				
10	Lohu stopping point	+	3*150					
11	Hagudi stopping point	+	4.7*150.5					
12	RAPLA station	+	outmost	3*150	1, 3, 8n, 10n	+	+	+
			between tracks	4*150.5				
13	Keava stopping point	+	3*150					
14	LELLE station	+	outmost	3*150.5		+	+	<i>Coupling of passenger trains</i>
			between tracks	4*150.5				
15	Koogiste stopping point	+	3*35					
16	Eidapere stopping point	+	3*30					
17	Viluvvere stopping point	+	3*35					
18	TOOTSI station	+	between tracks	4.7*35		+		
19	Tori stopping point	+	3*30					
20	Pulli stopping point	+	3*126					
21	PÄRNU freight terminal	+	outmost	3*150	1, 3	+	+	+

22	Pärnu (Papiniidu) stopping point	+	3*87.5					
	<b>Lelle-Türi-Viljandi railway</b>							
23	Käru stopping point	+	3*35					
24	TÜRI station	+	outmost	3*150.5	1, 3	+	+	+
			between tracks	4.7*150.5				
25	Taikse stopping point	+	3*30					
26	Kärevere stopping point	+	3*35					
27	Ollepa stopping point	+	3*35					
28	VÕHMA station	+	outmost	3*150.5	1	+	+	+
29	Olustvere stopping point	+	3*150.5					
30	Sürgavere stopping point	+	3.35					
31	VILJANDI station	+	outmost	3*150.5	1, 3	+	+	+

Meaning of the symbols for transport of goods operations:

- 1- Receiving and issuing wagonloads, the storage of which is permitted in open areas of the station
- 3 - Receiving and issuing wagonloads and small consignments in full carriages only on side tracks and areas not being publicly used
- 8n - Receiving and issuing goods in universal containers with a gross weight of 20 t and 24 t on side tracks

10n - Receiving and issuing goods in universal containers with a gross weight of 24 (30) t and 30 t on side tracks

**Information for calculation of the ordered train kilometres 2017/2018**

Annex 4

Railway infrastructure section	Length, m
Tallinn-Tallinn-Väike	0.900
Tallinn-Väike-Liiva	3.132
Liiva-Kiisa	17.468
Kiisa-Kohila	8.338
Kohila-Rapla	21.362
Rapla-Lelle	17.500
Lelle-Türi	26.100
Türi-Võhma	21.800
Võhma-Viljandi	30.800
Lelle-Tootsi	39.200
Tootsi-Pärnu kauba	25.047
Pärnu kauba-Papiniidu	3.766
Liiva-Ülemiste	5.529