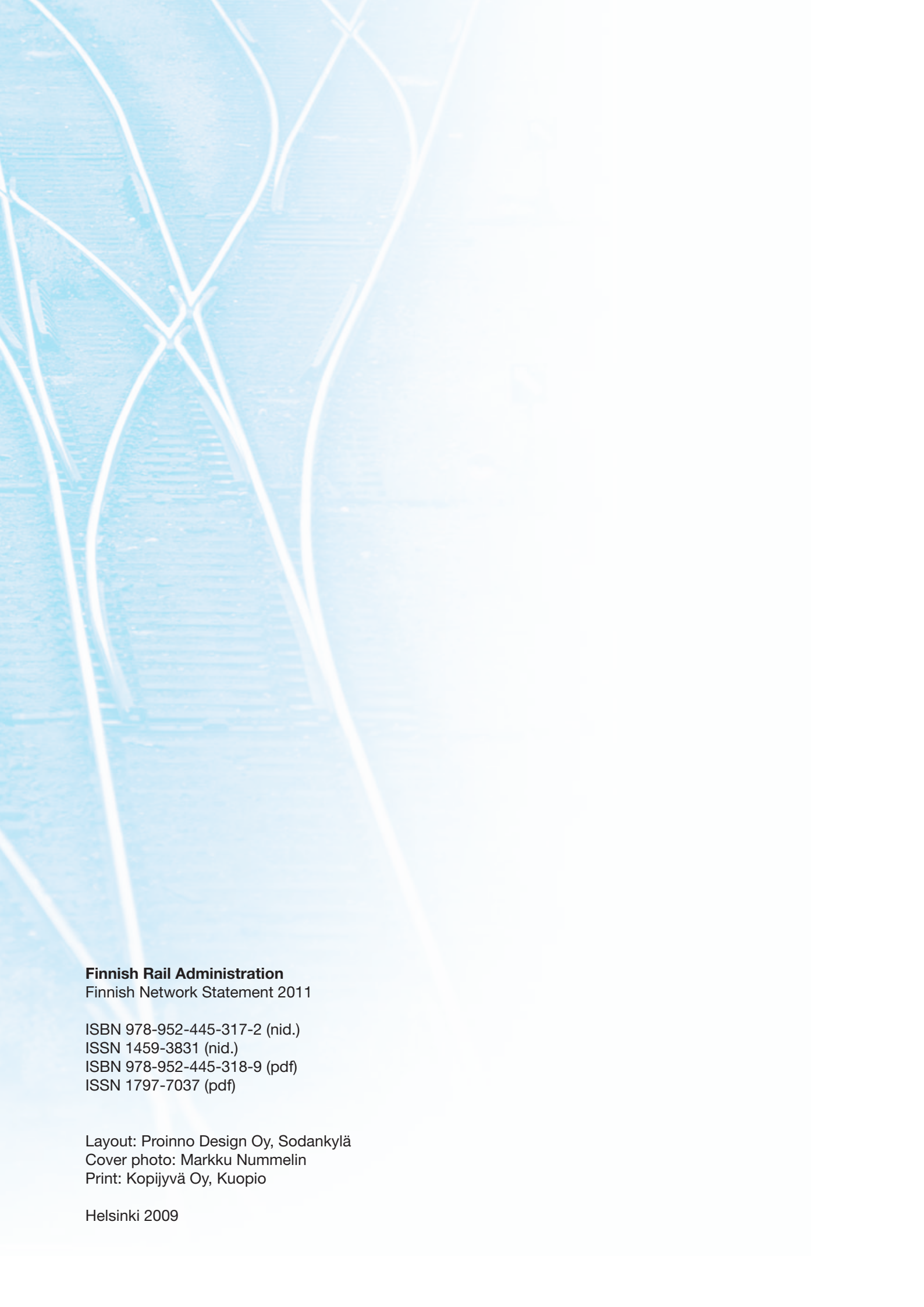


Finnish Network Statement 2011



FINNISH RAIL
ADMINISTRATION



Finnish Rail Administration
Finnish Network Statement 2011

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Helsinki 2009

Foreword

The Finnish Rail Administration (RHK) publishes this Network Statement for the timetable period 2011. This is the eighth 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 allocation capacity, the services supplied to railway undertakings and the principles of determining the infrastructure charge. The Network Statement is published for applicants for capacity for each timetable period separately. The present Network Statement is intended for the timetable period 12.12.2010–10.12.2011.

The Network Statement 2011 has been prepared based on the previous Network Statement taking into account the feedback received from users and the Network Statements of other European Infrastructure Managers.

The structure of the Network Statement follows the common European structure and comprises the following chapters:

- 1 General
- 2 Access conditions
- 3 Rail network
- 4 Capacity allocation
- 5 Services supplied to railway undertakings
- 6 Infrastructure charge

During timetable period 2010 the Finnish Rail Administration, Finnish Road Administration and part of the Finnish Maritime Administration will be united to form the Finnish Transport Infrastructure Agency. The research and foundation work of the new agency are not finished at the time of publishing the Network Statement, and the changes they cause, for example, to different practices cannot be anticipated. Updates will be published on the Network Statement 2010 and 2011 websites.

Also the Finnish Rail Agency, Finnish Vehicle Administration, Finnish Civil Aviation Authority and part of the Finnish Maritime Administration will be united, and become the Finnish Transport Safety Agency in timetable period 2010. The establishment of this new agency will also affect the regulations, instructions and links to information sites mentioned in the Network Statement 2011. These updates can also be found on the Network Statement 2010 and 2011 websites.

In the Network Statement 2011 the new names Finnish Transport Infrastructure Agency and Finnish Transport Safety Agency are used instead of the old names Finnish Rail Administration and Finnish Rail Agency.

Within the Finnish Rail Administration, the Network Statement is the responsibility of the Traffic Management Unit. All the departments of the Finnish Rail Administration and several outside specialists have been involved in the preparation of the Network Statement.

Helsinki, 11 December 2009

Finnish Rail Administration

Traffic System Department,
Traffic Management Unit

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1 General Information

1.1 Introduction

The Network Statement is published in accordance with the Railway Act (555/2006) 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 2011 is the eighth Network Statement published in Finland.

1.2 Objective

The Network Statement is published for the use of applicants for capacity for each timetable period separately. The Network Statement describes the access conditions, state-owned rail network, capacity allocation, 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 capacity allocation and the charging systems.

Railway undertakings can request capacity for international traffic within the European Economic Area, as well as for domestic freight traffic. Domestic passenger traffic and transit traffic to Russia on the Finnish rail network may be operated only by VR-Group Ltd.

1.3 Legal Framework

Current Legislation

In accordance with the Railway Act, Finnish Transport Infrastructure Agency publishes information on the provisions of the Railway Act, as well as on the provisions issued under this Act and other provisions, concerning

- 1) the right of access to the rail network;
- 2) the principles of determining the infrastructure charges;
- 3) applying for rail 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.

Finnish Transport Infrastructure Agency 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 Finnish Transport Infrastructure Agency on:

- 1) specialised infrastructure under the Railway Act (point 3.4.1)
- 2) the priority order to be applied to congested infrastructure under the Railway Act (point 4.4.3)
- 3) the threshold quota for the minimum use of railway infrastructure on each train path under the Railway Act (point 4.6) are also published in the Network Statement.

1.4 Legal Status

1.4.1 General Remarks

The Network Statement is not a regulation issued by Finnish Transport Infrastructure Agency but a document providing information.

1.4.2 Liability

Information published in the Network Statement does not affect regulations issued by Finnish Transport Infrastructure Agency or the Finnish Transport Safety Agency. Information on the third parties mentioned in the Network Statement may also change during the timetable period.

1.4.3 Appeals Procedure

A decision taken by Finnish Transport Infrastructure Agency may be appealed against under the Railway Act by filing a claim for rectification with the Regulatory Body, which in Finland is the Finnish Transport Safety Agency. A claim for rectification may be filed if the decision taken by the Regulatory Body 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 Finnish Transport Safety Agency within 30 days of the date of receipt of notice of the decision. The Finnish Transport Safety Agency 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.

1.5 Structure of the Network Statement

This Network Statement follows the common structure set for Network Statements by RailNetEurope.

The Network Statement consists of five more chapters in addition to this one. The second chapter deals with the requirements for accessing the Rail Network, the third handles the rail network infrastructure, the fourth covers issues related to capacity allocation, the fifth chapter is about services offered to railway undertakings, and the sixth chapter deals with the infrastructure charge and charging principles. The Network Statement includes appendices that provide a more detailed description of the rail network features and other issues related to rail traffic operations.

1.6 Validity and Updating

1.6.1 Validity Period

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 that is 12 months ahead of the timetable period. The Network Statement 2011 is intended for the timetable period 2011, that is, for the period 12.12.2010–10.12.2011. The Network Statement for the timetable period 2012 will be published by 10.12.2010 at the latest.

1.6.2 Updating Process

If information contained in item 1.3 changes, Finnish Transport Infrastructure Agency will publish the changes in its publications.

The Appendix 11 of the Network Statement presents an estimate of the railway work that is to be done during the timetable period 2011 and which may affect traffic. The working programme, timing of tasks and the required railway work will change as the funding and plans become more focused. The Finnish Transport Infrastructure Agency will publish the list of railway work and maintain an updated version of the document on Network Statement website.

The agency changes mentioned in the preface may cause updates to the Network Statement and the Appendices after the printed version has been published. Updates will be published on Network Statement website.

1.7 Publishing

The Network Statement is published in three languages: Finnish, Swedish and English. If any discrepancies are found between the different language versions, the Finnish language version will prevail. The Finnish version of the Network Statement can be obtained in printed form from the Finnish Transport Infrastructure Agency and all language versions are available in PDF format on the Finnish Transport Infrastructure Agency's website.

Development plans for the rail network for 2011–2014 are presented in Finnish Transport Infrastructure Agency's action plan (TTS). Statistics concerning the rail network and railway traffic are presented in the annually published Finnish Railway Statistics.

1.8 Contacts

The information on the Finnish Transport Infrastructure Agency and the Finnish Transport Safety Agency, given in this Chapter, may change after the publication of the Network Statement. Any updated information will be available on the websites of the agencies concerned as well as in the Network Statement websites for 2010 and 2011.

Finnish Transport Infrastructure Agency

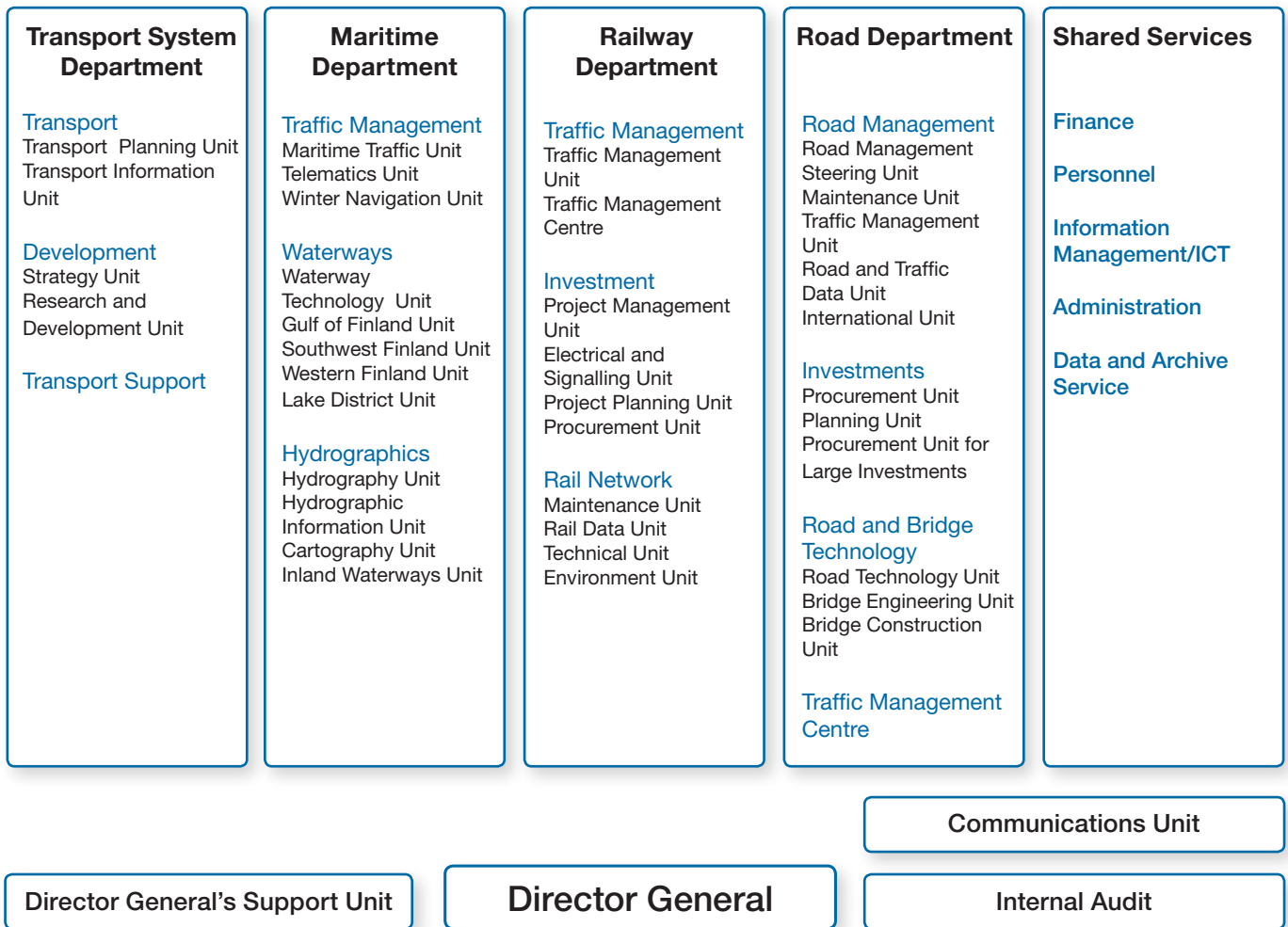
The Finnish Transport Infrastructure Agency operates under the auspices of the Ministry of Transport and Communications, assuming responsibility for maintaining and developing the state rail network, allocating rail capacity, conducting traffic control and directing traffic. The Finnish Transport Infrastructure Agency is also responsible for maintaining roads and developing and safeguarding the operating prerequisites of merchant shipping and other forms of waterborne traffic.

Finnish Transport Infrastructure Agency
Internet: <http://www.liikennevirasto.fi>

On matters regarding entering the market or railway traffic, e-mail can be sent to oss@liikennevirasto.fi.

Other contact information can be found on Finnish Transport Infrastructure Agency's website.

Finnish Transport Infrastructure Agency Organisation



Picture 1. Finnish Transport Infrastructure Agency's organisational chart.

Ministry of Transport and Communications

PO Box 31 (street address: Yliopistonkatu 5)
 FI-00023 Valtioneuvosto

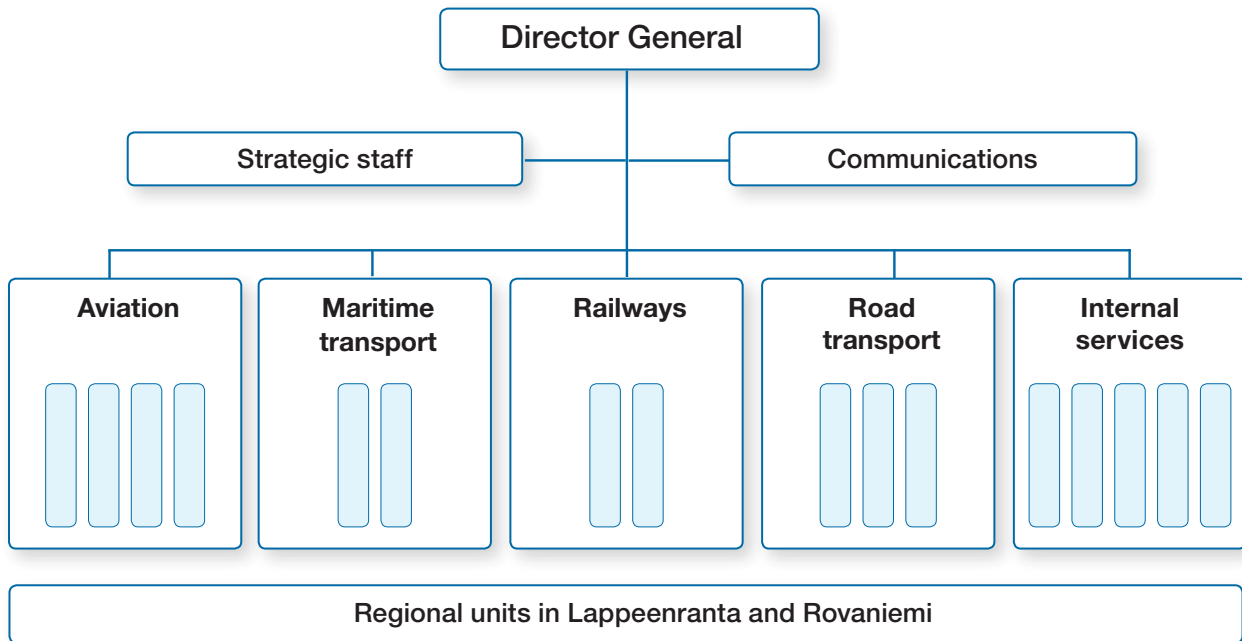
Telephone: +358 9 160 02
 Fax: +358 9 160 28596
 E-mail: kirjaamo@mintc.fi
 Internet: <http://www.mintc.fi>

Finnish Transport Safety Agency

The Finnish Transport Safety Agency is charged with monitoring and developing railway safety and issuing instructions and regulations relating to flight and aviation safety as well as promoting road traffic safety and improving vehicle traffic information services. The Finnish Transport Safety Agency is also responsible for safety matters in connection with merchant shipping and other waterborne traffic.

Internet: <http://www.trafi.fi>

Finnish Transport Safety Agency organisation



Picture 2. Finnish Transport Safety Agency's organisational chart.

Finnish Competition Authority

The Finnish Competition Authority operates under the Ministry of Trade and Industry. Its objective is to protect sound and effective economic competition and increase economic efficiency by promoting competition and abolishing competition restraints.

**P.O. Box 332 (street address: Pitkäsillanranta 3 A)
FI-00531 Helsinki**

Telephone: +358 9 731 41

Fax: +358 9 7314 3328

E-mail: kirjaamo@kilpailuvirasto.fi

Internet: <http://www.kilpailuvirasto.fi>

1.9 RailNetEurope – International co-operation between Infrastructure Managers

In January 2004, the European railway infrastructure managers established a common organisation to shape the business of European rail infrastructure. RailNetEurope or RNE is an organisation whose goal is to promote international traffic in the European railway infrastructure and sell and market the railway capacity managed by its members.

Instead of engaging in bilateral or multilateral co-operation, the European railway infrastructure managers established a single organisation, RNE, to represent all of its members from the European perspective. The goal is to harmonise regulations and promote European rail traffic, and in so doing benefit every member.

RNE consists of 34 members, either full or associated members or candidates. All in all RailNetEurope partners serve a network of around 230,000 km railway infrastructure. Also a ferry line has joined the association and contributes to lowering the barriers in international rail traffic. RNE's main target group consists of customers engaging in international business. The Infrastructure Managers involved in RailNetEurope today take care of 120 customers dealing with international business and over 300 companies involved in national rail traffic.

The RNE members have set up One Stop Shops (OSS) working as a network of customer contact points. For international path requests, the customer needs to contact only one of these OSS, which will coordinate the whole international path allocation process.

One Stop Shop:

- Offers the customer support and information on the full product and service range of the Infrastructure Managers.
- Supplies all the information required to gain access to the infrastructure of any Infrastructure Manager participating in RNE.
- Handles requests for any international train path within RNE.
- Ensures that requests for the next timetable period are duly taken into account in the annual timetabling process.
- Provides train path offers for the whole international journey.

Each OSS contact is part of the international network aiming at making network access for customers as simple as possible. The OSS also provides information on infrastructure charges and train movements including quality monitoring. The OSS provides competent and efficient assistance across all borders, based on transparent, confidential and non-discriminatory procedures. The contact information of railway infrastructure managers' OSS contacts can be found on the RailNetEurope's Internet pages at <http://www.railneteurope.com>.

RailNetEurope members include:

- Administrador de Infraestructuras Ferroviarias (ADIF) (Spain)
- Banedanmark (Denmark)
- Banverket (BV) (Sweden)
- BLS AG (BLS) (Switzerland)
- Communauté de Transports – Accès Réseau (Luxembourg)
- Compania Națională de Căi Ferate SA (CFR) (Romania)
- DB Netz AG (Germany)
- Eurotunnel (France / England)
- Finnish Transport Infrastructure Agency (Finland)
- HZ Infrastructura d.o.o. (Croatia)
- Infrabel (Belgium)
- Jernbaneverket (JBV) (Norway)
- Keyrail (Netherlands)
- MÁV Magyar Államvasutak Zrt (MAV) (Hungary)
- National Manager of Railway Infrastructure (EDISY S.A.) (Greece)
- National Railway Infrastructure Company (NRIC) (Bulgaria)
- Network Rail (Great Britain)
- PKP Polskie Linie Kolejowe S.A. (PKP PLK) (Poland)
- ProRail B.V. (Netherlands)
- Public Agency for Rail Transport of RS (AŽP) (Slovenia)
- Raaberbahn AG/GYSEV Zrt. (GYSEV/Raaberbahn) (GYSEV/Raaberbahn) (Austria / Hungary)
- Rede Ferroviária Nacional E.P.E. (REFER) (Portugal)
- Réseau Ferré de France (RFF) (France)
- Rete Ferroviaria Italiana SpA (RFI) (Italy)
- Scandlines Deutschland GmbH (Germany/Sweden)
- Société Nationale des Chemins de fer Français (SNCF) (France)
- Správa Železniční dopravní cesty (CD)/SZCD (the Czech Republic)
- Swiss Federal Railways SBB-Infrastructure (SBB CFF FFS) (Switzerland)
- Slovenske železnice d.o.o. (SŽ) (Slovenia)
- Swiss Train Paths Ltd. (Trasse) (Switzerland)
- TP Ferro Concesionaria SA (Spain/France) Vasúti Pályakapacitás-elosztó Kft. (VPE) (Hungary)
- Železnice Slovenskej republiky (ŽSR) (Slovakia)
- ÖBB Infrastruktur Betrieb AG (Austria).

Network Statements of Other Countries

Internet addresses and names of Network Statements published by other rail network administrators are listed in Appendix 14.

1.10 Glossary

- **Coordination** refers to a procedure by which Finnish Transport Infrastructure Agency and the applicants attempt to solve situations where there are competing requests for rail capacity.
- **Engaging in railway traffic** refers to the traffic conducted by a railway undertaking or a museum train operator on the rail network.
- **Infrastructure maintenance** refers to construction, maintenance and development of tracks, of structures, equipment and systems connected with them, as well as of real property needed for infrastructure maintenance.
- **LIMO** refers to the Finnish Transport Safety Agency orders and instruction on rolling stock.
- **Museum train traffic** refers to traffic operated on a small scale on the rail network by a non-profit association with museum trains. Museum train refers to a stock registered as a museum train on the Finnish Transport Safety Agency's stock register.
- **Private siding** refers to a track other than state-owned track, which is connected to the rail network according to the private siding connection permit. The connection permit is provided by the Finnish Transport Infrastructure Agency.
- **Rail capacity** refers to the capacity of a train path to carry train traffic over a particular period and depending on the characteristics of the rail network.
- **Rail Network Description** refers to the technical characteristics of the Finnish rail network. The information published on the description are up-to-date on the date of publication, and describe the current state. Rail Network Description is published at least twice a year, at the beginning of June and December, on Finnish Transport Infrastructure Agency's website.
- **Railway undertaking** refers to a company or other association under private law whose main activity is to operate rail traffic. The company must have an appropriate operating licence issued in the European Economic Area and possess the rolling stock needed for operating traffic. Undertakings providing only traction services are also regarded as railway undertakings.
- **RATO** refers to railway track's technical instructions, which include basic information on development, inspection and maintenance of a track and its equipment. RATO is published by the Finnish Transport Infrastructure Agency.

- **The Advance Information System (ETJ)** is a system, which includes the advance plans of railway work and information on changes affecting traffic. Otherwise, these would have to be delivered by a traffic control message.
- **Traffic control** is the management of traffic on individual train paths. In addition traffic control duties include issuing permits and notices required for train traffic. Traffic control also includes protecting the railway work areas, issuing permits for railway work and receiving information on the termination of such work. If so required due to the volume of traffic and safety apparatus a signals or turnout worker, shunting foreman, engine driver or a worker responsible for the safety of work done near the tracks or other person appointed in due order for the task may participate in traffic control to the extent required by their task.
- **TURO** refers to safety instructions in track maintenance. The Finnish Transport Infrastructure Agency publishes the instructions on its website.

Other, more detailed, definitions can be found in RATO (Railway track technical instructions).

2 Access Conditions

2.1 Introduction

Access requirements to the rail network are listed in this chapter. The prerequisites for operating railway traffic are an operating licence, safety certificate or museum traffic operator's licence, allocated capacity and an access contract. In addition, for example, the rolling stock acceptance process and traffic safety staff qualifications are described in this chapter.

2.2 General Access Requirements

The legal framework of access to infrastructure is described in the Railway Act (555/2006). The provisions issued by the Finnish Transport Safety Agency and Finnish Transport Infrastructure Agency shall be observed on the state-owned rail network. Information on the provisions and instructions issued by the Finnish Transport Safety Agency and Finnish Transport Infrastructure Agency currently in force is available from the Finlex Data Bank, <http://www.finlex.fi>.

The Act on safety and interoperability of the rail system (750/2006) lays down, for example, the essential requirements for the rail system. The essential requirements can be supplemented with separate provisions.

ATP engine equipment must be used in train traffic or, if operating without ATP engine equipment, an exceptional permit as referred to in section 28(5) of the Railway Act (555/2006) is compulsory. The Finnish Transport Safety Agency may grant an exceptional permit provided that it does not endanger the safety of the railway system. In cases concerning the use of ATP engine equipment, a fixed-term exceptional permit may be granted if the case involves a need for exceptional and temporary train operation or if ATP engine equipment or spare parts are not available. An exceptional permit may not be granted for a train unit or engine which is used in passenger or commercial freight traffic, when it is not directly connected with track maintenance. ATP engine equipment is not required in stock that is used for shunting only. Museum stock can be operated on part of the rail network without automatic train safety equipment. The sections of line, on which the automatic train safety equipment is obligatory, are listed in Finnish Transport Safety Agency's museum train traffic regulation (RVI/295/411/2008). Further information is given by the Finnish Transport Safety Agency.

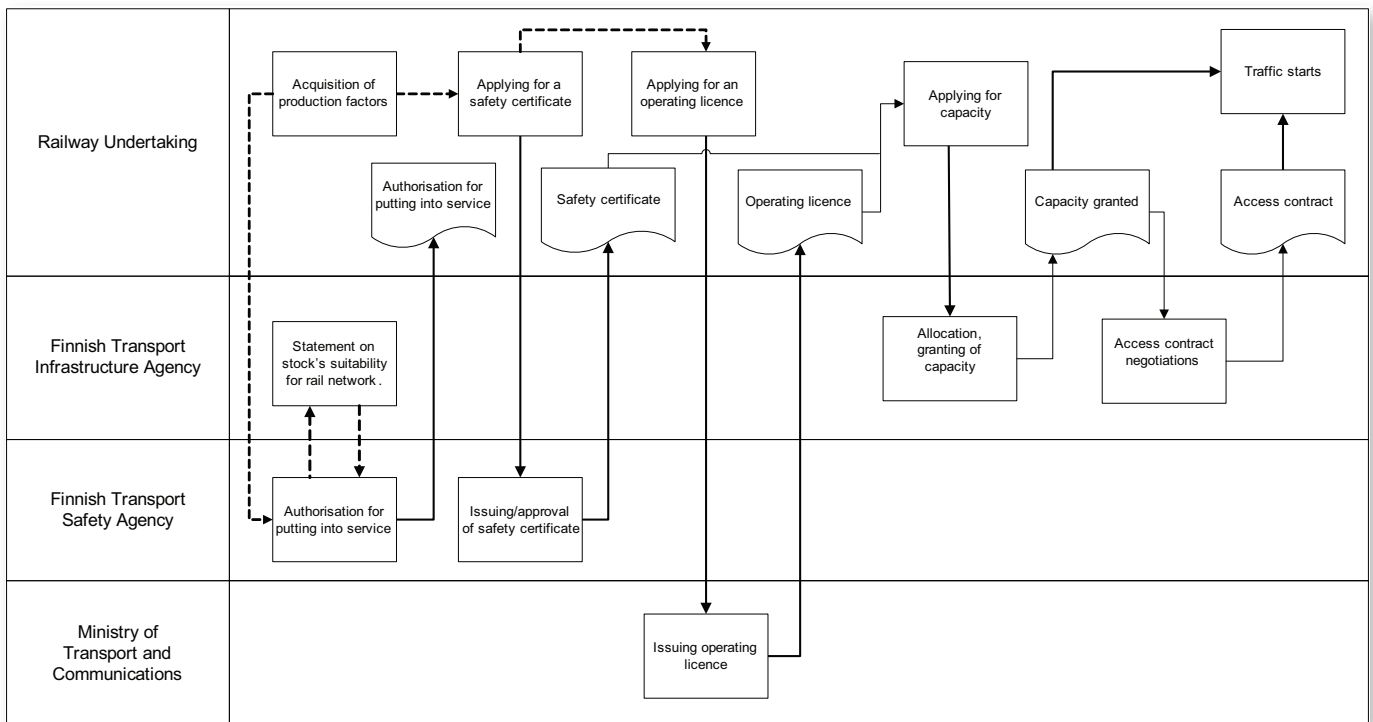


Figure 2. Phases for entering the market

2.2.1 General Requirements for Operating Railway Traffic

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

- 1) The railway undertaking or international grouping of railway undertakings shall have an operating licence in accordance with 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 the Railway Act.
- 2) The licence holder shall have a safety certificate in accordance with the Railway Act, issued or approved by the Finnish Transport Safety Agency, which covers all the train paths on which traffic will be operated.
- 3) Capacity in accordance with the Railway Act has been allocated to the railway undertaking for its traffic.
- 4) The licence holder shall make an access contract with Finnish Transport Infrastructure Agency on necessary practical arrangements concerning the operating of railway traffic.
- 5) Other conditions for operating rail traffic, laid down in or under the Railway Act are in all respects fulfilled.

Access conditions and phases for entering the market are presented in Figure 2.

Museum Traffic

The same requirements described in this Network Statement are applied to museum train traffic as to other rail traffic, except with regard to the operating licence. The law provides that a museum traffic operator must have an operating licence granted by the Finnish Transport Safety Agency, and that the licence corresponds with the railway undertaking's safety certificate. The operating licence will be granted upon application for a maximum of five years at a time. The prerequisite for granting the operating licence is that the museum traffic operator has sufficient liability insurance and risk management system, their rolling stock has been approved by the Finnish Transport Safety Agency, and the persons attending to the traffic operation possess the required competence.

Capacity may be requested only as ad hoc capacity. Finnish Transport Infrastructure Agency has drawn up instructions for museum train traffic operators for attending to certain matters regarding access to the network.

ATP engine equipment must be used in train traffic or, if operating without ATP engine equipment, an exceptional permit as referred to in section 28(5) of the Railway Act (555/2006) is compulsory. The Finnish Transport Safety Agency may grant an exceptional permit provided that it does not endanger the safety of the railway system. In cases concerning the use of ATP engine equipment, a fixed-term exceptional permit may be granted if the case involves a need for exceptional and temporary train operation or if ATP engine equipment or spare parts are not available. An exceptional permit may not be granted for a train unit or engine which is used in passenger or commercial freight traffic, when it is not directly connected with track maintenance. ATP engine equipment is not required in stock that is used for shunting only. Museum stock can be operated on part of the rail network without automatic train safety equipment. The sections of line, on which the automatic train safety equipment is obligatory, are listed in Finnish Transport Safety Agency's museum train traffic regulation (RVI/295/411/2008). Further information can be obtained from the Finnish Transport Safety Agency.

2.2.2 General Requirements for Access to the Rail Network

The following railway undertakings or international groupings of railway undertakings may access the state rail network to operate train traffic:

- 1) the railway undertakings and international groupings of railway undertakings referred to in the Railway Act providing domestic freight services or passenger 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 the Act on the Incorporation of the Finnish State Railways (20/1995) for providing services in domestic 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 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 may also 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 Finnish Transport Infrastructure Agency.

2.2.3 Operating Licence

The Ministry of Transport and Communications issues an operating licence for the operation of rail traffic to applicants established in Finland. The granted operating licence is valid for the time being and 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. An operating licence granted elsewhere must be delivered to the Ministry of Transport and Communications for information.

The prerequisite for granting the operating licence is that the main activity of the undertaking is to operate rail traffic. The undertaking must also have a safety certificate issued or approved by the Finnish Transport Safety Agency, a solid financial standing, a competent management team and a sufficient liability insurance. The application for an operating licence is delivered to the Ministry of Transport and Communications.

2.2.4 Safety Certificate

The safety certificate is issued by the national safety authority. In Finland, it is issued by the Finnish Transport Safety Agency.

If a railway undertaking has been granted part A of the safety certificate in another country belonging to the European Economic Area, it must apply to the Finnish Transport Safety Agency for part B of the safety certificate before it can commence train operations or track maintenance in Finland.

The safety certificate will be granted or approved for a maximum of five years at a time. The undertaking must apply for a new safety certificate as soon as its old certificate is no longer valid.

The safety certificate comprises two parts. Part A approves the safety management system, while part B accepts the documents and arrangements that the holder of the safety certificate has issued and put in place that indicates that the set requirements are fulfilled.

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 the Railway Act. It is also possible to include other requirements in the safety certificate regarding railway

safety. The purpose of these requirements is to 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 the Finnish Transport Safety Agency.

The Finnish Transport Safety Agency requires information on:

- the applicant's safety management system's compliance with regulations
- the applicant proves that it fulfils those rules and regulations on the use of the rail network that concern that part of the network where it intends to operate or engage in traffic operation and the applicant shows that it can safeguard compliance with the rules and regulations,
- the applicant proves that its staff groups and the staff groups of the subcontractor that it uses are appropriately trained and competent in their duties in accordance with the relevant regulations [concerning the network];
- the applicant proves that the rolling stock that it uses complies with the relevant regulations [concerning the network] and that the maintenance and servicing of the rolling stock are in order.

The Finnish Transport Safety Agency has drawn up instructions on how to apply for a safety certificate. The form used to apply for the safety certificate can be obtained from the Finnish Transport Safety Agency. The written application shall be submitted to the Finnish Transport Safety Agency. The Finnish Transport Safety Agency shall consider the application and if necessary request further information. The Finnish Transport Safety Agency shall decide on the issuance or approval of the safety certificate within four months after the request has been filed. However, the matter shall be resolved within twelve months of the application even if all the necessary information has not been lodged. The Finnish Transport Safety Agency may grant a safety certificate for the entire state rail network or individual train paths. If the rules or regulations on the safety of the railway system are essentially amended, the agency may review the certificate or part thereof. If the operation of the holder of the safety certificate alters essentially in nature or extent, it shall re-apply for approval of the safety certificate insofar as the change has an effect on the terms and conditions of the safety certificate.

2.2.5 Insurance

A rail transport operator shall have sufficient liability insurance or other corresponding arrangement in case of such damage incurred by a party due to rail transport operations for which the operator is by law or contract responsible. The nature and scope of operations and risks related to the operations must be taken into account in evaluating the sufficiency of the insurance or a similar arrangement. The insurance or other corresponding arrangement shall be in force for the duration of the entire period during which rail transport is operated.

2.3 How to Apply for a Train Path

A railway undertaking has to meet the following criteria to apply for rail capacity:

- The undertaking shall have an operating licence in conformity with the Railway Act or a corresponding licence issued in the European Economic Area unless it is a question of museum traffic referred to in the Railway Act.
- The undertaking shall, in compliance with the Railway Act, have a safety certificate for all the train paths on which the undertaking is planning to operate.

Applying for rail capacity and capacity allocation are described in Chapter 4 of the Network Statement.

2.4 General Business Conditions

2.4.1 Framework Agreement

Finnish Transport Infrastructure Agency 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, Finnish Transport Infrastructure Agency 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 of five years. For special reasons, Finnish Transport Infrastructure Agency may, however, also conclude framework agreements for a longer period. Conclusion of an agreement for more than five years can, however, be justified only by 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.

2.4.2 Access Contracts

Railway undertaking and museum traffic operator shall make an access contract with Finnish Transport Infrastructure Agency on the use of necessary services with regard to the state rail network and operating railway traffic. These services include, for example, the use of marshalling yards, storage sidings and other tracks, as well as use of traffic control services. It is also possible to agree on other practical arrangements concerning railway traffic operations.

The railway traffic operator shall contact Finnish Transport Infrastructure Agency to prepare the access contract and contractual negotiations as early as possible, preferably before applying for capacity. Finnish Transport Infrastructure Agency makes this contract with each licence holder while taking into account the nature and scale of capacity allocated. The access contract is made for each timetable period and can be changed if decisions made during the timetable period concerning the allocation of capacity or other facts, for example, concerning the condition of the rail network so require. The access contract can only be concluded after all conditions stipulated in the Railway Act for operating railway traffic have been fulfilled. After the contract has been concluded, traffic may begin.

2.5 Operational Rules

Operational rules drafted by Finnish Transport Infrastructure Agency can be viewed on the Finnish Transport Infrastructure Agency website and legislative information on the Finlex website.

2.6 Exceptional Transport

Traffic restrictions are dealt with in item 3.4 and in Appendix 6. Regulations concerning railway traffic and rolling stock can be viewed on the Finlex website and other instructions on the Finnish Transport Safety Agency and Finnish Transport Infrastructure Agency websites.

An exceptional transport permit is granted by the Finnish Transport Infrastructure Agency. For more information, please visit the agency's website.

2.7 Dangerous Goods

Transport of dangerous goods is dealt with in item 3.4.3. Regulations concerning railway traffic and rolling stock can be viewed on the Finlex website and other instructions on the Finnish Transport Safety Agency and Finnish Transport Infrastructure Agency websites.

2.8 Rolling Stock Acceptance Process Guidelines

An authorisation issued by the Finnish Transport Safety Agency is required for placing rolling stock in service. This authorisation can be issued for rolling stock that meets the requirements valid in Finland, which is laid down in legislation.

The requirements are based on the interoperability requirements for the rail system in accordance with Community law and the Finnish Transport Safety Agency 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. Before issuing the authorisation, the Finnish Transport Safety Agency will ask for the Finnish Transport Infrastructure Agency's statement on stock type's or unit's suitability for rail network, in order to define possible restrictions.

The Finnish Transport Safety Agency maintains a register used to monitor the validity and traffic safety of rolling stock. The purpose is to promote railway system safety and identify rolling stock. The rolling stock is recorded in a register maintained by the Finnish Transport Safety Agency, if the rolling stock has been granted a commissioning licence in Finland. Rolling stock that will be used on the state's rail network and has been granted a commissioning licence elsewhere within the European Economic Area or in a country outside the EEA must also be recorded in the register. Any rolling stock used on private sidings will also be recorded in the register.

The Finnish Transport Safety Agency can also register rolling stock for a limited time upon request. A fixed-period registration is also possible for any rolling stock that has been granted a commissioning licence in another country, if it has been granted a commissioning licence in Finland and is used on the state's railway network only temporarily.

The rolling stock register must include information on the owner, holder and renter of the rolling stock. The more detailed regulations on related information on other rolling stock to be recorded in the register will be set forth in a Council of State decree.

With regards to any rolling stock used for rail traffic between Finland and Russia, the register must include information on the vehicle owner or renter, any possible limitations on the vehicle use and information on the vehicle's maintenance plan in so far as is essential to the vehicle safety.

The Finnish Transport Safety Agency provides more detailed information about the requirements and other matters related rolling stock.

As from 1 January 2010, the Finnish Transport Infrastructure Agency shall approve any rolling stock that is used solely for track work. If at any stage the rolling stock is used as a train, the stock shall be approved by the Finnish Transport Safety Agency.

2.9 Staff Acceptance Process

Traffic safety staff shall meet the health, training and other qualification requirements laid down in Finnish legislation. Specific provisions on qualifications are laid down in the Traffic Safety Tasks Act which came into force on 1.1.2005. The Act lays down qualification requirements for personnel working with traffic safety tasks which have a direct impact on rail traffic safety. Those working in these tasks shall also meet the Finnish Transport Safety Agency requirements concerning health, training and other qualifications. The qualification requirements vary depending on the job.

Before the Finnish Transport Safety Agency issues or approves a safety certificate, the railway operator shall provide it with information on the qualifications of its traffic safety staff. A museum traffic operator must provide the Finnish Transport Safety Agency with the corresponding information for issuing the operating licence. If necessary, the Finnish Transport Safety Agency may upon issuing the safety certificate or operating licence examine in other ways and in more detail whether a person or persons employed by the railway traffic operator or otherwise connected to his or her operation meets the set qualifications.

3 Infrastructure

3.1 Introduction

The infrastructure refers to the state-owned rail network managed by Finnish Transport Infrastructure Agency. Finnish Transport Infrastructure Agency is responsible for infrastructure maintenance that is, 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 Extent of Network

3.2.1 Limits

The available network is presented graphically in Figure 3 (state-owned rail network in the beginning of timetable period 2011) and in Appendix 1 (Infrastructure Register).

The following line sections are closed to traffic:

- Kankaanpää–Niinisalo
- Kihniö–Aitoneva
- Pesiökylä–Taivalkoski
- Kolari–Äkäsjoki
- Niesa–Rautuvaara.

Maintenance has been cancelled until further notice:

- Lautiosaari–Elijärvi
- Kiukainen–Säkylä

All changes will be published on the Finnish Transport Infrastructure Agency website.

3.2.2 Connected Railway Networks

There is a rail connection from Finland to Sweden via Tornio. The main outlines of traffic operating on the Tornio–Haaparanta line section are presented in Appendix 3. The Swedish infrastructure manager is Banverket.

Appendix 3 will be updated. The updated appendix will be published on the Network Statement website and Finlex.

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

3.3 Network Description

3.3.1 Geographic Identification

3.3.1.1 Track Typologies

The network is presented in Figure 3 (rail network map) and in the infrastructure register (Appendix 1).

3.3.1.2 Track Gauges

The nominal track gauge on the rail network 1,524 mm. The speed-dependent limit values for the track gauge are indicated in the Ratatekniset ohjeet (RATO) publication, part 13 “Radan tarkastus” (Track inspection).

3.3.1.3 Stations and Nodes

The available traffic operating points (stations) are presented in Figure 4 (rail traffic operating points) and in Appendix 2 (Rail Traffic Operating Point Register).

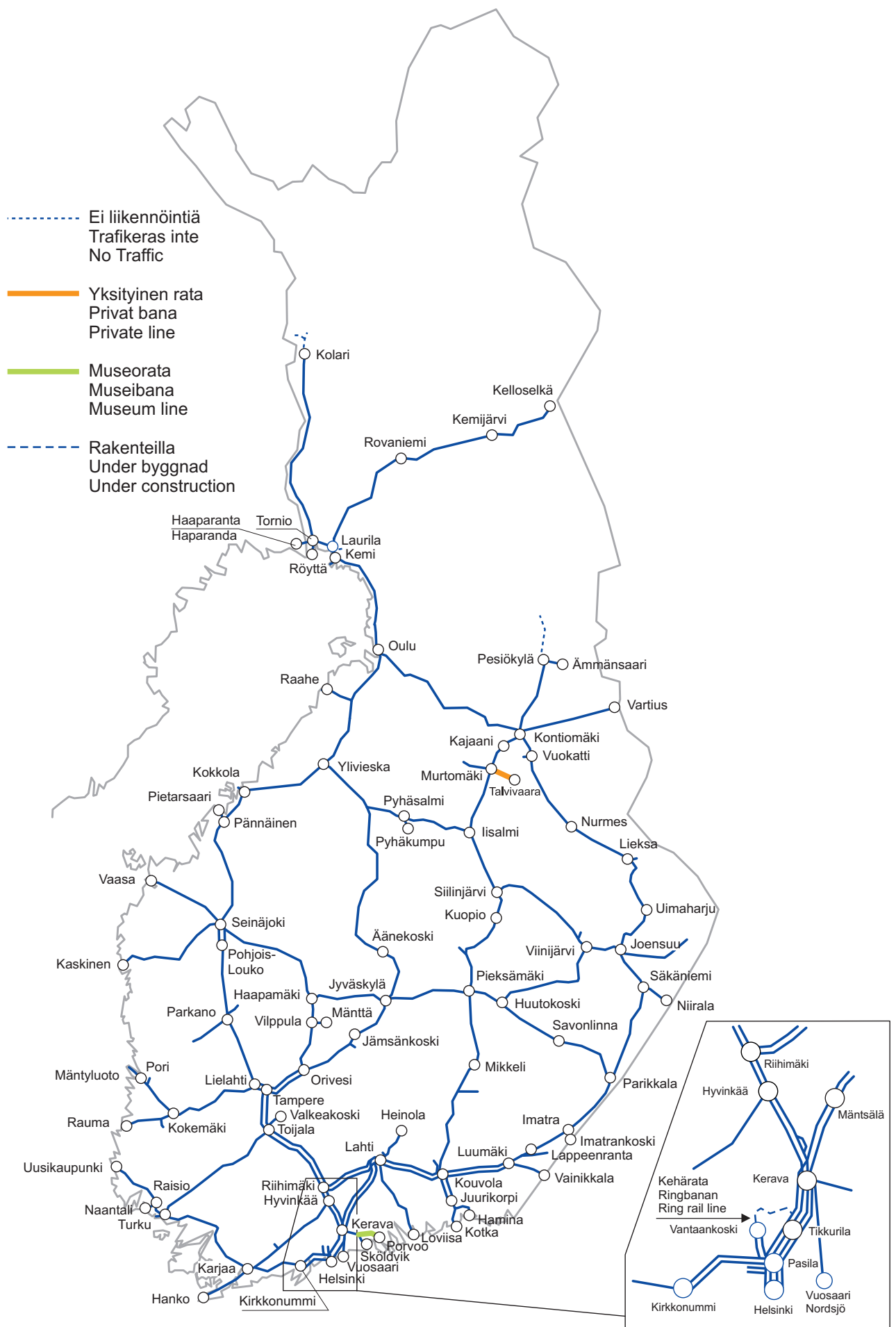


Figure 3. State-owned rail network at the beginning of timetable period 2011.

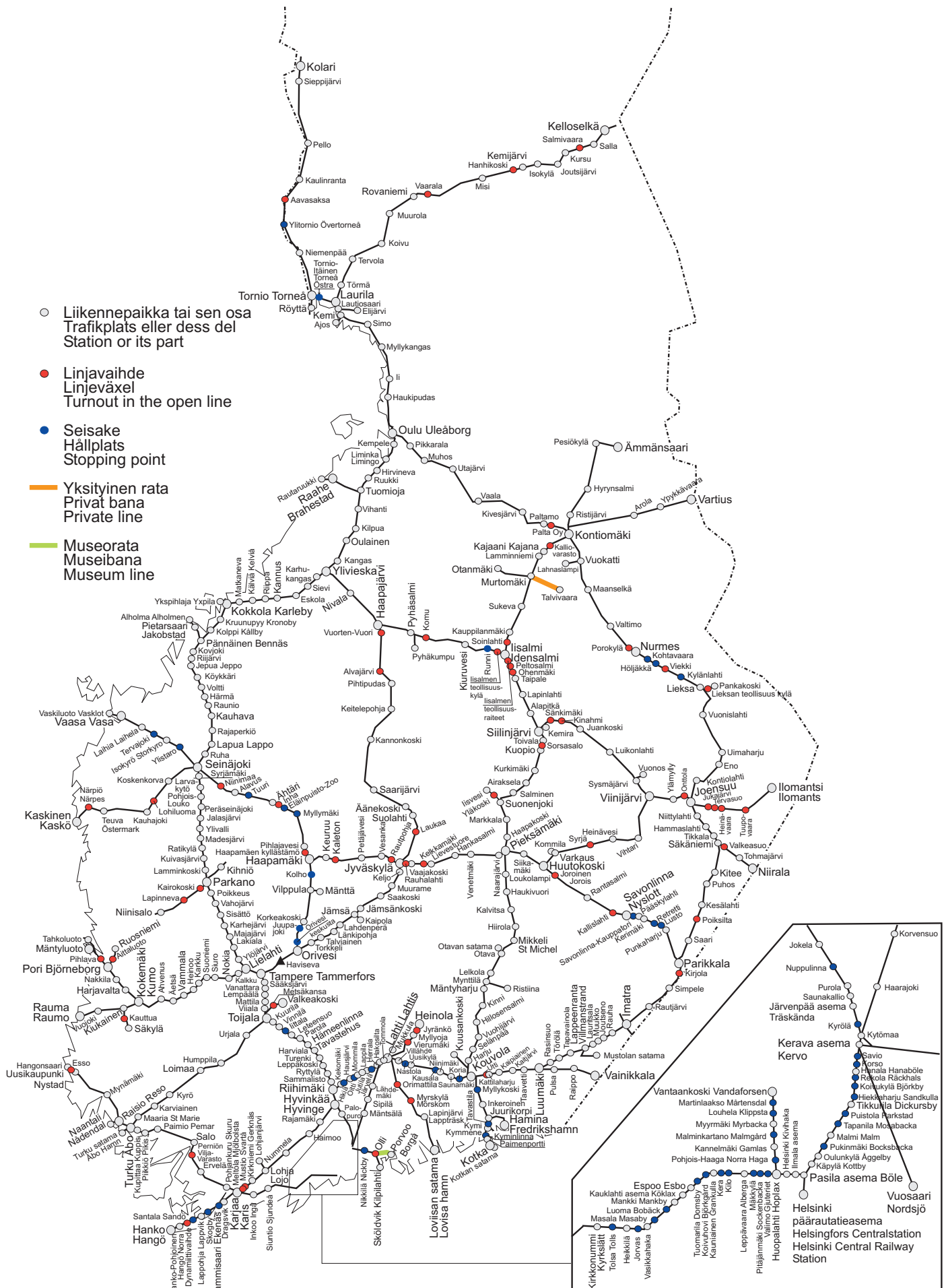


Figure 4. Traffic operating points on the state-owned rail network at the beginning of timetable period 2011.

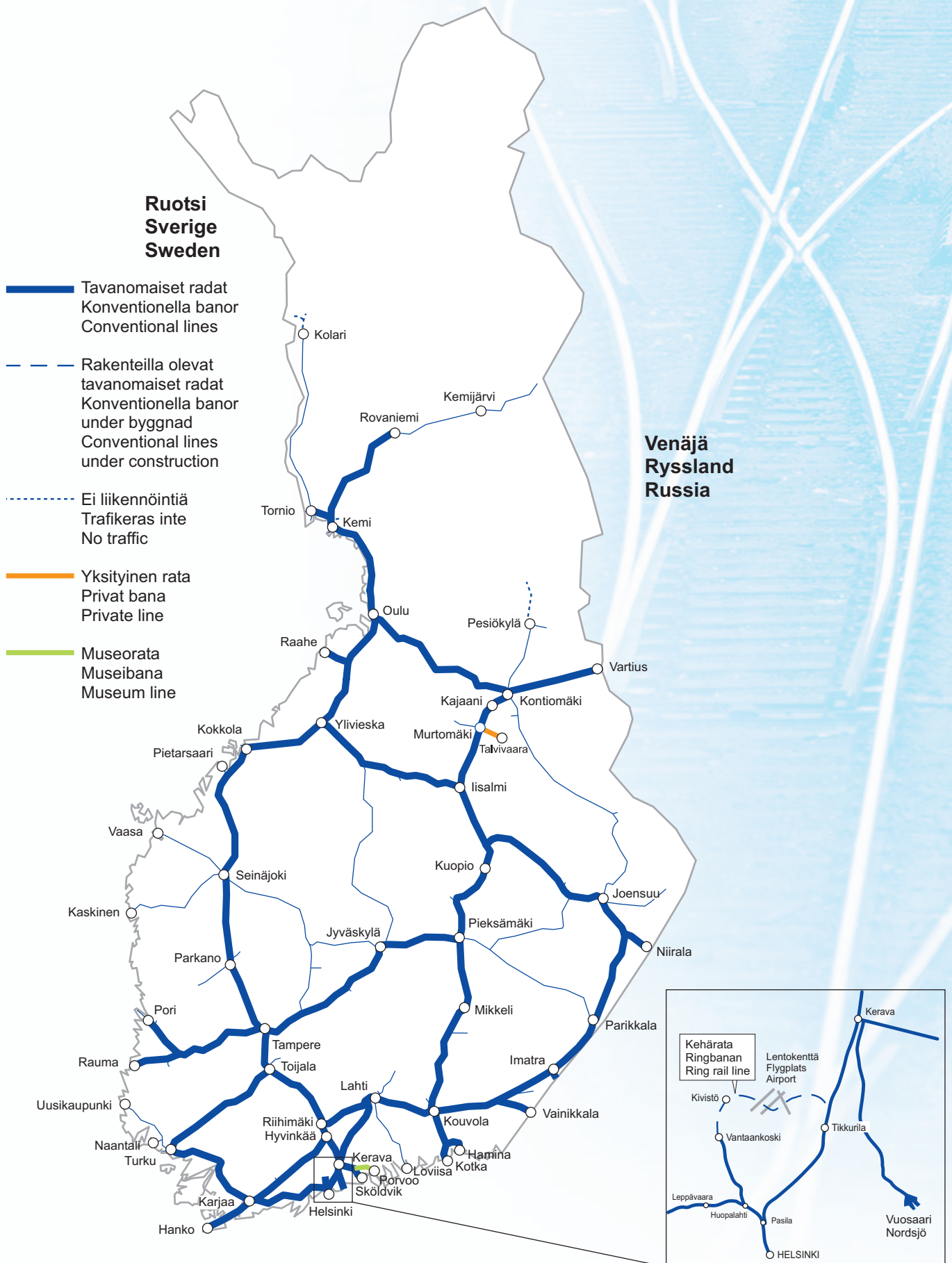


Figure 5. Trans-European Rail Network in Finland (The Finnish TEN network)

3.3.2 Capabilities

3.3.2.1 Loading Gauge

The loading gauge (KU), Appendix 4, and the structure gauge (ATU), Appendix 5, are used throughout the 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.

The vehicle gauge (LKU) is specified in the Finnish Transport Safety Agency's LIMO publication, point 1 "Yleiset määräykset" (General rules).

3.3.2.2 Weight Limits

Axle Loads

22.5 ton axle loads are permitted on most of the rail network. The maximum permitted axle loads per line section are indicated in Appendix 6 (Superstructure Categories, EN Categories and Permitted Speeds for Different Axle Loads).

The same appendix specifies the axle loads and restrictions in connection with overweight loads and the wagons used in the rail connection to the east.

Metre Loads

The permitted metre load of rolling stock throughout the state-owned rail network is 8.0 tons/m.

3.3.2.3 Line Gradients

The maximum gradient is 20 mm/m on the main lines and 22.5 mm on the secondary lines. The maximum gradient of sections of line measured over a distance of 1,200 metres is presented in Appendix 1 (Infrastructure Register).

3.3.2.4 Line Speeds

The maximum speed is 220 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 (Superstructure Categories, EN Categories and Permitted Speeds for Different Axle Loads).

3.3.2.5 Maximum 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 metres. The longest secondary tracks at each traffic operating points are indicated in Appendix 2 (Rail Traffic Operating Point Register).

3.3.2.6 Power Supply

The nominal voltage of the electrification is 25 kV/50 Hz AC. On all electrified lines, power is taken from the contact line above the track. One or both of the running rails and return conductors form a return circuit. The neutral sections will be located at the overhead line near substations. Rolling stock cannot collect current from these neutral sections. The main switch of locomotive/electric train must be opened at the neutral sections. The train is not allowed to stop at a neutral section.

The maximum zigzag of the contact wire is 400 mm. The contact wire height can vary from 5600 to 6500 mm. The normal height is 6150 mm the electrified line sections are indicated in Appendix 1 (Infrastructure Register).

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

3.3.3 Traffic Control and Communications Systems

3.3.3.1 Signalling Systems

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

A line with section block is a line divided into block sections. Only one train may be in a block section at a time. Issues related to section blocks are presented in RATO publication, part 6 "Turvalaitteet" (Signalling systems).

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 near the busiest junction stations. A map of the location of the hot box detectors is presented in Appendix 7.

3.3.3.2 Traffic Control Systems

The line sections equipped with an automated traffic control system are indicated in Appendix 1 (Infrastructure Register) and in Appendix 7 (Signalling Systems). The following automated traffic control systems are used: centralised traffic control and radio control. On the CTC- and radio-controlled lines, all routes are equipped with the remote control of points and routes. 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.

3.3.3.3 Communications Systems

The Finnish Transport Safety Agency sets regulations on, for example, traffic operation, railway work and communications. The valid regulations can be obtained at the Finnish Transport Safety Agency website.

Finnish Transport Infrastructure Agency provides working instructions that deal with traffic control, traffic operation, railway work and communications, and complement the regulations. The valid working instructions can be obtained at the Finnish Transport Infrastructure Agency website. Contact information for traffic control can be obtained at the Finnish Transport Infrastructure Agency Extranetsite.

Information of abnormal events or situations will be provided via the Advance Information System, maintained by Finnish Transport Infrastructure Agency, and through notifications given by the traffic control. Drivers and persons responsible for the railway work must have knowledge of the advance plans that are valid for the duration of the work/ journey and in the working area/track sections of the journey. They must also have the contact information for the traffic control.

Finnish Transport Infrastructure Agency tries to record the verbal communication between the traffic control, traffic operators and railway workers, i.e. permits and notifications, in the most comprehensive manner possible. The authorities will use these recordings for examining accidents and dangerous situations.

A new communications system, RAILI Network, was taken into use on the state-owned rail network at the end of 2008. Its key element is a new GSM-R radio network, which complies with the technical railway interoperability specifications of the European Union. The old analogue radio networks (railway yard and line radio networks) will be abandoned once RAILI is fully implemented. The GSM-R radio network will cover most of the state-owned rail network. Some track sections will remain outside the RAILI network. Detailed quality information can be found in the map of the RAILI network design standards and appendix 13. More information can be found on the Finnish Transport Infrastructure Agency's website.

Traffic control, railway undertakings and contractors must use the RAILI network as their primary communications channel. If RAILI network cannot be used for a technical reason or poor GSM-R radio network reception, the parties must use other available phone or mobile phone networks. The traffic control, and also train drivers, shunting managers and persons responsible for the railway work must be informed of any faults preventing or hindering the use of RAILI network, and alternative contact information in accordance with the communications instructions.

3.3.3.4 Other systems

Many of the larger stations have camera surveillance. The system allows traffic controllers to monitor the movement of trains and the Information Centre to observe the movement of passengers on platforms as well as the technical functioning of the information equipment. The Safety Centre is able to monitor passenger safety and control vandalism. Property maintenance, for its part, can use the system to check on the tidiness of platform areas and spot any need for maintenance work.

3.3.3.5 ATP Systems

Automatic train protection (ATP) is a system that controls the speed of a train.

ATP engine equipment must be used in train traffic or, if operating without ATP engine equipment, an exceptional permit as referred to in section 28(5) of the Railway Act (555/2006) is compulsory. The Finnish Transport Safety Agency may grant an exceptional permit provided that it does not endanger the safety of the railway system. In cases concerning the use of ATP engine equipment, a fixed-term exceptional permit may be granted if the case involves a need for exceptional and temporary train operation or if ATP engine equipment or spare parts are not available. An exceptional permit may not be granted for a train unit or engine which is used in passenger or commercial freight traffic, when it is not directly connected with track maintenance. ATP engine equipment is not required in stock that is used for shunting only. Further information can be obtained from the Finnish Transport Safety Agency.

3.4 Traffic Restrictions

3.4.1 Specialised Infrastructure

Finnish Transport Infrastructure Agency 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 Finnish Transport Infrastructure Agency has not designated any line section in Finland as specialised infrastructure.

3.4.2 Environmental Restrictions

The requirements laid down in the Finnish Transport Safety Agency's LIMO publication 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 fifteen line sections throughout Finland. The restrictions mainly apply to over 3,000 ton gross weight heavy trains (Appendix 8).

3.4.3 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. Carriage of dangerous goods by rail between Finland and Russia as well as transport of such goods via Russia to CIS countries and from those countries to Finland is subject to the regulations specified in appendix 8 of the transportation tariff included in the agreement (Treaty Series 1/1948 of the Finnish Statute Book) concluded for the rail traffic between Finland and Russia.

Appendix C of the OTIF Convention lays down the provisions on the carriage by rail of dangerous goods (RID). As they stand, the RID regulations govern the international rail transportation of dangerous goods within the territories of member states that have acceded to the OTIF Convention. Rail transport of dangerous goods within Finland is subject to the national statutes which enforce the RID framework directive (2008/68/EC) in Finland.

The most important differences compared to the RID regulations are as follows: cold resistance requirement for certain packaging 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 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 decree defines, for example, the following: The Finnish Transport Safety Agency defines those rail yards for which the safety analysis must be carried out. The Finnish Transport Infrastructure Agency may define the form of the safety analysis. The Finnish Transport Infrastructure Agency organises co-operation between railway companies in order to carry out the safety analysis. The safety analysis shall be submitted to the local rescue and environmental authorities

for an opinion. The safety analysis shall be submitted to the Finnish Transport Infrastructure Agency, which delivers it further for approval. The safety plan is approved by the Finnish Transport Safety Agency.

3.4.4 Tunnel Restrictions

There are tunnel restrictions on the Helsinki–Turku and Orivesi–Jyväskylä line sections. The restrictions are indicated in Appendix 9.

Only freight trains and stock required in track work are allowed to operate in tunnels on the Vuosaari line. It is forbidden to take passengers through the tunnels on Vuosaari track. Only electric freight traffic is allowed. Individual diesel engine transfers are permitted.

In the Savio tunnel the train driver must have an oxygen apparatus and the machinery must be fitted with oxygen equipment.

3.4.5 Bridge Restrictions

Bridge restrictions are described in Appendix 10.

3.4.6 Overweight load transport

Appendix 6 details the axle loads and restrictions applicable to the carriage of overweight loads and wagons used in rail connections to the east.

3.5 Availability of the Infrastructure

Other restrictions than those listed in item 3.4 are described in Rail Network Description and in the Advance Notification System. Track work causing traffic restrictions is presented in Appendix 11. The Rail Network description can be found on Finnish Transport Infrastructure Agency's website.

The substations of the electric railway have a limited capacity for supplying power to the contact line. The power supply will shut down automatically in overload situations, which will cause a temporary power failure in the contact line.

3.6 Passenger Stations

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

3.7 Freight Terminals

Loading possibilities are indicated in Appendix 2 (Rail Traffic Operating Point Register). K means “yes” and Y “private”. For loading platforms, the register lists their available length.

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

3.8 Service Facilities

3.8.1 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 (Rail Traffic Operating Point Register).

All train formation yard tracks have not been electrified. If necessary, Finnish Transport Infrastructure Agency's Rail Data Unit provides more information on the electrified tracks.

3.8.2 Storage Sidings

Storage sidings are yard tracks 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.

3.8.3 Maintenance and Service Facilities

The 400 and 1,500 V power supply facilities for rolling stock are indicated in Appendix 2 (Rail Traffic Operating Point Register). Also for the 400 V power supply, the maximum current available is indicated in amperes. The use of maintenance and service facilities requires an agreement with their owner.

3.8.4 Refuelling Facilities

The Finnish Transport Infrastructure Agency does not own refuelling equipment or provide refuelling services. The Appendix 2 (Rail Traffic Operating Point Register) shows the refuelling facilities on traffic operating points. The use of refuelling facilities requires an agreement with their owner.

3.8.5 Technical Equipment

The use of other technical equipment (e.g. scales, cranes, etc.) must be agreed with their respective owners. The Finnish Transport Infrastructure Agency does not provide this equipment for railway companies to use. The Appendix 2 (Rail Traffic Operating Point Register) shows the cranes located on traffic operating points.

3.9 Infrastructure Development

Rail network development plans are presented in Finnish Transport Infrastructure Agency's Action and Financial plan for the years 2011–2014. The Action and Financial Plan period will see a focus on the enhancement of traffic control safety and flexibility in railway yards by introducing new automation technology. Old traffic control safety equipment will be replaced in Kuopio, Siilinjärvi and Iisalmi. Old remote control systems will be replaced on line sections Pieksämäki–Iisalmi and Seinäjoki–Ylivieska. Work will be commenced to replace the remote control mechanism on the Parikkala–Joensuu line section. Rail network development projects in the Action and Financial Plan period will include Phase I of Seinäjoki–Oulu (possibly including the continuation project), Keski-Pasila, Ring Rail, Kokkola–Ylivieska double track and the electrification of the Rovaniemi–Kemijärvi line section.

The development plans for the years beyond the period covered by the Action and Financial Plan are presented in the “Rail Network 2030” report. The publication was in the process of being updated when the Network Statement went into print. For more information, please visit the Finnish Transport Infrastructure Agency's website.

The Finnish Transport Infrastructure Agency adopted a new environmental strategy in 2009. It outlines the focuses of environmental work from 2009 to 2013. Climate and energy issues will be emphasised more than before. Noise and vibration issues together with protection of soil and groundwater are still significant. Finnish Transport Infrastructure Agency aims at improving its eco-efficiency by better follow-up of material use and further developing recycling. Part of the strategy work is developing extensive, organisation-wide instructions on environmental issues.

4 Capacity Allocation

4.1 Introduction

The legal framework of capacity allocation is described in the Railway Act (555/2006) and in the Government Decree on the Timetable Period in Rail Traffic and Applying for Infrastructure Capacity (751/2006).

4.2 Description of Process

Capacity for operating regular train services on the state-owned rail network shall be requested from Finnish Transport Infrastructure Agency for each timetable period within the time defined. Capacity for regular train services can also be requested during the timetable period. The schedule for train path requests and for allocation is shown in a diagrammatic form in Figure 6. It is also possible to make ad hoc requests for capacity for other than regular traffic.

Requesting Rail Capacity

The principles of capacity requests are described in the Railway Act (555/2006) and in the Council of State Decree on the Timetable Period in Rail Traffic and Applying for Infrastructure Capacity (751/2006). In order to specify the Act and Decree, the Finnish Transport Infrastructure Agency has drawn up a regulation for requesting rail capacity. The regulation and its detailed schedule and information on possible changes to rail capacity request procedures can be obtained from the Finnish Transport Infrastructure Agency's Railway Department. The same information is available also on the Finnish Transport Infrastructure Agency's website.

The LIIKE information system shall be deployed to apply for rail capacity and for alterations to regular services. Apart from the LIIKE system, data on rail capacity (=trains) can be generated via the interface specified by the Finnish Transport Infrastructure Agency. The Agency will provide further information on the requirements for and access to the interface. For example, the Finland version of the Viriato timetable planning software meets the relevant interface requirements. It is possible to link timetables produced using the software to a rail capacity application generated in the LIIKE system.

At the time of the publication of this Network Statement, any urgent application for rail capacity is still submitted in writing. The intention is, however, that in the 2011 timetable period even urgent applications will go via the LIIKE information system.

All applicants for rail capacity must use the underlying information for timetable planning supplied by the Finnish Transport Infrastructure Agency, in order to ensure that the timetabling of trains in connection with rail capacity applications is harmonised. The Finnish Transport Infrastructure Agency maintains these data and up-to-date data are available on the agency's Extranet.

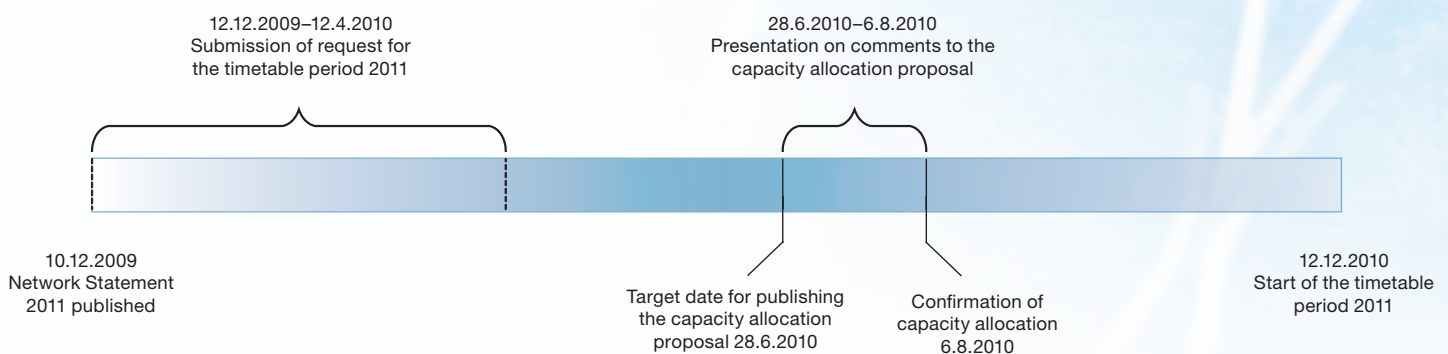


Figure 6. Diagrammatic presentation of the schedule for train path requests and for allocation process.

4.3 Schedule for Train Path Requests and Allocation Capacity Requests

4.3.1 Schedule for Working Timetable

The timetable period in rail traffic starts annually 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 2011 will start on 12.12.2010 and end on 10.12.2011. Correspondingly, the timetable period 2012 will start on 11.12.2011 and end on 8.12.2012. Applicants for capacity shall request capacity no earlier than 12 and no later than 8 months ahead of the timetable period. One request may include all the changes in traffic to be made during the timetable period.

Decisions on the allocation of capacity for regular services may be changed for the rest of the timetable period during the timetable period concerned at specified dates, provided that these changes do not affect 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 in the beginning of the timetable period and at the weekend following the end of the school year. In addition to the above dates, the Finnish Transport Infrastructure Agency may for special reasons decide on other dates on which changes can take place. At the time of publishing the Network Statement, the parties have had the chance to apply for changes in the capacity allocated for regular services on given dates, which have been six weeks apart on average. The Finnish Transport Infrastructure Agency shall inform all railway undertakings of possible new dates on which the capacity for regular services may be changed. The decision on the dates for applying changes will also be published in Finlex at <http://www.finlex.fi>.

Requests for changing capacity allocated for regular services must be submitted no later than four weeks before the date on which the change shall take effect. When the date on which the changes may take effect, is Sunday or a public holiday, the request shall be made on the first weekday.

4.3.2 Requesting Rail Capacity for Temporary Traffic

Applicants for capacity may request capacity from Finnish Transport Infrastructure Agency regardless of the prescribed period if they urgently need capacity for one or more provisional train paths. Ad hoc capacity requests for the time period between the change dates can be made after the capacity application period has ended. Rail capacity for museum traffic can be applied no earlier than four months before the scheduled departure. The Finnish Transport Infrastructure Agency will announce its decision concerning the capacity request within five working days of receiving the application. The more detailed application instructions can be found in Finnish Transport Infrastructure Agency's regulation on its website.

4.4 Allocation Process

4.4.1 Coordination Process

Based on the applications, Finnish Transport Infrastructure Agency 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 by European railway infrastructure managers that no more than 2.5 months shall be used for the coordination of requests. The capacity allocation proposal contains information on the capacity that Finnish Transport Infrastructure Agency 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.

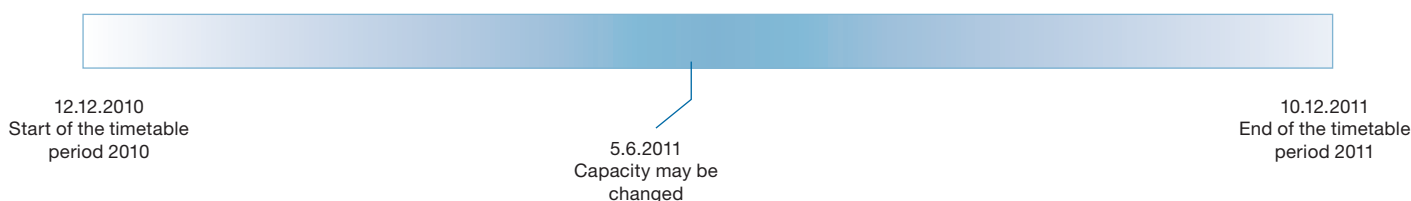


Figure 7. Dates on which the capacity for regular services may be changed during the timetable period 2011.

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 rail capacity, Finnish Transport Infrastructure Agency may, however, offer applicant's capacity that does not essentially differ from the capacity they have requested. Finnish Transport Infrastructure Agency 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.

Finnish Transport Infrastructure Agency 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 Finnish Transport Infrastructure Agency publishes an announcement in its collection of regulations that the capacity allocation proposal has been prepared.

Coordination for the Timetable Period

If there are several applicants for the same capacity or the requested capacity affects the capacity requested by another applicant, Finnish Transport Infrastructure Agency will attempt to coordinate the requests between the applicants. In such cases, Finnish Transport Infrastructure Agency may offer the applicants capacity that does not essentially differ from the capacity they have requested.

If the coordination of the requests between the applicants does not lead to a satisfactory result, Finnish Transport Infrastructure Agency decides on the priority order in each individual case on the grounds laid down in the Railway Act. Finnish Transport Infrastructure Agency shall decide on an individual priority order no later than ten days after coordination has ended.

Confirmation of the Capacity Allocation Proposal

Based on the capacity allocation proposal and the comments presented by the parties involved, Finnish Transport Infrastructure Agency shall decide on the allocation of rail capacity on a fair and non-discriminatory basis. In deciding, Finnish Transport Infrastructure Agency 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.

Allocating Ad Hoc Rail Capacity

Finnish Transport Infrastructure Agency 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.

4.4.2 Dispute Resolution

Railway undertakings may appeal against a capacity allocation decision by Finnish Transport Infrastructure Agency by filing a claim for rectification with the Finnish Transport Safety Agency's Regulatory Body. For further information, see 1.4.3.

4.4.3 Congested Infrastructure

The guidelines of transport policy for the priority order

The main guidelines of the Finnish transport policy are presented in the Government transport policy report to Parliament on 27 March 2008. The main challenge of the transport policy is preventing climate change. The climate targets set for transport are promoted by supporting public transport and solutions for pro-environmental passenger and freight traffic. Another main target is to promote logistical competence in Finland by creating conditions for smooth and cost-efficient transport.

Rail traffic is an energy efficient and pro-environmental way of transporting large numbers of passengers. An efficient traffic system based on railway traffic promotes the integration of urban community structure and Finland's regional structure. The popularity of railway traffic can be guaranteed by providing passengers with fast, regular, punctual train connections with the help of a traffic system based on regular timetables. Such system can only work on congested tracks, if fast passenger and long-distance trains receive priority over other traffic. In local traffic local commuter should have priority over those, which stop more often. The smooth operation of fast trains is also important in the international Eastern traffic, which offers considerable growth potential in passenger traffic. For climate reasons, it is important that most of this growth potential is directed towards pro-environmental railway traffic instead of its competitors, air and road traffic.

It is important to develop competence in product and raw material transport for basic industry for the environmental impacts of freight traffic and Finland's logistical competence. The prioritisation of freight trains on congested tracks can affect the competence of railway transport and the number and length of freight trains' non-profit stops and their waiting times at stations. Such extra delays will increase costs, when the circulation of stock and crew is slower. Extra stops will also increase energy consumption and emissions. The logistical benefits achieved by prioritising freight trains are most significant in regular and continuous whole train and car group transportation, connected to carefully controlled industry processes. The savings achieved by prioritisation of trains in irregular traffic are smaller.

The most significant new potential in railway transport is long-distance, thin streams of goods, which are now mainly delivered as road transports. Transferring this to railway traffic is possible by creating keen scopes for action for the combined transports. This requires that fast and punctual connections of fast freight trains, which suit the timetables, are provided for transporting trailers and containers. On congested tracks this requires high prioritisation of trains compared to other traffic.

Priority order in Finland

Finnish Transport Infrastructure Agency declares an element of infrastructure or a part of it to be congested infrastructure if the coordination of several requests for the same infrastructure has not led to a satisfactory result. Finnish Transport Infrastructure Agency 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 ¹ |
| 2.a | Express train traffic ² |
| 2.b | Transport for the processing industry ³ |
| 3.a | Local and other passenger traffic |
| 3.b | Other regular freight traffic |
| 4. | Freight traffic not requiring strict transport times |
| 5. | Other traffic ⁴ |

¹ 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, for example, traffic operated according to the basic interval timetable

² 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.

³ 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.

⁴ For example, traffic connected with track work or museum train traffic.

Derogation from the Priority Order Laid Down in the Network Statement

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

4.5 Allocation of Capacity for Maintenance, Renewal and Enhancements

The rail network may also be used for transferring track machines from bases to worksites, between worksites, and for maintenance purposes. Certain tracks are mainly used for maintenance purposes. A list of these tracks can be requested from Finnish Transport Infrastructure Agency's Railway Department Rail Data Unit. Under the Railway Act, a safety certificate granted by the Finnish Transport Safety Agency is required for traffic operation, if it is by train or shunting, outside the area reserved for track maintenance. The safety certificate is granted upon application for a maximum of five years at a time. The requirements for obtaining a safety certificate are that the traffic operator engaged in track maintenance has sufficient liability insurance and an adequate risk management system, its stock has been approved by the Finnish Transport Safety Agency and that the persons conducting the traffic operation are competent to do so. Moreover, track machine movements shall be agreed upon separately with Finnish Transport Infrastructure Agency. The TURO system contains detailed instructions on the maintenance machinery used on the track as well as on the persons and undertakings charged with traffic safety duties.

Track works which will probably be carried out during the timetable period 2011 and which are likely to have an impact on train traffic are indicated in Appendix 11. The working programme, timing of tasks, and the breaks required for the work will change as the funding and plans become more focused. Once the Network Statement is published, Finnish Transport Infrastructure Agency will maintain up-to-date information on the working programme for the upcoming timetable period, and regularly inform the rail capacity applicants about the programme. Finnish Transport Infrastructure Agency will decide separately on all railway work and breaks required for their completion. The decision will be made prior to the upcoming timetable period that is in December 2010 for the timetable period 2011.

Any required maintenance breaks or changes to an earlier decision, arising after the decision has been made, can be discussed separately, if necessary. The basic rule is that breaks requiring traffic arrangements are no longer arranged at this stage, but instead the work requested after the decision will be carried out according to (or in between) the traffic.

In addition to the aforementioned, the person or group applying for the working break must contact the Finnish Transport Infrastructure Agency's traffic planner separately for each request and agree on the working break and its details in accordance with the Finnish Transport Infrastructure Agency's working break decision no later than two months before the work is scheduled to start.

The party performing the work must have permission for track work, and if necessary, a voltage cut-off prior to starting the work in the agreed work breaks.

4.6 Non-usage Rules

Finnish Transport Infrastructure Agency 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 %.

Finnish Transport Infrastructure Agency may not, however, cancel the capacity if the failure to use it is due to non-economic reasons beyond the applicant or the railway operator's control. Finnish Transport Infrastructure Agency always cancels the capacity for such a period during which the railway undertaking does not have a safety certificate for operating rail services.

4.7 Exceptional Transport and Dangerous Goods

For information on the transport of dangerous goods, see point 3.4.3, Dangerous Goods. Regulations concerning railway traffic and rolling stock are available on the Internet pages of the Finlex Data Bank and other instructions on the Finnish Transport Safety Agency and Finnish Transport Infrastructure Agency website.

All special permits are granted by the Finnish Transport Infrastructure Agency. Guidelines on special permits can be found on the agency's website.

4.8 Special Measures to be taken in the Event of Disturbance

4.8.1 Principles

Finnish Transport Infrastructure Agency has the right to cancel the capacity completely or partially on a train path provisionally out of service due to a technical failure in the railway network, an accident or other incident.

In such case, Finnish Transport Infrastructure Agency offers the operator alternative train paths, as far as possible. Finnish Transport Infrastructure Agency is, however, not obliged to compensate for damage that may be caused to the operator, unless otherwise is agreed upon with the operator in conformity with the Railway Act.

4.8.2 Operational Regulation

The Finnish Transport Infrastructure Agency determines the rules on the management of disturbances between railway undertakings. The Traffic Management Centre of the Finnish Transport Infrastructure Agency resolves instances of disruption and provides guidelines on the correct action to take in such situations. Railway undertakings have the right to present their own proposals for instructions how to handle disturbances connected with their own trains. The liability for harm and damages caused by disturbances shall be agreed with Finnish Transport Infrastructure Agency.

4.8.3 Foreseen Problems

In cases of disruption the guidelines issued by the Finnish Transport Infrastructure Agency's Traffic Management Centre shall apply.

4.8.4 Unforeseen Problems

Finnish Transport Infrastructure Agency, railway undertakings and railway maintenance undertakings shall be prepared for railway accidents in their fields of activity. The principle is that railway undertakings and railway track contractors shall be prepared to clear their own vehicles and the transported freight off the track, as well as remedy the damage caused to the environment within a reasonable time after the accident. Each undertaking shall draw up an emergency preparedness plan, which Finnish Transport Infrastructure Agency shall approve. The preparedness measures included in the plan shall be taken before traffic operating is started. The undertakings themselves bear the costs caused by the creation and maintenance of the emergency preparedness system. Liability in cases of accident is determined in line with the Act on liability in rail traffic and the Tort Liability Act.

The Finnish Transport Infrastructure Agency is prepared to restore the track quickly to operable condition and within a reasonable time to the condition it had before the accident. Finnish Transport Infrastructure Agency agrees thereupon when making the rail network maintenance agreements.

The Ministry of Transport and Communications provides guidelines for and supervises the preparedness of the different rail sector operators for accidents and exceptional circumstances.

5 Services

5.1 Introduction

The legal framework of capacity allocation is described in the Railway Act (555/2006).

The Council of State is currently drafting its decree on the services offered to the rail traffic operators. Services concerning the usability of the rail network are described in Appendix 2 (Rail Traffic Operating Point Register) of the Network Statement. These services may be supplied by Finnish Transport Infrastructure Agency or other parties.

5.2 Services Offered by Finnish Transport Infrastructure Agency

Finnish Transport Infrastructure Agency offers rail traffic operators on the state-owned rail network the right against payment to utilise the train paths in accordance with the capacity granted to it by Finnish Transport Infrastructure Agency, marshalling yards, storage sidings, loading tracks and other tracks and passenger platforms. Finnish Transport Infrastructure Agency also offers train traffic control passenger information and public address systems at the railway stations specified in the Network Statement (Appendix 12).

Traffic control in connection with shunting is a chargeable service. It is not included in the infrastructure charge.

Use of capacity includes the right of the traffic operator to use of Finnish Transport Infrastructure Agency's electricity supply network for traffic on the electrified line sections specified in the Network Statement. Finnish Transport Infrastructure Agency does not, however, provide the electricity but the traffic operator shall conclude an agreement with a service provider. Finnish Transport Infrastructure Agency also does not provide refuelling facilities.

Finnish Transport Infrastructure Agency can offer services on a commercial basis for the use of railway operators. The additional services could comprise, for example, the use of buildings and land areas owned by Finnish Transport Infrastructure Agency.

The use of services provided by Finnish Transport Infrastructure Agency is agreed upon between the parties in the access contract or in a separate lease agreement.

5.3 Services Offered by Others

Railway undertakings are obliged to supply certain services and track access to services facilities for the use of railway operators if only one undertaking provides these services and it is not possible to otherwise arrange them. The availability of services shall be negotiated and an agreement shall be concluded with the service provider. The service provider has the right to charge a payment for its services. The payment shall be equitable for all railway undertakings and reasonable with respect to the costs incurred from providing the service.

Services supplied by others may include, for example:

- use of electrical supply equipment
- use of refuelling equipment
- use of passenger stations
- use of freight terminals
- use of train formation yards
- use of train formation equipment
- use of depot sidings
- premises and equipment needed for the servicing and maintenance of rolling stock
- use of other technical devices (e.g. sand distributors, water and electrical connections for rolling stock, radiation measurement devices, tank wagon filling gauges, wagon scales, and brake testing equipment), and
- training services for those involved in traffic safety tasks
- training services for those involved in traffic safety tasks.

6 Charges

6.1 Charging Principles and Services Included in the Infrastructure Charge

The legal framework of the basic infrastructure charge is described in the Railway Act (555/2006), Railway Infrastructure Tax (605/2003) and the Ministry of Transport and Communications Decree on the basic infrastructure charge (756/2006).

The basic infrastructure charge covers the minimum access package (the minimum access package is described under 5.2.), including track access to service facilities on the state-owned rail network.

6.2 Infrastructure Charge System

The infrastructure charge system will be changed. The basic principle remains that Finnish Transport Infrastructure Agency 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 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. 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. Furthermore, investment tax will be collected for the Kerava–Lahti line section until 31 August 2021 in order to cover the long-term expenses of the investment.

6.3 Tariffs

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

Table 2. Infrastructure charge.

| | |
|--|--|
| Basic charge | Freight traffic 0.1350 cent/ gross tonne-kilometre Passenger traffic 0.1308 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 |
| Investment tax (for line section Kerava–Lahti) | Freight traffic 0.5 cent/ gross tonne-kilometre Passenger traffic 0.5 cent/ gross tonne-kilometre |

6.4 Performance scheme

In order to promote the effective use of the rail network and improve the timeliness of rail services and to minimise operational disruptions to the rail network caused by rail traffic and track maintenance, rail traffic operators and the Finnish Transport Infrastructure Agency are encouraged to limit disruptions arising from their activities and increase the effective use of the rail network by means of performance incentive schemes.

A rail operator shall compensate the Finnish Transport Infrastructure Agency if the operation of the rail operator essentially differs from the rail capacity allocated to it for a reason due to the operator, and such a deviation impedes the functioning of the railway system. The Finnish Transport Infrastructure Agency shall compensate a rail operator if, for reasons due to the Finnish Transport Infrastructure Agency, the availability of the rail network essentially differs from the rail capacity allocated to the operator, and such a deviation impedes the functioning of the railway system.

6.5 Changes to Charges

Infrastructure charge system is about to change. The principles of the valid infrastructure charge system and the amount of infrastructure charge are published on Finnish Transport Infrastructure Agency website.

6.6 Billing Arrangements

Finnish Transport Infrastructure Agency invoices the infrastructure charge each calendar month based on the realised performances of the previous month. For invoicing, railway operators shall provide the Finnish Transport Infrastructure Agency contact person with information each month on the rail services operated by them.

At the time of the publication of this Network Statement, detailed instructions for the payment of the infrastructure charge and the address details of the Finnish Transport Infrastructure Agency's department where the rail operator is due to notify traffic volumes were not yet available. The information will be posted on the agency's website.

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

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Appendix 1

Infrastructure Register

Markings:

| | |
|-----|---------------------------------------|
| On | "yes" |
| — | "no" |
| AC2 | electrification voltage 25 kV / 50 Hz |
| ATP | Automatic train protection |

Chart columns:

- **Traffic operating points (Node of the network)** indicates all traffic operating points where the route of the train can be changed.
- **Length of line** is the distance between traffic operating points (Nodes of the network).
- **Max gradient** is the maximum gradient measured in a distance of 1,200 m.
- **Electrification system** indicates that the section of line is electrified.
- **Section blocking or radio-controlled section** indicates that an automatic safety device system is in use in order to protect the railway traffic.
- **ATP** indicates that the section of line is equipped with pan-European safety device system and GSM-R radio network.
- **ERTMS** indicates that the section of line is equipped with pan-European safety device system and GSM-R radio network.
- **ATP coding for tilting trains** indicates the sections on which ATP allows higher speeds for tilting trains.
- **Radio system** indicates that the digital (GSM-R) communication equipment is in use between the driver and traffic control in mention traffic operating points.

| Liikennepaikka (verkon solmupiste) | Liikennepaikka (verkon solmupiste) | Radan pituus | Määrävä kaltevuus | Sähköistys- järjestelmä | Suojastettu tai radio-ohjattu osuus | Junan kulun- valvontajärjestelmä | ERTMS | Kallistuvakoristen junien JKV-koodaus | Radio- järjestelmä |
|--|--|------------------------|----------------------|--------------------------------|---|-------------------------------------|----------------------------------|--|-----------------------|
| Trafikplats (bannätets knutpunkt) | Trafikplats (bannätets knutpunkt) | Banans längd | Största lutningen | Elektrifika- rings-systemet | Linjeblockerad eller radiostyrd sträcka | Automatisk tågkontrol | ATC-kodning av lutande tåg | Radio system | |
| 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 | ATP-coding for tilting trains | Radio system | |
| Helsinki päärautatieasema | Kerava asema | 29 | 10,0 | AC2 | On | ATP | On | GSM-R | |
| Kerava asema | Hyvinkää | 29 | 7,5 | AC2 | On | ATP | On | GSM-R | |
| Hyvinkää | Riihimäki asema | 12 | 7,5 | AC2 | On | ATP | On | GSM-R | |
| Kerava asema | Vuosaari | 19 | 10,0 | AC2 | On | ATP | — | GSM-R | |
| Kerava asema | Sköldvik | 27 | 10,0 | AC2 | On | ATP | — | GSM-R | |
| Kerava asema | Hakosilta | 65 | 10,0 | AC2 | On | ATP | On | GSM-R | |
| Hyvinkää | Lohja | 64 | 10,5 | — | On | ATP | — | GSM-R | |
| Lohja | Karjaa | 35 | 10,0 | — | On | ATP | — | GSM-R | |
| Lohja | Lohjanjärvi | 4 | 15,0 | — | — | — | — | GSM-R | |
| Helsinki päärautatieasema | Huopalahti | 6 | 10,0 | AC2 | On | ATP | — | GSM-R | |
| Huopalahti | Vantaankoski | 9 | 11,5 | AC2 | On | ATP | — | GSM-R | |
| Huopalahti | Kirkkonummi | 31 | 10,5 | AC2 | On | ATP | — | GSM-R | |
| Kirkkonummi | Karjaa | 49 | 12,0 | AC2 | On | ATP | On | GSM-R | |
| Karjaa | Hanko asema | 50 | 10,5 | — | On | ATP | — | GSM-R | |
| Karjaa | Turku päärautatieasema | 107 | 12,7 | AC2 | On | ATP | On | GSM-R | |
| Turku päärautatieasema | Turku satama | 3 | 7,0 | AC2 | On | ATP | — | GSM-R | |
| Riihimäki asema | Toijala | 76 | 10,0 | AC2 | On | ATP | On | GSM-R | |
| Toijala | Turku päärautatieasema | 128 | 10,5 | AC2 | On | ATP | On | GSM-R | |
| Toijala | Tampere asema | 40 | 10,0 | AC2 | On | ATP | On | GSM-R | |
| Toijala | Valkeakoski | 18 | 8,0 | — | — | — | — | GSM-R | |
| Turku päärautatieasema | Raisio | 8 | 7,0 | — | On | ATP | — | GSM-R | |
| Raisio | Naantali | 6 | 9,0 | — | — | — | — | GSM-R | |
| Raisio | Uusikaupunki | 57 | 9,0 | — | On | ATP | — | GSM-R | |
| Uusikaupunki | Hangonsaari | 3 | 11,5 | — | — | — | — | GSM-R | |
| Tampere asema | Lielähti | 6 | 9,0 | AC2 | On | ATP | On | GSM-R | |
| Lielähti | Kokemäki | 91 | 12,5 | AC2 | On | ATP | On | GSM-R | |
| Kokemäki | Kiukainen | 13 | 9,0 | AC2 | On | ATP | — | GSM-R | |
| Kiukainen | Rauma | 34 | 9,0 | AC2 | On | ATP | — | GSM-R | |
| Kiukainen | Säkylä | 19 | 9,0 | — | — | — | — | — | |
| Kokemäki | Pori | 38 | 9,5 | AC2 | On | ATP | — | GSM-R | |
| Pori | Mäntyluoto | 21 | 5,5 | — | On | ATP | — | GSM-R | |
| Pori | Ruosniemi | 8 | 10,0 | — | On | ATP | — | GSM-R | |
| Mäntyluoto | Tahkoluoto | 11 | 5,5 | — | On | ATP | — | GSM-R | |
| Lielähti | Parkano | 69 | 10,5 | AC2 | On | ATP | On | GSM-R | |

| Liikennepaikka (verkon solmupiste) | Liikennepaikka (verkon solmupiste) | Radan pituus | Määrävä kaltevuus | Sähköistys- järjestelmä | Suojastettu tai radio-ohjattu osuus | Junan kulun- valvontajärjestelmä | ERTMS | Kallistuvakoristen junien JKV-koodaus | Radio- järjestelmä |
|---|---|------------------------|----------------------|--------------------------------|---|-------------------------------------|-------|--|-----------------------|
| Trafikplats (bannätets knutpunkt) | Trafikplats (bannätets knutpunkt) | Banans längd | Största lutningen | Elektrifika- rings-systemet | Linjeblockerad eller radiostyrd sträcka | Automatisk tågkontroll | | ATC-kodning av lutande tåg | Radio system |
| Trafic operating point (Node of the network) | Trafic operating point (Node of the network) | Length of line [km] | Max. gradient ‰ | Electrification system | Section blocking or radio controlled section | ATP | | ATP-coding for tilting trains | Radio system |
| Niinisalo | Parkano | 42 | 10,0 | — | — | — | — | — | — |
| Parkano | Kihniö | 17 | 9,5 | — | — | — | — | — | — |
| Parkano | Seinäjoki asema | 84 | 10,0 | AC2 | On | ATP | — | On | GSM-R |
| Riihimäki asema | Hakosilta | 48 | 8,0 | AC2 | On | ATP | — | — | GSM-R |
| Hakosilta | Lahti | 11 | 10,0 | AC2 | On | ATP | — | On | GSM-R |
| Lahti | Loviisan satama | 77 | 12,0 | — | — | — | — | — | — |
| Lahti | Heinola | 38 | 12,0 | — | — | — | — | — | — |
| Lahti | Mukkula | 7 | 15,0 | — | — | — | — | — | GSM-R |
| Lahti | Kouvola asema | 61 | 10,0 | AC2 | On | ATP | — | — | GSM-R |
| Kouvola asema | Luumäki | 59 | 10,0 | AC2 | On | ATP | — | — | GSM-R |
| Kouvola asema | Juurikorpi | 33 | 10,0 | AC2 | On | ATP | — | — | GSM-R |
| Juurikorpi | Kotka asema | 18 | 8,5 | AC2 | On | ATP | — | — | GSM-R |
| Kotka asema | Kotkan satama | 1 | 0,0 | AC2 | On | ATP | — | — | GSM-R |
| Kotka Hovinsaari | Kotka Mussalo | 5 | 6,0 | AC2 | — | ATP | — | — | GSM-R |
| Juurikorpi | Hamina | 19 | 10,0 | AC2 | On | ATP | — | — | GSM-R |
| Kouvola asema | Kuusankoski | 10 | 9,0 | AC2 | — | — | — | — | GSM-R |
| Kouvola asema | Mynttilä | 86 | 12,0 | AC2 | On | ATP | — | On | GSM-R |
| Kouvola asema | Mynttilä | 21 | 12,5 | — | — | — | — | — | — |
| Mynttilä | Ristiina | 20 | 10,0 | AC2 | On | ATP | — | On | GSM-R |
| Mynttilä | Otava | 2 | 22,5 | — | — | — | — | — | — |
| Otava | Otavan satama | 86 | 11,0 | AC2 | On | ATP | — | On | GSM-R |
| Otava | Pieksämäki asema | 33 | 8,0 | AC2 | On | ATP | — | On | GSM-R |
| Luumäki | Vainikkala asema | 27 | 9,5 | AC2 | On | ATP | — | — | GSM-R |
| Luumäki | Lappeenranta | 18 | 10,0 | — | — | — | — | — | GSM-R |
| Lappeenranta | Mustolan satama | 39 | 9,0 | AC2 | On | ATP | — | On | GSM-R |
| Lappeenranta | Imatra tavara | 10 | 11,0 | — | — | — | — | — | GSM-R |
| Imatra tavara | Imatrankoski-raja | 60 | 10,0 | AC2 | On | ATP | — | On | GSM-R |
| Imatra tavara | Parikkala | 31 | 11,0 | — | — | — | — | — | GSM-R |
| Pieksämäki asema | Huutokoski | 75 | 12,0 | — | — | — | — | — | — |
| Huutokoski | Savonlinna | 59 | 12,0 | — | — | — | — | — | GSM-R |
| Savonlinna | Parikkala | 93 | 10,0 | AC2 | On | ATP | — | — | GSM-R |
| Parikkala | Säkäniemi | 33 | 10,5 | — | — | — | — | — | GSM-R |
| Niirala-raja | Säkäniemi | 37 | 10,5 | AC2 | On | ATP | — | — | GSM-R |
| Säkäniemi | Joensuu asema | 71 | 12,0 | — | — | — | — | — | — |
| Joensuu asema | Ilomantsi | 32 | 9,0 | — | — | ATP | — | — | GSM-R |
| Joensuu asema | Viinijärvi | | | — | On | ATP | — | — | GSM-R |

| Liikennepaikka (verkon solmupiste) | Liikennepaikka (verkon solmupiste) | Radan pituus | Määrävä kaltevuus | Sähköistys- järjestelmä | Suojastettu tai radio-ohjattu osuus | Junan kulun- valvontajärjestelmä | ERTMS | Kallistuvakoristen junien JKV-koodaus | Radio- järjestelmä |
|---------------------------------------|---------------------------------------|------------------------|----------------------|--------------------------------|---|-------------------------------------|----------------------------------|--|-----------------------|
| Trafikplats (bannätets knutpunkt) | Trafikplats (bannätets knutpunkt) | Banans längd | Största lutningen | Elektrifika- rings-systemet | Linjeblockerad eller radiostyrd sträcka | Automatisk tågkontrol | ATC-kodning av lutande tåg | Radio system | |
| Trafikplats (Node of the network) | Trafikplats (Node of the network) | Length of line [km] | Max. gradient ‰ | Electrification system | Section blocking or radio controlled section | ATP | ATP-coding for tilting trains | Radio system | |
| Huutokoski | Varkaus | 18 | 10,0 | — | On | ATP | — | GSM-R | |
| Varkaus | Kommila | 6 | 10,0 | — | — | — | — | GSM-R | |
| Varkaus | Viinijärvi | 101 | 11,0 | — | On | ATP | — | GSM-R | |
| Joensuu asema | Uimaharju | 50 | 17,6 | — | On | ATP | — | GSM-R | |
| Uimaharju | Liekka | 54 | 11,5 | — | On | ATP | — | GSM-R | |
| Liekka | Pankakoski | 6 | 10,0 | — | — | — | — | GSM-R | |
| Liekka | Nurmes | 56 | 12,5 | — | On | ATP | — | GSM-R | |
| Nurmes | Vuokatti | 85 | 11,5 | — | — | — | — | — | |
| Vuokatti | Lahnaslampi | 12 | 10,0 | — | — | — | — | — | |
| Vuokatti | Kontiomäki | 24 | 10,5 | — | — | — | — | — | |
| Pieksämäki asema | Suonenjoki | 38 | 9,0 | AC2 | On | ATP | — | GSM-R | |
| Suonenjoki | Iisvesi | 6 | 10,0 | — | — | — | — | — | |
| Suonenjoki | Silinjärvi | 76 | 12,0 | AC2 | On | ATP | — | GSM-R | |
| Silinjärvi | Sysmäjärvi | 99 | 10,5 | — | On | ATP | — | GSM-R | |
| Silinjärvi | Iisalmi | 60 | 12,0 | AC2 | On | ATP | — | GSM-R | |
| Iisalmi | Murtomäki | 62 | 12,7 | AC2 | On | ATP | On | GSM-R | |
| Murtomäki | Otanmäki | 25 | 11,0 | — | — | — | — | — | |
| Murtomäki | Kajaani | 20 | 12,0 | AC2 | On | ATP | On | GSM-R | |
| Kontiomäki | Vartius | 95 | 11,0 | AC2 | On | ATP | — | GSM-R | |
| Vartius | Vartius-raja | 2 | 10,0 | AC2 | On | ATP | — | GSM-R | |
| Kontiomäki | Pesiökylä | 74 | 12,0 | — | — | — | — | — | |
| Pesiökylä | Ämmänsaari | 18 | 12,0 | — | — | — | — | — | |
| Tampere asema | Orivesi | 40 | 12,0 | AC2 | On | ATP | On | GSM-R | |
| Orivesi | Vilppula | 47 | 12,5 | — | On | ATP | — | GSM-R | |
| Vilppula | Mänttä | 8 | 5,0 | — | — | — | — | GSM-R | |
| Vilppula | Haapamäki | 26 | 12,5 | — | On | ATP | — | GSM-R | |
| Haapamäki | Seinäjoki asema | 118 | 12,0 | — | On | ATP | — | GSM-R | |
| Haapamäki | Jyväskylä | 77 | 12,0 | — | On | ATP | — | GSM-R | |
| Orivesi | Jämsä | 56 | 12,5 | AC2 | On | ATP | On | GSM-R | |
| Jämsä | Kaipola | 7 | 12,0 | — | — | — | — | — | |
| Jämsä | Jämsänkoski | 4 | 10,0 | AC2 | On | ATP | On | GSM-R | |
| Jämsänkoski | Jyväskylä | 52 | 10,5 | AC2 | On | ATP | — | GSM-R | |
| Jyväskylä | Äänekoski | 47 | 10,5 | — | On | ATP | — | GSM-R | |
| Äänekoski | Haapajärvi | 164 | 10,5 | — | — | — | — | — | |

| Liikennepaikka (verkon solmupiste) | Liikennepaikka (verkon solmupiste) | Radan pituus | Määrävä kaltevuus | Sähköistys- järjestelmä | Suojastettu tai radio-ohjattu osuus | Junan kulun- valvontajärjestelmä | ERTMS | Kallistuvakoristen junien JKV-koodaus | Radio- järjestelmä |
|---|---|------------------------|----------------------|-----------------------------|---|-------------------------------------|----------------------------------|--|-----------------------|
| Trafikplats (bannätets knutpunkt) | Trafikplats (bannätets knutpunkt) | Banans längd | Största lutningen | Elektrif- rings-systemet | Linjeblockerad eller radiostyrd sträcka | Automatisk tågkontrol | ATC-kodning av lutande tåg | Radio system | |
| Trafic operating point (Node of the network) | Trafic operating point (Node of the network) | Length of line [km] | Max. gradient ‰ | Electrification system | Section blocking or radio controlled section | ATP | ATP-coding for tilting trains | Radio system | |
| Jyväskylä | Pieksämäki asema | 80 | 12,5 | AC2 | On | ATP | On | GSM-R | |
| Seinäjoen asema | Kaskinen | 112 | 10,0 | — | On | ATP | — | GSM-R | |
| Seinäjoen asema | Vaasa | 75 | 12,0 | — | On | ATP | — | GSM-R | |
| Vaasa | Vaskiluoto | 5 | 1,0 | — | — | — | — | GSM-R | |
| Iisalmi | Pyhäkumpu erkanemisvaihte | 63 | 10,0 | — | On | ATP | — | GSM-R | |
| Pyhäkumpu erkanemisvaihte | Pyhäkumpu | 3 | 3,0 | — | — | ATP | — | GSM-R | |
| Pyhäkumpu erkanemisvaihte | Pyhäjärvi | 36 | 9,5 | — | On | ATP | — | GSM-R | |
| Haapajärvi | Ylivieska | 55 | 8,0 | — | On | ATP | — | GSM-R | |
| Seinäjoen asema | Pännäinen | 101 | 10,0 | AC2 | On | ATP | On | GSM-R | |
| Pännäinen | Pietarsaari | 10 | 6,0 | — | — | — | — | GSM-R | |
| Pietarsaari | Alholma | 4 | 3,0 | — | — | — | — | GSM-R | |
| Pännäinen | Kokkola | 33 | 7,0 | AC2 | On | ATP | On | GSM-R | |
| Kokkola | Ykspililaja | 5 | 10,0 | AC2 | — | — | — | GSM-R | |
| Kokkola | Ylivieska | 79 | 10,0 | AC2 | On | ATP | On | GSM-R | |
| Ylivieska | Tuomioja | 68 | 10,0 | AC2 | On | ATP | On | GSM-R | |
| Tuomioja | Raahel | 28 | 10,0 | AC2 | On | ATP | — | GSM-R | |
| Raahel | Rautaruukki | 9 | 10,0 | AC2 | — | — | — | GSM-R | |
| Tuomioja | Oulu asema | 54 | 10,0 | AC2 | On | ATP | On | GSM-R | |
| Oulu asema | Konttomäki | 166 | 10,0 | AC2 | On | ATP | — | GSM-R | |
| Oulu asema | Kemi | 105 | 10,0 | AC2 | On | ATP | — | GSM-R | |
| Kemi | Ajos | 9 | 10,0 | — | — | — | — | GSM-R | |
| Kemi | Laurila | 7 | 10,0 | AC2 | On | ATP | — | GSM-R | |
| Laurila | Tornio | 19 | 7,5 | — | On | ATP | — | GSM-R | |
| Laurila | Rovaniemi | 106 | 10,0 | AC2 | On | ATP | — | GSM-R | |
| Rovaniemi | Kemijärvi | 85 | 12,0 | AC2 | On | ATP | — | GSM-R | |
| Kemijärvi | Isokylä | 7 | 5,5 | — | — | — | — | — | |
| Isokylä | Kelloseikä | 72 | 12,5 | — | — | — | — | — | |
| Tornio | Tornio-raja | 3 | 4,0 | — | On | ATP | — | GSM-R | |
| Tornio | Röyttä | 8 | 8,0 | — | — | — | — | GSM-R | |
| Tornio | Kolari | 183 | 10,5 | — | On | ATP | — | GSM-R | |
| Sysmäjärvi | Vuonos | 7 | 10,0 | — | — | — | — | GSM-R | |
| Viinijärvi | Sysmäjärvi | 13 | 7,5 | — | On | ATP | — | GSM-R | |
| Murtomäki | Talivaara | 24 | 12,5 | AC2 | On | ATP | — | GSM-R | |
| Kajaani | Lamminniemi | 3 | 10,0 | — | On | ATP | — | GSM-R | |
| Kajaani | Konttomäki | 26 | 12,0 | AC2 | On | ATP | — | GSM-R | |

Appendix 2

Rail Traffic Operating Point Register

Legend

| | |
|---|--|
| () in columns regarding platforms | platform not maintained by Finnish Transport Infrastructure Agency |
| K | yes |
| Y | private |
| K in columns regarding traffic control | remote control |
| M in columns regarding traffic control | manual |

Chart Columns:

- **Name** refers 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, contrary to what the present language situation in the municipality would imply.
- **Km Hki** describes the distance of a traffic operating point to the old station hall of Helsinki (already torn down), measured by a track kilometre system. According to the system, the location of all elements on tracks is fixed to landmarks.
- **Municipality** refers to the municipality in which the traffic operating point is located.
- **Traffic control** describes whether the traffic operating point has the technical equipment to control the train traffic manually or remote. It does not mean that traffic control services are regularly provided.
- **Private sidings** indicates that the traffic operating point has at least one connection to a siding, owned or managed by a private owner (includes everyone except the Finnish Transport Infrastructure Agency).
- **Shunting** indicates that the form of the tracks at a traffic operating point is such that it is possible to move at least a locomotive to the other end of a line of rolling stock without having to go through the main line of the traffic operating point.
- **Minimum and maximum platform length** indicates the minimum and maximum length of platforms used by passenger trains at the traffic operating point. A passenger train should not be longer than the platform at which it stops. If the platform length is in brackets (), the platform is not maintained by the Finnish Transport Infrastructure Agency and services are operated at the responsibility of the railway undertaking.
- **Platform height** indicates the nominal height of platforms used by passenger trains, 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 point it is possible to get 400 V or 1500 V electric current mainly for rolling stock or track machinery power supply purposes.
- **Side loading platform** indicates at which traffic operating point it is possible to load freight cars from the side, and shows the maximum platform length at the traffic operating point.
- **End loading platform** indicates at which traffic operating point it is possible load freight rolling stock from the end of the platform (combined transports).
- **Loading site** indicates at which traffic operating point it is possible to load freight rolling stock at rail level. A typical example is loading of raw timber from a vehicle or an intermediate depot at a rail yard onto flatcars.
- **Crane** indicates at which traffic operating point it is possible to use a crane to load wagons, and states the maximum capacity of the crane. This service is not provided by the Finnish Transport Infrastructure Agency.
- **Fuel** indicates at which traffic operating point there is a fuel distribution point. This service is not provided by the Finnish Transport Infrastructure Agency.
- **The Passenger traffic column** shows the operating points where passenger traffic can be operated.
- **The Freight transport column** shows the operating points where freight transport can be operated.

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|---------------------|--------------|-------------|---------|--|--------------|-------------------|--------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spårinläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Ahvenus | | Ahv | 270+960 | Lielähti–Kokemäki | Kokemäki | K | | |
| Airaksela | | Arl | 436+985 | Pieksämäki–Kontiomäki | Kuopio | K | K | K |
| Aittaluoto | | Atl | 328+220 | Pori–Ruosniemi | Pori | | K | |
| Ajos | | Ajo | 867+100 | Kemi–Ajos | Kemi | | K | K |
| Alapitkä | | Apt | 505+840 | Pieksämäki–Kontiomäki | Lapinjärvi | K | | K |
| Alavus | | Alv | 373+445 | Orivesi–Seinäjoki | Alavus | K | | K |
| Alholma | | Alh | 532+570 | Pietarsaari–Alholma | Pietarsaari | | K | K |
| Alvajärvi | | Avi | 551+033 | Äänekoski–Haapajärvi | Pihlajavesi | | | K |
| Arola | | Aro | 707+668 | Kontiomäki–Vartiusselä | Hyrynsalmi | K | | K |
| Dragsvik | | Dra | 171+180 | Karjaa–Hanko | Raasepori | K | | K |
| Dynamiittivaihde | | Dmv | 199+185 | Karjaa–Hanko | Hanko | | K | |
| Elijärvi | | Eli | 870+536 | Lautosaari–Elijärvi | Keminmaa | | K | K |
| Eläinpuiisto-Zoo | | Epz | 338+751 | Orivesi–Seinäjoki | Ähtäri | | | |
| Eno | | Eno | 660+170 | Joensuu–Nurmes | Joensuu | K | | K |
| Ervälä | | Erv | 118+777 | Helsinki päärautatieasema–Turku satama | Salo | K | | |
| Eskola | | Ela | 603+762 | Seinäjoki–Oulu | Kannus | K | | K |
| Espoo | Esbo | Epo | 20+600 | Helsinki päärautatieasema–Turku satama | Espoo | K | | |
| Esso | | Esso | 267+417 | Uusikaupunki–Hangonsaari | Uusikaupunki | | K | |
| Haapajärvi | | Hpj | 649+205 | Iisalmi–Ylivieska, Äänekoski–Haapajärvi | Haapajärvi | K | K | K |
| Haapakoski | | Hps | 393+460 | Pieksämäki–Kontiomäki | Pieksämäki | K | | K |
| Haapamäen kylästämo | | Hmk | 304+940 | Orivesi–Seinäjoki | Keuruu | | K | |
| Haapamäki | | Hpk | 300+235 | Haapamäki–Jyväskylä, Orivesi–Seinäjoki | Keuruu | K | K | K |
| Haarajoki | | Haa | 39+567 | Kerava–Hakosilta | Järvenpää | K | | |
| Hakosilta | | Hlt | 119+540 | Riihimäki–Kouvola, Kerava–Hakosilta | Hollola | K | | |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|-------------------------|--------------------|-------------|----------------|--|------------------|-------------------|---------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåraniläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Haksi | Hax | Hsi | 56+737 | Olli–Porvoo | Porvoo | | | |
| Hamina | Fredrikshamn | Hma | 243+626 | Juurikorpi–Hamina | Hamina | M | K | K |
| Hammaslahti | | Hsl | 602+199 | Kouvola–Joensuu | Joensuu | K | | K |
| Hanala | Hanaböle | Hna | 21+394 | Helsinki päärautatieasema–Riihimäki | Vantaa | K | | K |
| Hangonsaari | | Hgs | 269+655 | Uusikaupunki–Hangonsaari | Uusikaupunki | | K | K |
| Hanhikoski | | Hnh | 1047+083 | Laurila–Kemijärvi | Kemijärvi | | | K |
| Hankasalmi | | Hks | 418+089 | Jyväskylä–Pieksämäki | Hankasalmi | K | K | K |
| HANKO | | Han | - | Karjaa–Hanko | | M | | |
| <i>Hanko asema</i> | <i>Hangö</i> | <i>Hnk</i> | <i>207+119</i> | | <i>Hanko</i> | | <i>K</i> | <i>K</i> |
| <i>Hanko tavara</i> | | <i>Hnkt</i> | <i>206+350</i> | | <i>Hanko</i> | | <i>K</i> | <i>K</i> |
| <i>Hanko-Pohjoinen</i> | <i>Hangö Norra</i> | <i>Hkp</i> | <i>205+935</i> | | <i>Hanko</i> | | | |
| Harjavalta | | Hva | 295+542 | Kokemäki–Pori | Harjavalta | K | K | K |
| Harju | | Hj | 201+643 | Kouvola–Pieksämäki | Kouvola | K | | K |
| Harviola | | Hrv | 99+456 | Riihimäki–Tampere | Janakkala | K | | |
| Haukipudas | | Hd | 775+159 | Oulu–Laurila | Haukipudas | K | | K |
| Haukivuori | | Hau | 344+437 | Kouvola–Pieksämäki | Mikkeli | K | | K |
| HAUSJÄRVI | | Hjr | - | Riihimäki–Kouvola | | K | | |
| <i>Hausjärvi tavara</i> | | <i>Has</i> | <i>85+765</i> | | <i>Hausjärvi</i> | | | <i>K</i> |
| <i>Oitti</i> | | <i>Oi</i> | <i>86+809</i> | | <i>Hausjärvi</i> | | | |
| Haviseva | | Hvs | 208+135 | Tampere–Jyväskylä | Kangasala | K | | |
| Heikkilä | | Hek | 34+856 | Helsinki päärautatieasema–Turku satama | Kirkkonummi | K | | |
| Heinola | | Ha | 167+607 | Lahti–Heinola | Heinola | M | K | K |
| Heinoo | | Hno | 237+965 | Lielähti–Kokemäki | Sastamala | K | | |
| Heinävaara | | Häv | 648+408 | Joensuu–Ilomantsi | Joensuu | | | K |
| Heinävesi | | Hnv | 468+143 | Pieksämäki–Joensuu | Heinävesi | K | | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|----------------------------------|------------------------------------|-------------|---------|--|--------------------|-------------------|--------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåranläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| HELSINKI | | Hel | - | Helsinki päärautatieasema–Turku satama, Helsinki päärautatieasema–Riihimäki | | M | | |
| <i>Helsinki päärautatieasema</i> | <i>Helsingfors Central Station</i> | <i>Hki</i> | 0+159 | | <i>Helsinki</i> | | | <i>K</i> |
| <i>Pasila alapiha</i> | | <i>Psla</i> | 3+193 | | <i>Helsinki</i> | | | <i>K</i> |
| <i>Pasila asema</i> | <i>Böle</i> | <i>Psi</i> | 3+230 | | <i>Helsinki</i> | | | |
| <i>Ilmala asema</i> | | <i>Ila</i> | 4+434 | | <i>Helsinki</i> | | | |
| <i>Helsinki Kivihaka</i> | <i>Stenhagen</i> | <i>Khk</i> | 4+701 | | <i>Helsinki</i> | | | <i>K</i> |
| <i>Pasila tavara</i> | | <i>Psit</i> | 4+748 | | <i>Helsinki</i> | | <i>K</i> | <i>K</i> |
| <i>Ilmala ratapiha</i> | | <i>Ilr</i> | 4+950 | | <i>Helsinki</i> | | <i>K</i> | <i>K</i> |
| <i>Käpylä</i> | <i>Kottby</i> | <i>Käp</i> | 5+685 | | <i>Helsinki</i> | | | |
| <i>Oulunkylä</i> | <i>Äggelby</i> | <i>Olk</i> | 7+399 | | <i>Helsinki</i> | | <i>K</i> | |
| <i>Herrala</i> | | <i>Hr</i> | 115+790 | <i>Riihimäki–Kouvola</i> | <i>Hollola</i> | | | |
| <i>Hiekkaharju</i> | <i>Sandkulla</i> | <i>Hkh</i> | 17+109 | <i>Helsinki päärautatieasema–Riihimäki</i> | <i>Vantaa</i> | | | |
| <i>Hiirola</i> | | <i>Hir</i> | 318+957 | <i>Kouvola–Pieksämäki</i> | <i>Mikkeli</i> | <i>K</i> | | |
| <i>Hikiä</i> | | <i>Hk</i> | 79+743 | <i>Riihimäki–Kouvola</i> | <i>Hausjärvi</i> | | <i>K</i> | |
| <i>Hiliosensalmi</i> | | <i>Hls</i> | 233+344 | <i>Kouvola–Pieksämäki</i> | <i>Kouvola</i> | <i>K</i> | | |
| <i>Hinthaara</i> | <i>Hindhär</i> | <i>Hh</i> | 52+150 | <i>Olli–Porvoo</i> | <i>Porvoo</i> | | | <i>K</i> |
| <i>Hirvineva</i> | | <i>Hvn</i> | 715+500 | <i>Seinäjoki–Oulu</i> | <i>Liminka</i> | <i>K</i> | | <i>K</i> |
| <i>Humppila</i> | | <i>Hp</i> | 188+776 | <i>Toijala–Turku päärautatieasema</i> | <i>Humppila</i> | <i>K</i> | <i>K</i> | <i>K</i> |
| <i>Huopalahti</i> | <i>Hoplax</i> | <i>Hpl</i> | 6+375 | <i>Huopalahti–Vantaankoski, Helsinki päärautatieasema–Turku satama</i> | <i>Helsinki</i> | <i>K</i> | | |
| <i>Huutokoski</i> | | <i>Hko</i> | 406+988 | <i>Huutokoski–Savonlinna, Pieksämäki–Joensuu</i> | <i>Joroinen</i> | <i>K</i> | <i>K</i> | <i>K</i> |
| <i>Hyrynsalmi</i> | | <i>Hys</i> | 704+601 | <i>Kontiomäki–Ämmänsaari</i> | <i>Hyrynsalmi</i> | <i>M</i> | | |
| <i>Hyvinkää</i> | <i>Hyvinge</i> | <i>Hy</i> | 58+792 | <i>Hyvinkää–Karjaa, Helsinki päärautatieasema–Riihimäki</i> | <i>Hyvinkää</i> | <i>K</i> | <i>K</i> | <i>K</i> |
| <i>Hämeenlinna</i> | <i>Tavastehus</i> | <i>Hi</i> | 107+559 | <i>Riihimäki–Tampere</i> | <i>Hämeenlinna</i> | <i>K</i> | <i>K</i> | <i>K</i> |
| <i>Härmä</i> | | <i>Hm</i> | 472+940 | <i>Seinäjoki–Oulu</i> | <i>Kauhava</i> | <i>K</i> | | <i>K</i> |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|----------------------------|--------------|-------------|----------------|---|----------------|-------------------|---------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåraniläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Höljäkkä | | Höl | 765+261 | Joensuu–Nurmes | Nurmes | | K | K |
| li | | li | 789+165 | Oulu–Laurila | li | K | K | K |
| lisalmen teollisuuskylä | | ltk | 553+182 | Isalmi–Ylivieska | Isalmi | | K | K |
| lisalmen teollisuusraiteet | Keveli | ltr | 548+611 | Pieksämäki–Kontiomäki | Isalmi | | K | K |
| Isalmi | Idensalmi | lim | 550+371 | Pieksämäki–Kontiomäki, Isalmi–Ylivieska | Isalmi | M | K | K |
| Isvesi | | lsv | 420+124 | Suonenjoki–Isvesi | Suonenjoki | | K | K |
| liittala | | lta | 129+253 | Riihimäki–Tampere | Hämeenlinna | | K | K |
| Ilomantsi | Ilomants | llo | 695+203 | Joensuu–Ilomantsi | Ilomantsi | M | K | K |
| IMATRA | | Ima | 326+542 | Imatra tavaratavara–Imatrankoski-raja, Kouvola–Joensuu | Imatra | M | K | K |
| <i>Imatra asema</i> | | <i>Imr</i> | <i>323+977</i> | | <i>Imatra</i> | | | |
| <i>Imatra tavaratavara</i> | | <i>Imt</i> | <i>326+542</i> | | <i>Imatra</i> | | K | K |
| <i>Imatrankoski</i> | | <i>Imk</i> | <i>331+267</i> | | <i>Imatra</i> | | K | K |
| <i>Pelkola</i> | | <i>Pa</i> | <i>335+672</i> | | <i>Imatra</i> | | K | K |
| Imatrankoski-raja | | Imkr | 337+095 | Imatra tavaratavara–Imatrankoski-raja | Imatra | | | |
| Inha | | In | 341+367 | Orivesi–Seinäjoki | Ähtäri | | | k |
| Inkeroinen | | lkr | 212+842 | Kouvola–Kotka | Kouvola | K | K | K |
| Inkoo | Ingå | lko | 70+620 | Helsinki päärautatieasema– Turku satama | Inkoo | K | | K |
| Isokangas | | lsg | 431+759 | Niinisalo–Parkano–Kihniö | Parkano | | K | K |
| Isokylä | | lkä | 1062+829 | Kemijärvi–Kellosele | Kemijärvi | M | K | K |
| Isokyrö | Storkyro | lky | 447+488 | Seinäjoki–Vaasa | Isokyrö | K | K | K |
| Jalasjärvi | | Jal | 309+871 | Tampere–Seinäjoki | Jalasjärvi | K | K | K |
| Jepua | Jeppo | Jpa | 495+784 | Seinäjoki–Oulu | Uusikaarlepyy | K | | K |
| JOENSUU | | Joe | - | Pieksämäki–Joensuu, Kouvola–Joensuu, Joensuu–Nurmes, Joensuu–Ilomantsi | | | | |
| <i>Joensuu Sulkulahti</i> | | <i>Sul</i> | <i>622+650</i> | | <i>Joensuu</i> | M | K | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
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| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spårinläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| <i>Joensuu Peltola</i> | | <i>Plt</i> | 623+540 | | Joensuu | | K | K |
| <i>Joensuu asema</i> | | <i>Jns</i> | 624+313 | | Joensuu | | K | K |
| Jokela | | Jk | 47+937 | Helsinki päärautatieasema–Riihimäki | Tuusula | K | | K |
| Joroinen | Jorois | Jor | 414+617 | Huutokoski–Savonlinna | Joroinen | | | K |
| Jorvas | | Jrs | 32+322 | Helsinki päärautatieasema–Turku satama | Kirkkonummi | | | |
| Joutseno | | Jts | 305+826 | Kouvola–Joensuu | Lappeenranta | K | K | K |
| Joutsijärvi | | Jsj | 1082+855 | Kemijärvi–Kellosele | Kemijärvi | M | | K |
| Juankoski | | Jki | 532+005 | Sillinjärvi–Viinijärvi | Juankoski | K | K | K |
| Jukajärvi | | Jkj | 637+876 | Joensuu–Ilomantsi | Joensuu | K | | K |
| Jutila | | Jut | 94+620 | Riihimäki–Kouvola | Kärkölä | | | |
| Juupajoki | | Jj | 246+580 | Orivesi–Seinäjoki | Juupajoki | | | |
| Juurikorpi | | Jri | 224+898 | Juurikorpi–Hamina, Kouvola–Kotka | Kotka | K | | |
| Jyränkö | | Jyr | 165+774 | Lahti–Heinola | Heinola | | K | |
| Jyväskylä | | Jy | 377+435 | Jyväskylä–Äänekoski, Tampere–Jyväskylä, Jyväskylä–Pieksämäki, Haapamäki–Jyväskylä | | | | |
| Jämsä | | Jäs | 284+084 | Jämsä–Kaipola, Tampere–Jyväskylä | Jyväskylä | K | K | K |
| Jämsänkoski | | Jsk | 288+645 | Tampere–Jyväskylä | Jämsä | K | K | K |
| Järvelä | | Jr | 103+606 | Riihimäki–Kouvola | Kärkölä | K | K | K |
| JÄRVENPÄÄ | | Jvp | - | Helsinki päärautatieasema–Riihimäki | | K | | |
| <i>Järvenpää asema</i> | <i>Träskända</i> | <i>Jp</i> | 36+802 | | Järvenpää | | K | K |
| <i>Saunakallio</i> | | <i>Sau</i> | 38+846 | | Järvenpää | K | | |
| Purola | | Pur | 40+665 | | Järvenpää | K | | |
| Kaipainen | | Kpa | 214+451 | Kouvola–Joensuu | Kouvola | K | K | K |
| Kaipola | | Kla | 290+303 | Jämsä–Kaipola | Jämsä | | K | K |
| Kairokoski | | Kko | 423+184 | Niinisalo–Parkano–Kihniö | Parkano | | | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
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| Namn | Annat namn | Förkortning | Km Hki | Banavsnitt | Kommun | Trafikledning | Privata spåraniläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Kaijärvi | | Kjr | 228+609 | Kouvola-Joensuu | Luumäki | K | | |
| Kajaani | Kajana | Kaj | 633+491 | Pieksämäki-Kontiomäki, | Kajaani | K | | K |
| Kaleton | | Ktn | 320+875 | Kajaani-Lamminniemi | Keuruu | | | |
| Kalkku | | Kau | 199+471 | Haapamäki-Jyväskylä | Tampere | K | K | |
| Kalliovarasto | | Kao | 644+770 | Lielähti-Kokemäki | Kajaani | | K | |
| Kallislahti | | Kll | 465+822 | Pieksämäki-Kontiomäki | Savonlinna | | | K |
| Kalvitsa | | Ksa | 330+605 | Huutokoski-Savonlinna | Mikkeli | K | | K |
| Kangas | | Kgs | 642+466 | Kouvola-Pieksämäki | Ylivieska | K | | K |
| Kannelmäki | Gamlas | Kan | 9+300 | Seinäjoki-Oulu | Helsinki | K | | K |
| Kannonkoski | | Ksi | 488+694 | Huopalahti-Yantaankoski | Kannonkoski | M | | K |
| Kannus | | Kns | 591+582 | Äänekoski-Haapajärvi | Kannus | K | | K |
| Karhejärvi | | Krr | 224+902 | Seinäjoki-Oulu | Ylöjärvi | K | | K |
| Karhukangas | | Khg | 621+508 | Tampere-Seinäjoki | Ylivieska | K | | |
| Karjaa | Karis | Kr | 87+058 | Seinäjoki-Oulu | | | | |
| | | | | Hyvinkää-Karjaa, Karjaa-Hanko, Helsinki-päärautatieasema- Turku satama | Raasepori | K | K | K |
| Karkku | | Kru | 230+733 | Lielähti-Kokemäki | Sastamala | K | | K |
| Karviainen | | Kar | 247+320 | Toijala-Turku päärautatieasema | Aura | K | | |
| Kaskinen | Kaskö | Ksk | 530+522 | Seinäjoki-Kaskinen | Kaskinen | K | K | K |
| Kattilaharju | | Kth | 205+556 | Kouvola-Joensuu | Kouvola | K | | |
| Kauhajoki | | Kji | 472+720 | Seinäjoki-Kaskinen | Kauhajoki | K | | |
| Kauhava | | Kha | 455+728 | Seinäjoki-Oulu | Kauhava | K | K | K |
| KAUKLAHTI | | Kal | - | Helsinki-päärautatieasema- Turku satama | | K | | |
| Kauklahti asema | Köklax | Klh | 24+277 | | Espoo | | | K |
| Mankki | Mankby | Mnk | 25+401 | | Kirkkonummi | | K | |
| Kaulinranta | | Klr | 963+350 | Tornio-Kolari | Ylitornio | K | | |

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| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spårinläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Kauniainen | Grankulla | Kni | 16+054 | Helsinki päärautatieasema–Turku satama | Kauniainen | K | K | K |
| Kauppiannmäki | | Kpl | 568+751 | Pieksämäki–Kontiomäki | Isalmi | K | | K |
| Kausala | | Ka | 169+425 | Riihimäki–Kouvola | Iitti | | | |
| Kauttua | | Ktu | 310+423 | Kiukainen–Säkylä | Eura | | K | K |
| Keitelelohja | | Ktp | 519+256 | Äänekoski–Haapajärvi | Viihtasaari | M | | K |
| Kekomäki | | Kek | 79+288 | Riihimäki–Kouvola | Hausjärvi | K | | |
| Keijo | | Kej | 336+692 | Tampere–Jyväskylä | Jyväskylä | K | K | |
| Kelkkämäki | | Klk | 399+992 | Jyväskylä–Pieksämäki | Laukaa | | K | |
| Kelloiselkä | | Kls | 1135+115 | Kemijärvi–Kelloiselkä | Salla | M | | K |
| Kemi | | Kem | 858+300 | Oulu–Laurila, Kemi–Ajos | Kemi | K | K | K |
| Kemijärvi | | Kjä | 1056+399 | Laurila–Kemijärvi, Kemijärvi–Kelloiselkä | Kemijärvi | K | K | K |
| Kemira | | Ker | 495+600 | Sillinjärvi–Viinijärvi | Sillinjärvi | K | K | |
| Kempele | | Kml | 741+075 | Seinäjoki–Oulu | Kempele | K | | K |
| Kera | | Kea | 14+536 | Helsinki päärautatieasema–Turku satama | Espoo | | | |
| KERAVA | | Kev | - | Kerava–Vuosaari, Kerava–Sköldvik, Kerava–Hakosilta, Helsinki päärautatieasema–Riihimäki | | K | | |
| <i>Kerava asema</i> | <i>Kervo</i> | <i>Ke</i> | <i>28+869</i> | | <i>Kerava</i> | | <i>K</i> | <i>K</i> |
| <i>Kytömaa</i> | | <i>Kyt</i> | <i>31+274</i> | | <i>Kerava</i> | | | |
| Kerimäki | | Kiä | 495+532 | Savonlinna–Parikkala | Kerimäki | K | | K |
| Kesälahti | | Kti | 428+003 | Kouvola–Joensuu | Kesälahti | K | | |
| Keuruu | | Keu | 316+041 | Haapamäki–Jyväskylä | Keuruu | K | | K |
| Kihniö | | Kiö | 444+460 | Niinisalo–Parkano–Kihniö | Kihniö | M | | K |
| Kiala | Kiala | Kia | 60+013 | Olli–Porvoo | Porvoo | | | |
| Kilo | | Kil | 13+035 | Helsinki päärautatieasema–Turku satama | Espoo | | | |
| Kilpua | | Kua | 668+910 | Seinäjoki–Oulu | Oulainen | K | | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
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| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåraniläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Kinahmi | | Knh | 508+922 | Siiinjärvi–Vimijärvi | Nilsiä | | K | |
| Kinni | | Kil | 247+982 | Kouvola–Pieksämäki | Mäntyharju | K | | |
| Kirkkonummi | Kyrksiätt | Kkn | 37+504 | Helsinki päärautatieasema–Turku satama | Kirkkonummi | K | | K |
| Kirkniemi | Gerknäs | Krn | 136+261 | Hyvinkää–Karjaa | Lohja | K | K | K |
| Kitee | | Kit | 460+016 | Kouvola–Joensuu | Kitee | K | K | K |
| Kiukainen | | Kn | 297+395 | Kokemäki–Rauma, Kiukainen–Säkylä | Eura | K | | K |
| Kiuruvesi | | Krv | 583+990 | Iisalmi–Ylivieska | Kiuruvesi | K | K | K |
| Kivesjärvi | | Kvj | 878+147 | Oulu–Kontiomäki | Paltamo | K | | |
| Kohtavaara | | Koh | 776+308 | Joensuu–Nurmes | Nurmes | | | |
| Koivu | | Kvu | 923+373 | Laurila–Kemijärvi | Tervola | K | | K |
| Koivuhovi | Björkgård | Kvh | 17+861 | Helsinki päärautatieasema–Turku satama | Espoo | | | |
| Koivukylä | Björkby | Kvy | 19+440 | Helsinki päärautatieasema–Riihimäki | Vantaa | | | |
| Kokemäki | Kumo | Kki | 284+442 | Kokemäki–Rauma, Lielähti–Kokemäki, Kokemäki–Pori | Kokemäki | K | | K |
| Kokkola | Karieby | Kok | 551+441 | Seinäjoki–Oulu, Kokkola–Yksipihlaja | Kokkola | K | K | K |
| Kolari | | Kli | 1067+206 | Tornio–Kolari | Kolari | K | | K |
| Kolho | | Klo | 286+265 | Orivesi–Seinäjoki | Mänttä–Viipputa | | K | K |
| Kolppi | Källby | Kpi | 525+100 | Seinäjoki–Oulu | Pedersöre | K | K | K |
| Kommila | | Kmm | 429+700 | Varkaus–Kommila | Varkaus | | K | K |
| Komu | | Kom | 607+179 | Iisalmi–Ylivieska | Pyhäjärvi | | K | |
| Kontiolahti | | Khi | 640+295 | Joensuu–Nurmes | Kontiolahti | K | | K |
| Kontiomäki | | Kon | 658+785 | Pieksämäki–Kontiomäki, Kontiomäki–Ämmänsaari, Nurmes–Kontiomäki, Kontiomäki–Vartiuss- raja, Oulu–Kontiomäki | Paltamo | | K | K |
| Koppnäs | | Kop | 203+540 | Karjaa–Hanko | Hanko | K | K | K |
| Koria | | Kra | 185+374 | Riihimäki–Kouvola | Kouvola | | K | K |

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| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåranläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Korkeakoski | | Kas | 247+910 | Orivesi–Seinäjoki | Juupajoki | K | K | K |
| Korso | | Krs | 22+669 | Helsinki päärautatieasema–Riihimäki | Vantaa | | | |
| Korvensuo | | Ksu | 50+500 | Kerava–Hakosilta | Mäntsälä | K | | |
| Koskenkorva | | Kos | 442+447 | Seinäjoki–Kaskinen | Ilmajoki | M | K | K |
| KOTKA | | Kot | - | Kouvola–Kotka, Kotka Hovinsaari–Kotka Mussalo | | M | | |
| <i>Kotka Hovinsaari</i> | | <i>Hos</i> | <i>240+400</i> | | <i>Kotka</i> | | <i>K</i> | <i>K</i> |
| <i>Kotka tavara</i> | | <i>Ktt</i> | <i>240+870</i> | | <i>Kotka</i> | | <i>K</i> | <i>K</i> |
| <i>Paimenportti</i> | | <i>Pti</i> | <i>241+450</i> | | <i>Kotka</i> | | | |
| <i>Kotka asema</i> | | <i>Kta</i> | <i>242+775</i> | | <i>Kotka</i> | | <i>K</i> | <i>K</i> |
| <i>Kotkan satama</i> | | <i>Kts</i> | <i>243+579</i> | | <i>Kotka</i> | | <i>K</i> | <i>K</i> |
| <i>Kotka Mussalo</i> | | <i>Mss</i> | <i>247+057</i> | | <i>Kotka</i> | | <i>K</i> | <i>K</i> |
| KOUVOLA | | Kvi | - | Kouvola–Pieksämäki, Riihimäki–Kouvola, Kouvola–Kotka, Kouvola–Kuusankoski | | M | | |
| <i>Kouvola asema</i> | | <i>Kv</i> | <i>191+540</i> | | <i>Kouvola</i> | | <i>K</i> | <i>K</i> |
| <i>Kouvola lajittelu</i> | | <i>Kvla</i> | <i>192+570</i> | | <i>Kouvola</i> | | <i>K</i> | <i>K</i> |
| <i>Kouvola tavara</i> | | <i>Kvt</i> | <i>194+050</i> | | <i>Kouvola</i> | | <i>K</i> | <i>K</i> |
| <i>Kouvola Oikoraide</i> | | <i>Oik</i> | <i>194+460</i> | | <i>Kouvola</i> | | <i>K</i> | <i>K</i> |
| <i>Kullasvaara</i> | | <i>Kuv</i> | <i>197+300</i> | | <i>Kouvola</i> | | | |
| Kovjoki | | Koi | 508+925 | Seinäjoki–Oulu | Uusikaarlepyy | K | | |
| Kruunupy | | Kpy | 537+585 | Seinäjoki–Oulu | Kruunupy | K | K | K |
| Kuivasjärvi | Kronoby | Kis | 276+327 | Tampere–Seinäjoki | Parkano | K | K | K |
| KUOPIO | | Kpo | - | Pieksämäki–Kontiomäki | | M | K | K |
| <i>Kuopio asema</i> | | <i>Kuo</i> | <i>464+590</i> | | <i>Kuopio</i> | | <i>K</i> | <i>K</i> |
| <i>Kuopio tavara</i> | | <i>Kuot</i> | <i>465+500</i> | | <i>Kuopio</i> | | <i>K</i> | <i>K</i> |
| Kurkimäki | | Krm | 444+074 | Pieksämäki–Kontiomäki | Kuopio | K | K | K |
| Kursu | | Kuu | 1095+034 | Kemijärvi–Kellosekkä | Salla | M | | K |

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| Kuurila | | Ku | 138+769 | Riihimäki–Tampere | Hämeenlinna | K | | |
| Kuusankoski | | Kuk | 199+290 | Kouvola–Kuusankoski | Kouvola | M | K | K |
| Kylänlahti | | Kyn | 742+945 | Joensuu–Nurmes | Liekka | | | |
| Kymi | Kymmene | Ky | 233+449 | Kouvola–Kotka | Kotka | M | K | K |
| Kyminlinna | | Kln | 237+352 | Kouvola–Kotka | Kotka | | | |
| Kyö | | Kö | 232+878 | Toijala–Turku päärautatieasema | Karinainen | K | | K |
| Kyörlä | | Krö | 34+387 | Helsinki päärautatieasema–Riihimäki | Järvenpää | | | |
| Kälviä | Kelviä | Klv | 568+144 | Seinäjoeki–Oulu | Kokkola | K | | K |
| Köykkäri | | Kök | 486+491 | Seinäjoeki–Oulu | Kauhava | K | | |
| Lahdenperä | | Lpr | 267+080 | Tampere–Jyväskylä | Jämsä | K | | |
| Lahnaslampi | | Lhn | 881+053 | Vuokatti–Lahnaslampi | Sotkamo | | K | K |
| Lahti | Lahtis | Lh | 130+335 | Lahti–Lovisan satama, Riihimäki–Kouvola, Lahti–Mukkula, Lahti–Heinola | Lahti | | K | K |
| Laihia | Laihela | Lai | 468+916 | Seinäjoeki–Vaasa | Laihia | K | | K |
| Lakiala | | Lak | 209+214 | Tampere–Seinäjoeki | Ylöjärvi | K | | K |
| Lamminkoski | | Lmk | 268+785 | Tampere–Seinäjoeki | Parkano | K | | K |
| Lamminniemi | | Lam | 636+664 | Kajaani–Lamminniemi | Kajaani | | K | K |
| Lapinjärvi | Lappträsk | Lpj | 185+432 | Lahti–Lovisan satama | Lapinjärvi | M | | K |
| Lapinlahti | | Lna | 525+606 | Pieksämäki–Kontiomäki | Lapinlahti | K | | K |
| Lapinneva | | Lpn | 415+621 | Niinisalo–Parkano–Kihniö | Parkano | | | K |
| Lappeenranta | Villmanstrand | Lr | 287+726 | Kouvola–Joensuu, Lappeenranta–Mustolan satama | Lappeenranta | K | K | K |
| Lappila | | Laa | 97+695 | Riihimäki–Kouvola | Kärkölä | | | |
| Lappohja | Lappvik | Lpo | 189+639 | Karjaa–Hanko | Hanko | K | K | K |
| Lapua | Lappo | Lpa | 441+094 | Seinäjoeki–Oulu | Lapua | K | K | K |
| Larvakytö | | Lyö | 333+057 | Tampere–Seinäjoeki | Seinäjoeki | K | | |
| Laukaa | | Lau | 401+193 | Jyväskylä–Äänekoski | Laukaa | K | | |
| Laurila | | Lla | 865+776 | Laurila–Tornio-raja, | Laurila | | | |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
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| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåranläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Lauritsala | | Lrs | 292+240 | Oulu–Laurila, Laurila–Kemijärvi | Keminmaa | K | | K |
| Lautiosaari | | Li | 863+064 | Kouvola–Joensuu | Lappeenranta | K | K | K |
| Leikola | | Lkl | 276+011 | Oulu–Laurila, Lautiosaari–Elijärvi | Kemi | K | | |
| Lempäälä | | Lpä | 165+810 | Kouvola–Pieksämäki | Hirvensalmi | K | | |
| Leppäkoski | | Lk | 87+830 | Riihimäki–Tampere | Lempäälä | K | | |
| Leppävaara | Alberga | Lpv | 11+249 | Riihimäki–Tampere | Janakkala | K | | |
| Leteensuo | | Lts | 123+554 | Helsinki päärautatieasema–Turku satama | Espoo | K | | K |
| Liekka | | Lis | 728+122 | Riihimäki–Tampere | Hattula | K | | |
| Liekсан teollisuuskylä | | Ltk | 728+847 | Joensuu–Nurmes, Lieksa–Pankakoski | Liekka | K | K | K |
| Lielähti | | Llh | 193+392 | Liekka–Pankakoski | Liekka | K | K | K |
| Lievestuore | | Lvt | 402+191 | Lielähti–Kokemäki, Tampere–Seinäjoki | Tampere | K | K | K |
| Liminka | Limingo | Lka | 728+483 | Jyväskylä–Pieksämäki | Laukaa | K | K | K |
| Lohiluoma | | Luo | 463+619 | Seinäjoki–Oulu | Liminka | K | | K |
| Lohja | Lojo | Lo | 122+965 | Seinäjoki–Kaskinen | Kurikka | K | | K |
| Lohjanjärvi | | Loj | 128+036 | Hyvinkää–Karjaa, Lohja–Lohjanjärvi | Lohja | K | | K |
| Loimaa | | Lm | 208+870 | Lohja–Lohjanjärvi | Lohja | K | K | K |
| Louhela | Klippsta | Loh | 13+190 | Toijala–Turku päärautatieasema | Loimaa | K | K | K |
| Loukolampi | | Lol | 360+013 | Huopalahti–Vantaankoski | Vantaa | K | | |
| Lovisan satama | Lovisa hamn | Lvs | 207+209 | Kouvola–Pieksämäki | Pieksämäki | K | | K |
| Luikonlahti | | Lui | 557+061 | Lahti–Lovisan satama | Loviisa | M | K | K |
| Luoma | Bobäck | Lma | 27+807 | Sillinjärvi–Vinijärvi | Kaavi | K | K | |
| Lusto | | Lus | 509+170 | Helsinki päärautatieasema–Turku satama | Kirkkonummi | | | |
| Luumäki | | Lä | 250+540 | Savonlinna–Parikkala | Punkaharju | | | |
| | | | | Kouvola–Joensuu, Luumäki–Vainikkala-raja | Luumäki | K | K | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
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| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåraniläggningar | Möjlighet till växling |
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| Lähdemäki | | Läh | 79+373 | Kerava–Hakosilta | Orimattila | K | | |
| Länkipohja | | Läp | 255+980 | Tampere–Jyväskylä | Jämsä | K | | |
| Maanselkä | | Mlk | 836+049 | Nurmes–Kontiomäki | Sotkamo | M | | K |
| Maaria | St Marie | Mri | 262+070 | Toijala–Turku päärautatieasema | Turku | K | | |
| Madesjärvi | | Md | 291+821 | Tampere–Seinäjoki | Jalasjärvi | K | | K |
| Majajärvi | | Mji | 216+317 | Tampere–Seinäjoki | Ylöjärvi | K | | |
| Malmi | Malm | Ml | 10+900 | Helsinki päärautatieasema–Riihimäki | Helsinki | K | | |
| Malminkartano | Malmgård | Mlo | 10+730 | Huopalahti–Vantaankoski | Helsinki | K | | |
| Markkala | | Mrk | 403+737 | Pieksämäki–Kontiomäki | Suonenjoki | K | | |
| Martinlaakso | Mårtensdal | Mri | 14+010 | Huopalahti–Vantaankoski | Vantaa | K | | |
| Masala | Masaby | Mas | 29+561 | Helsinki päärautatieasema–Turku satama | Kirkkonummi | | | |
| Matkaneva | | Mtv | 562+059 | Seinäjoki–Oulu | Kokkola | K | | |
| Mattila | | Mat | 159+906 | Riihimäki–Tampere | Lempää | K | | |
| Meitola | Mjölbolsta | Mel | 149+851 | Hyvinkää–Karjaa | Raasepori | | K | |
| Metsäkansa | | Msä | 155+968 | Toijala–Valkeakoski | Valkeakoski | | | K |
| Mikkeli | St Michel | Mi | 305+165 | Kouvola–Pieksämäki | Mikkeli | K | K | K |
| Misi | | Mis | 1021+256 | Laurila–Kemijärvi | Rovaniemi | M | | |
| Mommila | | Mla | 91+430 | Riihimäki–Kouvola | Hausjärvi | | | |
| Muhos | | Mh | 788+424 | Oulu–Kontiomäki | Muhos | K | | K |
| Mukkula | | Muk | 140+012 | Lahti–Mukkula | Lahti | | K | K |
| Murtomäki | | Mur | 613+166 | Murtomäki–Talvivaara, Murtomäki–Otanmäki, Pieksämäki–Kontiomäki | Kajaani | K | K | K |
| Mustio | Svartå | Mso | 143+000 | Hyvinkää–Karjaa | Raasepori | | | K |
| Mustolan satama | | Mst | 296+720 | Lappeenranta–Mustolan satama | Lappeenranta | | K | |
| Muukko | | Mko | 297+112 | Kouvola–Joensuu | Lappeenranta | K | | |
| Muurame | | Muu | 324+768 | Tampere–Jyväskylä | Muurame | K | | K |
| Muurola | | Mul | 948+494 | Laurila–Kemijärvi | Rovaniemi | K | | K |

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| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spårinläggningar | Möjlighet till växling |
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| Myllykangas | | Mys | 815+693 | Oulu-Laurila | li | K | | |
| Myllykoski | | Mki | 203+741 | Kouvola-Kotka | Kouvola | K | | |
| Myllymäki | | My | 333+721 | Orivesi-Seinäjoki | Ähtäri | | | K |
| Myllyoja | | Myl | 161+727 | Lahti-Heinola | Heinola | K | K | K |
| Mynttilä | | Myt | 270+889 | Kouvola-Pieksämäki, Mynttilä-Ristiina | Mäntyharju | K | | |
| Mynämäki | | Myn | 229+607 | Turku päärautatieasema-Uusikaupunki | Mynämäki | K | | |
| Myrskylä | Mörskom | Myä | 169+771 | Lahti-Loviisan satama | Lapinjärvi | | | |
| Myrämäki | Myrbacka | Myr | 12+130 | Huopalahti-Vantaankoski | Vantaa | K | | K |
| Mäkkylä | | Mäk | 9+511 | Helsinki päärautatieasema-Turku satama | Espoo | | | |
| Mäntsälä | | Mlä | 59+210 | Kerava-Hakosilta | Mäntsälä | K | | |
| Mänttä | | Män | 282+740 | Vilppula-Mänttä | Mänttä-Vilppula | | K | K |
| Mäntyharju | | Mr | 262+680 | Kouvola-Pieksämäki | Mäntyharju | K | K | K |
| Mäntyluoto | | Mn | 342+020 | Pori-Mäntyluoto | Pori | M | K | K |
| Naantali | Nådendal | Nnl | 213+193 | Raisio-Naantali | Naantali | | K | K |
| Naarajärvi | | Nri | 449+862 | Jyväskylä-Pieksämäki | Pieksämäki | K | K | K |
| Nakkila | | Nal | 308+091 | Kokemäki-Pori | Nakkila | K | | |
| Nastola | | Nsl | 146+150 | Riihimäki-Kouvola | Nastola | | | |
| Niemenpää | | Nmp | 923+605 | Tornio-Kolari | Tornio | K | | |
| Niimimaa | | Nii | 383+155 | Orivesi-Seinäjoki | Alavus | | | |
| Niinimäki | | Nmä | 172+534 | Riihimäki-Kouvola | Iitti | K | | |
| Niinisalo | | Nns | 386+215 | Niinisalo-Parkano-Kihmiö | Kankaanpää | M | K | K |
| Niirala | | Nri | 555+846 | Niirala-raja-Säkäniemi | Tohmajärvi | M | | |
| Niirala-raja | | Nrir | 554+080 | Niirala-raja-Säkäniemi | Tohmajärvi | | | |
| Niittylahti | | Nth | 613+475 | Kouvola-Joensuu | Joensuu | K | | |
| Nikkilä | Nickby | Nlä | 39+176 | Kerava-Sköldvik | Sipoo | | | |
| Nivala | | Nvi | 676+887 | Iisalmi-Ylivieska | Nivala | K | | K |

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| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåraniläggningar | Möjlighet till växling |
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| Nokia | | Noa | 204+004 | Lielähti–Kokemäki | Nokia | K | K | K |
| Nummela | | Nm | 109+368 | Hyvinkää–Karjaa | Vfhti | K | | K |
| Nuppulinna | | Nup | 44+170 | Helsinki päärautatieasema–Riihimäki | Tuusula | | | |
| Nurmes | | Nrm | 784+420 | Nurmes–Kontiomäki, Joensuu–Nurmes | Nurmes | K | K | K |
| Närpiö | Närpes | När | 518+255 | Seinäjäki–Kaskinen | Närpiö | | | |
| Ohenmäki | | Ohm | 542+264 | Pieksämäki–Kontiomäki | Iisalmi | | | K |
| Olli | | Olli | 45+734 | Olli–Porvoo, Kerava–Sköldvik | Porvoo | K | K | K |
| Ontola | | Ont | 631+177 | Pieksämäki–Joensuu | Joensuu | | K | K |
| Orimattila | | Om | 150+407 | Lahti–Loviisan satama | Orimattila | | | K |
| Orivesi | | Ov | 228+276 | Tampere–Jyväskylä, Orivesi–Seinäjäki | Orivesi | K | | K |
| Orivesi keskusta | | Ovk | 231+512 | Orivesi–Seinäjäki | Orivesi | | | |
| Otanmäki | | Otm | 638+822 | Murtomäki–Otanmäki | Kajaani | | K | K |
| Otava | | Ot | 290+521 | Kouvola–Pieksämäki, Otava–Otavan satama | Mikkeli | K | | K |
| Otavan satama | | Ots | 292+885 | Otava–Otavan satama | Mikkeli | | K | K |
| Oulainen | | Ou | 657+850 | Seinäjäki–Oulu | Oulainen | K | | K |
| OULU | | Oul | - | Seinäjäki–Oulu, Oulu–Kontiomäki, Oulu–Laurila | | M | K | K |
| <i>Oulu Nokela</i> | | <i>Nok</i> | <i>750+030</i> | | <i>Oulu</i> | | <i>K</i> | <i>K</i> |
| <i>Oulu Oritkari</i> | | <i>Ori</i> | <i>751+180</i> | | <i>Oulu</i> | | <i>K</i> | <i>K</i> |
| <i>Oulu tavara</i> | | <i>Olt</i> | <i>751+360</i> | | <i>Oulu</i> | | <i>K</i> | <i>K</i> |
| <i>Oulu asema</i> | | <i>OI</i> | <i>752+778</i> | | <i>Oulu</i> | | <i>K</i> | <i>K</i> |
| <i>Oulu Tuira</i> | | <i>Tua</i> | <i>755+510</i> | | <i>Oulu</i> | | <i>K</i> | <i>K</i> |
| Paimio | Pemar | Po | 171+885 | Helsinki päärautatieasema– Turku satama | Paimio | K | | |
| Palopuro | | Pip | 54+535 | Helsinki päärautatieasema–Riihimäki | Hyvinkää | K | | |
| Palta Oy | | Poy | 905+050 | Oulu–Kontiomäki | Paltamo | | K | |

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| Paltamo | | Pto | 901+579 | Oulu–Kontiomäki | Paltamo | K | K | K |
| Pankakoski | | Pas | 731+865 | Liekša–Pankakoski | Liekša | | K | K |
| Parikkala | | Par | 387+302 | Kouvola–Joensuu, Savonlinna–Parikkala | Parikkala | K | | K |
| Parkano | | Pko | 262+483 | Niinisalo–Parkano–Kihniö, Tampere–Seinäjoki | Parkano | K | K | K |
| Parola | | Prl | 115+764 | Riihimäki–Tampere | Hattula | K | K | K |
| Pello | | Pel | 1002+632 | Tornio–Kolari | Pello | K | K | K |
| Peltosalmi | | Pmi | 545+355 | Pieksämäki–Kontiomäki | Iisalmi | | K | K |
| Peräseinäjoki | | Psj | 318+481 | Tampere–Seinäjoki | Seinäjoki | K | K | K |
| Pesiökylä | | Psk | 732+752 | Kontiomäki–Ämmänsaari | Suomussalmi | M | | K |
| Petäjävesi | | Pvi | 343+357 | Haapamäki–Jyväskylä | Petäjävesi | K | | |
| PIEKSÄMÄKI | | Pie | - | Kouvola–Pieksämäki, Jyväskylä–Pieksämäki, Pieksämäki–Joensuu | Pieksämäki | M | K | K |
| <i>Pieksämäki asema</i> | | <i>Pm</i> | <i>376+000</i> | | <i>Pieksämäki</i> | | <i>K</i> | <i>K</i> |
| <i>Pieksämäki Temu</i> | | <i>Tmu</i> | <i>377+340</i> | | <i>Pieksämäki</i> | | <i>K</i> | <i>K</i> |
| <i>Pieksämäki lajittelu</i> | | <i>Pmla</i> | <i>378+640</i> | | <i>Pieksämäki</i> | | <i>K</i> | <i>K</i> |
| <i>Pieksämäki tavara</i> | | <i>Pmt</i> | <i>379+960</i> | | <i>Pieksämäki</i> | | <i>K</i> | <i>K</i> |
| Pietarsaari | Jakobstad | Pts | 528+780 | Pietarsaari–Alholma, Pännäinen–Pietarsaari | Pietarsaari | M | | K |
| Pihlajavesi | | Ph | 312+500 | Orivesi–Seinäjoki | Keuruu | K | | K |
| Pihtipudas | | Pp | 540+605 | Äänekoski–Haapajärvi | Pihtipudas | M | | K |
| Piikkiö | Pikis | Pik | 182+784 | Helsinki päärautatieasema– Turku satama | Kaarina | K | | K |
| Pikkarala | | Pkl | 771+765 | Oulu–Kontiomäki | Oulu | K | K | |
| Pitäjänmäki | Sockenbacka | Pjm | 8+474 | Helsinki päärautatieasema– Turku satama | Helsinki | | | |
| Pohjankuru | Skuru | Pku | 94+907 | Helsinki päärautatieasema– | | | | |

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| Pohjois-Haaga | Norra Haga | Poh | 8+050 | Turku satama | Raasepori | K | K | K |
| Pohjois-Louko | | Plu | 329+329 | Huopalahti–Vantaankoski | Helsinki | | | |
| Poikkeus | | Pkk | 254+744 | Tampere–Seinäjoki | Seinäjoki | K | | |
| Poiksilta | | Poi | 416+728 | Tampere–Seinäjoki | Parkano | K | | K |
| Pori | Björneborg | Pri | 322+278 | Kokemäki–Pori, Pori–Ruosniemi, Pori–Mäntyluoto | Pori | M | K | K |
| Porokylä | | Por | 787+046 | Nurmes–Kontiomäki | Nurmes | | K | K |
| Porvoo | Borgå | Prv | 62+287 | Olli–Porvoo | Porvoo | | | K |
| Puhos | | Pus | 452+808 | Kouvola–Joensuu | Kitee | K | K | K |
| Puistola | Parkstad | Pla | 14+262 | Helsinki päärautatieasema–Riihimäki | Helsinki | | | |
| Pukinmäki | Bocksbacka | Pmk | 9+346 | Helsinki päärautatieasema–Riihimäki | Helsinki | | | |
| Pulsa | | Pl | 262+491 | Luumäki–Vainikkala-raja | Lappeenranta | K | | K |
| Punkaharju | | Pun | 515+111 | Savonlinna–Parikkala | Punkaharju | K | K | K |
| Pyhäkumpu | | Pyk | 615+415 | Pyhäkumpu erkanemisvaihte- Pyhäkumpu | Pyhäjärvi | | K | |
| Pyhäkumpu erkanemisvaihte | | Pye | 613+511 | Pyhäkumpu erkanemisvaihte- Pyhäkumpu, Iisalmi–Ylivieska | Pyhäjärvi | K | | |
| Pyhäsalmi | | Phä | 615+939 | Iisalmi–Ylivieska | Pyhäjärvi | K | | K |
| Pännäinen | Bennäs | Pnä | 518+604 | Seinäjoki–Oulu, Pännäinen–Pietarsaari | Pedersöre | K | | K |
| Pääskylähti | | Pky | 484+913 | Savonlinna–Parikkala | Savonlinna | K | K | K |
| Raaha | Brahestad | Rhe | 726+726 | Tuomioja–Raaha | Raaha | K | K | K |
| Raippo | | Rpo | 270+052 | Luumäki–Vainikkala-raja | Lappeenranta | K | K | K |
| Raisio | Reso | Rai | 207+842 | Turku päärautatieasema– Uusikaupunki, Raisio–Naantali | Raisio | K | K | K |
| Rajamäki | | Rm | 72+267 | Hyvinkää–Karjaa | Nurmijärvi | | K | K |
| Rajaperkiö | | Rjp | 448+450 | Seinäjoki–Oulu | Lapua | K | | |
| Rantasalmi | | Rmi | 445+165 | Huutokoski–Savonlinna | Rantasalmi | K | | K |

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| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåranläggningar | Möjlighet till växling |
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| Rasinsuo | | Ras | 258+510 | Kouvola-Joensuu | Luumäki | K | | K |
| Ratikylä | | Rlä | 284+344 | Tampere-Seinäjoki | Kilnii | K | | K |
| Rauha | | Rah | 318+490 | Kouvola-Joensuu | Lappeenranta | K | | K |
| Rauhalahti | | Rhl | 380+510 | Jyväskylä-Pieksämäki | Jyväskylä | | K | K |
| Rauma | Raumo | Rma | 331+659 | Kokemäki-Rauma | Rauma | M | K | K |
| Raunio | | Rlo | 464+660 | Seinäjoki-Oulu | Kauhava | K | | K |
| Rautaruukki | | Rat | 730+050 | Tuomioja-Raaha | Raaha | | K | |
| Rautjärvi | | Rjä | 345+788 | Kouvola-Joensuu | Rautjärvi | K | | |
| Rautpohja | | Rph | 372+829 | Haapamäki-Jyväskylä | Jyväskylä | | K | |
| Rekola | Räckhals | Rkl | 20+615 | Helsinki päärautatieasema-Riihimäki | Vantaa | | | |
| Retretti | | Ree | 507+500 | Savonlinna-Parikkala | Punkaharju | | | |
| RIIHIMÄKI | | Rii | - | Helsinki päärautatieasema-Riihimäki, Riihimäki-Kouvola, Riihimäki-Tampere | | K | | |
| <i>Riihimäki Arolampi</i> | | <i>Arp</i> | 66+600 | | Hausjärvi | | | |
| <i>Riihimäki tavara</i> | | <i>Rit</i> | 68+773 | | Riihimäki | | | K |
| <i>Riihimäki lajittelu</i> | | <i>Rila</i> | 70+068 | | Riihimäki | | | K |
| <i>Riihimäki asema</i> | | <i>Ri</i> | 71+410 | | Riihimäki | | K | K |
| Rijjärvi | | Rjr | 502+597 | Seinäjoki-Oulu | Uusikaarlepyy | K | | |
| Riippa | | Rpa | 578+065 | Seinäjoki-Oulu | Kokkola | K | | |
| Ristiina | | Rst | 291+162 | Mynttiä-Ristiina | Ristiina | M | K | K |
| Ristijärvi | | Rjv | 676+804 | Kontiomäki-Ämmänsaari | Ristijärvi | K | | |
| Rovaniemi | | Roi | 971+775 | Laurila-Kemijärvi | Rovaniemi | K | K | K |
| Ruha | | Rha | 433+128 | Seinäjoki-Oulu | Lapua | K | | |
| Runni | | Rnn | 568+522 | Iisalmi-Ylivieska | Iisalmi | | | |
| Ruosniemi | | Rsn | 330+936 | Pori-Ruosniemi | Pori | | K | K |
| Ruukki | | Rki | 705+228 | Seinäjoki-Oulu | Siijakajoki | K | K | K |
| Rytylä | | Ry | 80+770 | Riihimäki-Tampere | Hausjärvi | K | K | K |

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| Röyttä | | Röy | 893+917 | Tornio-Röyttä | Tornio | | K | K |
| Saakoski | | Saa | 305+373 | Tampere-Jyväskylä | Jyväskylä | K | | |
| Saari | | Sr | 405+246 | Kouvola-Joensuu | Parikkala | K | | |
| Saarijärvi | | Srj | 452+723 | Äänekoski-Haapajärvi | Saarijärvi | M | | K |
| Salla | | Sll | 1121+403 | Kemijärvi-Kellosele | Salla | M | | K |
| Salminen | | Sln | 426+718 | Pieksämäki-Kontiomäki, Pieksämäki-Kontiomäki | Suonenjoki | K | | K |
| Salmivaara | | Smv | 1111+444 | Kemijärvi-Kellosele | Salla | | | K |
| Salo | | Slo | 143+981 | Helsinki päärautatieasema-Turku satama | Salo | K | | K |
| Sammalisto | | Sam | 74+487 | Riihimäki-Tampere | Riihimäki | K | | |
| Santala | Sandö | Sta | 196+908 | Karjaa-Hanko | Hanko | | | |
| Saunamäki | | Smä | 180+534 | Riihimäki-Kouvola | Iitti | K | | |
| Savio | | Sav | 26+265 | Helsinki päärautatieasema-Riihimäki | Kerava | | K | |
| Savonlinna | Nyslott | Sl | 481+772 | Huutokoski-Savonlinna, Savonlinna-Parikkala | Savonlinna | K | K | K |
| Savonlinna-Kauppatori | | Silk | 482+748 | Savonlinna-Parikkala | Savonlinna | | | |
| SEINÄJOKI | | Sei | - | Tampere-Seinäjoki, Seinäjoki-Oulu, Orivesi-Seinäjoki, Seinäjoki-Vaasa, Seinäjoki-Kaskinen | | | | |
| <i>Seinäjoki tavara</i> | | <i>Skt</i> | <i>416+580</i> | | <i>Seinäjoki</i> | | <i>K</i> | <i>K</i> |
| <i>Seinäjoki asema</i> | | <i>Sk</i> | <i>418+001</i> | | <i>Seinäjoki</i> | | <i>K</i> | <i>K</i> |
| Selänpää | | Spä | 209+869 | Kouvola-Pieksämäki | Kouvola | K | K | K |
| Sieppijärvi | | Spj | 1045+904 | Tornio-Kolari | Kolari | K | | K |
| Sievi | | Svi | 613+592 | Seinäjoki-Oulu | Sievi | K | | K |
| Silkämäki | | Skä | 389+745 | Pieksämäki-Joensuu | Pieksämäki | K | | |
| Silinjärvi | | Sij | 489+718 | Pieksämäki-Kontiomäki, Silinjärvi-Viinijärvi | Silinjärvi | K | K | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|------------|--------------|-------------|---------|---|--------------|-------------------|--------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåranläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Simo | | Sim | 833+715 | Oulu-Laurila | Simo | K | | K |
| Simpele | | Spl | 368+317 | Kouvola-Joensuu | Rautjärvi | K | K | K |
| Sipiä | | Sip | | Kerava-Hakosilta, Kerava-Hakosilta | Mäntsälä | K | | |
| Sisättö | | Stö | 235+602 | Tampere-Seinäjoki | Ikaalinen | K | | |
| Siuntio | Sjundeå | Sti | 51+285 | Helsinki päärata-taitasema-Turku satama | Siuntio | K | | |
| Siuro | | Siu | 213+355 | Lielähti-Kokemäki | Nokia | K | | K |
| Skogby | | Sgy | 184+790 | Karjaa-Hanko | Raasepori | | | |
| Sköldvik | Kipilahti | Sld | 56+360 | Kerava-Sköldvik | Porvoo | M | K | K |
| Soinlahti | | Soa | 559+340 | Pieksämäki-Kontiomäki | Iisalmi | | K | K |
| Sorsasalo | | Sor | 473+775 | Pieksämäki-Kontiomäki | Kuopio | | K | |
| Sukeva | | Skv | 589+222 | Pieksämäki-Kontiomäki | Sonkajärvi | K | | K |
| Suolahti | | Suo | 417+796 | Jyväskylä-Äänekoski | Äänekoski | K | K | K |
| Suonenjoki | | Snj | 413+842 | Pieksämäki-Kontiomäki, Suonenjoki-Iisvesi | Suonenjoki | K | | K |
| Suontemi | | Snm | 220+655 | Lielähti-Kokemäki | Nokia | K | | |
| Syrjä | | Syr | 452+865 | Pieksämäki-Joensuu | Heinävesi | | | K |
| Syrjämäki | | Ski | 341+621 | Tampere-Seinäjoki | Seinäjoki | K | | |
| Sysmäjärvi | | Smj | 669+601 | Sillinjärvi-Viinijärvi, Sysmäjärvi-Vuonos | | | K | K |
| Säkylä | | Säk | 315+928 | Kiukainen-Säkylä | Eura | | K | K |
| Säkänieni | | Sä | 586+873 | Kouvola-Joensuu, Niirala-raja-Säkänieni | Tohmajärvi | | | |
| Sänkimäki | | Skm | 504+908 | Sillinjärvi-Viinijärvi | Nilsiä | | | K |
| Sääksjärvi | | Sj | 177+734 | Riihimäki-Tampere | Tampere | K | | |
| Taavetti | | Ta | 238+589 | Kouvola-Joensuu | Luumäki | K | K | K |
| Tahkoluoto | | Tko | 350+750 | Pori-Mäntyluoto | Pori | | K | K |
| Taipale | | Te | 537+605 | Pieksämäki-Kontiomäki | Iisalmi | K | | |
| Talvainen | | Tv | 247+245 | Tampere-Jyväskylä | Orivesi | K | | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|---------------------------|-------------------|-------------|----------------|--|----------------|-------------------|---------------------------|------------------------|
| Namn | Annat namn | Förkortning | Km Hki | Banavsnitt | Kommun | Trafikledning | Privata spåraniläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | Km Hki | Section | Municipality | Traffic control | Private sidings | Shunting |
| Talvivaara | | Tlv | 637+700 | Murtomäki–Talvivaara | Kajaani | | | |
| Tammisaari | Eikenäs | Tms | 174+056 | Karjaa–Hanko | Raasepori | | | |
| TAMPERE | | Tre | - | Riihimäki–Tampere, Tampere–Seinäjoki, Tampere–Jyväskylä | | M | | |
| <i>Tampere tavara</i> | | <i>Tpet</i> | <i>186+100</i> | | <i>Tampere</i> | | <i>K</i> | <i>K</i> |
| <i>Tampere Viinikka</i> | | <i>Vka</i> | <i>185+400</i> | | <i>Tampere</i> | | <i>K</i> | <i>K</i> |
| <i>Tampere asema</i> | <i>Tammerfors</i> | <i>Tpe</i> | <i>187+389</i> | | <i>Tampere</i> | | | <i>K</i> |
| <i>Tampere Järvensivu</i> | | <i>Jvs</i> | <i>187+814</i> | | <i>Tampere</i> | | | |
| Tapanila | Mosabacka | Tna | 12+548 | Helsinki päärautatieasema–Riihimäki | Helsinki | | | |
| Tapavainola | | Tap | 270+405 | Kouvola–Joensuu | Lappeenranta | K | | |
| Tavastila | | Tsl | 228+854 | Kouvola–Kotka | Kotka | | | |
| Tervajoki | | Tk | 460+156 | Seinäjoki–Vaasa | Isokyrö | | | |
| Tervasuo | | Tsu | 645+040 | Joensuu–Ilomantsi | Joensuu | | | |
| Tervola | | Trv | 900+521 | Laurila–Kemijärvi | Tervola | K | | K |
| Teuva | Östermark | Tuv | 497+474 | Seinäjoki–Kaskinen | Teuva | M | | K |
| Tikkala | | Tkk | 592+461 | Kouvola–Joensuu | Tohmajärvi | K | | |
| Tikkurila | Dickursby | Tkl | 15+721 | Helsinki päärautatieasema–Riihimäki | Vantaa | K | K | K |
| Tohmajärvi | | Toh | 571+752 | Niirala–raja–Säkänlempi | Tohmajärvi | K | | K |
| Toijala | | Tl | 147+339 | Toijala–Valkeakoski, Toijala–Turku päärautatieasema, Riihimäki–Tampere | Akaa | K | K | K |
| Toivala | | Toi | 479+162 | Pieksämäki–Kontiomäki | Siilinjärvi | K | | K |
| Tolsa | Tols | Tol | 35+634 | Helsinki päärautatieasema–Turku satama | Kirkkonummi | | | |
| Tommola | | Tom | 117+197 | Riihimäki–Kouvola | Hollola | K | | |
| Torkkeli | | Trk | 240+154 | Tampere–Jyväskylä | Orivesi | K | | |
| Tornio | Torneå | Tor | 884+656 | Laurila–Tornio–raja, Tornio–Röyttä, Tornio–Kolari | Tornio | K | K | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|-------------------------------|----------------------------|-------------|----------------|--|-----------------|-------------------|--------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåranläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Tornio-Itäinen | Torneå Östra | Tri | 883+307 | Laurila-Tornio-raja | Tornio | | | |
| Tornio-raja | Torneå gränsen | Trr | 887+236 | Laurila-Tornio-raja | Tornio | | | |
| Tuomarila | Domsby | Trl | 19+022 | Helsinki päärautatieasema-Turku satama | Espoo | | | |
| Tuomioja | | Tja | 698+504 | Tuomioja-Raahen, Seinäjoki-Oulu | Siikajoki | K | | K |
| Turenki | | Tu | 93+771 | Riihimäki-Tampere | Janakkala | K | K | K |
| TURKU | | Tur | - | Helsinki päärautatieasema-Turku satama, Toijala-Turku päärautatieasema, Turku päärautatieasema-Uusikaupunki | Turku | K | K | K |
| <i>Kuppittaa</i> | <i>Kuppis</i> | <i>Kut</i> | <i>196+372</i> | | <i>Turku</i> | | | <i>K</i> |
| <i>Turku päärautatieasema</i> | <i>Åbo central station</i> | <i>Tku</i> | <i>199+674</i> | | <i>Turku</i> | | <i>K</i> | <i>K</i> |
| <i>Turku tavara</i> | | <i>Tkut</i> | <i>200+460</i> | | <i>Turku</i> | | <i>K</i> | <i>K</i> |
| <i>Turku satama</i> | <i>Åbo hamn</i> | <i>Tus</i> | <i>202+510</i> | | <i>Turku</i> | | <i>K</i> | <i>K</i> |
| <i>Turku Viheriäinen</i> | | <i>Vie</i> | <i>209+305</i> | | <i>Naantali</i> | | <i>K</i> | |
| Tuupovaara | | Tpv | 668+672 | Joensuu-Ilomantsi | Joensuu | | | K |
| Tuuri | | Tuu | 366+962 | Orivesi-Seinäjoki | Alavus | | | K |
| Törmä | | Tör | 878+075 | Laurila-Kemijärvi | Keminmaa | K | | |
| Törölä | | Trä | 264+972 | Kouvola-Joensuu | Lappeenranta | K | | |
| Uimaharju | | Ujm | 674+451 | Joensuu-Nurmes | Joensuu | K | K | K |
| Urijala | | Ur | 165+588 | Toijala-Turku päärautatieasema | Urijala | K | | K |
| Utajärvi | | Utj | 810+501 | Oulu-Kontiomäki | Utajärvi | K | | K |
| Utti | | Uti | 204+085 | Kouvola-Joensuu | Kouvola | | | K |
| Uusikaupunki | Nystad | Ukp | 264+795 | Uusikaupunki-Hangonsaari, Turku päärautatieasema-Uusikaupunki | Uusikaupunki | K | K | K |
| Uusikyliä | | Ukä | 150+722 | Riihimäki-Kouvola | Nastola | M | | K |
| Vaajakoski | | Vko | 384+866 | Jyväskylä-Pieksämäki | Jyväskylä | K | | K |
| Vaala | | Vaa | 844+671 | Oulu-Kontiomäki | Vaala | K | | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|--------------------------|--------------|-------------|----------------|--|---------------------|-------------------|---------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåraniläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Vaarala | | Vra | 981+460 | Laurila–Kemijärvi | Rovaniemi | | | K |
| Vaasa | Vasa | Vs | 492+588 | Seinäjäki–Vaasa, Vaasa–Vaskiluoto | Vaasa | K | K | K |
| Vahojärvi | | Vjr | 244+926 | Tampere–Seinäjäki | Parkano | K | | |
| VAINIKKALA | | Vai | - | Luumäki–Vainikkala-raja | | M | K | K |
| <i>Vainikkala tavara</i> | | <i>Vnat</i> | <i>281+700</i> | | <i>Lappeenranta</i> | | <i>K</i> | <i>K</i> |
| <i>Vainikkala asema</i> | | <i>Vna</i> | <i>282+784</i> | | <i>Lappeenranta</i> | | <i>K</i> | <i>K</i> |
| Vainikkala-raja | | Vnar | 284+862 | Luumäki–Vainikkala-raja | Lappeenranta | | | |
| Valimo | Gjuteriet | Vmo | 7+480 | Helsinki päärautatieasema–Turku satama | Helsinki | | | |
| Valkeakoski | | Vi | 164+952 | Toijala–Valkeakoski | Valkeakoski | M | K | K |
| Valkeasuo | | Vso | 583+976 | Niirala-raja–Säkäniemi | Tohmajärvi | | | K |
| Valtimo | | Vlm | 808+636 | Nurmes–Kontiomäki | Valtimo | M | | K |
| Vammala | | Vma | 245+885 | Lielähti–Kokemäki | Sastamala | K | K | K |
| Vanattara | | Vtr | 172+340 | Riihimäki–Tampere | Lempäälä | K | | |
| Vantaankoski | Vandaforosen | Vks | 14+907 | Huopalahti–Vantaankoski | Vantaa | K | | |
| Varkaus | | Var | 424+685 | Pieksämäki–Joensuu, Varkaus–Kommila | Varkaus | K | K | K |
| Vartius | | Vus | 753+755 | Kontiomäki–Vartius-raja | Kuhmo | M | | K |
| Vartius-Raja | | Vur | 755+856 | Kontiomäki–Vartius-raja | Kuhmo | | | |
| Vasikahaka | | Vkh | 31+175 | Helsinki päärautatieasema–Turku satama | Kirkkonummi | K | | |
| Vaskiluoto | Vasklot | Vsk | 496+463 | Vaasa–Vaskiluoto | Vaasa | | K | K |
| Venetmäki | | Vki | 433+164 | Jyväskylä–Pieksämäki | Pieksämäki | K | | |
| Vesanka | | Vn | 364+469 | Haapamäki–Jyväskylä | Jyväskylä | K | | |
| Vieikki | | Vk | 753+979 | Joensuu–Nurmes | Lieksa | | | K |
| Vierumäki | | Vrm | 153+801 | Lahti–Heinola | Heinola | | | K |
| Vihanti | | Vti | 684+573 | Seinäjäki–Oulu | Vihanti | K | K | K |
| Vihtari | | Vih | 489+889 | Pieksämäki–Joensuu | Heinävesi | K | | K |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|---------------|--------------|-------------|---------|--|-----------------|-------------------|--------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spårinläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Viala | | Via | 154+237 | Riihimäki–Tampere | Akaa | K | K | K |
| Viinjärvi | | Vnj | 656+569 | Sillinjärvi–Viinjärvi, Pieksämäki–Joensuu | Liperi | K | | K |
| Villähde | | Vlh | 140+442 | Riihimäki–Kouvola | Nastola | K | | |
| Vilppula | | Vlp | 274+760 | Vilppula–Mänttä, Orivesi–Seinäjoki | Mänttä–Vilppula | K | K | K |
| Vinnilä | | Vin | 131+243 | Riihimäki–Tampere | Hämeenlinna | K | | |
| Voltti | | Vt | 479+402 | Seinäjoki–Oulu | Kauhava | K | | K |
| Vuohijärvi | | Vhj | 221+308 | Kouvola–Pieksämäki | Kouvola | K | | K |
| Vuojoki | | Vjo | 318+501 | Kokemäki–Rauma | Eurajoki | K | | |
| Vuokatti | | Vkt | 868+838 | Vuokatti–Lahnaslampi, Nurmes–Kontiomäki | Sotkamo | M | K | K |
| Vuonisihti | | Vsj | 705+240 | Joensuu–Nurmes | Lieska | K | | |
| Vuonos | | Vns | 588+808 | Sysmäjärvi–Vuonos | Outokumpu | | | K |
| Vuorten-Vuori | | Vv | 576+687 | Äänekoski–Haapajärvi | Haapajärvi | | K | |
| Vuosaari | | Vsa | 50+184 | Kerava–Vuosaari | Helsinki | K | K | K |
| Ykspihlaja | Yxpila | Yks | 555+428 | Kokkola–Ykspihlaja | Kokkola | | K | K |
| Ylistaro | | Yst | 439+558 | Seinäjoki–Vaasa | Seinäjoki | | | |
| Ylitornio | | Ytr | 946+139 | Tornio–Kolari | Ylitornio | | | |
| Ylivalli | | Ylv | 302+016 | Tampere–Seinäjoki | Jalasjärvi | K | K | K |
| Ylivieska | | Yv | 630+343 | Seinäjoki–Oulu, Iisalmi–Ylivieska | Ylivieska | M | K | K |
| Yläkoski | | Ylk | 416+984 | Suonenjoki–Iisvesi | Suonenjoki | | K | K |
| Ylämylly | | Yly | 639+019 | Pieksämäki–Joensuu | Liperi | K | | K |
| Ylöjärvi | | Ylö | 200+753 | Tampere–Seinäjoki | Ylöjärvi | K | | K |
| Ypykkävaara | | Ypy | 729+780 | Kontiomäki–Vartiuss- raja | Kuhmo | K | | K |
| Äetsä | | Äs | 258+280 | Lielähti–Kokemäki | Sastamala | K | | K |
| Ähtäri | | Äht | 346+067 | Orivesi–Seinäjoki | Ähtäri | K | | K |
| Ämmänsaari | | Äm | 750+448 | Kontiomäki–Ämmänsaari | Suomussalmi | M | | K |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|----------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Aavasaksa | | | | 0 | — | — | — | — | — | — | — | — | — |
| Ahvenus | | | | 0 | 745 | — | — | — | — | — | — | — | — |
| Airaksela | | | | 0 | 842 | — | — | — | — | — | — | — | T |
| Aittaluoto | | | | 0 | — | — | — | — | — | — | — | — | T |
| Ajos | | | | 0 | — | — | — | — | Y | Y | — | — | T |
| Alapitkä | | | | 0 | 650 | 25 A | — | — | K | — | — | — | T |
| Alavus | 80 | 203 | 265 | 2 | 743 | — | — | — | K | — | — | — | T |
| Alholma | | | | 0 | — | — | — | — | Y | Y | — | — | T |
| Alvajärvi | | | | 0 | — | — | — | — | K | — | — | — | T |
| Arola | | | | 0 | 1088 | 25 A | 24 | — | K | — | — | — | T |
| Dragsvik | | 70 | 550 | 1 | 925 | — | — | — | — | — | — | — | — |
| Dynamiittivaihte | | | | 0 | — | — | — | — | — | — | — | — | T |
| Elijärvi | | | | 0 | — | — | — | — | — | — | — | — | T |
| Eläinpuisto-Zoo | | 99 | 265 | 1 | — | — | — | — | — | — | — | H | — |
| Eno | | 80 | 550 | 1 | 664 | 25 A | — | — | K | — | — | H | T |
| Evelä | | | | 0 | 600 | — | — | — | — | — | — | — | — |
| Eskola | | (120) | (265) | (1) | 778 | — | 13 | — | K | — | — | — | T |
| Espoo | 240 | 322 | 550 | 4 | 262 | — | — | — | — | — | — | H | — |
| Esso | | | | 0 | — | — | — | — | — | — | — | — | T |
| Haapajärvi | | 160 | 265 | 1 | 736 | 25 A | 12 | — | K Y | — | — | H | T |
| Haapakoski | | (51) | (265) | (1) | 769 | — | — | — | K | — | — | — | — |
| Haapamaen kyllästämö | | | | 0 | — | — | — | — | — | — | — | — | T |
| Haapamäki | 188 | 325 | 265 (265) | 3 (1) | 644 | 25 A 63 A | 60 | — | K | — | — | H | T |
| Haarajoki | 220 | 220 | 550 | 2 | 240 | — | — | — | — | — | — | H | — |
| Hakosilta | | | | 0 | — | — | — | — | — | — | — | — | — |
| Haksi | | | | 0 | — | — | — | — | — | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sidoperrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Hamina | | | | 0 | 834 | 25 A | 18 | K | Y | Y | Y | - | T |
| Hammaslahti | | | | 0 | 688 | - | - | - | K | - | - | - | T |
| Hanala | | | | 0 | - | - | - | - | - | - | - | - | - |
| Hangonsaari | | | | 0 | - | - | - | - | - | - | - | - | T |
| Hanhikoski | | | | 0 | - | - | 20 | - | K | - | - | - | T |
| Hankasalmi | 233 | 289 | 265 | 2 | 766 | 25A | 20 | K | K | - | - | H | T |
| HANKO | | | | | | | | | | | | | |
| Hanko asema | 108 | 108 | 265 | 2 | 289 | 63 A 25 A | 152, Y | K | - | Y | Y | H | T |
| Hanko tavara | | | | 0 | 727 | - | - | - | - | - | - | - | T |
| Hanko-Pohjoinen | | 68 | 550 | 1 | - | - | - | - | - | - | - | H | - |
| Harjavalta | 250 | 250 | 550 | 2 | 766 | 25 A | - | - | K | - | - | H | T |
| Harju | | | | 0 | 789 | - | - | - | - | - | - | - | - |
| Harviala | | | | 0 | - | - | - | - | - | - | - | - | - |
| Haukipudas | | | | 0 | 833 | - | 11 | - | K | - | - | - | - |
| Haukivuori | 199 | 200 | 265 | 2 | 894 | - | - | - | K | - | - | H | T |
| HAUSJÄRVI | | | | | | | | | | | | | |
| Hausjärvi tavara | | | | 0 | 656 | - | - | - | K | Y | - | - | - |
| Oitti | 102 | 102 | 550 | 2 | - | - | - | - | - | - | - | H | - |
| Haviseva | | | | 0 | - | - | - | - | - | - | - | - | - |
| Heikkilä | | | | 0 | - | - | - | - | - | - | - | - | - |
| Heinola | | (107) | (265) | (1) | 605 | - | 15 | - | K | - | - | - | T |
| Heinoo | | | | 0 | 745 | - | - | - | - | - | - | - | - |
| Heinävaara | | | | 0 | - | - | - | - | K | - | - | - | T |
| Heinävesi | 100 | 206 | 265 | 2 | 570 | - | 9 | - | K | - | - | H | T |
| HELSINKI | | | | | | | | | | | | | |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|----------------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| <i>Helsinki päärautatieasema</i> | 265 | 477 | 550 | 19 | 473 | — | — | K | — | — | — | H | — |
| <i>Pasila alapiha</i> | 319 | 432 | 550, 265 | 0 | — | 25 A | — | — | — | — | — | — | T |
| <i>Pasila asema</i> | 270 | 270 | 550 | 10 | — | — | — | — | — | — | — | H | — |
| <i>Ilmala asema</i> | 270 | 270 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| <i>Helsinki Kivihaka</i> | 500 | 500 | 265 | 0 | — | — | — | — | — | — | — | — | — |
| <i>Pasila tavara</i> | (278) | 500 | 550 (265) | 0 | 710 | 63 A | 230 | K | Y | Y | — | — | T |
| <i>Ilmala ratapiha</i> | 266 | 336 | 550 | 4 | — | 1500 V, 25 A 63 A | 29 | — | — | — | Y | — | — |
| <i>Käpylä</i> | 266 | 266 | 550 | 2 (2) | 141 | — | — | — | — | — | — | H | — |
| <i>Oulunkylä</i> | 110 | 110 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| <i>Herrala</i> | 270 | 526 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| <i>Hiekkaharju</i> | 120 | 120 | 550 | 0 | 760 | — | — | — | — | — | — | — | — |
| <i>Hiirola</i> | 55 | (?) | (550) | 2 | — | — | — | — | — | — | — | H | — |
| <i>Hiljosensalmi</i> | 55 | 65 | 265 | (1) | 800 | — | — | — | — | — | — | — | — |
| <i>Hinthaara</i> | 249 | 430 | 550 | 3 | — | — | — | — | — | — | — | — | — |
| <i>Hirvineva</i> | 270 | 270 | 550 | 0 | 799 | 25 A | 13 | — | K | — | — | — | — |
| <i>Huopila</i> | 270 | 270 | 550 | 3 | 756 | 25 A | 29 | — | Y | — | — | H | T |
| <i>Huopalahti</i> | (56) | (100) | (265) | 4 | 287 | — | — | — | — | — | — | H | — |
| <i>Huutokoski</i> | 257 | 332 | 550 (265) | 0 | 661 | — | — | — | — | — | — | — | — |
| <i>Hyrynsalmi</i> | 450 | 450 | 550 | (1) | 732 | 25 A | 12 | — | K | — | — | — | T |
| <i>Hyvinkää</i> | — | 332 | 550 (265) | 4 (1) | 814 | 25 A | 20 | — | K | — | — | H | T |
| <i>Hämeenlinna</i> | — | 450 | 550 | 3 | 827 | 25 A | 34 | K | K | — | — | H | T |
| <i>Härmä</i> | 92 | — | 265 | 0 | 819 | — | 19 | — | K | — | — | — | T |
| <i>Höjljää</i> | (92) | (92) | (265) | 1 | — | — | — | — | K Y | — | — | H | T |
| <i>li</i> | | | | (1) | 690 | — | — | — | K | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|---------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Isaimen teollisuuskylä | | | | 0 | – | – | – | – | – | – | – | – | T |
| Isaimen teollisuusraiteet | | | | 0 | – | – | – | – | Y | – | – | – | T |
| Isalmi | 162 | 396 | 265 | 3 | 741 | 1500 V, 63 A, 25 A | 58 | K | Y | – | Y | H | T |
| Isvesi | | | | 0 | – | – | – | – | K | – | – | – | T |
| Iittala | 170 | 170 | 550 | 2 | – | – | – | – | – | – | – | H | – |
| Ilomantsi | | | | 0 | – | 25 A | – | – | K | – | – | – | T |
| IMATRA | | | | | | | | | | | | | |
| <i>Imatra asema</i> | | 450 | 265 | 1 | – | – | – | – | – | – | – | H | – |
| <i>Imatra tavara</i> | | (218) | (265) | (1) | 889 | 1500 V, 63 A, 25 A | 0 | – | K Y | – | Y | – | T |
| <i>Imatrankoski</i> | | | | 0 | 1224 | – | 18 | – | K | – | – | – | T |
| <i>Pelkola</i> | | | | 0 | – | – | – | – | – | – | – | – | T |
| Imatrankoski-raja | | | | 0 | – | – | – | – | – | – | – | – | T |
| Inha | | (99) | (265) | (1) | – | – | 42 | – | K | – | – | – | T |
| Inkeroinen | 120 | 172 | 265 | 3 | 796 | – | 21 | – | K | – | – | H | T |
| Inkoo | 100 | 170 | 550 | 2 | 213 | 25 A | 14 | – | – | – | – | H | – |
| Isokangas | | | | 0 | – | – | – | – | – | – | – | – | – |
| Isokylä | | | | 0 | – | – | 14 | – | K | – | – | – | T |
| Isokyrö | 110 | 150 | 550, 265 | 2 | 510 | – | – | – | K | – | – | H | T |
| Jalasjärvi | | (51) | (550) | (1) | 764 | – | 28 | – | K | – | – | – | T |
| Jepua | | | | 0 | 825 | 25 A | 19 | – | K | – | – | – | – |
| JOENSUU | | | | | | | | | | | | | |
| <i>Joensuu asema</i> | 239 | 329 | 265 | 3 | 561 | 1500 V, 63 A, 25 A | 46 | – | K | – | Y | H | T |
| <i>Joensuu Peltola</i> | | | | 0 | 666 | – | Y | – | K Y | Y | – | – | T |
| <i>Joensuu Sulkulahti</i> | | | | 0 | 702 | – | – | – | – | – | – | – | T |
| Jokela | 320 | 338 | 550 | 3 | 822 | – | – | – | – | – | – | H | – |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Joroinen | | | | 0 | — | — | — | — | — | — | — | — | T |
| Jorvas | 97 | 124 | 265 | 2 | — | — | — | — | — | — | — | H | — |
| Joutseno | 460 | 460 | 550 | 2 | 814 | — | — | — | Y | — | — | H | T |
| Joutsijärvi | | | | 0 | — | — | — | — | K Y | — | — | — | T |
| Juankoski | | | | 0 | 579 | 25 A | 13 | — | Y | — | — | — | T |
| Jukajärvi | | | | 0 | — | — | — | — | — | — | — | — | — |
| Jutila | | | | 0 | — | — | — | — | — | — | — | — | — |
| Juupajoki | | 80 | 550 | 1 | — | — | — | — | — | — | — | H | — |
| Juurikorpi | | | | 0 | 789 | — | — | — | — | — | — | — | — |
| Jyränkö | | | | 0 | — | — | — | — | — | — | — | — | T |
| Jyväskylä | 57 | 449 | 550 | 6 | — | 1500 V, 63 A 25 A | 89 | — | Y | Y | Y | H | T |
| Jämsä | 194 | 313 | 265 | 3 | 770 | 25 A | — | — | K | — | — | H | T |
| Jämsänkoski | | | | 0 | 873 | 25 A | — | — | — | — | — | — | T |
| Järvelä | 122 | 122 | 550 | 3 | 633 | — | 12 | — | K | — | — | H | T |
| JÄRVENPÄÄ | | | | | | | | | | | | | |
| Järvenpää asema | 345 | 440 | 550 | 3 | — | — | 29 | K | — | — | — | H | T |
| Saunakallio | 180 | 275 | 550, 265 | 4 | 709 | — | — | — | — | — | — | H | T |
| Purola | 270 | 270 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Kaipainen | | | | 0 | — | — | 19 | — | Y | — | — | — | T |
| Kaipola | | | | 0 | — | — | — | — | — | — | — | — | T |
| Kairokoski | | | | 0 | — | — | 16 | — | K | — | — | — | T |
| Kaijärvi | | | | 0 | — | — | — | — | K | — | — | — | — |
| Kajaani | 352 | 411 | 265 | 2 | 845 | 1500 V, 63 A 25 A | 122 | — | K | — | — | H | T |
| Kaleton | | | | 0 | — | — | 27 | — | K | — | — | — | — |
| Kalkku | | | | 0 | — | — | 100 | — | Y | — | — | — | T |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Kalliovarasto | | | | 0 | – | – | – | – | – | – | – | – | – |
| Kallislahti | | | | 0 | – | – | – | – | K | – | – | – | T |
| Kalvitsa | | | | 0 | 906 | – | – | – | K | – | – | – | T |
| Kangas | | | | 0 | 782 | 25 A | – | – | K | – | – | – | – |
| Kannelmäki | 226 | 226 | 550 | 2 | – | – | – | – | – | – | – | H | – |
| Kannonkoski | | | | 0 | – | – | 13 | – | K | – | – | – | T |
| Kannus | 339 | 420 | 265 | 2 | 818 | 25 A | 19 | – | K | – | – | H | – |
| Karhejärvi | | | | 0 | 778 | 25 A | 7 | – | K | – | – | – | – |
| Karhukangas | | | | 0 | 840 | – | – | – | – | – | – | – | – |
| Karjaa | 248 | 352 | 550 | 4 | 766 | 63 A 25A | – | – | K | – | Y | H | T |
| Karkku | | 143 | 265 (265) | 1 (1) | 852 | – | – | – | – | – | – | H | – |
| Karviainen | | | | 0 | 747 | – | – | – | – | – | – | – | – |
| Kaskinen | | | | 0 | 871 | – | – | – | Y | – | – | – | T |
| Kattilaharju | | | | 0 | – | – | – | – | – | – | – | – | – |
| Kauhajoki | | | | 0 | – | – | – | – | – | – | – | – | – |
| Kauhava | | 414 | 265 | 1 | 838 | – | – | – | K | – | – | H | T |
| KAUKLAHTI | | | | | | | | | | | | | |
| <i>Kauklahti asema</i> | 270 | 270 | 550 | 3 | 447 | – | – | – | – | – | – | H | – |
| <i>Mankki</i> | 126 | 136 | 265 | 2 | – | – | – | – | – | – | – | H | – |
| Kaulinranta | | | | 0 | – | – | – | – | – | – | – | – | – |
| Kauniainen | 194 | 204 | 265 | 3 | 279 | – | 52 | – | – | – | – | H | T |
| Kauppiänmäki | | | | 0 | 634 | – | – | – | K | – | – | – | T |
| Kausala | 120 | 120 | 550 | 2 | – | – | – | – | – | – | – | H | – |
| Kauttua | | (41) | (265) | (1) | – | – | 14 | – | – | – | – | – | T |
| Keitelepoijja | | | | 0 | – | – | 9 | – | K | – | – | – | T |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|---------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Kekomäki | | | | 0 | — | — | — | — | — | — | — | — | — |
| Keljo | | | | 0 | — | — | — | — | — | — | — | — | — |
| Kelkkämäki | | | | 0 | — | — | — | — | — | — | — | — | — |
| Kelloseikä | | | | 0 | 471 | — | — | — | K | — | — | — | T |
| Kemi | 450 | 450 | 550 | 3 | 1015 | 25 A 63 A | 148 | — | K | — | Y | H | T |
| Kemijärvi | | 352 | 265 | 1 | 547 | 1500 V, 63 A | 6 | K | K Y | — | — | H | T |
| Kemira | | | | 0 | 501 | — | — | — | — | — | — | — | T |
| Kempelle | | (119) | (265) | (1) | 762 | 25 A | 9 | — | K | — | — | — | — |
| Kera | 216 | 224 | 265 | 2 | — | — | — | — | — | — | — | H | — |
| KERAVA | | | | | | | | | | | | | |
| <i>Kerava asema</i> | 270 | 392 | 550 | 4 | 1335 | 25 A | — | — | — | — | Y | H | — |
| <i>Kytömaa</i> | | | | 0 | 790 | — | — | — | — | — | — | — | — |
| Kerimäki | | 108 | 265 | 1 | 399 | — | — | — | K | — | — | H | T |
| Kesälahti | | 322 | 265 | 1 | 671 | — | — | — | — | — | — | H | T |
| Keuruu | | 111 | 550 | 1 | 678 | — | — | — | K | — | — | H | T |
| Kihmiö | | | | 0 | 646 | — | 11 | — | K | — | — | — | T |
| Kiala | | | | 0 | — | — | — | — | — | — | — | H | — |
| Kilo | 270 | 270 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Kilpua | | | | 0 | 750 | 25 A | — | — | — | — | — | — | — |
| Kinahmi | | | | 0 | — | — | — | — | — | — | — | — | — |
| Kinni | | | | 0 | 776 | — | — | — | — | — | — | — | — |
| Kirkkonummi | 316 | 322 | 550 | 3 | 608 | — | — | — | K | — | — | H | — |
| Kirkniemi | | | | 0 | 590 | — | — | — | — | — | — | — | — |
| Kitee | | 355 | 265 | 1 | 668 | 25 A | 18 | — | — | — | — | H | T |
| Kiukainen | | | | 0 | 764 | — | 14 | — | K | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Poittoaine | Henkilöliikennettä | Tavara-liikennettä |
|-------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Kiuruvesi | | 126 | 265 | 1 | 675 | 25 A | 80 | - | K Y | - | - | H | T |
| Kivesjärvi | | (54) | (265) | (1) | 1114 | - | - | - | - | - | - | - | - |
| Kohtavaara | | 55 | 265 | 1 | - | - | - | - | - | - | - | H | - |
| Koivu | | (40) | (265) | (1) | 617 | - | 32 | - | K | - | - | - | T |
| Koivuhovi | 278 | 278 | 550 | 2 | - | - | - | - | - | - | - | H | - |
| Koivukylä | 270 | 270 | 550 | 2 | - | - | - | - | - | - | - | H | - |
| Kokemäki | 249 | 249 | 550 | 3 | 904 | 25 A | 29 | - | K | - | - | H | T |
| Kokkola | 150 | 482 | 265 | 4 | 829 | 1500 V, 63 A 25 A | 8, Y | Y | Y | - | Y | H | T |
| Kolari | 224 | 675 | 550/265 (265) | 2 (1) | 792 | 63 A | 22 | K | K Y | - | - | H | T |
| Kolho | | | | 0 | - | - | - | - | Y | - | - | H | T |
| Kolppi | | (120) | (265) | (1) | 768 | - | - | - | - | - | - | - | - |
| Kommila | | | | 0 | 724 | 25 A | - | - | Y | - | - | - | T |
| Komu | | | | 0 | - | - | - | - | Y | - | - | - | - |
| Kontiolahti | | (96) | (265) | (1) | 580 | 25 A | - | K | K | - | - | - | T |
| Kontiomäki | 350 | 350 | 265 | 3 | 903 | 25 A 63 A | 31 | K | K | - | Y | H | T |
| Koppnääs | | | | 0 | - | - | 7 | - | - | - | - | - | - |
| Koria | 120 | 120 | 550 | 2 | 0 | - | - | - | - | - | - | H | - |
| Korkeakoski | | (72) | (265) | (1) | 747 | - | - | K | K | - | - | - | T |
| Korso | 270 | 270 | 550 | 2 | - | - | - | - | - | - | - | H | - |
| Korvensuo | | | | 0 | - | - | - | - | - | - | - | - | - |
| Koskenkorva | | | | 0 | - | - | - | - | - | - | - | - | T |
| KOTKA | | | | | | | | | | | | | |
| <i>Kotka Hovinsaari</i> | | | | 0 | 865 | 25 A 63 A | 85 | - | - | - | - | - | T |
| <i>Kotka tavara</i> | | | | 0 | - | - | - | - | - | - | - | - | T |
| <i>Paimenportti</i> | 53 | | 265 | 1 | - | - | - | - | - | - | - | H | - |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|--------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| <i>Kotka asema</i> | | 193 | 265 | 1 | 270 | 63 A | — | — | — | — | — | H | — |
| <i>Kotkan satama</i> | | 110 | 265 | 1 | 539 | 25 A 63 A | 280 | — | K | — | Y | H | T |
| <i>Kotka Mussalo</i> | | | | 0 | 1005 | — | Y | — | Y | Y | — | — | T |
| KOUVOLA | | | | | | | | | | | | | |
| <i>Kouvola asema</i> | 230 | 428 | 550 | 7 | 620 | 1500 V, 63 A 25 A | 0 | — | K | — | Y | H | — |
| <i>Kouvola lajittelu</i> | | | | 0 | 865 | 25 A | 175 | K | — | — | — | — | T |
| <i>Kouvola Oikoraide</i> | | | | 0 | — | — | — | — | — | — | — | — | — |
| <i>Kouvola tavara</i> | | | | 0 | 1008 | — | 11 | — | — | — | — | — | T |
| <i>Kullasvaara</i> | | | | 0 | 1418 | — | — | — | — | — | — | — | T |
| <i>Kovjoki</i> | | | | 0 | 847 | — | — | — | — | — | — | — | — |
| <i>Kruunupyö</i> | | | | 0 | 774 | 25 A | 49 | — | K | — | — | — | T |
| <i>Kuivasjärvi</i> | | | | 0 | 781 | — | — | — | K | — | — | — | — |
| KUOPIO | | | | | | | | | | | | | |
| <i>Kuopio asema</i> | 90 | 387 | 265 | 4 | 370 | 63 A 25 A | 130 | K | Y | — | — | H | — |
| <i>Kuopio tavara</i> | | | | 0 | 766 | 1500 V, 63 A | 100 | — | Y | — | Y | — | T |
| <i>Kurkimäki</i> | | | | 0 | 778 | — | — | — | K | — | — | — | T |
| <i>Kursu</i> | | | | 0 | — | — | — | — | K | — | — | — | T |
| <i>Kuurila</i> | | | | 0 | — | — | — | — | — | — | — | — | — |
| <i>Kuusankoski</i> | | | | 0 | 803 | 63 A | — | — | Y | — | — | — | T |
| <i>Kylälahti</i> | | 57 | 265 | 1 | — | — | — | — | — | — | — | H | — |
| <i>Kymi</i> | 32 | 66 | 265 | 2 | 744 | — | — | — | — | — | — | H | — |
| <i>Kyminlinna</i> | | 55 | 265 | 1 | — | — | — | — | — | — | — | H | — |
| <i>Kyrö</i> | | | | 0 | 742 | — | — | — | — | — | — | — | T |
| <i>Kyrölä</i> | 270 | 270 | 550 | 2 | — | — | — | — | K | — | — | H | — |
| <i>Käiviä</i> | | (130) | (265) | (1) | 1040 | 25 A | 18 | — | K | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|--------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyttkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Köykkäri | | | | 0 | 846 | — | — | — | — | — | — | — | — |
| Lahdenperä | | | | 0 | 777 | — | — | — | — | — | — | — | — |
| Lahnaslampi | | | | 0 | — | 25 A | — | — | — | — | — | — | T |
| Lahti | 194 | 450 | 550, 265 | 5 | 710 | 25 A 63 A | 7 | K | Y | — | Y | H | T |
| Laihia | | 201 | 265 | 1 | 469 | 25 A | — | — | K | — | — | H | T |
| Lakiala | | | | 0 | 727 | — | 12 | — | K | — | — | — | — |
| Lamminkoski | | | | 0 | 742 | — | — | — | — | — | — | — | — |
| Lamminniemi | | | | 0 | — | — | 145 | — | — | — | — | — | T |
| Lapinjärvi | | | | 0 | 580 | — | 12 | — | K | — | — | — | T |
| Lapinlahti | 301 | 355 | 265 | 2 | 739 | 25 A | — | — | K | — | — | H | T |
| Lapinneva | | | | 0 | — | — | — | — | K | — | — | — | — |
| Lappeenranta | 430 | 450 | 550, 265 | 3 | 743 | 25 A | — | K | Y | — | Y | H | T |
| Lappila | 60 | 60 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Lappohja | | 70 | 550 | 1 | 750 | — | — | — | — | — | — | H | T |
| Lapua | | 438 | 265 (265) | 1 (1) | 766 | — | — | — | K | — | — | H | T |
| Larvakyttö | | | | 0 | 911 | — | — | — | — | — | — | — | — |
| Laukaa | | | | 0 | — | — | — | — | K | — | — | — | — |
| Laurila | | | | 0 | 619 | — | — | — | — | — | — | — | — |
| Lauritsala | | | | 0 | 659 | — | — | — | K | — | — | — | T |
| Lautiosaari | | | | 0 | — | — | — | — | — | — | — | — | — |
| Leikola | | | | 0 | 804 | — | — | — | — | — | — | — | — |
| Lempäälä | 170 | 170 | 550 | 2 | 780 | — | — | — | — | — | — | H | — |
| Leppäkoski | | | | 0 | — | — | — | — | — | — | — | — | — |
| Leppävaara | 266 | 292 | 550 | 4 | — | — | — | — | — | — | — | H | — |
| Leteensuo | | | | 0 | — | — | — | — | — | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Liekka | | 151 | 265 | 1 | 680 | 25 A | 24 | K | K | — | Y | H | T |
| Lieksan teollisuuskylä | | | | 0 | — | — | 20 | — | — | — | — | — | T |
| Lielähti | | | | 0 | 826 | — | 8 | — | — | — | — | — | T |
| Lievestuore | | 259 | 265 | 1 | 827 | 25 A | 23 | — | K | — | — | H | T |
| Liminka | | (147) | (265) | (1) | 753 | 25 A | 23 | — | K | — | — | — | — |
| Lohiluoma | | | | 0 | — | — | — | — | — | — | — | — | — |
| Lohja | | | | 0 | — | 25 A | 25 | — | K | — | — | — | T |
| Lohjanjärvi | | | | 0 | — | — | — | — | — | — | — | — | T |
| Loimaa | 252 | 450 | 550 | 2 | 785 | — | — | — | K | — | — | H | T |
| Louheila | 238 | 238 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Loukolampi | | | | 0 | 886 | — | — | — | — | — | — | — | — |
| Lovisan satama | | | | 0 | 325 | 25 A | 28 | Y | K Y | Y | — | — | T |
| Luikonlahti | | | | 0 | 890 | — | — | — | K Y | — | — | — | T |
| Luoma | 216 | 216 | 265 | 2 | — | — | — | — | — | — | — | H | — |
| Lusto | | 124 | 265 | 1 | — | — | — | — | — | — | — | H | — |
| Luumäki | | | | 0 | 1275 | — | 14 | — | Y | — | — | — | T |
| Lähdenmäki | | | | 0 | 998 | — | — | — | — | — | — | — | — |
| Länkipohja | | | | 0 | 802 | — | — | — | — | — | — | — | — |
| Maanselkä | | | | 0 | 631 | — | — | — | K | — | — | — | T |
| Maaria | | | | 0 | 743 | — | — | — | — | — | — | — | — |
| Madesjärvi | | | | 0 | 777 | 25 A | 8 | — | K | — | — | — | T |
| Majajärvi | | | | 0 | 717 | — | — | — | — | — | — | — | — |
| Malmi | | (300) | (265) | (1) | — | — | — | — | — | — | — | H | — |
| Malminkartano | 284 | 284 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Markkala | | | | 0 | 751 | — | — | — | — | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|-----------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Martinlaakso | 236 | 236 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Masala | 267 | 267 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Matkaneva | | | | 0 | 845 | — | — | — | — | — | — | — | — |
| Mattila | | | | 0 | — | — | — | — | — | — | — | — | — |
| Meitola | | | | 0 | — | — | 10 | — | — | — | — | — | T |
| Metsäkansa | | | | 0 | — | — | 13 | — | K | — | — | — | T |
| Mikkeli | 352 | 452 | 550 | 3 | 757 | 25 A | 5 | — | K Y | — | Y | H | T |
| Misi | | 352 | 265 | 1 | 760 | 63 A | 52 | K | K | — | — | H | T |
| Mommila | 120 | 120 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Muhos | 151 | 212 | 265 | 2 | 670 | 25 A | 24 | — | K | — | — | H | — |
| Mukkula | | | | 0 | — | — | — | — | K | — | — | — | — |
| Murtomäki | | | | 0 | 764 | — | — | — | K | — | — | — | T |
| Mustio | | | | 0 | — | — | 55 | — | K | — | — | — | T |
| Mustolan satama | | | | 0 | — | — | Y | — | Y | Y | — | — | T |
| Muukko | | | | 0 | 787 | — | — | — | — | — | — | — | — |
| Muurame | | | | 0 | 838 | 25 A | — | — | — | — | — | — | — |
| Muurola | 316 | 317 | 265 | 2 | 726 | — | — | — | — | — | — | H | — |
| Myllykangas | | | | 0 | 851 | — | — | — | — | — | — | — | — |
| Myllykoski | 110 | 110 | 265 | 2 | — | — | — | — | — | — | — | H | — |
| Myllymäki | | 216 | 265 | 1 | — | — | — | — | K | — | — | H | T |
| Myllyoja | | | | 0 | 512 | — | — | — | — | — | — | — | T |
| Mynttilä | | | | 0 | — | — | — | — | — | — | — | — | — |
| Mynämäki | | (124) | (265) | (1) | 496 | — | — | — | — | — | — | — | — |
| Myrskylä | | | | 0 | — | — | — | — | — | — | — | — | T |
| Myymäki | 232 | 232 | 550 | 2 | — | — | — | — | K | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|--------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Mäkkylä | 270 | 288 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Mäntsälä | 220 | 220 | 550 | 2 | 999 | — | — | — | — | — | — | H | — |
| Mänttä | 457 | 457 | 550 | 0 | — | — | — | — | K | — | — | — | T |
| Mäntyharju | 457 | 457 | 550 | 2 | 992 | — | 159 | — | K | — | — | H | T |
| Mäntyluoto | — | — | — | 0 | 798 | — | Y | — | Y | Y | — | — | T |
| Naantali | — | — | — | 0 | — | — | 20 | — | — | — | — | — | T |
| Naarajärvi | — | — | — | 0 | 770 | — | — | — | K | — | — | — | T |
| Nakkila | — | — | — | 0 | 733 | — | — | — | — | — | — | — | — |
| Nastola | 120 | 120 | 550 | 2 | — | — | — | — | — | — | — | — | H |
| Niemenpää | — | — | — | 0 | — | — | — | — | — | — | — | — | — |
| Niinimaa | — | — | — | 0 | — | — | — | — | K | — | — | — | — |
| Niinimäki | — | — | — | 0 | 1250 | — | — | — | — | — | — | — | — |
| Niinisalo | — | — | — | 0 | 668 | 63 A | — | K | K | — | — | — | T |
| Niirala | — | (42) | (265) | (1) | 929 | 25 A | — | — | K | — | — | — | T |
| Niirala-raja | — | — | — | 0 | — | — | — | — | — | — | — | — | T |
| Niittylahti | — | — | — | 0 | 697 | — | 10 | — | — | — | — | — | — |
| Nikkilä | — | 30 | 265 | 1 | — | — | — | — | — | — | — | H | — |
| Nivala | — | 97 | 265 | 1 | 825 | 25 A | — | — | K | — | — | H | T |
| Nokia | — | 282 | 265 | 1 | 865 | — | 120 | — | K | — | — | H | T |
| Nummela | — | — | — | 0 | — | — | — | — | K | — | — | — | T |
| Nuppulinna | 210 | 240 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Nurmes | 73 | 205 | 265 | 2 | 851 | 25 A | 50 | K | — | — | — | H | T |
| Närpiö | — | — | — | 0 | — | — | — | — | — | — | — | — | — |
| Ohenmäki | — | — | — | 0 | — | — | — | — | — | — | — | — | — |
| Olli | — | — | — | 0 | — | — | — | — | — | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|----------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyttkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Ontola | | | | 0 | — | — | — | — | — | — | — | — | T |
| Orimattila | | | | 0 | — | — | 12 | — | K | — | — | — | T |
| Orivesi | 297 | 380 | 550 | 3 | 763 | 25 A | — | — | K | — | — | H | T |
| Orivesi keskusta | | 80 | 550 | 1 | — | — | — | — | — | — | — | H | — |
| Otanmäki | | (152) | (265) | 0 | — | — | — | — | K | — | — | — | T |
| Otava | | | | (1) | 735 | — | — | — | K | — | — | — | T |
| Otavan satama | | | | 0 | — | — | — | — | — | — | — | — | T |
| Oulainen | 427 | 428 | 265 | 3 | 940 | 25 A | 80 | — | K | — | — | H | T |
| OULU | | | | | | | | | | | | | |
| <i>Oulu Nokela</i> | | | | 0 | 990 | 25 A 63 A | — | — | — | — | Y | — | T |
| <i>Oulu Oritkari</i> | | | | 0 | — | 63 A | 200, Y | — | Y | Y | — | — | T |
| <i>Oulu tavara</i> | | | | 0 | 761 | 25 A | 6 | — | — | — | — | — | T |
| <i>Oulu asema</i> | 366 | 458 | 550, 265 | 3 | 475 | 1500 V, 63 A 25 A | — | K | — | — | — | H | — |
| <i>Oulu Tuira</i> | | | | 0 | 759 | — | 66 | — | K | — | — | — | T |
| Paimio | | | | 0 | 751 | — | — | — | — | — | — | — | — |
| Palopuro | | | | 0 | — | — | — | — | — | — | — | — | — |
| Palta Oy | | | | 0 | — | — | 45 | — | — | — | — | — | — |
| Paltamo | | 230 | 265 | 1 | 664 | 25 A | — | — | K | — | — | H | T |
| Pankkoski | | | | 0 | 390 | — | — | — | K Y | — | — | — | T |
| Parikkala | 210 | 379 | 265 | 3 | 793 | 25 A | 30 | K | — | — | — | H | — |
| Parkano | 600 | 600 | 550 | 3 | 943 | 25 A | 10 | — | K Y | — | — | H | T |
| Parola | 192 | 196 | 550 | 2 | 920 | — | 31 | — | K | — | — | H | T |
| Pello | | 454 | 265 | 1 | 585 | 25 A | 35 | — | Y | — | — | H | T |
| Peltosalmi | | | | 0 | — | 25 A | — | — | K | Y | — | — | T |
| Peräseinäjoki | | | | 0 | 765 | — | 16 | — | K | — | — | — | T |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Pääyläituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|-----------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Pesiökylä | | (74) | (265) | (1) | 748 | — | — | — | — | — | — | — | — |
| Petäjavesi | | 142 | 265 | 1 | 762 | — | — | — | K | — | — | H | T |
| PIEKSÄMÄKI | | | | | | | | | | | | | |
| <i>Pieksämäki asema</i> | 332 | 611 | 265 | 4 | 499 | 1500 V, 63 A, 25 A | 5 | — | Y | — | — | H | — |
| <i>Pieksämäki Temu</i> | | | | 0 | 947 | 25 A, 63 A | — | — | K, Y | — | Y | — | — |
| <i>Pieksämäki lajittelu</i> | | | | 0 | 954 | — | — | — | — | — | — | — | T |
| <i>Pieksämäki tavara</i> | | | | 0 | 752 | — | — | — | — | — | — | — | T |
| Pietarsaari | 99 | 120 | 550, 265 | 2 | 494 | 25 A | 6 | — | — | — | — | H | — |
| Pihlajavesi | | | | 0 | 541 | — | — | — | — | — | — | — | — |
| Pihtipudas | | | | 0 | — | — | — | — | K | — | — | — | T |
| Piikkiö | | | | 0 | 302 | — | — | — | K | — | — | — | T |
| Pikkarala | | | | 0 | 759 | — | — | — | — | — | — | — | — |
| Pitäjänmäki | 270 | 306 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Pohjankuru | | | | 0 | 300 | — | — | — | K | Y | — | — | T |
| Pohjois-Haaga | 240 | 240 | 550 | 2 | — | — | — | — | — | — | — | — | — |
| Pohjois-Louko | | | | 0 | — | — | — | — | — | — | — | — | — |
| Poikkeus | | | | 0 | 715 | — | — | — | — | — | — | — | — |
| Poiksilta | | | | 0 | — | — | — | — | K | — | — | — | T |
| Pori | 251 | 251 | 550 | 2 | 746 | 1500 V, 63 A, 25 A | 11 | — | Y | — | Y | H | T |
| Porokylä | | | | 0 | — | — | — | — | K | — | — | — | T |
| Porvoo | | | | 1 | — | — | — | — | — | — | — | H | — |
| Puhos | | | | 0 | 650 | 25 A | 13 | — | K | — | — | — | T |
| Puistola | 274 | 274 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Pukinmäki | 273 | 279 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Pulsa | | | | 0 | 1839 | — | — | — | — | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavarailikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkiöliikennettä | Tavara-liikennettä |
|---------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|-------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Punkaharju | | 201 | 265 | 1 | 435 | 25 A | – | – | K | – | – | H | T |
| Pyhäkumpu | | | | 0 | 342 | – | 9 | – | – | – | – | – | T |
| Pyhäkumpu erkanemisvaihte | | | | 0 | – | – | – | – | – | – | – | – | – |
| Pyhäsalmi | | 105 | 265 | 1 | 668 | 25 A | – | – | K | – | – | H | T |
| Pännäinen | 338 | 440 | 265 | 2 | 765 | 25 A | 20 | – | K | – | – | H | T |
| Pääskylahti | | | | 0 | 653 | – | 36 | – | K | – | – | – | T |
| Raahе | | | | 0 | 1123 | 63 A 25 A | 53 | – | K | – | – | – | T |
| Raippo | | | | 0 | 1855 | – | 144 | – | – | – | – | – | T |
| Raisio | (111) | (168) | (265) | (3) | – | – | – | – | – | – | – | – | T |
| Rajamäki | | | | 0 | – | – | – | – | K | – | – | – | T |
| Rajaperkiö | | | | 0 | 746 | – | – | – | – | – | – | – | – |
| Rantasalmi | | | | 0 | 787 | – | – | – | K | – | – | – | T |
| Rasinsuo | | | | 0 | 742 | – | – | – | – | – | – | – | – |
| Ratikylä | | | | 0 | 750 | – | – | – | K | – | – | – | T |
| Rauha | | | | 0 | 793 | – | – | – | K | – | – | – | T |
| Rauhalahti | | | | 0 | – | – | – | – | – | – | – | – | T |
| Rauma | | | | 0 | 940 | 25 A | 15 | K | Y | Y | Y | – | T |
| Raunio | | | | 0 | 759 | – | – | – | – | – | – | – | – |
| Rautaruukki | | | | 0 | – | – | – | – | – | – | – | – | T |
| Rautjärvi | | | | 0 | 787 | – | – | – | – | – | – | – | – |
| Rautpohja | | | | 0 | – | – | – | – | – | – | – | – | T |
| Rekola | 270 | 270 | 550 | 2 | – | – | – | – | – | – | – | H | – |
| Retretti | | 121 | 265 | 1 | – | – | – | – | – | – | – | H | – |
| RIIHIMÄKI | | | | | | | | | | | | | |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|----------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Ferrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| <i>Riihimäki Arolampi</i> | | | | 0 | — | — | — | — | — | — | — | — | — |
| <i>Riihimäki lajittelu</i> | | | | 0 | 978 | — | — | — | — | — | — | — | T |
| <i>Riihimäki tavara</i> | | | | 0 | 997 | — | — | — | K Y | — | — | — | T |
| <i>Riihimäki asema</i> | 392 | 392 | 265 | 2 | 643 | 1500 V, 63 A, 25 A | 26, Y | — | — | — | Y | H | — |
| Riijärvi | | | | 0 | — | — | — | — | — | — | — | — | — |
| Riippa | | | | 0 | 842 | — | — | — | — | — | — | — | — |
| Ristiina | | | | 0 | 768 | — | — | — | K | — | — | — | T |
| Risijärvi | | | | 0 | — | — | — | — | — | — | — | — | — |
| Rovaniemi | 312 | 485 | 550, 265 | 4 | 736 | 1500 V, 63 A, 25 A | 188 | K Y | Y | — | Y | H | T |
| Ruha | | | | 0 | 850 | — | — | — | — | — | — | — | — |
| Runni | | 36 | 550 | 1 | — | — | — | — | — | — | — | H | — |
| Ruosniemi | | (105) | (265) | (1) | — | — | — | — | K | — | — | — | T |
| Ruukki | 430 | 448 | 265 | 2 | 760 | 25 A | 8 | — | K Y | — | — | H | T |
| Rytylä | 171 | 173 | 550 | 2 | — | — | 7 | — | K | — | — | H | T |
| Röyttä | | | | 0 | — | 25 A | — | — | K | — | — | — | T |
| Saakoski | | | | 0 | 819 | 25 A | 5 | — | — | — | — | — | — |
| Saari | | (201) | (265) | (1) | 693 | — | — | — | — | — | — | H | T |
| Saarijärvi | | (69) | (265) | (1) | — | 25 A | 40 | K | K | — | — | — | T |
| Salla | | | | 0 | 501 | — | — | — | K | — | — | — | T |
| Salminen | | | | 0 | 764 | — | — | — | K | — | — | — | — |
| Salminen | | | | 0 | 764 | — | — | — | K | — | — | — | — |
| Salmivaara | | | | 0 | — | — | — | — | K | — | — | — | — |
| Salo | 306 | 310 | 550 | 3 | 381 | — | — | — | K | — | — | H | T |
| Sammalisto | | | | 0 | — | — | — | — | — | — | — | — | — |
| Santala | | 70 | 550 | 1 | — | — | — | — | — | — | — | H | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|-----------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyttkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Saunamäki | | | | 0 | – | – | – | – | – | – | – | – | – |
| Savio | 270 | 270 | 550 | 2 | – | – | – | – | – | – | – | H | – |
| Savonlinna | 165 | 165 | 265 | 2 | 557 | 63 A 25 A | 124 | – | – | – | Y | H | – |
| Savonlinna-Kauppatori | | | | 0 | – | – | – | – | – | – | – | H | – |
| SEINÄJOKI | | | | | | | | | | | | | |
| Seinäjoen tavaras | | | | 0 | 861 | 25 A | 40 | – | K | – | – | – | T |
| Seinäjoen asema | 146 | 463 | 550, 265 | 5 | 656 | 1500 V, 63 A 25 A | 65 | – | Y | – | Y | H | – |
| Selänpää | | | | 0 | 772 | – | – | – | – | – | – | – | – |
| Sieppijärvi | | | | 0 | – | – | – | – | K | – | – | – | T |
| Sievi | | (78) | (265) | (1) | 743 | – | – | – | K | – | – | – | T |
| Silkämäki | | | | 0 | – | – | – | – | – | – | – | – | – |
| Siiinjärvi | 156 | 360 | 265 | 2 | 703 | 25 A | – | – | K | – | – | H | – |
| Simo | | (88) | (265) | (1) | 990 | – | 46 | – | K | – | – | – | – |
| Simpelä | 272 | 305 | 265 | 3 | 845 | 25 A | 17 | – | K | – | – | H | T |
| Sipiä | | | | 0 | – | – | – | – | – | – | – | – | – |
| Sipiä | | | | 0 | – | – | – | – | – | – | – | – | – |
| Sisättö | | | | 0 | 757 | – | – | – | – | – | – | – | – |
| Siuntio | 112 | 178 | 550 | 2 | 480 | – | – | – | – | – | – | H | – |
| Siuro | | (113) | (265) | (1) | 703 | – | – | – | K | – | – | – | – |
| Skogby | | 68 | 550 | 1 | – | – | – | – | – | – | – | H | – |
| Sköldvik | | | | 0 | 929 | 25 A | – | – | – | – | – | – | T |
| Soinlahti | | | | 0 | – | – | – | – | K | – | – | – | T |
| Sorsasalo | | | | 0 | – | – | – | – | – | – | – | – | T |
| Sukeva | 100 | 239 | 265 | 2 | 625 | – | – | – | K | – | – | H | T |
| Suolahti | (80) | (147) | (265) | (2) | 682 | 25 A | – | – | K | – | – | – | T |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|--------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång på elström | Sido-perrong | Ferrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Suonenjoki | 250 | 341 | 265 | 3 | 825 | 16 A 25 A | — | — | K | — | Y | H | T |
| Suoniemi | | | | 0 | 743 | — | — | — | — | — | — | — | — |
| Syrjä | | | | 0 | — | — | 5 | — | — | — | — | — | — |
| Syrjämäki | | | | 0 | — | — | — | — | — | — | — | — | — |
| Sysmäjärvi | | | | 0 | — | — | — | — | K | — | — | — | T |
| Säkylä | | | | 0 | — | — | — | — | — | — | — | — | T |
| Säkänieniemi | | | | 0 | — | — | — | — | — | — | — | — | — |
| Sänkimäki | | | | 0 | — | — | — | — | K | — | — | — | T |
| Sääksjärvi | | | | 0 | — | — | — | — | — | — | — | — | — |
| Taavetti | | | | 0 | 695 | — | 18 | — | — | — | — | — | T |
| Tahkoluoto | | | | 0 | — | — | — | — | Y | — | — | — | T |
| Taipale | | | | 0 | 818 | — | — | — | — | — | — | — | — |
| Talvainen | | | | 0 | 732 | 25 A | — | — | — | — | — | — | — |
| Talvivaara | | | | 0 | — | — | — | — | — | — | — | — | — |
| Tammisaari | | 80 | 550 | 1 | — | — | — | — | — | — | — | H | — |
| TAMPERE | | | | | | | | | | | | | |
| Tampere tavara | | | | 0 | 767 | 1500 V, 25 A 63 A | 15 | — | — | — | Y | — | T |
| Tampere Viinikka | | | | 0 | 966 | 25 A | 134 | K | Y | Y | — | — | T |
| Tampere asema | 500 | 500 | 550 | 5 | 693 | 1500 V, 63 A | — | K | — | — | — | H | — |
| Tampere Järvensivu | | | | 0 | — | — | — | — | — | — | — | — | — |
| Tapanila | 272 | 272 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Tapavainola | | | | 0 | 750 | — | — | — | — | — | — | — | — |
| Tavastila | | 47 | 265 | 1 | — | — | — | — | — | — | — | H | — |
| Tervajoki | | 171 | 265 | 1 | — | — | — | — | — | — | — | H | — |
| Tervasuo | | | | 0 | — | — | — | — | Y | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|------------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång till elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyttkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Tervola | 231 | 301 | 265 | 2 | 709 | 25 A | 11 | — | K | — | — | H | — |
| Teuva | | | | 0 | — | 25 A | — | — | K | — | — | — | T |
| Tikkala | | | | 0 | 1031 | 25 A | — | — | K | — | — | — | — |
| Tikkurila | 257 | 444 | 550 | 7 | 413 | — | 30 | — | K | — | — | H | T |
| Tohmajärvi | | | | 0 | 742 | — | — | — | K | — | — | — | T |
| Toijala | 450 | 450 | 550 | 4 | 690 | 25 A | — | — | K | Y | Y | H | T |
| Toivala | | | | 0 | 753 | 25 A | — | — | K | — | — | — | T |
| Tolsa | 109 | 109 | 265 | 2 | — | — | — | — | — | — | — | H | — |
| Tommola | | | | 0 | — | — | — | — | — | — | — | — | — |
| Torkkeli | | | | 0 | 788 | — | — | — | — | — | — | — | — |
| Tornio | (101) | (157) | (265) | (2) | 434 | 25 A 63 A | 24 | K | K | Y | Y | — | T |
| Tornio-Itäinen | | 297 | 550 | 1 | — | — | — | — | — | — | — | H | — |
| Tornio-raja | | | | 0 | — | — | — | — | — | — | — | — | T |
| Tuomarila | 220 | 222 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Tuomioja | | (198) | (265) | (1) | 799 | 25 A | 11 | — | K | — | — | — | — |
| Turenki | 170 | 170 | 550 | 2 | 1212 | — | — | — | K | — | — | H | T |
| TURKU | | | | | | | | | | | | | |
| Kupittaa | 420 | 420 | 550 | 2 | 633 | — | — | — | — | — | — | H | — |
| Turku päärautatieasema | 315 | 466 | 550 | 6 | 756 | 1500 V, 63 A 25 A | — | K | — | — | Y | H | T |
| Turku tavara | | (200) | (265) | (1) | 383 | 25 A | 10, Y | — | K Y | Y | — | — | T |
| Turku satama | | | | 0 | 411 | 63 A | — | — | — | — | — | H | — |
| Turku Viheriäinen | | | | 0 | — | — | — | — | — | — | — | — | T |
| Tuupovaara | | | | 0 | — | — | 14 | — | K | — | — | — | T |
| Tuuri | | 66 | 550 | 1 | — | — | — | — | K | — | — | H | — |
| Törmä | | | | 0 | 856 | — | — | — | — | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|-------------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårilängd (godstrafik) | Tillgång på elström | Sido-perrong | Ferrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Törölä | | | | 0 | 760 | – | – | – | – | – | – | – | – |
| Uimaharju | | 98 | 550 | 1 | 808 | 25 A | – | – | K Y | – | – | H | T |
| Urkjala | | | | 0 | 732 | – | 8 | – | – | – | – | – | – |
| Utajärvi | 163 | 174 | 265 | 2 | 716 | – | 25 | – | K | – | – | H | T |
| Utti | | | | 0 | – | – | 101 | – | – | – | – | – | T |
| Uusikaupunki | | (66) | (265) | (1) | 681 | – | – | – | – | – | – | – | T |
| Uusikylä | 120 | 120 | 550 | 2 | 1458 | – | 57 | – | K | Y | – | H | T |
| Vaajakoski | | | | 0 | 726 | – | 14 | – | K | – | – | – | T |
| Vaala | 183 | 236 | 265 | 2 | 1069 | 25 A | 25 | – | K | – | – | H | – |
| Vaarala | | | | 0 | – | – | – | – | K | – | – | – | T |
| Vaasa | | 290 | 550 | 1 | 450 | 1500 V, 63 A | – | – | – | – | – | H | T |
| Vahojärvi | | | | 0 | 716 | – | – | – | – | – | – | – | – |
| VAINIKKALA | | | | | | | | | | | | | |
| Vainikkala tavara | | | | 0 | 1083 | 25 A | 50 | K | Y | Y | Y | – | T |
| Vainikkala asema | 482 | 484 | 550, 265 | 3 | 952 | – | – | – | K | – | – | H | T |
| Vainikkala-raja | | | | 0 | – | – | – | – | – | – | – | H | T |
| Vaiimo | 270 | 270 | 550 | 2 | – | – | – | – | – | – | – | H | – |
| Valkeakoski | | (44) | (265) | (1) | – | – | 54 | – | K | – | – | – | T |
| Valkeasuo | | | | 0 | – | – | – | – | K | – | – | – | – |
| Valtimo | | | | 0 | 759 | – | – | – | K | – | – | – | T |
| Vammala | 251 | 251 | 550 | 3 | 841 | – | 128 | – | Y | – | – | H | T |
| Vanattara | | | | 0 | – | – | – | – | – | – | – | – | – |
| Vantaankoski | 276 | 276 | 550 | 2 | – | – | – | – | – | – | – | – | – |
| Varkaus | 180 | 213 | 265 | 2 | 728 | 63 A | 124 | K | K Y | – | – | H | T |
| Vartius | | | | 0 | 1094 | 25 A | – | – | K | – | – | – | T |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Poittoaine | Henkilöliikennettä | Tavara-liikennettä |
|---------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårlängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Liftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Vartius-Raja | | | | 0 | — | — | — | — | — | — | — | — | T |
| Vasikkahaka | | | | 0 | — | — | — | — | — | — | — | — | — |
| Vaskiluoto | | | | 0 | — | — | — | — | KY | — | — | — | T |
| Venetmäki | | | | 0 | 838 | — | — | — | — | — | — | — | — |
| Vesanka | | | | 0 | — | — | 8 | — | K | — | — | — | — |
| Vieikki | | | | 0 | — | — | — | — | K | — | — | — | — |
| Vierumäki | | | | 0 | — | — | 92 | — | K | — | — | — | T |
| Vihanti | 395 | 455 | 265 | 2 | 699 | 25 A | — | — | K | — | — | H | T |
| Vihtari | 58 | 103 | 265 | 2 | 551 | 25 A | 134 | — | K | — | — | H | T |
| Viala | 170 | 170 | 550 | 2 | 286 | — | — | — | K | — | — | H | T |
| Viinijärvi | 136 | 211 | 265 | 2 | 692 | 25 A | — | — | — | — | — | H | — |
| Villähde | 120 | 120 | 550 | 2 | — | — | — | — | — | — | — | H | — |
| Vippula | | 110 | 550 | 1 | 697 | 25 A | — | — | K | — | — | H | T |
| Vinnilä | | | | 0 | — | — | — | — | — | — | — | — | — |
| Voltti | | | | 0 | 846 | — | — | — | — | — | — | — | — |
| Vuohijärvi | | | | 0 | 713 | — | 15 | K | — | — | — | — | T |
| Vuojoki | | | | 0 | 760 | — | — | — | — | — | — | — | — |
| Vuokatti | (110) | (141) | (265) | (2) | 638 | 25 A | — | — | KY | — | — | — | T |
| Vuonislampi | | 94 | 265 | 1 | — | — | — | — | — | — | — | H | — |
| Vuonos | | | | 0 | — | — | — | — | — | — | — | — | T |
| Vuorten-Vuori | | | | 0 | — | — | — | — | — | — | — | — | — |
| Vuosaari | | | | 0 | 927 | — | — | — | — | — | — | — | T |
| Ykspihlaja | | | | 0 | — | 25 A | 61 | — | KY | Y | — | — | T |
| Ylistaro | | 176 | 265 | 1 | — | — | — | — | — | — | — | H | — |
| Ylitornio | | 167 | 265 | 1 | — | 25 A | — | — | — | — | — | H | — |
| Ylivalli | | | | 0 | 1013 | — | — | — | Y | — | — | — | — |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|-------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|-----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane [t] | Fuel | Passenger traffic | Freight traffic |
| Ylivieska | 315 | 482 | 265 | 3 | 767 | 63 A 25 A | 113 | — | K Y | — | Y | H | T |
| Yläkoski | | | | 0 | — | — | — | — | Y | — | — | — | T |
| Ylämylly | | | | 0 | — | — | 77 | — | K | — | — | — | T |
| Ylöjärvi | | | | 0 | 714 | — | 62 | — | K | — | — | — | T |
| Ypykkävaara | | | | 0 | 753 | — | — | — | K | — | — | — | T |
| Äetsä | | (157) | (265) | (1) | 916 | — | — | — | K | — | — | — | T |
| Ähtäri | 85 | 225 | 265 | 2 | 617 | — | — | — | — | — | — | H | — |
| Ämmänsaari | | | | 0 | 633 | 25 A | — | — | K | — | — | — | T |
| Äänekoski | (35) | (75) | (265) | (2) | 860 | 25 A | 14 | — | K | — | — | — | T |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Liikenteen-ohjaus | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|----------------|--------------|-------------|---------|----------------------------------|--------------|-------------------|--------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåranläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Ahonpää | | Aho | 690+468 | Seinäjäoki – Oulu | Vihanti | K | | |
| Aviapolis | | Avp | | Tikkurila – Vantaankoski | Vantaa | K | | |
| Haimoo | | Hmo | 87+700 | Hyvinkää – Karjaa | Vihti | K | | |
| Havukoski | | Hvk | 18+050 | Helsinki päärautatieasema – | | | | |
| | | | 32+950 | Riihimäki Vantaankoski–Havukoski | Vantaa | K | | |
| Jäniskorpi | | Jnk | 586+856 | Seinäjäoki – Oulu | Kannus | K | | |
| Kiilinkangas | | Kkg | 299+490 | Kouvola – Joensuu | Lappeenranta | K | | |
| Kivistö | | Ktö | | Tikkurila – Vantaankoski | Vantaa | K | | |
| Kuninkaankmäki | | Knm | 38+500 | Kerava – Vuosaari | Vantaa | K | | |
| Leinälä | Lejle | Lnä | | Tikkurila – Vantaankoski | Vantaa | K | | |
| Lentoasema | Flygplatsen | Len | | Tikkurila – Vantaankoski | Vantaa | K | | |
| Liminpuro | | Lmp | 864+750 | Oulu – Kontiomäki | Vaala | K | | |
| Niska | | Nsk | 826+880 | Oulu – Kontiomäki | Utajärvi | K | | |
| Pappilankangas | | Pkg | 308+633 | Kouvola – Joensuu | Lappeenranta | K | | |
| Petas | | Pet | | Tikkurila – Vantaankoski | Vantaa | K | | |
| Puikkokoski | | Pui | 665+680 | Kontiomäki – Vartius-räja | Paltamo | K | | |
| Ruoneva | | Rnv | | Seinäjäoki – Oulu | Siikajoki | K | | |
| Ruskeasanta | Rödsand | Rs | | Tikkurila – Vantaankoski | Vantaa | K | | |
| Saarela | | Srl | 594+546 | Seinäjäoki – Oulu | Kannus | K | | |
| Salmenmäki | | Sal | | Seinäjäoki – Oulu | Vihanti | K | | |
| Tikkaperä | | Tkp | 720+645 | Seinäjäoki – Oulu | Liminka | K | | |
| Temmesjoki | | Tmj | | Seinäjäoki – Oulu | Liminka | K | | |
| Tuomaanvaara | | Tva | 682+300 | Kontiomäki – Vartius-räja | Ristijärvi | K | | |
| Tupavuori | | Tvu | 260+100 | Kouvola – Joensuu | Lappeenranta | K | | |
| Vehkala | Veckal | Veh | | Tikkurila – Vantaankoski | Vantaa | K | | |
| Viinikkala | Viinikby | Vkl | | Tikkurila – Vantaankoski | Vantaa | K | | |
| Ylikkälä | | Yll | 268+500 | Kouvola – Joensuu | Lappeenranta | K | | |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laiturikorkeus | Laitureiden lukumäärä | Mitoitettava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|----------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Lyftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane | Fuel | Passenger traffic | Freight traffic |
| Ahonpää | | | | | | | | | | | | | |
| Aviapolis | | | | | | | | | | | | | |
| Haimoo | | | | | | | | | | | | | |
| Havukoski | | | | | | | | | | | | | |
| Jäniskorpi | | | | | | | | | | | | | |
| Kiilikangas | | | | | | | | | | | | | |
| Kivistö | | | | | | | | | | | | | |
| Kuninkaankmäki | | | | | | | | | | | | | |
| Leinälä | | | | | | | | | | | | | |
| Lentoasema | | | | | | | | | | | | | |
| Liminpuro | | | | | | | | | | | | | |
| Niska | | | | | | | | | | | | | |
| Pappilankangas | | | | | | | | | | | | | |
| Petas | | | | | | | | | | | | | |
| Puikkokoski | | | | | | | | | | | | | |
| Ruoneva | | | | | | | | | | | | | |
| Ruskeasantta | | | | | | | | | | | | | |
| Saarela | | | | | | | | | | | | | |
| Salmenmäki | | | | | | | | | | | | | |
| Tikkaperä | | | | | | | | | | | | | |
| Temmesjoki | | | | | | | | | | | | | |
| Tuomaanvaara | | | | | | | | | | | | | |
| Tupavuori | | | | | | | | | | | | | |
| Vehkala | | | | | | | | | | | | | |
| Viinikkala | | | | | | | | | | | | | |
| Ylikkälä | | | | | | | | | | | | | |

| Nimi | Toinen nimi | Lyhenne | Km Hki | Rataosuus | Kunta | Kauko-ohjaus manuaalinen | Yksityisraiteita | Vaihtotyö-mahdollisuus |
|------------|--------------|-------------|---------|---|--------------|--------------------------|--------------------------|------------------------|
| Namn | Annat namn | Förkortning | | Banavsnitt | Kommun | Trafikledning | Privata spåranläggningar | Möjlighet till växling |
| Name | Another name | Abbr. | | Section | Municipality | Traffic control | Private sidings | Shunting |
| Buslovska | Haparanda | Hpa | 288+000 | Vainikkala-raja–Viipuri | Haparanda | K | | |
| Haaparanta | | Kiv | 888+130 | Tornio-raja–Boden | | K | | |
| Kivijärvi | | Vär | 759+800 | Vartiuss-raja–Kostamus | | K | | |
| Svetogorsk | | | 338+200 | Imatrankoski-raja–Kamennogorsk (Antrea) | | K | | |
| Värtsilä | | | 553+300 | Niirala-raja–Matkaseikä | | K | | |

| Nimi | Lyhin laituripituus | Pisin laituripituus | Laituri-korkeus | Laitureiden lukumäärä | Mitoittava raidepituus (tavaraliikenne) | Sähkövirran saanti | Sivulaituri, suurin pituus | Päätylaituri | Kuormauskenttä | Nosturi | Polttoaine | Henkilöliikennettä | Tavara-liikennettä |
|------------|--------------------------|--------------------------|----------------------|---------------------------------|---|-------------------------|----------------------------------|--------------------------|------------------------|----------|------------|--------------------|--------------------|
| Namn | Kortaste perronglängden | Längsta perronglängden | Perronghöjden | Antal spår med perrong | Dimensionerande spårängd (godstrafik) | Tillgång på elström | Sido-perrong | Perrong i ändan av banan | Lastning på samma plan | Liftkran | Bränsle | Persontrafik | Godstrafik |
| 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 length [m] | End loading platform | Loading site | Crane | Fuel | Passenger traffic | Freight traffic |
| Buslovska | | | | | | | | | | | | | |
| Haaparanta | | | | | | | | | | | | | |
| Kivijärvi | | | | | | | | | | | | | |
| Svetogorsk | | | | | | | | | | | | | |
| Värtsilä | | | | | | | | | | | | | |

Appendix 3

Transport Operation Regulations for Cross-Border Movements in Tornio-Haaparanta Area

Introduction

Appendix 3 is obsolete. It is based on an agreement between Finnish Rail Administration and Banverket which had not yet been renewed when the Network Statement went into print. Appendix 3 will be updated in its entirety on the Network Statement website.

At the national border the area between signals HP 6/3 and T 832 is called as a "Common zone", which is jointly reserved by the Swedish and Finnish traffic control operators.

In principle, only one train movement is allowed at a time within the common zone, with the exception of irregular situations, such as engine failure or accident.

These regulations have been made in co-operation between Banverket's North Swedish area and the Finnish Rail Administration.

Scope

The regulations are applicable to cross-border movements between Tornio and Haaparanta, and within the common zone.

Reference Documents

- **TRI (BVF 900.3)** (Safety Regulation / Traffic Safety Instructions)
- **JT** (Train Safety Regulation)

Definitions

- **Common zone**
The area to be jointly reserved by the Swedish and Finnish traffic control operators and limited on the Swedish side by the 6/3 intermediate signal and on the Finnish side by the T 832 ground signal.
- **Cross-border movement**
Movements entirely or partly operated within the common zone.
- **Movement**
Refers to railway work and shunting.
- **Permission**
Refers to permission to allow movement to begin.
- **Swedish movement**
Shunting or railway work started in Sweden.
- **Finnish movement**
Shunting or railway work started in Finland.

General

The regulations are drafted in Swedish and Finnish with an identical content.

No movement is allowed within the common zone without the Swedish and Finnish traffic control operators having reserved the relevant section of line.

More than one movement is allowed in the common zone only in irregular situations, such as engine failure or accident. In such cases, the work of several movements shall be agreed at the time.

Tornio–Haaparanta Cross-border Movements

General

Movements are operated as specified in the Finnish Jt, as "shunting" operations, and as specified in the Swedish TRI (BVF 900.3), as "shunting" or "small-wagon shunting" operations.

Messages and message transmission

The Finnish staff shall be in contact with the Finnish traffic control operators, who will deliver message to the Swedish traffic control operators.

The Swedish staff shall be in contact with the Swedish traffic control operators, who will deliver the message to the Finnish traffic control operators.

Haaparanta–Tornio

Prior to the commencement of a Swedish cross-border shunting operation Haaparanta–Tornio direction, permission by the traffic control operators in Haaparanta is required.

Prior to the commencement of a Finnish cross-border shunting operation Haaparanta–Tornio direction, permission by the traffic control operators in Tornio is required.

The traffic control unit that granted a permission shall be notified of the completion of the movement.

Tornio–Haaparanta

Prior to the commencement of a Finnish cross-border shunting operation Tornio–Haaparanta direction, permission by the traffic control operators in Tornio is required.

Prior to the commencement of a Swedish cross-border shunting operation Tornio–Haaparanta direction, permission by the traffic control operators in Haaparanta is required.

The traffic control unit that granted permission shall be notified of the completion of the movement.

Railway Work within the Common Zone

General

The Finnish staff shall be in contact with the Finnish traffic control operators transmitting possible messages to and from the Swedish traffic control operators.

The Swedish staff shall be in contact with the Swedish traffic control operators transmitting possible messages to and from the Finnish traffic control operators.

Swedish staff

The permission of the Haaparanta traffic control operators is required for work carried out by the Swedish staff within the common zone.

Prior to the granting permission, the Haaparanta and Tornio traffic control operators shall reserve the common zone.

The Haaparanta traffic control operators shall be notified of the completion of the work.

Finnish staff

The permission of the Tornio traffic control operators is required for work carried out by the Finnish staff within the common zone.

Prior to granting permission, the Tornio and Haaparanta traffic control operators shall reserve common zone.

The Tornio traffic control operators shall be notified of the completion of the work.

Safety Calls and Documentation

Safety calls

The safety calls between the Swedish and Finnish traffic control operators shall be conducted either in Swedish or in Finnish.

There is a word list with translations in Appendix 5, while Appendix 6 includes examples of phrases to be used.

The safety calls shall be repeated.

Train Log

A train log shall be used according to the instructions and regulations of the traffic control.

Reservation of Common Zone

The reservation of the common zone shall be operated jointly by the Swedish and Finnish traffic control operators.

The clearance of the occupancy of the common zone shall be operated jointly by the Swedish and Finnish traffic control operators.

Maximum Permitted Speed

The maximum permitted speeds are specified in the speed signs, which are described in Appendix 2.

Accidents

Any accident or risk of accident shall be reported to traffic control operators.

Manual Signalling

The Swedish shunting staff shall implement manual signalling as specified in BVF 900.3, irrespective of whether the activity takes place on the Swedish or Finnish side of the border.

The Finnish shunting staff shall implement manual signalling as specified in Jt, irrespective of whether the activity takes place on the Finnish or Swedish side of the border.

A "stop" signal shall always be followed, irrespective of whether it is operated in conformity with the Swedish or Finnish regulations.

Appendix 1

Signals and Signal Aspects

The signals are applicable in conformity with the regulations of the country concerned.

Haaparanta–Tornio direction

From Finnish tracks, intermediate signal (main ground signal) 1/6 km 1310.845.



“Stop”



“Proceed”

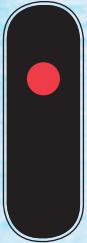


“Proceed – check clearance”



“Proceed – check turnouts
and clearance”

From Swedish tracks, intermediate signal 5/6 km 1310.697

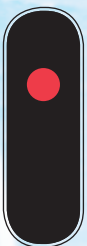


“Stop”

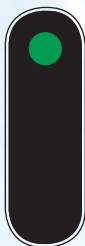


“Proceed –
check turnouts and
clearance”

Swedish and Finnish tracks, intermediate signal 6/8 km 1311.006



“Stop”



“Proceed”

Common track, Tornio T 832, km 886.8



“Stop”



“Proceed with caution”

Tornio–Haaparanta direction

No optical signals are used in Tornio for movements towards Sweden.

Intermediate signal 6/3, km 1311.012



“Stop”



“Proceed – check
turnouts and clearance”

Appendix 2

Speed Signs

In conformity with Jt



Maximum permitted speed
(the example displaying max. 30 km/h)

In conformity with BVF 900.3

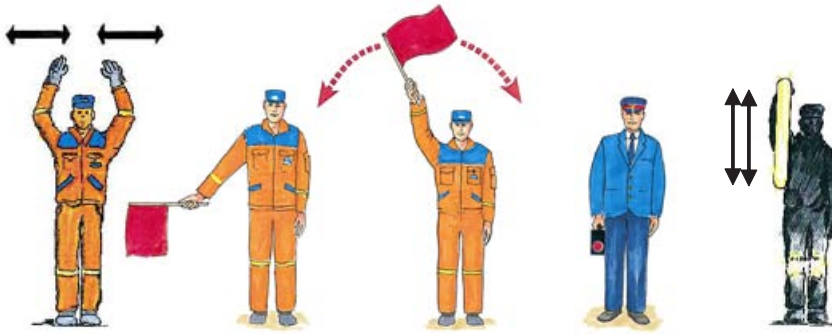


Maximum permitted speed
(the example displaying max. 30 km/h)

Appendix 3

“Stop” Signalling

In conformity with BVF 900.3

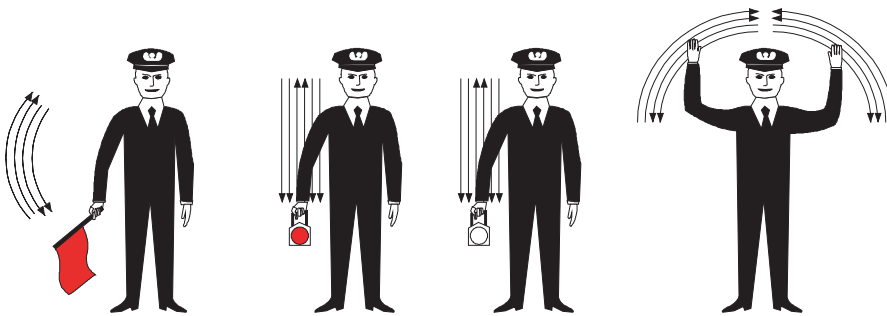


Read: **Stop**

In conformity with Jt



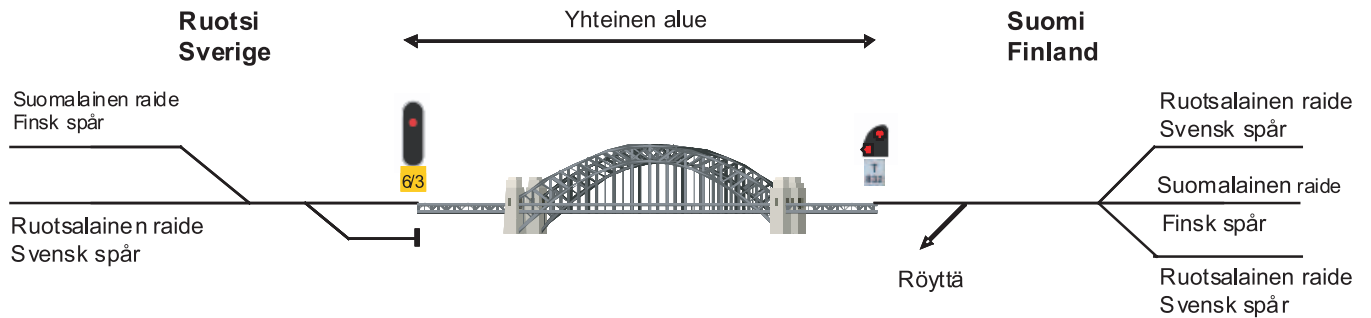
Read: **Stop**



Read: **Danger (emergency stop)**

Appendix 4

Drawing of Haaparanta–Tornio Area



Appendix 5

Translation Table

Should any language problems arise, the below table may be implemented.

| Swedish | Finnish | English |
|----------------------|-----------------------|------------------------|
| Växling | Vaihtotyö | Shunting work |
| Arbete | Työ | Work |
| Reserverad zon | Varaus | Reserved / Occupied |
| Upphävande | Peruuttaminen | Clearance of occupancy |
| Tågklarerare | Junasuorittaja | Dispatcher |
| Trafikledning | Liikenteenohjaus | Traffic control |
| Station | Asema | Station |
| Fara | Vaara | Danger |
| Stoppsignal | Seis-opaste | Stop aspect |
| Passage av en signal | Opastimen ohittaminen | Passing of signal |
| Signal | Opastin/Opaste | Signal / Signal aspect |
| Repetera | Toistaa | Repeat |
| Rätt uppfattat | Oikein ymmärretty | Correctly read |

Appendix 6

Example Phrases

Zone reservation request for shunting work

- Swe:** Tågklareraren _____, reserverad zon Haparanda–Torneå, växling.
Fin: Liikenteenohjaus _____, varaus Haaparanta–Tornio välille, vaihtotyö.
Eng: Traffic control _____, reservation Haaparanta–Tornio, shunting.

Zone reservation request for railway work

- Swe:** Tågklareraren _____, reserverad zon Haparanda–Torneå, arbete.
Fin: Liikenteenohjaus _____, varaus välille Haaparanta–Tornio, työ.
Eng: Traffic control _____, reservation Haaparanta–Tornio, work.

Clearance of occupied zone

- Swe:** Tågklareraren _____, upphävande reserverad zon _____ - _____
Fin: Liikenteenohjaus _____, varauksen peruuttaminen välille _____ - _____
Eng: Traffic control _____, clearance of occupied zone _____ - _____

Request for reservation in dangerous situation

- Swe:** Tågklareraren _____, Fara Haparanda–Torneå.
Fin: Liikenteenohjaus _____, vaara Haaparanta–Tornio.
Eng: Traffic control _____, danger Haaparanta–Tornio.

Permission to pass stop signal aspect, Haaparanta

- Swe:** Tågklareraren Haparanta, medgivande att passera signal (ett-sex) och/eller (åtta-tre) och/eller (sex-åtta).
Fin: Liikenteenohjaus Haaparanta, lupa ohittaa opastin (yksi-kuusi) ja/tai (kahdeksan-kolme) ja/tai (kuusi-kahdeksan).
Eng: Traffic control Haaparanta, permission to pass signal (one-six) and/or (eight/three) and/or (six-eight).

Permission to pass stop signal aspect, Tornio

- Swe:** Tågklareraren Torneå, växling, medgivande att passera signal (T åtta-tre-två).
Fin: Liikenteenohjaus Tornio, vaihtotyö, lupa ohittaa opastin (T kahdeksan-kolme-kaksi).
Eng: Traffic control Tornio, shunting, permission to pass signal (T eight-three-two).

Correctly read

- Swe:** Rätt uppfattat.
Fin: Oikein ymmärretty.
Eng: Correctly read.

Repeat

- Swe:** Repetera.
Fin: Toista.
Eng: Repeat.

Appendix 4

Loading Gauge

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

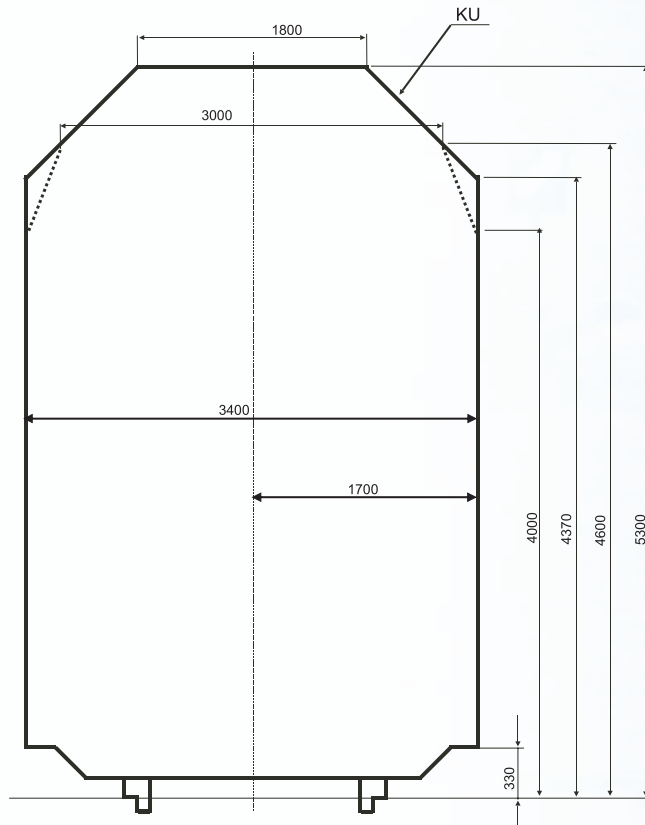


Figure 1. Principal dimensions of the loading gauge.

Use of the Loading Gauge

The loading gauge is valid 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 laterally outside the loading gauge during transportation, the width of the load shall be reduced correspondingly. If the displacement of the load may increase the height of some parts of the load so that they extend outside the loading gauge, the height of the load shall be reduced correspondingly.

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

Loading Gauge Restrictions

The bridges on the line section Helsinki Central Railway Station (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.

Transports 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. Transports exceeding the loading gauge can be transported on the sections of line mentioned in the network description, according to the conditions based on the Finnish Transport Safety Agency's regulations.

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

Appendix 5

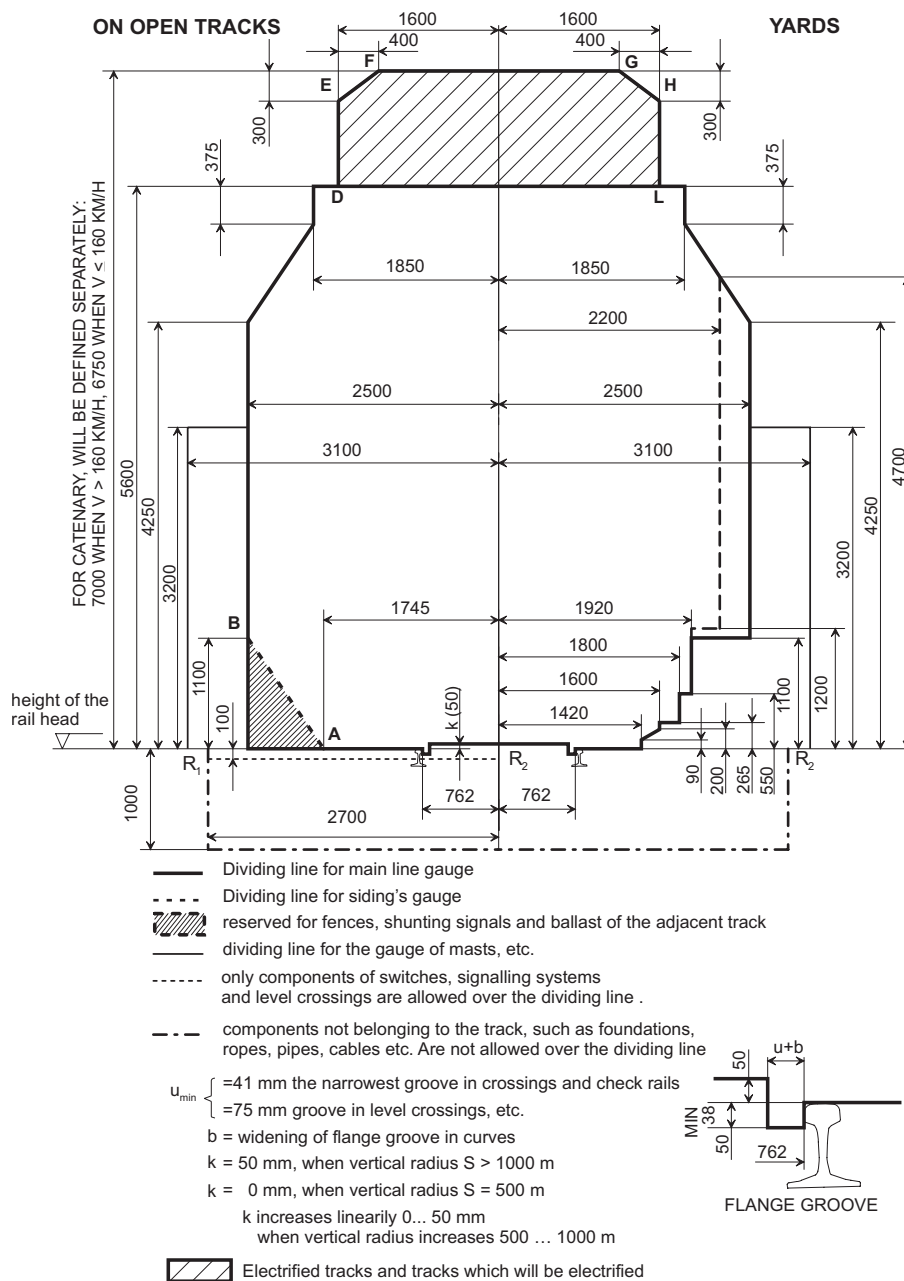
Structure Gauge

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 widths of the structure gauge in curves, restrictions and more detailed instructions are presented in the Ratatekniset ohjeet (RATO) publication, part 2 "Radan geometria" (Track geometry).

Effective Passing Clearance

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

Figure 1. Principal dimensions of the structure gauge.



Appendix 6

Superstructure Categories, EN Categories and Permitted Speeds for Different Axle Loads

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 categories.

| Category | | Superstructure | | |
|---|--------------|------------------------|------------------------------|----------------------|
| Finnish Transport Infrastructure Agency | SFS-EN 15528 | Rails | Sleepers | Ballast |
| A | C4 | K30, K33 | wooden | gravel or equivalent |
| B ₁ | D4 | K43, 54 E1, K60, 60 E1 | wooden | gravel or equivalent |
| B ₂ | D4 | K43, K60 | wooden, concrete | railway ballast |
| C ₁ | D4 / E4 | 54 E1 | wooden, concrete before 1987 | railway ballast |
| C ₂ | D4 / E4 | 54 E1 | concrete 1987 and after | railway ballast |
| D | D4 / E4 | 60 E1 | concrete | railway ballast |

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

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

Responsibility of the Track Maintainer

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

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

| Section of line | Category | | Passenger trains | | Freight trains | | | |
|--|---|--------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----|
| | Finnish Transport Infrastructure Agency | SFS-EN 15528 | locomotive hauled | motor cars | 16t | 20t | 22.5t | 25t |
| Helsinki–Riihimäki | | | | | | | | |
| Helsinki päärautatieasema–Pasila asema | C ₁ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Pasila asema–Tikkurila läntisin raide | D | E4 | 160 | 160 | 120 | 120 | 100 | 100 |
| Pasila asema–Tikkurila läntinen keskiraide | D | E4 | 160 | 160 | 120 | 120 | 100 | 100 |
| Pasila asema–Tikkurilan itäinen keskiraide | D | E4 | 120 | 120 | 120 | 120 | 100 | 100 |
| Pasila asema–Tikkurilan itäisin raide | D | E4 | 120 | 120 | 120 | 120 | 100 | 100 |
| Tikkurila–Kerava asema läntisin raide | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Tikkurila–Kerava asema läntinen keskiraide | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Tikkurila–Kerava asema itäinen keskiraide | D | E4 | 120 | 120 | 120 | 120 | 100 | 100 |
| Tikkurila–Kerava asema itäisin raide | D | E4 | 120 | 120 | 120 | 120 | 100 | 100 |
| Kerava asema–Kytömaa läntisin raide | D | E4 | 120 | 120 | 120 | 120 | 100 | 100 |
| Kerava asema–Kytömaa läntinen keskiraide | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Kerava asema–Kytömaa itäinen keskiraide | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Kerava asema–Kytömaa itäisin raide | D | E4 | 120 | 120 | 120 | 120 | 100 | 100 |
| Kytömaa–Kyrölä | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Kyrölä–Purola läntinen raide | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Kyrölä–Purola keskiraide | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Kyrölä–Purola itäinen raide | D | E4 | 120 | 120 | 120 | 120 | 100 | 100 |
| Purola–Riihimäki asema | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Riihimäki–Tampere | | | | | | | | |
| Riihimäki asema–Sääksjärvi | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Sääksjärvi–Tampere tavara läntinen raide | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Sääksjärvi–Tampere tavara keskiraide | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Sääksjärvi–Tampere tavara itäinen raide | D | E4 | 100 | 100 | 100 | 100 | 100 | 100 |
| Tampere tavara–Tampere asema | D | E4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Kerava–Sköldvik | | | | | | | | |
| Kytömaa–Sköldvik | D | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Olli–Porvoo | | | | | | | | |
| | A | C4 | 35 ³ | 50 ³ | 35 ³ | 20 ³ | — | — |
| Kerava–Vuosaari | | | | | | | | |
| Kerava asema–Vuosaari | D | D4 | — | — | 80 | 80 | 80 | 80 |
| Helsinki–Turku satama | | | | | | | | |
| Helsinki päärautatieasema–Leppävaara | D | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Leppävaara–Kirkkonummi | C ₂ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Kirkkonummi–Karjaa | C ₁ | D4 | 160 | 180 | 120 | 120 | 100 | — |
| Karjaa–Pohjankuru | D | D4 | 160 | 200 | 120 | 120 | 100 | — |
| Pohjankuru–km 103,6 | C ₁ | D4 | 160 | 180 | 120 | 120 | 100 | — |
| km 103,6–km 116,0 | C ₂ | D4 | 160 | 200 | 120 | 120 | 100 | — |
| km 116,0–km 121,3 | D | D4 | 160 | 200 | 120 | 120 | 100 | — |
| km 121,3–km 158,0 | C ₂ | D4 | 160 | 200 | 120 | 120 | 100 | — |
| km 158,0–Turku päärautatieasema | C ₁ | D4 | 160 | 180 | 120 | 120 | 100 | — |
| Turku päärautatieasema–Turku satama | C ₁ | D4 | 40 | 40 | 40 | 40 | 40 | — |
| Huopalahti–Vantaankoski | | | | | | | | |
| | C ₁ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Turku–Uusikaupunki | | | | | | | | |
| Turku päärautatieasema–Raisio (km 207,4) | C ₁ | D4 | 60 | 60 | 60 | 60 | 60 | — |
| Raisio (km 207,4)–Uusikaupunki | B ₁ | D4 | 60 | 60 | 60 | 60 | 50 | — |
| Raisio–Naantali | | | | | | | | |
| | B ₁ | D4 | 50 | 50 | 50 | 50 | 50 | — |
| Uusikaupunki–Hangonsaari | | | | | | | | |
| Uusikaupunki–km 269,0 | C ₁ | D4 | — | — | 30 ² | 30 ² | 30 ² | — |
| km 269,0–km 269,7 | B ₁ | D4 | — | — | 30 ² | 30 ² | 30 ² | — |
| km 269,7–Hangonsaari | C ₁ | D4 | — | — | 30 ² | 30 ² | 30 ² | — |
| Hyvinkää–Karjaa | | | | | | | | |
| Hyvinkää–km 133,1 | C ₁ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 133,1–Kirkniemi | D | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Kirkniemi–km 152,2 | D | E4 | 80 | 80 | 80 | 80 | 80 | 80 |
| km 152,2–Karjaa | C ₁ | E4 | 80 | 80 | 80 | 80 | 80 | 60 |

| Section of line | Category | | Passenger trains | | Freight trains | | | |
|---------------------------------|---|--------------|-------------------|------------|-----------------|-----------------|-----------------|-----|
| | Finnish Transport Infrastructure Agency | SFS-EN 15528 | locomotive hauled | motor cars | 16t | 20t | 22.5t | 25t |
| Lohja–Lohjanjärvi | B ₁ | D4 | – | – | 35 ² | 35 ² | 35 ² | – |
| Karjaa–Hanko | | | | | | | | |
| Karjaa–km 205,7 | D | E4 | 120 | 120 | 120 | 120 | 100 | 100 |
| km 205,7–Hanko–Pohjoinen | C ₁ | E4 | 60 | 60 | 60 | 60 | 60 | 60 |
| Hanko–Pohjoinen–Hanko asema | B ₁ | D4 | 35 | 35 | 35 | 35 | 35 | 35 |
| Toijala–Turku | | | | | | | | |
| Toijala–km 256,7 | D | D4 | 140 | 140 | 120 | 120 | 100 | – |
| km 256,7–km 268,5 | D | D4 | 140 | 140 | 120 | 120 | 100 | – |
| km 268,5–km 269,3 | D | D4 | 120 | 120 | 120 | 120 | 100 | – |
| km 269,3–km 274,1 | D | D4 | 100 | 100 | 100 | 100 | 100 | – |
| km 274,1–Turku päärautatieasema | D | D4 | 80 | 80 | 80 | 80 | 80 | – |
| Toijala–Valkeakoski | C ₁ | D4 | 50 | 50 | 50 | 50 | 50 | – |
| Lielähti–Kokemäki | C ₁ | E4 | 140 | 140 | 120 | 120 | 100 | 60 |
| Kokemäki–Pori | | | | | | | | |
| Kokemäki–Harjavalta | D | E4 | 140 | 140 | 120 | 120 | 100 | 100 |
| Harjavalta–Pori | D | E4 | 140 | 140 | 120 | 120 | 100 | 100 |
| Pori–Mäntyluoto | C ₁ | E4 | 70 | 70 | 70 | 70 | 70 | 50 |
| Mäntyluoto–Tahkoluoto | B ₂ | D4 | 50 | 50 | 50 | 50 | 50 | – |
| Pori–Ruosniemi | B ₁ | D4 | – | – | 20 ² | 20 ² | 20 ² | – |
| Kokemäki–Rauma | D | E4 | 100 | 100 | 100 | 100 | 100 | 80 |
| Tampere–Seinäjoki | | | | | | | | |
| Tampere asema–Lielähti | D | E4 | 120 | 120 | 120 | 120 | 100 | 100 |
| Lielähti–Seinäjoki asema | D | D4 | 200 | 200 | 120 | 120 | 100 | – |
| Niinisalo–Parkano–Kihniö | | | | | | | | |
| Niinisalo–Parkano | A | C4 | 30 | 30 | 30 | 30 | – | – |
| Parkano–Kihniö | A | C4 | 30 | 30 | 30 | 30 | – | – |
| Tampere–Jyväskylä | | | | | | | | |
| Tampere Järvensivu–Orivesi | C ₂ | E4 | 140 | 140 | 120 | 120 | 100 | 100 |
| Orivesi–km 287,4 | D | E4 | 120 | 140 | 120 | 120 | 100 | 80 |
| km 287,4–km 308,2 | D | D4 | 160 | 160 | 120 | 120 | 100 | – |
| km 308,2–Jyväskylä | C ₁ | D4 | 160 | 160 | 120 | 120 | 100 | – |
| Jämsä–Kaipola | B ₁ | D4 | – | – | 50 ² | 50 ² | 50 ² | – |
| Jyväskylä–Pieksämäki | | | | | | | | |
| Jyväskylä–Pieksämäki asema | C ₁ | D4 | 140 | 140 | 120 | 120 | 100 | – |
| Orivesi–Seinäjoki | | | | | | | | |
| Orivesi–Haapamäki | B ₁ | D4 | 100 | 100 | 100 | 70 | 60 | – |
| Haapamäki–km 301,1 | B ₁ | D4 | 90 | 90 | 90 | 60 | 50 | – |
| km 301,1–Pihlajavesi | C ₂ | D4 | 100 | 100 | 100 | 100 | 100 | – |
| Pihlajavesi–Seinäjoki | B ₁ | D4 | 100 | 100 | 100 | 60 | 50 | – |
| Vilppula–Mänttä | B ₁ | D4 | 50 | 50 | 50 | 50 | 50 | – |
| Seinäjoki–Kaskinen | | | | | | | | |
| Seinäjoki–km 452,0 | B ₁ ¹⁾ | D4 | 80 | 80 | 80 | 60 | 50 | – |
| km 452,0–km 530,0 | B ₁ ¹⁾ | D4 | 60 | 60 | 60 | 50 | 40 | – |
| km 530,0–Kaskinen | B ₁ ¹⁾ | D4 | 80 | 80 | 80 | 60 | 50 | – |
| Seinäjoki–Vaasa | C ₂ | D4 | 120 | 120 | 120 | 120 | 100 | – |
| Vaasa–Vaskiluoto | A | C4 | – | – | 30 ² | 30 ² | 20 ² | – |

| Section of line | Category | | Passenger trains | | Freight trains | | | |
|------------------------------|---|--------------|-------------------|------------|-----------------|-----------------|-----------------|-----|
| | Finnish Transport Infrastructure Agency | SFS-EN 15528 | locomotive hauled | motor cars | 16t | 20t | 22.5t | 25t |
| Seinäjoki–Oulu | | | | | | | | |
| Seinäjoki asema–km 419,0 | C ₂ | D4 | 140 | 140 | 120 | 120 | 100 | — |
| km 419,0–km 422,9 | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| km 422,9–km 441,8 | C ₂ | D4 | 140 | 140 | 120 | 120 | 100 | — |
| km 441,8–km 551,1 | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| km 551,1–km 553,1 | C ₂ | D4 | 70 | 70 | 70 | 70 | 70 | — |
| km 553,1–Oulu asema | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Pännäinen–Pietarsaari | C ₂ | D4 | 60 | 60 | 60 | 60 | 60 | — |
| Pietarsaari–Alholma | C ₂ | D4 | — | — | 35 ² | 35 ² | 35 ² | — |
| Kokkola–Ykspihlaja | B ₁ | D4 | — | — | 35 | 35 | 35 | — |
| Tuomioja–Raahe | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Raahe–Rautaruukki | C ₂ | D4 | — | — | 35 ² | 35 ² | 35 ² | — |
| Oulu–Laurila | | | | | | | | |
| Oulu asema–Laurila | C ₂ | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Kemi–Ajos | B ₁ | D4 | — | — | 50 ² | 50 ² | 50 ² | — |
| Laurila–Kemijärvi | | | | | | | | |
| Laurila–Koivu | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Koivu–Rovaniemi | D | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Rovaniemi–Misi | C ₂ | D4 | 100 | 100 | 100 | 100 | 100 | — |
| Misi–km 1037,1 | C ₁ | D4 | 100 | 100 | 100 | 100 | 100 | — |
| km 1037,1–Kemijärvi | B ₁ | D4 | 100 | 100 | 100 | 60 | 50 | — |
| Kemijärvi–Kellosekä | | | | | | | | |
| Kemijärvi–Isokylä | B ₁ | D4 | 50 | 50 | 50 | 50 | 50 | — |
| Isokylä–Kellosekä | A | C4 | 50 | 50 | 50 | 40 | — | — |
| Laurila–Tornio-raja | | | | | | | | |
| Laurila–Tornio | C ₂ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Tornio–Tornio-raja | C ₁ | D4 | 40 | 40 | 40 | 40 | 40 | — |
| Tornio–Röyttä | B ₁ | D4 | — | — | 50 ² | 50 ² | 50 ² | — |
| Tornio–Kolari | | | | | | | | |
| Tornio–km 885,6 | B ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Km 885,6–km 1011,6 | D | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 1011,6–Kolari | D | D4 | 100 | 100 | 100 | 100 | 100 | — |
| Kerava–Hakosilta | | | | | | | | |
| Kytömaa–Hakosilta | D | D4 | 200 | 220 | 120 | 120 | 100 | 100 |
| Riihimäki–Kouvola | | | | | | | | |
| Riihimäki asema–Hakosilta | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Hakosilta–Lahti | D | D4 | 160 | 200 | 120 | 120 | 100 | 80 |
| Lahti–Kouvola asema | D | D4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Lahti–Heinola | B ₁ | D4 | 60 | 60 | 60 | 60 | 50 | — |
| Lahti–Mukkula | B ₁ | D4 | — | — | 35 ² | 35 ² | 35 ² | — |
| Lahti–Loviisan satama | B ₁ | D4 | 60 | 60 | 60 | 60 | 50 | — |
| Kouvola–Pieksämäki | | | | | | | | |
| Kouvola asema–km 245,9 | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| km 245,9–Otava | D | D4 | 160 | 200 | 120 | 120 | 100 | — |
| Otava–Pieksämäki asema | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Mynttilä–Ristiina | A | C4 | 50 | 50 | 50 | 35 | 20 | — |
| Otava–Otavan satama | B ₁ | D4 | — | — | 35 ² | 35 ² | 35 ² | — |

| Section of line | Category | | Passenger trains | | Freight trains | | | |
|--|---|--------------|-------------------|------------|-----------------|-----------------|-----------------|-----|
| | Finnish Transport Infrastructure Agency | SFS-EN 15528 | locomotive hauled | motor cars | 16t | 20t | 22.5t | 25t |
| Pieksämäki–Kontiomäki | | | | | | | | |
| Pieksämäki asema–Kuopio | C ₂ | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Kuopio–Iisalmi | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Iisalmi–Murtomäki | C ₂ | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Murtomäki–Kajaani | C ₁ | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Kajaani–Kontiomäki | C ₁ | D4 | 140 | 140 | 140 | 140 | 100 | — |
| Kajaani–Lamminniemi | B ₁ | D4 | — | — | 35 ² | 35 ² | 35 ² | — |
| Suonenjoki–Iisvesi | B ₁ | D4 | — | — | 35 ² | 35 ² | 35 ² | — |
| Murtomäki–Otanmäki | A | C4 | — | — | 50 ² | 40 ² | — | — |
| Kouvola–Kuusankoski | | | | | | | | |
| Kouvola asema–Kuusankoski | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Iisalmi–Ylivieska | | | | | | | | |
| Iisalmi–km 555,8 | C ₁ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| km 555,8–km 613,1 | D | D4 | 120 | 120 | 120 | 120 | 100 | — |
| km 613,1–Ylivieska | C ₂ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Pyhäkumpu erk. vh–Pyhäkumpu | B ₁ | D4 | 35 | 35 | 35 | 35 | 35 | — |
| Kontiomäki–Vartius | | | | | | | | |
| Kontiomäki–km 662,3 | C ₁ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 662,3–km 664,0 | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 664,0–km 665,1 | C ₁ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 665,1–km 666,2 | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 666,2–km 672,0 | C ₁ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 672,0–km 680,9 | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 680,9–km 682,0 | C ₁ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 682,0–km 686,5 | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 686,5–km 687,5 | C ₁ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 687,5–km 709,0 | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 709,0–km 747,0 | C ₁ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 747,0–km 754,7 | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| km 754,7–Vartius-rajaa | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Kontiomäki–Ämmänsaari | A | C4 | 50 | 50 | 50 | 40 | — | — |
| Siilinjärvi–Viinijärvi | C ₂ | D4 | 100 | 100 | 100 | 100 | 100 | — |
| Sysmäjärvi–Vuonos | B ₂ | D4 | — | — | 35 ² | 35 ² | 35 ² | — |
| Haapamäki–Jyväskylä | B ₁ | D4 | 100 | 100 | 100 | 70 | 60 | — |
| Jyväskylä–Äänekoski | C ₁ | D4 | 100 | 100 | 100 | 100 | 100 | — |
| Äänekoski–Haapajärvi | A | C4 | 60 | 60 | 60 | 40 | — | — |
| Kouvola–Kotka | | | | | | | | |
| Kouvola tavara–Juurikorpi läntinen raide | D | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Kouvola Oikoraide–Inkeroinen itäinen raide | C ₁ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Inkeroinen–Juurikorpi itäinen raide | D | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Juurikorpi–Paimenportti | D | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Paimenportti–Kotka asema | C ₁ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Kotka asema–Kotkan satama | C ₁ | D4 | 35 | 35 | 35 | 35 | 35 | — |
| Kotka Hovinsaari–Kotka Mussalo | C ₁ | D4 | 50 | 50 | 50 | 50 | 50 | — |
| Juurikorpi–Hamina | C ₁ | D4 | 100 | 100 | 100 | 100 | 100 | — |
| Luumäki–Vainikkala | D | D4 | 120 | 140 | 120 | 120 | 100 | 100 |
| Lappeenranta–Mustolan satama | C ₁ | D4 | — | — | 50 ² | 50 ² | 50 ² | — |
| Imatra tavara–Imatrankoski-rajaa | D | D4 | 50 | 50 | 50 | 50 | 50 | — |

| Section of line | Category | | Passenger trains | | Freight trains | | | |
|----------------------------------|---|--------------|-------------------|------------|------------------|------------------|------------------|-----|
| | Finnish Transport Infrastructure Agency | SFS-EN 15528 | locomotive hauled | motor cars | 16t | 20t | 22.5t | 25t |
| Kouvola–Joensuu | | | | | | | | |
| Kouvola asema–Luumäki | D | D4 | 200 | 200 | 120 | 120 | 100 | 100 |
| Luumäki–km 395,5 | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| km 395,5–Säkäniemi | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Säkäniemi–Joensuu Sulkuniemi | D | D4 | 140 | 140 | 120 | 120 | 100 | — |
| Joensuu Sulkuniemi–Joensuu asema | C ₁ | D4 | 90 | 90 | 90 | 90 | 90 | — |
| Niirala–Säkäniemi | | | | | | | | |
| Niirala raja–Säkäniemi | D | D4 | 100 | 100 | 100 | 100 | 100 | — |
| Joensuu–Ilomantsi | | | | | | | | |
| Joensuu Sulkulahti–Heinävaara | B ₁ | D4 | 60 | 60 | 60 | 60 | 60 | — |
| Heinävaara–km 660,4 | A | C4 | 50 | 50 | 50 | 40 | — | — |
| km 660,4–km 664,1 | B ₁ | D4 | 50 | 50 | 50 | 40 | — | — |
| km 664,1–km 678,4 | A | C4 | 50 | 50 | 50 | 40 | — | — |
| km 678,4–km 683,8 | B ₁ | D4 | 50 | 50 | 50 | 40 | — | — |
| km 683,8–km 687,9 | A | C4 | 50 | 50 | 50 | 40 | — | — |
| km 687,9–km 692,5 | B ₁ | D4 | 50 | 50 | 50 | 40 | — | — |
| km 692,5–Ilomantsi | A | C4 | 50 | 50 | 50 | 40 | — | — |
| Pieksämäki–Joensuu | | | | | | | | |
| Pieksämäki–Varkaus | C ₂ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Varkaus–Joensuu asema | C ₂ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Varkaus–Kommila | B ₂ | D4 | 50 | 50 | 50 | 50 | 50 | — |
| Huutokoski–Savonlinna | C ₂ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Savonlinna–Parikkala | B ₂ ¹⁾ | D4 | 110 | 110 | 110 | 90 | 80 | — |
| Joensuu–Nurmes | | | | | | | | |
| Joensuu asema–Uimaharju | C ₂ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Uimaharju–Lieksa | C ₂ | D4 | 100 | 100 | 100 | 100 | 100 | — |
| Lieksa–Nurmes | B ₂ | D4 | 110 | 110 | 110 | 90 | 80 | — |
| Lieksa–Pankakoski | A | C4 | — | — | 30 ²⁾ | 30 ²⁾ | 20 ²⁾ | — |
| Nurmes–Kontiomäki | | | | | | | | |
| Nurmes–Porokylä | B ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Porokylä–Maanselkä | C ₂ | D4 | 80 | 80 | 80 | 80 | 80 | — |
| Maanselkä–Vuokatti | A | C4 | 50 | 50 | 50 | 40 | — | — |
| Vuokatti–Kontiomäki | B ₁ | D4 | 80 | 80 | 80 | 60 | 50 | — |
| Vuokatti–Lahnaslampi | B ₂ | D4 | — | — | 50 ²⁾ | 50 ²⁾ | 50 ²⁾ | — |
| Oulu–Kontiomäki | | | | | | | | |
| Oulu Nokela–Utajärvi | C ₁ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Utajärvi–km 874,0 | C ₁ | D4 | 140 | 140 | 120 | 120 | 100 | — |
| km 874,0–Paltamo | C ₁ | D4 | 120 | 120 | 120 | 120 | 100 | — |
| Paltamo–Kontiomäki | C ₁ | D4 | 140 | 140 | 120 | 120 | 100 | — |

¹⁾ Bridge restrictions, see Appendix 10

²⁾ Shunting traffic only

³⁾ Finnish Rail Agency regulation/museum traffic 295/411/2008

Wagons with Axle Loads above the Accepted Limit

- 1) A wagon whose axle weight exceeds the maximum axle weight given for the different line sections in the table in section 3.3 of the Network Description is overweight for that line section.
- 2) The load specified in the wagon load table may not be exceeded intentionally. Any excess load must be unloaded at the first possible traffic operating point if the load exceeds the permitted load by more than 5% when the maximum axle load is 225 kN or by more than 2% when the maximum axle load is 250 kN.
- 3) When the maximum axle load of a domestic wagon or a wagon under COTIF agreement is 225 kN, wagons bearing excess weight may be transported at no more than the following speeds:

| Superstructure Category | Max. axle load [t] | Speed [km/h] |
|-------------------------------------|--------------------|-------------------|
| A ⁽¹⁾ | 225 ⁽¹⁾ | 20 ⁽¹⁾ |
| B ₁ | 235 | 35 |
| B ₂ | 235 | 50 |
| C ₁ , C ₂ , D | 235 | 80 |

(1) On main lines and secondary tracks belonging to the superstructure category A individual overweight wagons with axle loads exceeding 200 kN but not 225 kN may be transported only on a temporary basis at a speed of 20 km/h. It is not permitted to operate on main lines and secondary tracks of superstructure category A at axle loads exceeding 225 kN.

- 4) Overweight wagons must be transported in line with the regulations governing exceptional transport. Before transport the wagon's wheel sets and the rest of the bogie structure must be inspected.
- 5) Temporary transport of overweight wagons can be considered in case of ad hoc need. Any temporary transport of overweight loads must be notified to the track's maintenance operator with a view to monitoring the condition of the track superstructure.
- 6) Overweight wagons conforming to Russian standards, with maximum axle loads of 245 kN, may be transported on separately specified line sections as exceptional transport on the terms specified in the transport licence. The Network Description lays down the line sections concerned as well as the terms and conditions of operation. It is prohibited to operate on main lines and branch lines belonging to the superstructure category A.
- 7) Transport of overweight loads other than those referred to in points 3, 4 and 5, which have not obtained a permanent transport licence, will be deemed exceptional load transport.

Permitted Speed on Points and Track Crossings

Table 2. Permitted speed on points and track crossings.

| | Superstructure 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 | 60 |
| 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 over 22.5 t | — | 10 | 20 | 20 | 20 | 35 |
| Long points | | | | | | |
| R = 500 m | — | — | — | 60 | 60 | 60 |
| R = 530 m | 70 | 70 | 70 | — | — | — |
| R = 900 m, when axle load max. 22.5 t | — | 80 | 80 | 80 | 80 | 80 |
| R = 900 m, when axle load over 22.5 t | — | — | — | 60 | 60 | 60 |
| R = 1600 m | — | — | — | 110 | 110 | 110 |
| R = 2500 m | — | — | — | 140 | 140 | 140 |
| R = 3000 m | — | — | — | — | — | 160 |
| Non-interlockeg points | | | | | | |
| Straight track and deflecting section | 30 ¹⁾ | 30 ¹⁾ | 30 ¹⁾ | 30 ¹⁾ | 30 ¹⁾ | 30 ¹⁾ |
| Trailable points | 30 | 30 | 30 | 30 | 30 | 30 |

1) Indicated with a speed board

| Päällysrakenneluokka Överbyggnadklass Superstructure Category | ei sähköistetty icke-elektrifierad non-electrified | sähköistetty elektrifierad electrified | kiskotus räler rails | pölyt sliprar sleepers | tukikerros ballast ballast |
|---|--|--|----------------------------------|--|--|
| A | — | | K30, K33 | puu trä wooden | raidesora tai vastaava ballastgrus eller motsvarande gravel or equivalent |
| B ₁ | — | | K43, K60, K54 E1, 60 E1 | puu trä wooden | raidesora tai vastaava ballastgrus eller motsvarande gravel or equivalent |
| B ₂ | — | — | K43, K60 | puu, betoni trä, betong wooden, concrete | raidesepeli makadamballast railway ballast |
| C ₁ | — | — | 54 E1 | puu, betoni trä, betong wooden, concrete < 1987 | raidesepeli makadamballast railway ballast |
| C ₂ | — | — | 54 E1 | betoni betong concrete ≥ 1987 | raidesepeli makadamballast railway ballast |
| D | — | — | 60 E1 | betoni betong concrete | raidesepeli makadamballast railway ballast |

----- Ei liikennöintiä
Trafikeras inte
No traffic

— Yksityinen rata
Privat bana
Private line

— Museorata
Museibana
Museum line



Figure 1. Superstructure category and electrification.

Appendix 7

Signalling Systems

The signalling systems used on the lines are represented in the figures in this appendix.



Figure 1. Lines with a section blocking system.



Figure 2. Lines with a centralised traffic control systems.

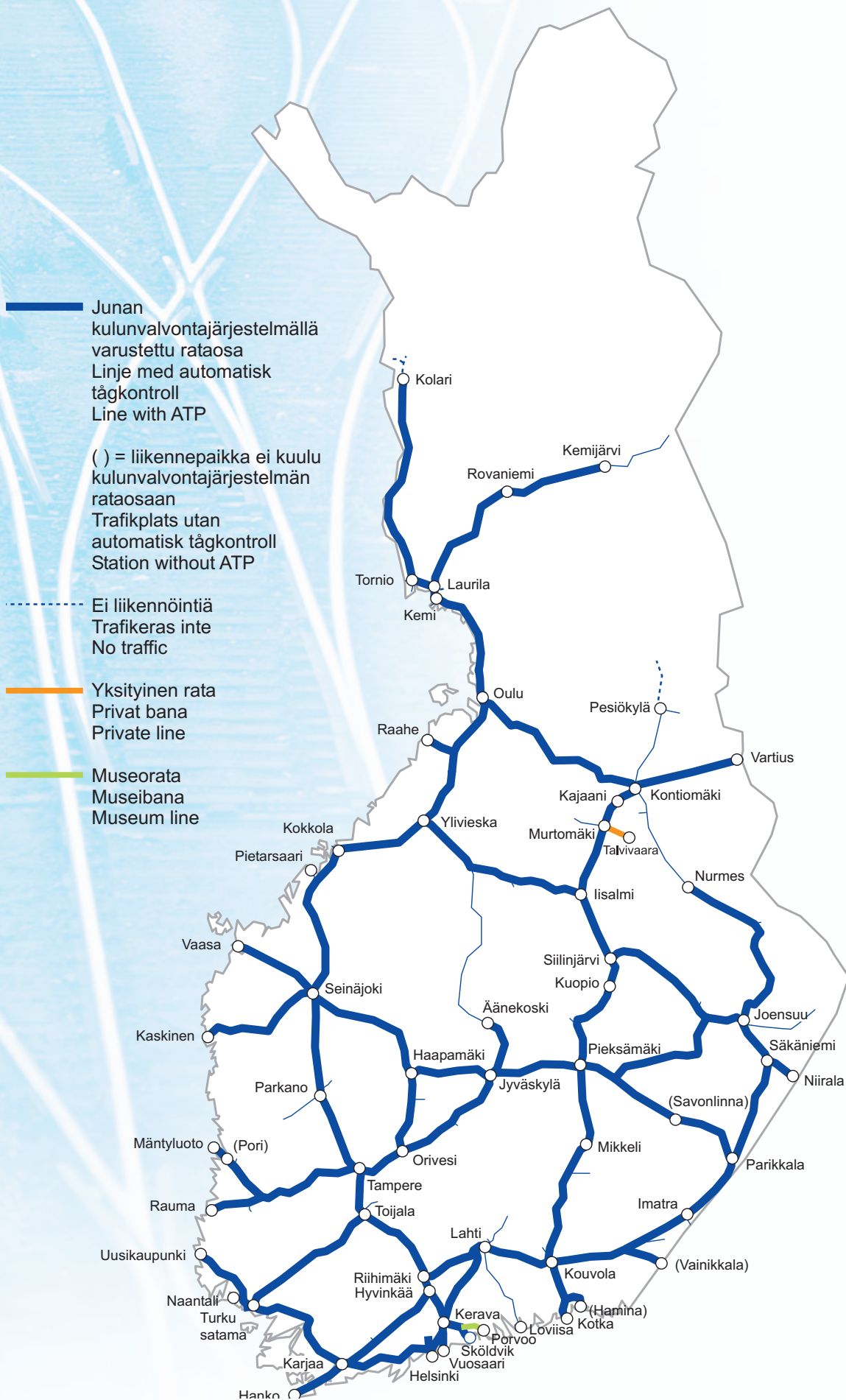


Figure 3. Lines with ATP.

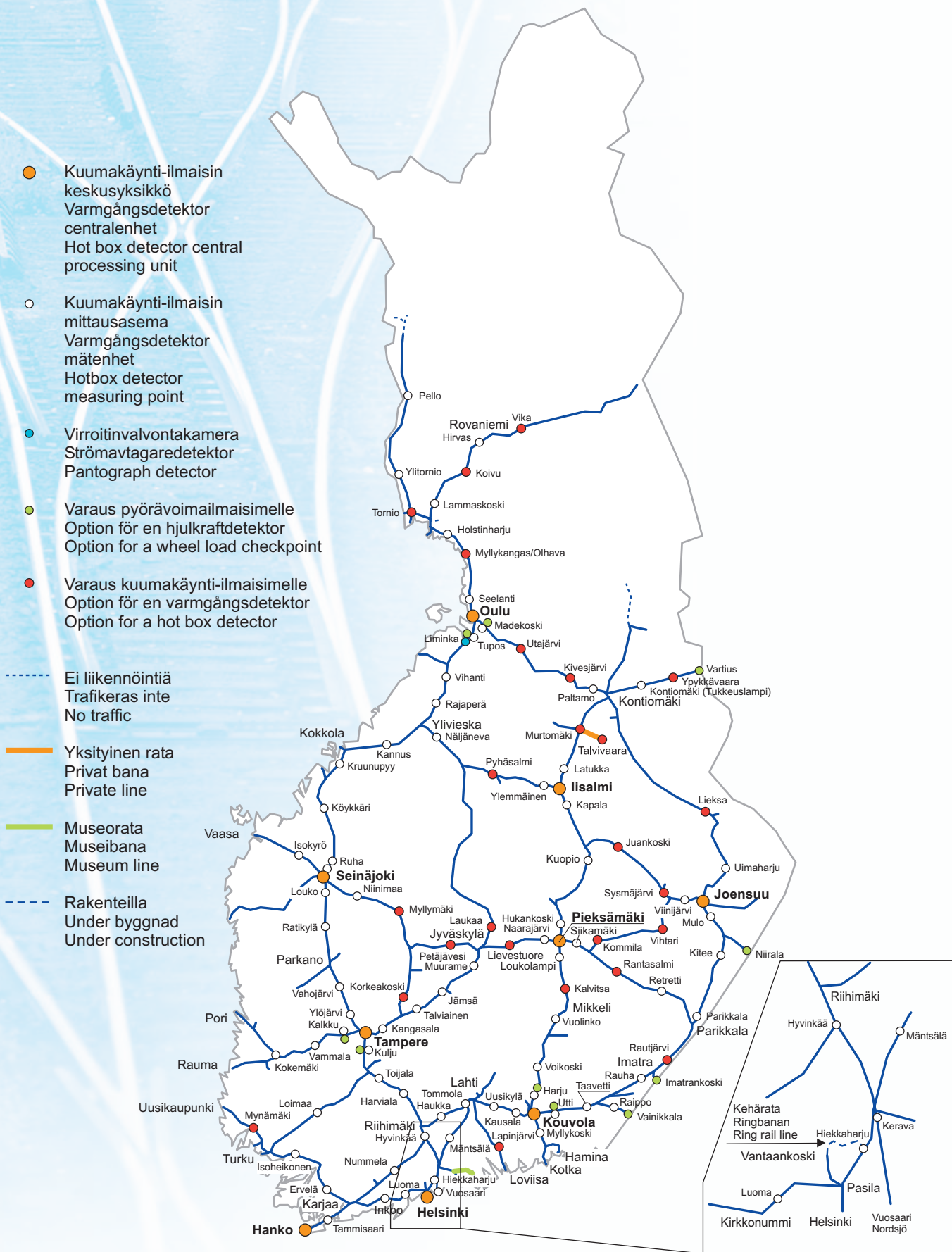


Figure 5. Control equipment for rolling stock.

Appendix 8

Vibration-related Speed Restrictions

Table 1. Vibration-related speed restrictions.

| Operating point | Operating point | km-stretch | Valid since | Speed restriction |
|--------------------|-----------------|-----------------|-------------|-----------------------------------|
| Seinäjoki–Oulu | Liminka | 726+900–729+200 | 1998 | ≥ 3000-ton trains 50 km/h |
| Riihimäki–Kouvola | Koria | 182+900–186+400 | 2001 | ≥ 3000-ton trains 30 km/h |
| Seinäjoki–Oulu | Kempele | 740+600–741+700 | 7/1/2002 | ≥ 3000-ton trains 50 km/h |
| Riihimäki–Kouvola | Hollola | 116+200–118+500 | 2001 | ≥ 3000-ton trains 40 km/h |
| Riihimäki–Lahti | Lahti | 125+000–125+400 | 7/1/2002 | ≥ 3000-ton trains 40 km/h |
| Helsinki–Riihimäki | Jokela | 47+950–49+950 | 1999 | ≥ 3000-ton trains 40 km/h |
| Kerava–Sköldvik | Nikkilä | 38+850–40+160 | 1997 | all trains 40 km/h |
| Kouvola–Kotka | Myllykoski | 201+500–203+100 | 2000 | ≥ 3000-ton trains 40 km/h |
| Seinäjoki–Kaskinen | Kurikka | 450+500–452+000 | 1999 | all trains 40 km/h |
| Oulu–Kontiomäki | Muhos | 786+000–790+000 | 5/11/2002 | ≥ 3000-ton trains 60 km/h |
| Oulu–Kontiomäki | Oulu (Ol–Kon) | 762+800–763+800 | 16/1/2004 | ≥ 3000-ton trains 40 km/h |
| Toijala–Turku | Loimaa | 208+000–210+600 | 9/1/2005 | ≥ 3000-ton trains 40 km/h |
| Toijala–Turku | Turku (Ti–Tku) | 271+900–273+700 | 1/10/2006 | ≥ 3000-ton trains 40 km/h |
| Kerava–Sköldvik | Kerava (Ke–Sld) | 30+800–31+350 | 11/9/2007 | ≥ 3000-ton trains 40 km/h |
| Kerava–Lahti | Järvenpää | 35+800–36+200 | 15/10/2008 | ≥ 3000-ton freight trains 40 km/h |

Appendix 9

Maximum Train Speeds in Tunnels

This table presents the tunnels with a speed limit. The speed limit of the track section in question is applied for all other tunnels.

Table 1. Maximum train speeds in tunnels.

| Tunnel | Km – location | Maximum speed [km/h] | | |
|--------------------------|-----------------|----------------------|-------------|------------------|
| | | Single-deck | Double-deck | Motorised trains |
| Helsinki–Karjaa | | | | |
| Lillgård | 46+791–46+977 | 160 | 120 | 180 |
| Riddarbacken | 47+769–48+043 | 160 | 120 | 180 |
| Karjaa–Salo | | | | |
| Bäljars | 88+920–89+230 | 160 | 140 | 200 |
| Köpskog | 90+490–90+535 | 160 | 140 | 200 |
| Åminne | 92+390–92+500 | 160 | 140 | 200 |
| Högbacka | 94+365–94+565 | 160 | 140 | 200 |
| Kaivosmäki | 113+962–114+060 | 160 | 140 | 200 |
| Haukkamäki | 114+304–114+740 | 160 | 140 | 200 |
| Harmaamäki | 115+150–115+418 | 160 | 140 | 200 |
| Lemunmäki | 125+870–126+590 | 160 | 160 | 180 |
| Märjänmäki | 126+940–128+180 | 160 | 160 | 180 |
| Lavianmäki | 137+720–138+260 | 160 | 160 | 180 |
| Tottola | 139+249–139+777 | 160 | 120 | 180 |
| Salo–Turku | | | | |
| Halikko | 150+207–150+395 | 160 | 140 | 200 |
| Pepallonmäki | 152+420–152+950 | 160 | 140 | 200 |
| Orivesi–Jyväskylä | | | | |
| Keljonkangas | 335+301–335+526 | 140 | 140 | 140 |

Appendix 10

Bridge Restrictions

On the movable bridges mentioned below, axle loads and speed impose restrictions on the running of rail vehicles. The speed restrictions are indicated by speed signs.

Bridges with Weight Restrictions

- 1) Kyrönsalmi bridge on the Parikkala–Savonlinna section of line:
 - Axle load restriction 22.5 t
 - Maximum permitted speed on the bridge is 20 km/h
- 2) Seinäjoki, Kyrönjoki, Nenätönjoki, Kainastonjoki, Teuvanjoki, Närpiönjoki and Kaskistensalmi bridges on the Seinäjoki–Kaskinen section of line.
 - Axle load restriction 22.5 t
 - Maximum speed on the bridges is 60 km/h, unless a lower speed limit is otherwise ordered.

The axle loads mentioned here shall not be exceeded, and the excess load shall be unloaded at the station where it is discovered.

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

Movable Bridges

Table 1. Restrictions related to movable bridges.

| Bridge | Railway section | Permitted speed [km/h] |
|---------------|---------------------------------------|------------------------|
| Pohja | Karjaa–Hanko | 50 |
| Kyrönsalmi | Savonlinna–Parikkala | 20 ¹ |
| Pirttiniemi | Pieksämäki–Joensuu | 40 ² |
| Taipale Canal | Pieksämäki–Joensuu | 30 ² |
| Pielisjoki | Pieksämäki–Joensuu, Joensuu–Nurmes | 50 |
| Päiväranta | Pieksämäki–Kontiomäki | 60 |
| Uimasalmi | Joensuu–Nurmes | 60 |
| Tahkoluoto | Mäntyluoto–Tahkoluoto | 50 |

¹ See Bridges with Weight Restrictions.

² The bridge and the rail joints can be locked, in which case the permitted speed is 60 km/h.

Appendix 11

Significant and Other Track Works Affecting Traffic in 2011

This appendix presents an estimate of those rail maintenance works that will be carried out during the 2011 timetable period and that may affect traffic. The information in the appendices may change once the details of funding and planning become clear. The updated list will be published on the Finnish Transport Infrastructure Agency website.

| Locations | Affects traffic | Break description |
|---|-----------------|---|
| SOUTHERN FINLAND | | |
| Karjaa–Turku: Relocation to the old track base at Ervelä, Piikkiö underpass bridge embankment work | x | Total weekend break from Fri evening to Su afternoon |
| Kirkkonummi–Karjaa: Repair of pile hat area at Kela, Jeppas underpass bridge | x | Weekend break 16 h |
| Leppävaara–Kirkkonummi track work at stations: Tolsa and Jorvas | x | Single track, weekend break. Commuter traffic arrangements |
| Leppävaara: Säterinpolku underpass | x | Single track, weekend break. Commuter traffic arrangements |
| Ilmala railway yard renovation work | – | – |
| Hiekkaharju–Koivukylä: Ring Rail line, moving easternmost track, bridge work | x | Easternmost track: 34 h. |
| Hiekkaharju–Koivukylä: Ring Rail line, moving easternmost track, bridge work | x | Easternmost track: 34 h. East middle track: 34 h. Also weeknight and weekend breaks. Commuter traffic arrangements. |
| Keski-Pasila: Pasila station track 5b change, Pasila Tavara track changes, construction of vehicle train tracks and of the Helsinki–Käpylä additional western track | x | Weeknight and weekend breaks. Commuter traffic arrangements |
| Pasila: replacement of V401 points | x | Coordination with Keski-Pasila works. |
| Huopalahti–Vantaankoski: Repair of bridge waterproofing | x | Single track, weekend breaks. Commuter traffic arrangements |
| EASTERN FINLAND | | |
| Vainikkala: Track changes | x | Altering track usage |
| Luumäki–Lappeenranta: Mainline points Rasinsuo, Törölä, Tapavainola | x | 9 h breaks at weekends |
| Kouvola–Mikkeli: Underpass bridges | x | 16–24 h total break at weekend |
| Mikkeli–Pieksämäki: Underpass bridges | x | 16–24 h total break at weekend |
| Pieksämäki–Kuopio: underpass bridges, rock and tunnel strengthening, screening of the ballast, rail replacement, track work at Suonenjoki station | x | 16 h total breaks, 8 h work breaks late summer / autumn. Coordination with renovation work at Kuopio railway yard. |
| Renovation of railway yard at Kuopio: Passenger railway yard and Iloharju | x | Changes to track use. Coordination with Pieksämäki–Kuopio work. |
| Kuopio–Siilinjärvi: Vt 5 Päiväranta–Vuorela | x | 8 h break in wk 18. 65 h total break in wk 25/26. 8 h break in wk 27 |
| Construction of Kotolahti railway yard, installing mainline points. Points change at Kivisalmi | x | 4 x 10 h and 2 x 24 h work breaks |
| Kouvola–Inkeroinen: Screening of the ballast, eastern track | x | Total break on eastern track for two weeks |
| Kouvola–Kuusankoski: Replacement of superstructure | x | 8 h work breaks |
| Savonlinna: VT 14 | – | – |
| Parikkala–Joensuu: Underpass bridges | x | 16–24 h total break at weekend |

| Locations | Affects traffic | Break description |
|--|-----------------|--|
| WESTERN FINLAND | | |
| Hämeenlinna: Vaneri underpass | x | 8 h work breaks, breaks required for piling and moving bridge, single track in use |
| Lielähti–Kokemäki: Replacing superstructure 88km | x | 8 h work breaks |
| Pori–Mäntyluoto: Replacing superstructure | x | 8 h work breaks at night and weekends |
| Jämsänkoski–Jyväskylä: Tunnel superstructure. | x | Total break two weeks. No simultaneous Hy–Kr–Tku breaks |
| Orivesi–Haapamäki: Removing level crossings, bridges | x | 16–24 h total break |
| Tampere–Orivesi: Screening of the ballast, rail replacement | x | Single track |
| Vilppula–Mänttä: Replacing superstructure | x | 8 h work breaks at night |
| Seinäjoki–Oulu: Improving level of service: Pännäinen–Kokkola bridge works: Moving three bridges. Pännäinen, Kolppi and Kruunupyy operating point work, Seinäjoki–Ruha: Double-rail jointing work, Riijärvi new operating point. Coordination with work on Tuomioja–Liminka and Kokkola–Ylivieska. | x | 5 x total break, Midsummer break |
| Kokkola points replacement: V561 | x | Coordination with work on Seinäjoki–Oulu |
| Kokkola–Ylivieska: double-rail, three bridges | x | 2 x 12 h Sat–Sun at night and Midsummer break 24 h. Not simultaneously with breaks on Seinäjoki–Kokkola. |
| Seinäjoki–Vaasa: electrification | x | 3 h work break 7.00–18.00 hours on four workdays per week between October 2010 and June 2011 |
| Ykspihlaja: Adoption of safety device at intermediate railway yard | x | Track reservations |
| Tampere passenger railway yard: Rongankatu underpass | x | Changes to track usage for 4 x 36 h |
| NORTHERN FINLAND | | |
| Seinäjoki–Oulu improving level of service: Tuomioja–Liminka substructure and superstructure, points and railway bridges. New operating points at Ahonpää (Vihanti–Tuomioja stretch) and Tikkapera (Liminka–Hirvineva stretch). Coordination with work on Seinäjoki–Kokkola and Kokkola–Ylivieska sections. | x | 8 h work break June, breaks: 8 x 12 h, 2 x 20 h, Midsummer break 24 h. Not simultaneously with Kokkola–Ylivieska breaks. Coordination with breaks on Kontiomäki–Vartius. |
| Tornio–Kolari: Superstructure replacement | x | Wk 22–30 Mon–Wed total break, Thu–Sun 10 h daily breaks. |
| Kontiomäki–Vartius: Sleeper replacement (ca. 40,000 sleepers) | x | Wk 22–32: 8 h work break in two phases |
| Oulu–Kemi: Myllykangas level crossing/underpass bridge, Toppila light traffic underpass | x | 16–24 h total break |
| Rovaniemi–Kemijärvi: Electrification | – | – |
| Äänekoski–Saarijärvi: Replacing superstructure | x | Eight week total break |
| OTHER BREAKS | | |
| Tree maintenance investments | – | – |
| Replacement of individual points in railway yards: Helsinki, Kouvola, Kotka, Hamina, Kuusankoski, Vainikkala, Lappeenranta, Joensuu, Pieksämäki, Uimaharju, Tampere, Seinäjoki, Jyväskylä, Turku, Riihimäki, Oulu | x | 8–16 h work breaks |
| Maintenance investment, incl. replacing superstructure, bridge and drum repair | x | – |
| Track check-ups on tracks with speeds over 140 km/h | x | – |
| Piling maintenance tracks and points | x | – |
| Rail maintenance work to be ordered separately, e.g. replacing single sleepers and worn-out curved rails | x | – |

Map of Traffic Planning Areas

Coordination of track work and traffic according to the traffic planning areas shown on the map below.



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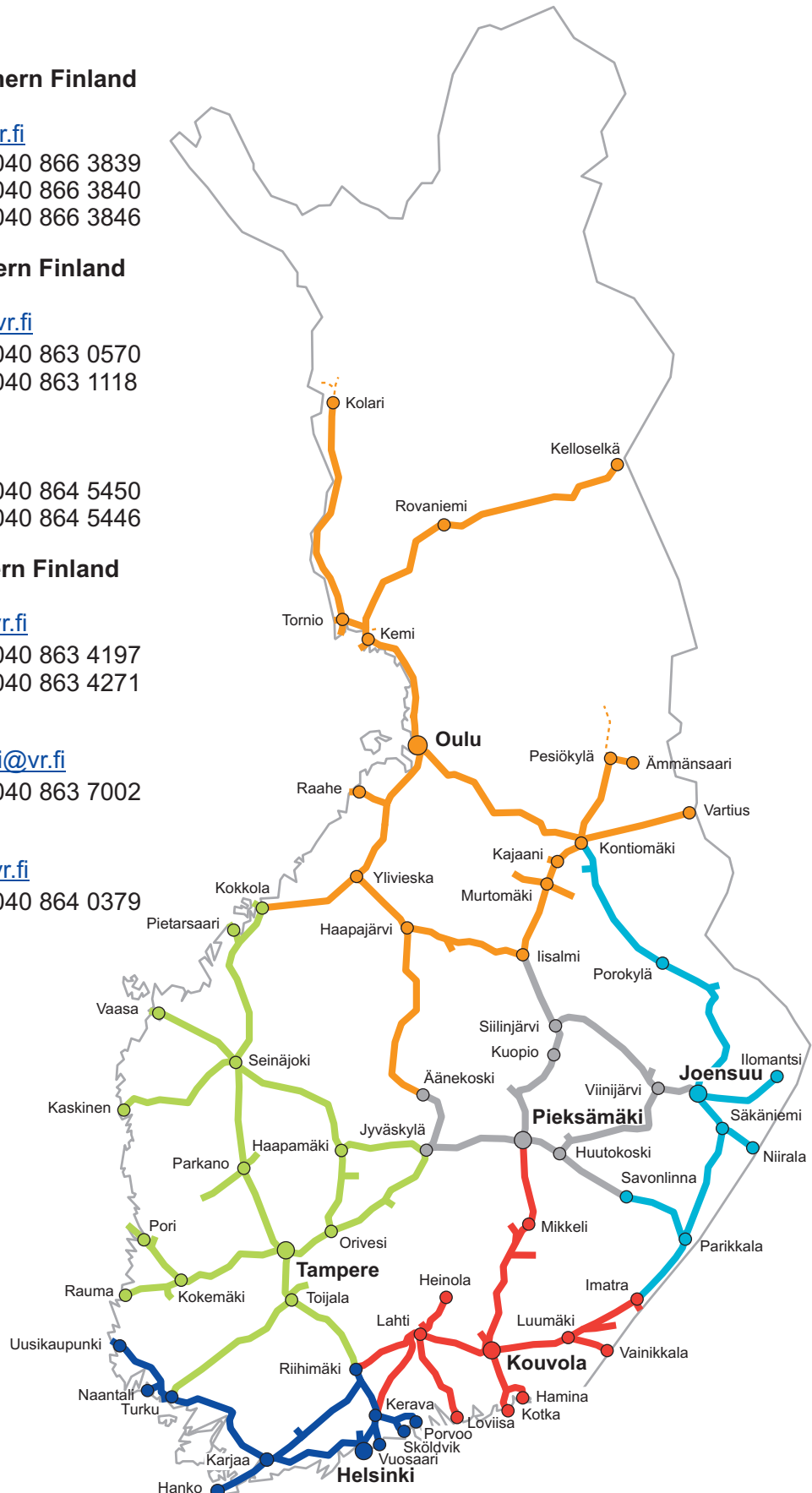
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Traffic and track work co-ordination areas

- Helsinki
- Tampere
- Oulu
- Kouvola
- Pieksämäki
- Joensuu



Appendix 12

Passenger Information at the stations of the State-owned Rail Network

RHK has acquired a new passenger information system (MIKU) that will replace the older information systems. MIKU allows the info staff to control display devices and provide passengers with up-to-date information.

A new Information Centre established in the 2009 timetable period, will among other things notify the passengers about disturbances and exceptions. More information can be found at the Finnish Transport Infrastructure Agency website.

Table 1 shows passenger information at operating points. If information changes, updated appendix will be published at the Network Statement website.

Table 1. Passenger information at operating points

| Station | Swedish name of Station | No information system | Only an announcement system | Track displays | Main displays | Special displays (bridge and other displays) | LCD-monitors | Tunnel displays | TFT displays | Total |
|---------------------------|----------------------------|-----------------------|-----------------------------|----------------|---------------|--|--------------|-----------------|--------------|-------|
| | | 15 | 85 | 272 | 37 | 7 | 89 | 3 | 287 | 771 |
| Alavus | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dragsvik | Dragsvik | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eläinpuisto-Zoo | Eläinpuisto-Zoo | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eno | Eno | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Espoo | Esbo | | | 6 | 0 | 0 | 0 | 0 | 18 | 24 |
| Haapajärvi | Haapajärvi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Haapamäki | Haapamäki | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Haarajoki | Haarajoki | | | 4 | 0 | 0 | 0 | 0 | 4 | 8 |
| Hankasalmi | Hankasalmi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hanko | Hangö | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hanko-Pohjoinen | Hangö Norra | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harjavalta | Harjavalta | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Haukivuori | Haukivuori | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heinävesi | Heinävesi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Helsinki päärautatieasema | Helsingfors Centralstation | | | 19 | 4 | 2 | 10 | 3 | 38 | 76 |
| Herrala | Herrala | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hiekkaharju | Sandkulla | | | 4 | 0 | 0 | 0 | 0 | 2 | 6 |
| Hikiä | Hikiä | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Humppila | Humppila | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Huopalahti | Hoplax | | | 8 | 0 | 0 | 4 | 0 | 6 | 18 |

| Station | Swedish name of Station | No information system | Only an announcement system | Track displays | Main displays | Special displays (bridge and other displays) | LCD-monitors | Tunnel displays | TFT displays | Total |
|-------------|-------------------------|-----------------------|-----------------------------|----------------|---------------|--|--------------|-----------------|--------------|-------|
| Hyvinkää | Hyvinge | | | 4 | 0 | 0 | 2 | 0 | 3 | 9 |
| Hämeenlinna | Tavastehus | | | 5 | 2 | 0 | 0 | 0 | 2 | 9 |
| Höjljääkä | Höjljääkä | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Isalmi | Idensalmi | | | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Iittala | Iittala | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Ilmala | Ilmala | | | 2 | 0 | 0 | 2 | 0 | 3 | 7 |
| Imatra | Imatra | | | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Inkeroinen | Inkeroinen | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Inkoo | Ingå | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Isokyrö | Storkyro | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Joensuu | Joensuu | | | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Jokela | Jokela | | | 3 | 0 | 0 | 1 | 0 | 1 | 5 |
| Jorvas | Jorvas | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Joutseno | Joutseno | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juupajoki | Juupajoki | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jyväskylä | Jyväskylä | | | 3 | 2 | 0 | 11 | 0 | 0 | 16 |
| Jämsä | Jämsä | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Järvelä | Järvelä | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Järvenpää | Träskända | | | 7 | 0 | 0 | 3 | 0 | 1 | 11 |
| Kajaani | Kajana | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Kannelmäki | Gamlas | | | 2 | 0 | 0 | 0 | 0 | 2 | 4 |
| Kannus | Kannus | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Karjaa | Karis | | | 7 | 0 | 0 | 1 | 0 | 3 | 11 |
| Karkku | Karkku | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kauhava | Kauhava | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kauklahti | Köklax | | | 3 | 0 | 0 | 0 | 0 | 1 | 4 |
| Kauniainen | Grankulla | | | 3 | 0 | 0 | 0 | 0 | 2 | 5 |
| Kausala | Kausala | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kemi | Kemi | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Kemijärvi | Kemijärvi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kera | Kera | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kerava | Kervo | | | 10 | 0 | 0 | 8 | 0 | 3 | 21 |
| Kerimäki | Kerimäki | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kesälahti | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Keuruu | Keuru | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kilo | Kilo | | | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Kirkkonummi | Kyrkslätt | | | 3 | 0 | 0 | 0 | 0 | 6 | 9 |
| Kitee | Kitee | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kiuruvesi | Kiuruvesi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Station | Swedish name of Station | No information system | Only an announcement system | Track displays | Main displays | Special displays (bridge and other displays) | LCD-monitors | Tunnel displays | TFT displays | Total |
|---------------|-------------------------|-----------------------|-----------------------------|----------------|---------------|--|--------------|-----------------|--------------|-------|
| Kohtavaara | Kohtavaara | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Koivuhovi | Björkgård | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Koivukylä | Björkby | | | 4 | 0 | 0 | 0 | 0 | 1 | 5 |
| Kokemäki | Kumo | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Kokkola | Karleby | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Kolari | Kolari | | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Kolho | Kolho | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kontiomäki | Kontiomäki | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Koria | Koria | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Korso | Korso | | | 4 | 0 | 0 | 2 | 0 | 0 | 6 |
| Kotka | Kotka | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kotka Satama | Kotka Satama | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kouvola | Kouvola | | | 11 | 2 | 0 | 4 | 0 | 0 | 17 |
| Kuopio | Kuopio | | | 4 | 2 | 0 | 0 | 0 | 4 | 10 |
| Kupittaa | Kuppis | | | 4 | 0 | 2 | 2 | 0 | 4 | 12 |
| Kuusivaara | Kuusivaara | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kylänlahti | Kylänlahti | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kymi | Kymi | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kyminlinna | Kyminlinna | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kyrölä | Kyrölä | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Käpylä | Kottby | | | 4 | 0 | 0 | 0 | 0 | 2 | 6 |
| Lahti | Lahtis | | | 12 | 2 | 0 | 0 | 0 | 4 | 18 |
| Laihia | Laihela | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lapinlahti | Lapinlahti | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lappeenranta | Villmanstrand | | | 0 | 0 | 0 | 6 | 0 | 1 | 7 |
| Lappila | Lappila | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lappohja | Lappvik | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lapua | Lappo | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lempäälä | Lempäälä | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Leppävaara | Alberga | | | 8 | 0 | 0 | 5 | 0 | 0 | 13 |
| Liekka | Liekka | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lievestuore | Lievestuore | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Loimaa | Loimaa | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Louhela | Klippsta | | | 2 | 0 | 0 | 0 | 0 | 2 | 4 |
| Luoma | Bobäck | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lusto | Lusto | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Malmi | Malm | | | 4 | 0 | 0 | 0 | 0 | 8 | 12 |
| Malminkartano | Malmgård | | | 2 | 0 | 0 | 0 | 0 | 2 | 4 |
| Mankki | Mankby | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Station | Swedish name of Station | No information system | Only an announcement system | Track displays | Main displays | Special displays (bridge and other displays) | LCD-monitors | Tunnel displays | TFT displays | Total |
|------------------|-------------------------|-----------------------|-----------------------------|----------------|---------------|--|--------------|-----------------|--------------|-------|
| Martinlaakso | Mårtensdal | | | 2 | 0 | 0 | 0 | 0 | 2 | 4 |
| Masala | Masaby | | | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Mikkeli | St Michel | | | 5 | 0 | 2 | 0 | 0 | 5 | 12 |
| Misi | Misi | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mommila | Mommila | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Muhos | Muhos | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Muurola | Muurola | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Myllykoski | Myllykoski | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Myllymäki | Myllymäki | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Myrämäki | Myrbacka | | | 2 | 0 | 0 | 0 | 0 | 2 | 4 |
| Mäkkylä | Mäkkylä | | | 2 | 0 | 0 | 2 | 0 | 0 | 4 |
| Mäntsälä | Mäntsälä | | | 4 | 0 | 0 | 0 | 0 | 4 | 8 |
| Mäntyharju | Mäntyharju | | | 2 | 0 | 0 | 0 | 0 | 3 | 5 |
| Nastola | Nastola | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nivala | Nivala | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nokia | Nokia | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nuppulinna | Nuppulinna | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Nurmes | Nurmes | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oitti | Oitti | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orivesi | Orivesi | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Orivesi Keskusta | Orivesi Keskusta | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Oulainen | | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Oulu | Uleåborg | | | 6 | 2 | 0 | 0 | 0 | 3 | 11 |
| Oulunkylä | Åggelby | | | 4 | 0 | 0 | 0 | 0 | 4 | 8 |
| Paimenportti | Paimenportti | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paltamo | Paltamo | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parikkala | Parikkala | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Parkano | Parkano | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Parola | Parola | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Pasila | Böle | | | 28 | 4 | 1 | 0 | 0 | 32 | 65 |
| Pello | Pello | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Petäjavesi | Petäjavesi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pieksämäki | Pieksämäki | | | 9 | 2 | 0 | 0 | 0 | 2 | 13 |
| Pihlajavesi | Pihlajavesi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pitäjänmäki | Sockenbacka | | | 4 | 0 | 0 | 3 | 0 | 0 | 7 |
| Pohjois-Haaga | Norra-Haga | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Pori | Björneborg | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Puistola | Parkstad | | | 4 | 0 | 0 | 0 | 0 | 4 | 8 |

| Station | Swedish name of Station | No information system | Only an announcement system | Track displays | Main displays | Special displays (bridge and other displays) | LCD-monitors | Tunnel displays | TFT displays | Total |
|--------------------------|--------------------------|-----------------------|-----------------------------|----------------|---------------|--|--------------|-----------------|--------------|-------|
| Pukinmäki | Bocksbacka | | | 6 | 0 | 0 | 0 | 0 | 3 | 9 |
| Punkaharju | Punkaharju | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Purola | Purola | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Pyhäsalmi | Pyhäsalmi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pännäinen | Bennäs | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Rekola | Räckhals | | | 2 | 0 | 0 | 1 | 0 | 0 | 3 |
| Retretti | Retretti | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Riihimäki | Riihimäki | | | 11 | 4 | 0 | 7 | 0 | 1 | 23 |
| Rovaniemi | Rovaniemi | | | 3 | 0 | 0 | 0 | 0 | 3 | 6 |
| Runni | Runni | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ruukki | Ruukki | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ryttylä | Ryttylä | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Salo | Salo | | | 6 | 0 | 0 | 3 | 0 | 3 | 12 |
| Santala | Sandö | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saunakallio | Saunakallio | | | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Savio | Savio | | | 4 | 0 | 0 | 0 | 0 | 1 | 5 |
| Savonlinna | Nyslott | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Savonlinna Kauppatori | Savonlinna Kauppatori | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seinäjoki | Seinäjoki | | | 7 | 2 | 0 | 6 | 0 | 0 | 15 |
| Siilinjärvi | Siilinjärvi | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Simpele | Simpele | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Siuntio | Sjundeå | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Skogby | Skogby | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sukeva | Sukeva | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Suonenjoki | Suonenjoki | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Tammisaari | Ekenäs | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tampere | Tammerfors | | | 13 | 2 | 0 | 0 | 0 | 13 | 28 |
| Tapanila | Mosabacka | | | 4 | 0 | 0 | 0 | 0 | 2 | 6 |
| Tavastila | Tavastila | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tervajoki | Tervajoki | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tervola | Tervola | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tikkurila | Dickursby | | | 12 | 0 | 0 | 0 | 0 | 24 | 36 |
| Toijala | Toijala | | | 4 | 2 | 0 | 0 | 0 | 2 | 8 |
| Tolsa | Tolls | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tornio | Torneå | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tuomarila | Domsby | | | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Turenki | Turenki | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |

| Station | Swedish name of Station | No information system | Only an announcement system | Track displays | Main displays | Special displays (bridge and other displays) | LCD-monitors | Tunnel displays | TFT displays | Total |
|------------------------|-------------------------|-----------------------|-----------------------------|----------------|---------------|--|--------------|-----------------|--------------|-------|
| Turku päärautatieasema | Åbo Centralstation | | | 9 | 3 | 0 | 5 | 0 | 0 | 17 |
| Turku Satama | Åbo Hamn | | | 2 | 0 | 0 | 0 | 0 | 3 | 5 |
| Tuuri | Tuuri | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Uimaharju | Uimaharju | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utajärvi | Utajärvi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vaala | Vaala | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vaasa | Vasa | | | 2 | 2 | 0 | 0 | 0 | 3 | 7 |
| Vainikkala | Vainikkala | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Valimo | Gjuteriet | | | 4 | 0 | 0 | 1 | 0 | 0 | 5 |
| Vammala | Vammala | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vantaankoski | Vandaforsen | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Varkaus | Varkaus | | | 1 | 0 | 0 | 0 | 0 | 2 | 3 |
| Vihanti | Vihanti | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vihtari | Vihtari | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Viiala | Viiala | | | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Viinijärvi | Viinijärvi | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vika | Vika | X | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vilppula | Vilppula | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vuonisahti | Vuonisahti | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ylistaro | Ylistaro | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ylitornio | Ylitornio | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ylivieska | Ylivieska | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Ähtäri | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

GSM-R (RAILI) Network

The Finnish Rail Administration's GSM-R network, RAILI for short, acts as the railways' integrated communication system, serving primarily traffic controllers, drivers and train guards as well as shunting managers and those responsible for track work. The network covers track and railway yards over a distance of about 5,000 km. More information is available in chapter 3.3.3.3 (Traffic Control and Communications Systems) of the Network Statement as well as on the Finnish Transport Infrastructure Agency's website.



Appendix 14

Network Statements of Other Countries

Table 1 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 in the table is subject to change.

Table 1. Network Statement of other countries

| Infrastructure manager | Country | Name used | Internet address |
|---|--------------------|--|---|
| Administrador de Infraestructuras Ferroviarias (ADIF) | Spain | Declaración sobre la Red | http://www.adif.es |
| Banedanmark | Denmark | Netredefølelse | http://www.bane.dk |
| Banverket (BV) | Sweden | Järnvägsnätsbeskrivning | http://www.banverket.se |
| BLS AG (BLS) | Switzerland | Network Statement | http://www.bls.ch |
| Communauté de Transports – Accès Réseau | Luxembourg | Document de Reference du Réseau | http://www.railinfra.lu |
| Compania Națională de Căi Ferate SA | Romania | Documentul de referință al rețelei | http://www.cfr.ro |
| DB Netz AG | Germany | Schiennetz-Nutzungsbedingungen | http://www.db.de |
| Eurotunnel | France/England | Eurotunnel Network Statement | http://www.eurotunnel.com |
| HZ Infrastruktura d.o.o. | Croatia | Izvjescje o mreži | http://www.railneteuropa.com |
| Infrabel | Belgium | Netverklaring | http://www.railaccess.be |
| Jernbaneverket | Norway | Network Statement | http://www.jernbaneverket.no |
| Keyrail | Netherlands | Netverklaring | http://www.keyrail.nl |
| National Manager of Railway Infrastructure (EDISY S.A.) | Greece | Network Statement | http://www.osenet.gr |
| National Railway Infrastructure Company (NRIC) | Bulgaria | Network Statement | http://www.rail-infra.bg |
| Network Rail | Great Britain | Network Statement | http://www.networkrail.co.uk |
| PKP Polskie Linie Kolejowe S.A. (PKP PLK) | Poland | Network Statement | http://www1.plk-sa.pl |
| ProRail B.V. | Netherlands | Netverklaring | http://www.prorail.nl |
| Public Agency for Rail Transport of RS (AŽP) | Slovenia | Network Statement | http://www.azp.si |
| Raaberbahn AG/GYSEV Zrt. (GYSEV/Raaberbahn) | Austria/Hungary | A GySEV Zrt. Üzletszabályzata | http://www.gysev.hu |
| Rede Ferroviária Nacional, E.P. E. (REFER) | Portugal | Directorio da Rede | http://www.refer.pt |
| Réseau Ferré de France (RFF) | France | Document de référence du réseau ferré national | http://www.rff.fr |
| Rete Ferroviaria Italiana SpA (RFI) | Italy | Prospetto Informativo della Rete | http://www.rfi.it |
| Slovenske železnice d.o.o. (SZ) | Slovenia | Network Statement | http://www.azp.si |
| Správa Železniční dopravní cesty (CD) / SZCD | The Czech Republic | Network Statement | http://www.szdc.cz |
| Swiss Federal Railways SBB-Infrastructure (SBB CFF FFS) | Switzerland | Network Statement | http://www.mct.sbb.ch |
| Vasúti Pályakapacitás-elosztó Kft. (VPE) | Hungary | Network Statement | http://www2.vpe.hu |
| Železnice Slovenskej Republiky | Slovakia | Sietové vyhlásenie | http://www.zsr.sk |
| ÖBB Infrastruktur Betrieb AG | Austria | Schiennetznutzungsbedingungen | http://www.railnetaustria.at |

PUBLICATION OF FINNISH
RAIL ADMINISTRATION ON F SERIES

| | |
|--------|---|
| 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 |
| 1/2004 | Verkkoselostus 2006 |
| 2/2004 | Finnish Network Statement 2006 |
| 3/2004 | Beskrivning av Finlands bannät 2006 |
| 1/2005 | Luettelo rautatieliikennepaikoista 5.6.2005 |
| 2/2005 | Verkkoselostus 2007 |
| 3/2005 | Finnish Network Statement 2007 |
| 4/2005 | Beskrivning av Finlands bannät 2007 |
| 1/2006 | Verkkoselostus 2008 |
| 2/2006 | Finnish Network Statement 2008 |
| 3/2006 | Beskrivning av Finlands bannät 2008 |
| 1/2007 | Luettelo rautatieliikennepaikoista 3.6.2007 |
| 2/2007 | Verkkoselostus 2009 |
| 3/2007 | Finnish Network Statement 2009 |
| 4/2007 | Beskrivning av Finlands bannät 2009 |
| 1/2008 | Rataverkon kuvaus 7.1.2008 |
| 2/2008 | Rataverkon kuvaus 1.6.2008 |
| 3/2008 | Verkkoselostus 2010 |
| 4/2008 | Luettelo rautatieliikennepaikoista 1.1.2009 |
| 5/2008 | Finnish Network Statement 2010 |
| 1/2009 | Beskrivning av Finlands bannät 2010 |
| 2/2009 | Rataverkon kuvaus 1.1.2009 |
| 3/2009 | Rautatielikenteen täsmällisyys 2008 |
| 4/2009 | Rataverkon kuvaus 1.7.2009 |
| 5/2009 | Verkkoselostus 2011 |



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