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Revised on 11 September 2026

EDELARAUDTEE AS

RAILWAY NETWORK STATEMENT

FOR THE WORKING TIMETABLE PERIOD

14 December 2025 to 12 December 2026

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GENERAL INFORMATION

Public limited liability company Edelaraudtee Aktsiaselts is a public railway infrastructure manager. This railway network statement lays down the procedures and terms and conditions to grant the use of the public railway network managed by the undertaking to railway undertakings, railway infrastructure managers and possessors of railway vehicles in accordance with the requirements of the Railways Act.

The statement summarises essential data about the company's railway infrastructure, the terms and conditions of grant of use to it and the procedures for requesting and allocating capacity for the working timetable period from 14 December 2025 to 12 December 2026.

The railway network statement is available electronically for all interested persons on the company's website at www.edel.ee.

Applicants for railway infrastructure capacity within the meaning of § 86 of the Railways Act (hereinafter referred to as the Railways Act) shall, at their request, be issued with a paper copy of the railway network statement of Edelaraudtee AS at the company's premises at Kaare 25, Türi. The railway network statement is issued free of charge to those who request it.

Edelaraudtee AS shall keep the railway network statement up to date and has the right to make corrections to it if necessary. Notification of changes to the railway network statement will be published on the company's website at www.edel.ee and shall be communicated to all persons who, at the time of the amendment, have taken out a paper copy of the railway network statement.

1. Technical characteristics of railway infrastructure and terms of access thereto

1.1. Volume of the capacity to be allocated

1.1.1. The volume of the capacity to be allocated and the data on the basis of which it has been calculated are set out in Annex 1 to the railway network statement.

1.1.2. The volume of the capacity to be allocated according to Annex 1 to the railway network statement is the largest possible total number of trains per day (17:00-17:00) which may pass through a railway section between the station of origin and the station of

destination and is calculated on the basis of criteria listed under§ subsection 2 of § 84 of the Railways Act

1.1.3. The calculation of the average journey time is based on the permitted speeds set by Edelaraudtee AS.

1.2. General description of the capacity to be allocated

1.2.1. The basis for the organisation of railway traffic on the railway infrastructure of ElBaradei AS is the timetable prepared by Edelaraudtee AS once a year. The timetable collates the work of all railway undertakings involved in rail maintenance and transport.

1.2.2. The timetable determines all planned movements of trains and other railway vehicles, reflecting the railway capacity allocated to the technological possessions.

1.2.3. The train service of Edelaraudtee AS is managed by a train dispatcher.

1.2.4. The safety of train service on railway infrastructure is ensured by the integrated use of the following protection equipment:

1.2.4.1. combined track lockout;

1.2.4.2. electrical centralisation of switches and signals;

1.2.4.3. automatic signalling and automatic barriers on railway level crossings.

1.2.5. Between Lelle and Pärnu stations, train traffic control is carried out in accordance with Chapter VI of Edelaraudtee AS's Instructions for the Safe Operation of Train Traffic and Shunting.

1.2.6. Personnel responsible for the safety of the train service shall be guided in their work by legislation, the rules for technical use of railways, and the procedures, operating rules and annexes thereto established by Edelaraudtee AS on the basis of these. The specific job duties, which reflect the reception, dispatching, transit and other movement of vehicles at the station, are laid down in the station's technical organisation regulation and in the job descriptions of employees.

1.2.7. The terms and conditions for the maintenance of the railway infrastructure of Edelaraudtee AS, the organisation of railway traffic and the granting of use to other persons are laid down in the operating rules of Edelaraudtee AS.

1.2.8. The technical specifications of the railway infrastructure of Edelaraudtee AS are presented in Annex 2 to the railway network statement.

1.2.9. A list of the operations that can be carried out by hauliers based on the technical availability of the railway infrastructure, broken down by stations and stops, is provided in Annex 3.

1.2.10. The railway infrastructure of Edelaraudtee AS has a direct connection (border) with the railway infrastructure of AS Eesti Raudtee on the open track between Tallinn-Baltic - Tallinn-Väike station (km 3+001) and on the open track between Liiva station and the Ülemiste station of AS Eesti Raudtee (km 5+148).

1.3. Technical specifications of the railway network

1.3.1. Edelaraudtee AS is the possessor of the public railway network on the Tallinn-Väike - Lelle - Türi – Viljandi, Lelle-Pärnu and Liiva - Ülemiste railway lines, totalling ~222 km.

The main track of the railway lines of Edelaraudtee AS is a 1520/1524 mm-wide track.

The superstructure of the main tracks, including stations, is made up of tracks R65, R50, 49E1, 54E1 and 60E1 (R50 and R43 on the sidings of stations) on wood and reinforced concrete sleepers and chipping ballast.

The Tallinn-Väike - Viljandi railway line includes stations at Tallinn-Väike, Liiva, Kiisa, Kohila, Rapla, Lelle, Türi, Võhma and Viljandi.

1.3.2. Communication between drivers of railway vehicles and station operators and the train dispatcher shall take place by means of train radios, the conditions for the use of which shall be specified and laid down in the contract for the use of railway infrastructure. Edelaraudtee AS uses the TETRA standard-based operational communication network ESTER, managed by the Ministry of the Interior, for its train radios.

The shunting radios will use analogue communications in simplex mode at 161.0 MHz with a channel width of 12.5 kHz.

Procedural rules for the use of radios are described in the operating rules and the relevant company manual.

1.4. Connection to railway infrastructure belonging to third persons

1.4.1. The boundaries between the railway infrastructures of Edelaraudtee AS and other railway infrastructure managers and the terms and conditions of connections between the railways shall be determined by means of contracts and/or acts of designation of boundaries.

1.4.2. The organisation of rail traffic between Edelaraudtee AS and other railway infrastructure managers and the use of signalling and communication equipment in rail traffic shall be regulated by legislation and by contracts between Edelaraudtee AS and other railway infrastructure managers or possessors of railway infrastructure.

1.5. Technological restrictions on the use of capacity

1.5.1. Technological restrictions that reduce capacity or hinder the use of capacity are speed limits on the capacity section, the length of time needed for acceleration and braking of trains, technological possessions, possible deviations from normal railway traffic, etc.

1.5.2. Edelaraudtee AS has the right to carry out large-scale rail maintenance repairs that restrict railway traffic for up to one day. The time schedule for the works shall be specified on a section-by-section basis and shall be coordinated with the Consumer Protection and Technical Regulatory Authority and the railway undertakings operating services on that section.

1.5.3. Edelaraudtee AS may temporarily close or severely restrict rail traffic on railway infrastructure for up to one day if necessary:

1.5.3.1. for rail maintenance work exceeding the capacity of technological possessions;

1.5.3.2. to eliminate imminent danger to persons, property or the environment caused by the technical condition of railway infrastructure or railway vehicle;

1.5.3.3. to remove an extraordinary traffic obstruction caused by an incident affecting railway safety, a traffic or natural disaster, a sudden change in weather conditions or any other circumstance;

1.5.3.4. in other justified and unavoidable cases.

1.5.4. Rail traffic may be substantially restricted or temporarily closed for more than one day in accordance with the procedure established in Regulation No. 66 of the Government of the Republic of 3 November 2020 "Procedure for Notification and Coordination of Substantial Restriction and Temporary Closure of Rail Traffic and List of Documents and Data to be Submitted".

1.5.5. Railway undertakings must plan their work to take account of rail maintenance work that prevents the use of railway infrastructure during the rail maintenance season and the resulting changes to the timetable.

1.5.6. Edelaraudtee AS shall draw up alternative train service timetables for the planned rail maintenance works in accordance with the timetable preparation guidelines and the capacity of the railway sections.

1.5.7. Short-term traffic disruptions due to short-term rail maintenance and the resulting train running patterns shall be planned in the daily train running planning depending on the available capacity on the railway section.

1.6. Requirements for railway vehicles

1.6.1. The railway vehicles and the train crew and the driver of the railway vehicles used on the railway infrastructure of Edelaraudtee AS must comply with the requirements reflected in legislation, the operating rules of Edelaraudtee AS and other rules established by Edelaraudtee AS. In addition to the above requirements, the railway undertaking is obliged to comply with international requirements and rules (in particular those laid down in the SMGS, COTIF and the European Union and the CIS Rail Transport Council) when loading goods carried by railway vehicles.

1.6.2. The railway vehicles used must comply with the requirements of the rules for technical use of railways and be registered in the railway traffic register.The real load on any axle of a railway vehicle must not exceed 25 tonnes.

1.6.3. The weight and length standards for freight trains allowed on the railway infrastructure of Edelaraudtee AS are as follows:

STANDARDS FOR THE WEIGHT AND LENGTH OF FREIGHT TRAINS ON THE TRACKS OF EDELARAUDTEE AS

Region	Locomotive series	Train weight in tonnes		Train length in conventional cars	
		A Odd direction	B Paired direction	A Odd direction	B Paired direction
Tallinn-Liiva	TEM15	1000	1000	48*	48*
	ČME-3	1200	1200		
	TEM18	1200	1200		
	M-62	1700	1700		
	2TE116	4400	4400		
	TEM TMH	2200	2200		
	C30M	1900	1900		
	DF7G-E	2500	2500		
	TEP 70	1700	1700		
	TEM7	3400	3400		
Ülemiste-Liiva	TEM15	1000	1000	48	48
	ČME-3	1200	1200		
	TEM18	1200	1200		
	M- 62	1700	1700		
	2TE116	4400	4400		
	TEM TMH	2200	2200		
	C30M	3600	3600		
	DF7G-E	2500	2500		
	TEP 70	1700	1700		
	TEM7	3400	3400		
Liiva-Lelle-Pärnu/Võhma	TEM15	1000	1000	48**	48**
	ČME-3	1200	1200		
	TEM18	1200	1200		
	M-62	1700	1700		
	2TE116	6200	6200		
	TEM TMH	2200	2200		
	C30M	3600	3600		
	DF7G-E	2500	2500		
	TEP 70	1700	1700		
	TEM7	3400	3400		
Võhma- Viljandi	TEM15	600	600	39	39
	ČME-3	700	700		
	TEM18	700	700		
	M-62	1300	1300		
	2TE116	2400	2400		
	TEM TMH	1500	1500		
	C30M	2500	2500		
	DF7G-E	1800	1800		
	TEP 70	1300	1300		

	TEM7	**1800**	**1800**		

* without stopping at Tallinn-Väike station. With a stop at Tallinn-Väike station, the maximum permitted train length is 27.

** with a stop at Kiisa station the train length is 19 conventional cars, with a stop at Kohila station the train length is 46 conventional cars. A longer train with a stop will be allowed through based on the train running pattern of long trains.

1.6.4. Vehicle compositions for the transport of passengers that meet the following requirements can be used on the railway infrastructure of Edelaraudtee AS:

Train type	Vehicle characteristics		
	Number of wagons	Weight (gross) t	Length of composition in conventional cars (a conventional car is 14 m)
Flirt DMU	2....4	122...175	3.25....5.31

2. Principles for setting of user fees for railway infrastructure

The user fee for the railway infrastructure of Edelaraudtee AS for the use of basic services and additional services providing access, the mark-up for the use of the railway infrastructure, the use of access ancillary services and the allocated single railway capacity intended for specific purposes shall be determined on the basis of the "Methods for calculation of user fees (hereinafter referred to as the user fees) for railway infrastructure" (hereinafter referred to as the method) established by regulation No. 64 of the Minister of Economic Affairs and Infrastructure of 28 October 2020 (RT I, 30.10.2020, 37).

Edelaraudtee AS shall draw up a business plan based on § 73 of the Railways Act, which shall include, inter alia, an investment and financing plan, taking into account the action plan approved by the Government of the Republic and giving applicants for capacity access to relevant information and allowing them to express their positions on the business plan as regards access to

infrastructure and terms and conditions of its use and the nature, provision and development of infrastructure.

2.1. Keeping records of railway infrastructure costs

2.1.1. Edelaraudtee AS shall determine the principles on the basis of which the costs related to the provision of the basic, additional and ancillary services shall be allocated between them, and these principles shall be updated as necessary according to best practice and international practices.

2.1.2. Before imposing the user fee, the Consumer Protection and Technical Regulatory Authority shall assess the railway infrastructure manager's costs for each working timetable period separately on the basis of the infrastructure manager's data for the financial year preceding the working timetable period and shall specify the cost data on which the user fee is based by means of price indices published by Statistics Estonia which determine the inflation rate for the following financial year.

2.1.3. The user fee shall be set on the same basis throughout the railway infrastructure manager's railway network and shall ensure non-discriminatory use of the public railway for all users of the capacity of the railway infrastructure.

2.1.4. The railway infrastructure user fee is paid to the railway infrastructure manager, who uses it to finance its own business.

2.1.5. The railway infrastructure user fee for the provision of single railway capacity intended for specific purposes shall consist of the railway infrastructure manager's direct costs of providing the service, to which mark-ups may be applied on the basis of the principles set out in § 9 of the regulation on the method for calculating the railway infrastructure user fees.

2.2. Basis for keeping records of user fees of basic railway infrastructure services

2.2.1. The costs of providing the operation of the main railway infrastructure services consist of the costs directly linked to the management of the train service, for which mark-ups may be imposed according to the method. The direct costs of the provision of the main railway

infrastructure services are calculated according to Implementing Regulation (EU) 2015/909 of the European Commission.

2.2.2. Costs are attributed to the specific services that have caused them to be incurred. Each cost is allocated either directly or proportionally to only one service.

2.3. User fees for additional and ancillary railway infrastructure services

2.3.1. User fees for additional and ancillary railway infrastructure services shall be calculated on the basis of the cost, which shall be the direct expenses relating to the provided service, the capital expenditure, a proportional part of the overheads of the railway infrastructure manager and reasonable operating profit.

2.3.2. In the calculation of direct expenses, only expenses related to additional and ancillary services and the provision of a service facility are taken into account.

2.4. Principles for calculating overheads

2.4.1. Overheads shall be allocated to the service provided by the railway undertaking in proportion to the sum of the direct expenses of all services.

2.5. Keeping records of fixed assets and capital expenditure for additional and ancillary services for railway infrastructure

2.5.1. Capital expenditure is the cost of acquiring tangible fixed assets. The historical value of the assets is based on the amounts paid by the railway infrastructure manager and the service facility operator at the time of acquisition of the assets. The purpose of capital expenditure is to recover the expenditure made to acquire fixed assets through the sale of services over the useful life of the fixed asset. Capital expenditure is recorded on the basis of the depreciation rate used for fixed assets in the company's accounts.

2.6. Recording of reasonable operating profit for additional and ancillary railway infrastructure services

2.6.1. Reasonable operating profit for railway infrastructure shall be calculated on the basis of the methodology set out in § 7 of the regulation on the method for calculating the infrastructure user fees.

2.7. Basis for calculating the unit cost of railway infrastructure user fees

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

2.7.2. The body setting user fees may modify the average direct unit costs to take account of different levels of wear and tear of railway infrastructure in accordance with the parameters referred to in Article 5(2) of Implementing Regulation (EU) 2015/909.

2.8. Principles for setting mark-ups

2.8.1. In accordance with §§ 98 and 99 of the Railways Act, the body setting user fees shall set a maximum level of mark-ups for the basic access-providing services, taking into account the ability of the persons operating in the railway market segments to pay for them, while ensuring optimal competitiveness of the railway market segments. The mark-up may be reduced by Edelaraudtee AS in accordance with the market segment's ability to pay railway infrastructure charges. The market segments include at least the following three segments: freight, transport of passengers under public service contract and other transport of passengers.

2.9. Reduction of user fees

2.9.1. The body setting user fees may reduce the user fee only to the extent of actual savings in administrative costs achieved by the railway infrastructure manager. In determining the rate of reduction, no account shall be taken of any reduction in costs already taken into account in the current user fee.

2.10. Setting of user fees

2.10.1. For the whole working timetable period, the body setting user fees shall set the user fees for the basic, additional and ancillary services no later than one month before the due date for publication of the railway network statement.

2.11. Reservation charge

According to § 102 of the Railways Act, Edelaraudtee AS may charge the applicant for capacity a reservation charge for unused allocated capacity.

3. Capacity allocation principles and criteria

3.1. Principles of the capacity allocation procedure

3.1.1. The purpose of the capacity allocation procedure is to meet the requests of railway undertakings for the largest possible share of capacity, including for train paths crossing more than one railway network.

3.1.2. Railway infrastructure capacity is allocated on the basis of the working timetable period.

3.1.3. Edelaraudtee AS may enter into a contract with an applicant for the use of capacity for up to five consecutive working timetable periods, with capacity being specified separately for each working timetable period. The purpose of capacity allocation is to ensure that capacity is allocated to railway undertakings which:

3.1.3.1. are able to make real use of the capacity allocated to them,

3.1.3.2. are solvent, i.e. able to meet the obligation to pay the user fee and other commitments throughout the working timetable period.

3.1.4. According to § 81 of the Railways Act, Edelaraudtee AS shall allocate as a first priority train paths which are necessary for public transport of passengers in international direct connections. The first priority applies to railway undertakings who are engaged in public transport of passengers in international direct connection according to international agreements and who comply with the terms and conditions of such agreements.

3.1.5. According to § 81 of the Railways Act, in the second priority, capacity will be allocated for domestic public transport of passengers. The Ministry of Economic Affairs and Communications notifies Edelaraudtee AS of the need for domestic public transport of passengers by the due date provided for in§ § 85 of the Railways Act, which is 9 months prior to the start of the working timetable period.

3.1.6. The capacity allocation procedure shall be carried out in such a way as to ensure that the maximum possible use is made of the capacity to be allocated.

3.2. Applicants for capacity and the criteria for granting applications

3.2.1. Applicants for capacity may be railway undertakings holding an operating licence for the transport of passengers or goods by rail and, in the case of an application for single railway capacity intended for specific purposes, the possessor of a railway vehicle other than a railway undertaking.

3.2.2. A railway infrastructure manager other than a railway undertaking may apply for capacity if it is obliged to act on behalf of an applicant railway undertaking in order to obtain a train path through more than one railway network. Capacity shall be applied for by and on account of the railway undertaking.

3.2.3. A railway infrastructure manager may allocate capacity to railway undertakings not established in a Member State of the European Union if capacity has not been allocated because it has not been applied for by a railway undertaking established in a Member State of the European Union.

3.2.4. Applications for capacity allocation shall be submitted to Edelaraudtee AS. The application must include the applicant's exact business name, registry code and address. The application must be accompanied by a document indicating the authority of the person who signed the application. The application must be written in Estonian and signed by the applicant.

3.2.5. When submitting an application for capacity allocation, the applicant declares that:

3.2.5.1. it complies with the legal requirements;

3.2.5.2. there are no legal and economic obstacles to allocating capacity to it;

3.2.5.3. it has read and agrees to comply with the essential terms and conditions of the contract for the use of railway infrastructure set out in clause 3.9 of the railway network statement;

3.2.5.4. it shall use the capacity allocated to it in accordance with the principle set out in clause 3.10 of the railway network statement throughout the capacity allocation period;

3.2.5.5. it has examined the requirements arising from the legislation governing the transport of hazardous goods and undertakes to comply with them if the capacity is to be used for the transport of hazardous goods.

3.3. Deadlines for the capacity procedure

3.3.1. The railway infrastructure capacity allocation period coincides with the working timetable period and lasts for 12 months. Applications for capacity allocation must be submitted to Edelaraudtee AS no later than 9 months before the start of the working timetable period.

3.3.2. Edelaraudtee AS shall draw up a draft timetable for the subsequent capacity allocation period and publish it on its website four months after the deadline set out in clause 3.3.1. The timetable shall be approved by Edelaraudtee AS no later than two months before the start of the working timetable period.

3.4. Drawing up a timetable

3.4.1. The timetable is based on the requirements laid down in the operating rules of Edelaraudtee AS.

3.4.2. After receiving data from the railway undertakings, Edelaraudtee AS will draw up a draft timetable, which will be available on the Internet on the website approved by the Competition Authority www.edel.ee.

3.4.3. Interested persons have the right to submit their written comments on the draft timetable within 30 days from the date of publication of the draft timetable. As far as possible, Edelaraudtee AS will take into account the proposals made.

3.4.4. After capacity allocation decisions have been made and opinions have been received on the draft timetable, Edelaraudtee AS will draw up the timetable.

3.5. Capacity allocation coordination process

3.5.1. If it becomes evident upon review of applications for capacity that several applicants are applying for the same railway capacity or railway capacities which partially overlap, the Edelaraudtee AS shall organise a coordination process and make a coordinating decision.

3.6. Declaration of depletion of capacity

3.6.1. If the total volume of reasoned applications submitted by qualified applicants for a railway section exceeds the capacity allocated for that section as indicated in Annex 1 to the railway network statement and therefore not all applications can be satisfied, Edelaraudtee AS shall declare the capacity to be depleted.

3.7. Allocation of capacity in the event of declaration of depletion of capacity

3.7.1. In the event of depletion of capacity, Edelaraudtee AS shall organise capacity allocation and make a capacity allocation decision.

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

3.8.1. The railway undertaking or the possessor of the railway vehicle shall submit an application for the use of single railway capacity intended for specific purposes to Edelaraudtee AS at least 5 working days before the intended date of use of capacity. The application must state your details, the departure station, the destination station, the date and time you wish the train to run, the type of the railway vehicle and its weight. If the possessor of the railway vehicle is not the railway undertaking, the application must be accompanied by a confirmation from the railway undertaking regarding carriage for specific purposes on behalf of the possessor of the railway vehicle. In addition, international agreements and agreements between railways shall guide the application for, allocation and use of single railway capacity intended for specific purposes for international transport of passengers.

3.8.2. Edelaraudtee AS shall review the submitted application and prepare a decision on the allocation or refusal of single railway capacity intended for specific purposes, together with the reasons for the decision.

3.8.3. If no agreement for the use of railway infrastructure governing the use of the railway infrastructure governing the use of single railway capacity intended for specific purposes has been concluded between the railway undertaking applying for single railway capacity intended for specific purposes or carrying out special purposes transport on behalf of the possessor of the railway vehicle on the basis of the contract referred to in clause 3.8.1 of the railway network statement and Edelaraudtee AS, the corresponding agreement must be entered into before the single railway capacity intended for specific purposes is allocated.

3.9. Contract of use of railway infrastructure

3.9.1. The railway undertaking has the right to use the railway infrastructure of Edelaraudtee AS to the extent allocated to it on the basis of a contract for the use of railway infrastructure. Use of the railway infrastructure without a contract for the use of railway infrastructure is only possible on the basis set out in clause 3.9.6 of the railway network statement.

3.9.2. A contract for the use of railway infrastructure shall be entered into with railway undertakings under equal circumstances and on equal terms and conditions for up to five consecutive traffic timetable periods. Different contractual terms and conditions (except for the terms and conditions set out in clause 3.9.5 of the railway network statement) may be applied to different railway undertakings only in justified cases and this shall not be considered as a violation of the discrimination prohibition applicable to railway undertakings. Specific conditions may concern data relating to the undertaking, the vehicle needed to provide the rail transport service, and depend on the type of transport (transport of passengers/freight), etc.

3.9.3. A railway undertaking which meets the terms and conditions set out in clause 3.9.4 of the railway network statement and which has been allocated capacity and issued safety certificates, undertakes to enter into a contract with Edelaraudtee AS for the use of railway infrastructure. This contract, the essential terms and conditions of which are listed in clause 3.9.5 of the railway network statement, shall be concluded in writing at the latest 1 month

before the start of the working timetable period, whereby Edelaraudtee AS undertakes to notify the railway undertaking to which capacity has been allocated of the draft contract to be signed at the latest 2 months before the start of the working timetable period.

3.9.4. Edelaraudtee AS is under no obligation to make the railway infrastructure available to the railway undertaking and the railway undertaking does not have the right, irrespective of entry into contract for the use of railway infrastructure, to start using the railway infrastructure until all of the following terms and conditions have been met:

3.9.4.1. the railway undertaking complies with all the requirements imposed on railway undertakings by legislation and the rules established by Edelaraudtee AS, and holds all the authorisations, certificates, registrations and procedures governing the railway undertaking's rail transport operations required by legislation;

3.9.4.2. the railway undertaking is insured for the 2025/2026 working timetable period in accordance with the requirements of clause 3.9.5.4 of the railway network statement and has submitted a copy of the insurance policy to Edelaraudtee AS;

3.9.4.3. the railway undertaking does not have any obligations to Edelaraudtee AS arising from the contract for the use of railway infrastructure and previously concluded obligations which have become due and payable, namely the amounts due for the last month of the preceding working timetable period for additional and ancillary services for access to railway infrastructure, the charges for basic services for access to railway infrastructure which have become payable in excess of the advance payment due to the specification of the user fee and reasoned contractual penalties arising from the contract;

3.9.4.4. the railway undertaking has paid the advance payment provided for in the railway infrastructure contract or provided a bank guarantee;

3.9.4.5. undertakes to use the capacity allocated to it.

3.9.5. The railway undertaking may use the railway infrastructure in accordance with a contract for the use of railway infrastructure which shall provide, inter alia:

3.9.5.1. the time limit for using the railway infrastructure;

3.9.5.2. the user fee and the conditions for its payment;

3.9.5.3. if the railway infrastructure is contracted for more than one consecutive timetable period, the capacity share shall be specified for each period of the traffic plan;

3.9.5.4. the obligation for the railway undertaking to take out liability insurance with an insurer established in a Member State of the European Union at least under the terms and conditions laid down in Subchapter 2 of Chapter 3 of the Railways Act;

3.9.5.5. train running patterns, in addition to the other rules referred to above;

3.9.5.6. the conditions for terminating the contract for the use of railway infrastructure;

3.9.5.7. the circumstances that constitute a material violation of the contract for the use of railway infrastructure;

3.9.5.8. the consequences of the termination of the contract for the use of railway infrastructure;

3.9.5.9. the liability and dispute settlement procedures between the railway undertaking and Edelaraudtee AS.

3.9.6. If the railway undertaking having a preference in the allocation of capacity and Edelaraudtee AS do not reach an agreement on the terms and conditions for the use of the railway infrastructure for the working timetable period or calendar year, Edelaraudtee AS shall allow the railway undertaking to use the railway infrastructure under the terms and conditions agreed the previous working timetable period or calendar year, excluding the user fee, until a new agreement is reached. If a railway undertaking is given preference for the first time and fails to reach an agreement with Edelaraudtee AS on the conditions of use of the railway infrastructure for the transport of passengers, the Director General of the Consumer Protection and Technical Regulatory Authority shall determine the terms and conditions of use of the railway infrastructure, taking into account the terms and conditions of contracts concluded with other railway undertakings providing the public transport of passengers, until an agreement is reached.

3.10. Obligation to use capacity

3.10.1. A railway undertaking is prohibited from transferring or assigning to a third person all or part of the capacity allocated to it

3.10.2. A railway undertaking that has been allocated capacity is obliged to use the capacity allocated to it with maximum efficiency.

3.11. Unallocated capacity

To use unallocated capacity, an application must be submitted to Edelaraudtee AS.

3.12. Capacity enhancement plan

3.12.1. Within six months after the railway infrastructure capacity has been declared depleted, Edelaraudtee AS shall carry out a capacity analysis. The aim of the analysis is to identify the causes of capacity depletion and the financial and technical remedies to eliminate the depletion and achieve additional capacity.

3.12.2. When analysing capacity, railway infrastructure users are consulted in order to gather information. After the capacity analysis has been carried out, Edelaraudtee AS will submit the results of the analysis to the railway undertaking and the Consumer Protection and Technical Regulatory Authority for positions and proposals.

3.12.3. Within six months of the capacity analysis, Edelaraudtee AS will draw up a plan to enhance capacity. In drawing it up, Edelaraudtee AS shall take into account the proposals of the railway infrastructure users.

3.12.4. The capacity enhancement plan shall be submitted to the Consumer Protection and Technical Regulatory Authority for approval. Edelaraudtee AS will publish on its website www.edel.ee a plan for enhancing the capacity of railway infrastructure after its approval by the Consumer Protection and Technical Regulatory Authority.

4. Applying for an operating licence and a single safety certificate

4.1. Operating licence

4.1.1. According to the Railways Act of the Republic of Estonia, an undertaking must have a licence to operate in the following areas:

4.1.1.1. management of public railway infrastructure;

4.1.1.2. transport of passengers by rail;

4.1.1.3. rail freight;

4.1.1.4. the maintenance and repair of railway vehicles used on the public railways or used for railway transport;

4.1.1.5. construction of railway vehicles.

4.1.2. Applications for operating licences for public railway infrastructure management, transport of passengers by rail and rail freight transport are dealt with by the Competition Authority. The terms and conditions for applying for, validity and revocation of operating licences are laid down in §§12-16 of the Railways Act.

4.2. Single safety certificate

4.2.1. A railway undertaking may transport passengers or carry out freight services on public railways if it holds a valid single safety certificate.

4.2.2. A single safety certificate shall be issued to a railway undertaking which has a safety management system that complies with the requirements of the Railways Act and whose railway vehicles and staff comply with the requirements of the Railways Act and the legislation adopted on the basis thereof, and if the undertaking is able to meet the railway safety requirements.

4.2.3. The application for, issue, amendment and renewal of a safety certificate is established in Subchapter 3 of Chapter 3 of the Railways Act.

5. Procedure for dispute resolution and lodge of complaints

5.1. If an applicant considers that it has been discriminated against or otherwise treated unfairly in the allocation of capacity, it has the right to lodge a complaint with the Competition Authority.

5.2. The Competition Authority will review the complaint in accordance with the procedure provided for in § 109 of the Railways Act.

5.3. If the applicant or the railway infrastructure manager does not agree with the decision of the Competition Authority, it has the right to take the matter to court. If the capacity allocation

decision is contested, capacity shall be used in accordance with the contested decision until the dispute is resolved.

5.4. If the decisions of the allocation body are annulled or revoked, the railway undertaking or other possessor of railway vehicles shall have the right to claim compensation only for direct material damage.

6. Access to service facilities and setting of relevant user fees

6.1. Service facilities:

6.1.1. station buildings:

Station building	Service specification
Kohila	Use of the station building
Rapla	Use of the station building
Lelle	Use of the station building
Türi	Use of the station building
Viljandi	Use of the station building
Pärnu	Use of the station building

6.1.2. storage sidings:

Storage siding	Length (km)
Liiva 4	0.753
Kohila 5	0.412
Rapla 2	0.650
Rapla 3	0.653
Lelle 3	0.821

Pärnu I	1.084
Pärnu 3	0.690
Türi 1	0.833
Türi 3	0.619
Türi 8	0.084
Viljandi I	0.462
Viljandi 1A	0.180
Viljandi 2	0.458

6.2. Service facility operator

6.2.1. The service facility operator is Edelaraudtee AS according to subsection 1 of § 95 of the Railways Act.

6.3. Access to service facilities and to services provided therein

6.3.1. Edelaraudtee AS shall ensure that all railway undertakings have access in a non-discriminatory manner to the service facilities referred to in clause 6.1 and the services provided therein.

6.3.2. In the event of overlapping applications from railway undertakings, Edelaraudtee AS shall try to satisfy all the applications to the greatest extent possible.

6.3.3. If the service facility referred to in clause 6.1 has not been used for two subsequent years and railway undertakings have expressed their wish to obtain access to the facility and have proven their need for access, Edelaraudtee AS shall promptly notify the interested persons that the facility can be operated as a service facility, either in part or as a whole, on the basis of a contract for use, or that it is not possible to use the service facility due to current reorganisation operations.

6.4. Setting of user fees for service facilities

6.4.1. The railway infrastructure manager shall, prior to the imposition of a user fee for the use of service facilities, estimate on the basis of its accounting data the costs associated with the operation of the service facilities in the financial year preceding the working timetable period, and shall adjust the direct and overhead costs to be included in the fee based on the consumer price index published by Statistics Estonia, which defines the inflation rate for the following financial year. The price index applied shall be the same as the one used by the Consumer Protection and Technical Regulatory Authority to determine the tariffs for the user fees for basic services regarding the use of railway infrastructure for the forthcoming working timetable period.

6.4.2. The user fees shall be set separately for each service facility and the railway infrastructure user fee must ensure non-discriminatory use of the public railway for all users of the capacity of the railway infrastructure. A common user fee will be set for storage sidings.

6.4.3. User fees shall be set taking into account the costs incurred by the railway infrastructure manager in operating the relevant service facility, which are the direct expenses relating to the provided service, the capital expenditure, a proportional share of the overheads of the service facility operator and reasonable operating profit.

7. International train path allocation procedure

7.1. Passenger train paths

7.1.1. Edelaraudtee AS cooperates with AS Eesti Raudtee to organise international train paths.

7.2. Freight train paths

7.2.1. In order to include freight trains in the timetable, the railway freight undertaking must order capacity from Edelaraudtee AS.

8. Annexes to the railway network statement

The annexes to the railway network statement listed below are an integral part of the railway network:

Annex 1 Characteristics of railway sections and general description of the capacity to be allocated

Annex 2 List of railways of Edelaraudtee AS

Annex 3 Operations performed on the railway network of Edelaraudtee AS

Annex 4 Data for calculating train-kilometres ordered

Characteristics of railway sections and general description of the capacity to be allocated 2025/2026 Annex 1

Railway section	Average journey time (min)		Section capacity (train pairs per day)	Capacity covered by infrastructure contracts		Capacity to be allocated (train pairs per day)
	passenger train paired/odd	freight train paired/odd		passenge r train	freight train	
Tallinn - railway border km 2+947 (3+001) - Tallinn-Väike*	6/6	10/10	75	0	0	75.5
Liiva - Ülemiste	-	17/16	33	0	0	33,3
Tallinn-Väike – Liiva**	4/4	10/10	64	0	0	64,8
Liiva – Rapla**	37,5/37,5	57/61	29	0	0	29,5
Rapla – Lelle**	12/12	21/24	38	0	0	38,1
Lelle – Türi**	18/18,5	25/26	27	0	0	27,9
Türi – Viljandi**	31,5/31	59/64	23	0	0	23,4
Lelle – Pärnu***	-	105/100	10	0	0	10,2

* From the announcement of the network of AS Eesti Raudtee Tallinn-Tallinn-Väike (railway border) capacity
**The capacity of this section has been determined based on passenger train operations.
***When transporting waste rock, the available line capacity may be utilized in accordance with Edelaraudtee AS's Instructions for the Safe Operation of Train Traffic and Shunting and the technological capabilities of the wagon unloading process.

Annex 2

TRACKS ON THE RAILWAY NETWORK OF EDELARAUDTEE AS

No	rail	track sign/ No.	station/open track	type of track	length/ m	track boundaries		railway traffic reg. No.
						start	end	
	Liiva - Ülemiste		**Liiva - Ülemiste**	**open track**	**4939**	**traffic light A**	**traffic light$_{BL}$**	**20-00896**
	Tallinn - Lelle		**Tallinn - Tallinn-Väike**	**open track**	**444**	**border EVR**	**traffic light A**	**20-03413**
1	**Tallinn - Lelle**	**II**	**Tallinn-Väike**	**main track**	**1259**	**traffic light A**	**traffic light B**	**20-00851**
2	Tallinn - Lelle	1	Tallinn-Väike	track of admission-departure	655	turnout 1	turnout 2	20-00852
3	Tallinn - Lelle	3	Tallinn-Väike	track of admission-departure	565	turnout 3	turnout 4	20-00850
4	Tallinn - Lelle	116	Tallinn-Väike	meeting loop	275	turnout 6	border	20-00927
5	Tallinn - Lelle	4	Tallinn-Väike	security track	115	turnout 5	UT TP	20-03410
			Tallinn-Väike station	**total tracks**	**2869**			
	Tallinn - Lelle		**Tallinn-Väike - Liiva**	**open track**	**1913**	**traffic light B**	**traffic light A**	**20-00919**
1	Tallinn - Lelle	II	Liiva	main track	1438	traffic light A	traffic light B	20-00844
2	Tallinn - Lelle	III	Liiva	main track	1285	traffic light AÜ IL	turnout 2	20-00843
3	Tallinn - Lelle	1	Liiva	track of admission-departure	721	turnout 11	turnout 8	20-00841

4	Tallinn - Lelle	4	Liiva	track of admission-departure	904	turnout 5	turnout 6	20-00839
5	Tallinn - Lelle	101	Liiva	layout track	819	turnout 4	SW border	20-00837
6	Tallinn-Lelle	1/3	Liiva	junction	87	turnout 1	turnout 3	20-00842
7	Tallinn - Lelle	7/9	Liiva	junction 7/9	87	turnout 7	turnout 9	20-00816
8	Tallinn-Lelle	102	Liiva	storage siding	433	turnout 14	UT TP	20-00838
			Liiva station	**total tracks**	**5774**	**m**		

	Tallinn - Lelle		**Liiva - Kiisa**	**open track**	**15761**	**traffic light B**	**traffic light A**	**20-00906**

1	Tallinn - Lelle	I	Kiisa	main track	1731	traffic light A	traffic light B	20-00834
2	Tallinn - Lelle	2	Kiisa	track of admission-departure	461	turnout 1	turnout 2	20-00833
			Kiisa station		**2192**			

	Tallinn - Lelle		**Kiisa - Kohila**	**open track**	**6669**			**20-00905**

1	Tallinn - Lelle	II	Kohila	main track	1307	traffic light A	traffic light B	20-00768
2	Tallinn - Lelle	1	Kohila	track of admission-departure	850	turnout 3	turnout 2	20-00766
3	Tallinn - Lelle	2	Kohila	track of admission-departure	857	turnout 1	turnout 4	20-00766
4	Tallinn - Lelle	5	Kohila	track of admission-departure	730	turnout 5	turnout 6	20-00765
			Kohila station	**total tracks**	**3744**			

	Tallinn - Lelle		**Kohila - Rapla**	**open track**	**19730**	**traffic light B**	**traffic light A**	**20-00904**

1	Tallinn - Lelle	I	Rapla	main track	**1711**	traffic light A	traffic light B	20-00853
2	Tallinn - Lelle	2	Rapla	track of admission-departure	1054	turnout 3	turnout 6	20-00854
3	Tallinn - Lelle	3	Rapla	track of admission-departure	849	turnout 5	turnout 12	20-00855
4	Tallinn - Lelle	4	Rapla	thoroughfare	1077	turnout 1	turnout 10	20-00856
5	Tallinn - Lelle	5	Rapla	loading track	1131	turnout 8	TJ border	20-00859
6	Tallinn - Lelle	2/4	Rapla	junction	102,5	turnout 2	turnout 4	20-00865
			Rapla station	**total tracks**	**5924**			

	Tallinn - Lelle		**Rapla - Lelle**	**open track**	**15642**	**traffic light B**	**traffic light A**	**20-00903**

1	Tallinn - Lelle	I	Lelle	main track	*1696*	traffic light A	traffic light Bt	20-00925
2	Tallinn-Lelle	2	Lelle	track of admission-departure	1153	turnout 3	turnout 4	
3	Tallinn - Lelle	3	Lelle	track of admission-departure	1307	turnout 1	turnout 2	20-00924
4	Tallinn - Lelle	4	Lelle	storage siding	703	turnout 5	UT TP	20-00923
5	Tallinn - Lelle	V	Lelle	main track	536	Turnout 6	traffic light BP	
			Lelle station	**total tracks**	**5395**			

	Lelle - Türi - Viljandi		**Lelle - Türi**	**open track**	**24580**	**traffic light BT**	**traffic light A**	**20-00899**

1	Lelle - Türi - Viljandi	II	Türi	main track	**1695**	traffic light A	traffic light B	20-00907
2	Lelle - Türi - Viljandi	1	Türi	track of admission-departure	1001	turnout 3	turnout 2	20-00918

3	Lelle - Türi - Viljandi	3	Türi	track of admission-departure	911	turnout 5	turnout 6	20-00917
4	Lelle - Türi - Viljandi	4	Türi	track of admission-departure	758	turnout 9	turnout 4	20-00916
5	Lelle - Türi - Viljandi	7	Türi	extension track	628	turnout 1	UT TP	20-00914
6	Lelle - Türi - Viljandi	8	Türi	loading track	358	turnout 17	UT TP	20-00913
7	Lelle - Türi - Viljandi	10	Türi	loading track	570	turnout 21	UT TP	20-00911
8	Lelle - Türi - Viljandi	18	Türi	meeting loop	201	Turnout 11	border	
			Türi station	**total tracks**	**6122**			

	Lelle - Türi - Viljandi		**Türi - Võhma**	**open track**	**20173**	**traffic light B**	**traffic light A**	**20-00898**

1	Lelle - Türi - Viljandi	I	Võhma	main track	**1400**	traffic light A	traffic light B	20-00891
2	Lelle - Türi - Viljandi	2	Võhma	track of admission-departure	1067	turnout 1	turnout 2	20-00889
3	Lelle - Türi - Viljandi	3	Võhma	track of admission-departure	291	turnout 4	UT TP	20-00888
			Võhma station	**total tracks**	**2758**			

	Lelle - Türi - Viljandi		**Võhma - Viljandi**	**open track**	**29968**	**traffic light B**	**traffic light A**	**20-00897**

1	**Lelle - Türi - Viljandi**	**I**	**Viljandi**	**main track**	**1249**	**traffic light A IL**	**turnout 10**	**20-00832**
2	Lelle - Türi - Viljandi	2	Viljandi	track of admission-departure	597	turnout 5	turnout 4	20-00831
3	Lelle - Türi - Viljandi	3	Viljandi	track of admission-departure	905	turnout 1	turnout 2	20-00830
4	Lelle - Türi - Viljandi	7	Viljandi	railway vehicle storage siding	601	turnout 18	UT TP	20-00828

5	Lelle - Türi - Viljandi	8	Viljandi	loading track	246	turnout 32	UT TP	20-00827
6	Lelle - Türi - Viljandi	12	Viljandi	extension track	146	turnout 10	UT TP	20-00824
7	Lelle - Türi - Viljandi	19	Viljandi	meeting loop	45	turnout 19	border	20-00814
8	Lelle - Türi - Viljandi	17	Viljandi	meeting loop	245	turnout 17	RRL turnout 123	20-00822
9	Lelle - Türi - Viljandi	20	Viljandi	meeting loop	145	turnout 21	UT TP	20-00820
			Viljandi station	**total tracks**	**4179**			
	Lelle - Pärnu		**Lelle - Tootsi**	**open track**	**37880**	**traffic light B**	**traffic light A**	**20-00902**

1	Lelle - Pärnu	I	Tootsi	main track	**1599**	traffic light A	traffic light B	20-00890
2	Lelle - Pärnu	2	Tootsi	track of admission-departure	912	turnout 11	turnout 6	20-00895
			Tootsi station	**total tracks**	**2511**			

	Lelle - Pärnu		**Tootsi - Pärnu**	**open track**	**23155**	**traffic light B**	**traffic light A**	**20-00901**

1	Lelle - Pärnu	I	Pärnu	main track	**1517**	traffic light A	traffic light B	20-00885
2	Lelle - Pärnu	2	Pärnu	track of admission-departure	1312	turnout 7	turnout 104	20-00887
3	Lelle - Pärnu	3	Pärnu	track of admission-departure	876	turnout 11	turnout 18	20-00886
7	Lelle - Pärnu	18	Pärnu	loading track	1961	turnout 6	UT TP	20-00880
11	Lelle - Pärnu	34	Pärnu	loading track	275	turnout 208	UT TP	20-00875
			Pärnu station	**total tracks**	**5940**			

All tracks total 247873 m

including the Tallinn – Lelle - Türi - Viljandi section	**total**	**170473**	**m**
including the Lelle - Pärnu section total	**71176 m**		
including the Liiva - Ülemiste section	**total**	**6224**	**m**
Scope of the railway network	**total**	**221,9 km**	

Note 3

OPERATIONS TO BE CARRIED OUT ON THE RAILWAY NETWORK OF Edelaraudtee AS

No	Name of station / stop	Operations carried out				Technical operations		
		Passenger boarding and unboarding	Waiting platforms		Freight operations	Admission-departure of trains	Shunting work	Train composition formation and separation
			Location at the station	Dimensions (m)				
	Tallinn - Lelle – Viljandi railway							
1	TALLINN-VÄIKE station	+	crossover	4.7*150.5		+	+	+
2	LIIVA station	+	crossover	4.7*150.5	1, 3	+	+	+
3	Valdeku stop	+		3*150.5				
4	Männiku stop	+		3*150				
5	Saku stop	+		3*150.5				
6	Kasemetsa stop	+		3*150				

7	KIISA station	+	crossover	4.7*150.5		+		
8	Roobuka stop	+		3*150.5				
9	Vilivere stop	+		3*150				
10	KOHILA station	+	extreme	3*150	3	+	+	+
			crossover	4*150				
11	Lohu stop	+		3*150				
12	Hagudi stop	+		4.7*150.5				
13	RAPLA station	+	extreme	3*150	1, 3	+	+	+
			crossover	4*150.5				
14	Keava stop	+		3*150				
15	Käru stop	+		3*35				
16	TÜRI station	+	extreme	3*150.5	1, 3	+	+	+
			crossover	4.7*150.5				
17	Taikse stop	+		3*30				
18	Kärevere stop	+		3*35				
19	Ollepa stop	+		3*35				

20	VÕHMA station	+	extreme	3*150.5	1	+	+	+
21	Olustvere stop	+		3*150.5				
22	Sürgavere stop	+		3*35				
23	VILJANDI station	+	extreme	3*150.5	1, 3	+	+	+
24	LELLE STATION	+	crossover	4*150.5		+	+	
	Lelle – Pärnu railway							
25	TOOTSI					+		
26	PÄRNU				1	+	+	+

Marking of freight transport operations:

1-Receipt and issue of wagon consignments authorised to be stored in the open areas of the station.

3-Receipt and issue of wagon consignments and small consignments of full wagonloads only on sidings and in places closed to the public

Data for the calculation of ordered train-kilometres 2025/2026

Note 4

Railway infrastructure section	Length (km)
Tallinn - Tallinn-Väike	0.900
Tallinn-Väike - Liiva	3.132
Liiva - Kiisa	17.468
Kiisa - Kohila	8.338
Kohila - Rapla	21.362
Rapla - Lelle	17.500
Lelle - Türi	26.100
Türi - Võhma	21.800
Võhma - Viljandi	30.800
Lelle - Tootsi	39.200
Tootsi - Pärnu freight	25.047
Liiva - Ülemiste	5.529