



2021 NETWORK STATEMENT

of the Public-Use Railway
Infrastructure of the
State Joint Stock Company
“Latvijas dzelzceļš”

VERSION CONTROL

VERSION	DATE	SECTION	DESCRIPTION OF CHANGES
1.0	15.01.2020.	-	Initial version

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1

GENERAL INFORMATION

1. GENERAL INFORMATION

1.1. INTRODUCTION

The State owned Joint Stock Company “Latvijas dzelzceļš” (LDz), which is the manager of the public use railway infrastructure in the Republic of Latvia, according to the Railway Act, has produced and published this Network Statement.

The Network Statement is mainly targeted towards applicants, railway undertakings and others who plan on requesting infrastructure capacity in Latvia. The Network Statement contains information about the “Latvijas dzelzceļš” infrastructure, as well as information concerning the combined infrastructure and service facilities and institutions that take part in the decision-making processes concerning the use of “Latvijas dzelzceļš” public-use railway infrastructure (diagram).

APPEAL BODY	Court of Justice (according to section 31 part 3 of the Railway Law)
RAILWAY REGULATORY BODY	The State Railway Administration of Latvia
PERFORMER OF INFRASTRUCTURE MANAGER'S ESSENTIAL FUNCTIONS	Joint Stock Company “LatRailNet”
INFRASTRUCTURE MANAGER	State Joint Stock Company “Latvijas dzelzceļš”

1.2. OBJECTIVE

The objective of this Network Statement is to make applicants aware of the general rules, deadlines, procedures and criteria regarding schemes for charging and allocating capacity, including additional information, necessary for submitting infrastructure capacity requests. The Network Statement also contains information on the conditions for access to railway lines, service facilities and services provided in these facilities.

1.3. LEGAL FRAMEWORK

The Network Statement is produced with reference to the EU Railway package as well as the derived Latvian Republic legislation. Below is a list of the most important legislation related to the operation and use of the railway infrastructure in Latvia. The list is not exhaustive:

1.3.1. EU legislation

- [DIRECTIVE \(EU\) 2012/34 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 on establishing a single European railway area \(recast\);](#)
- [DIRECTIVE \(EU\) 2016/2370 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure;](#)
- [REGULATION \(EU\) No. 913/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 22 September 2010 concerning a European rail network for competitive freight;](#)
- [REGULATION \(EC\) No. 1371/2007 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2007 on rail passengers' rights and obligations;](#)

- [REGULATION \(EC\) No. 1370/2007 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations \(EEC\) Nos 1191/69 and 1107/70;](#)
- [COMMISSION IMPLEMENTING REGULATION \(EU\) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation \(EU\) No 870/2014;](#)
- [COMMISSION IMPLEMENTING REGULATION \(EU\) no. 869/2014 of 11 August 2014 on new rail passenger services;](#)
- [COMMISSION IMPLEMENTING REGULATION \(EU\) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service;](#)
- [COMMISSION IMPLEMENTING REGULATION \(EU\) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings;](#)
- [COMMISSION IMPLEMENTING REGULATION \(EU\) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services.](#)

1.3.2. National legislation

- [Railway Law of Latvian Republic \(Entry into force of 1 November 1998\) \(as amended\)](#)
- [Cabinet of Ministres Regulation No.244 of 19 April 2016 on the Content of the Public-Use Railway Infrastructure Network Statement \(link in Latvian\);](#)
- [Cabinet of Ministres Regulation No.472 of 15 July 2016 on the Allocation of Public-Use Railway Infrastructure Capacity \(link in Latvian\);](#)
- [Cabinet of Ministres Regulation No.724 of 03 August 2010 on the Railway technical operating requirements \(link in Latvian\);](#)
- [Cabinet of Ministres Regulation No. 558 Adopted 16 August 2016 on the Regulations on the Licensing of Railway Operators \(link in Latvian\).](#)
- [Cabinet of Ministres Regulation No. 1005 Adopted 07 September 2004 "The order, in which the railway undertakings hand over their resources to the railway infrastructure manager in order restore traffic after an accident, and the order, in which the railway undertakings receive compensation for their resources" \(link in Latvian\).](#)

1.3.3. Binding acts issued on the basis of the Railway Law

- [JSC LatRailNet 30.06.2017. regulations Nr.JALP-7.6/01-2017 "Charging scheme";](#)
- [JSC LatRailNet 30.06.2017. regulations Nr.JALP-7.6/02-2017 "Collection scheme";](#)
- [JSC LatRailNet 30.06.2017 regulations Nr.JALP-7.6/03-2017 "Performance scheme";](#)
- [JSC LatRailNet 06.09.2016. regulations Nr.JALP-7.6/01-2016 "Public-use railway infrastructure capacity allocation scheme".](#)

1.4. LEGAL STATUS

1.4.1. General Remarks

The content of the Network Statement, the date of publication is described in Article 27 and Annex IV of the Directive 2012/34/EU of the European Parliament and in the framework of the Railway Law of the Republic of Latvia in Cabinet of Ministres Regulation No.244 Adopted of 19 April 2016 on the Content of the Public-Use Railway Infrastructure Network Statement.

1.4.2. Liability

The section of the Network Statement containing the summary of the respective legislation is informative. Applicants for capacity allocation have a responsibility to acquaint themselves with the respective legislation and its amendments in the official publication Latvijas Vēstnesis. The legislation in force at the corresponding moment is applied, or replacing documents thereof.

The section of the Network Statement containing information provided by third parties or references to third-party websites is informative. LDz is not responsible for the content of this information and these websites.

LDz is not responsible for the consequences resulting from typing errors or incorrect understanding of the text and is not responsible for the railway infrastructure networks not managed by LDz and not included in this Network Statement.

LDz has no obligation to inform every applicant for capacity allocation separately on the amendments to the Network Statement, as all of them can be found on LDz website www.ldz.lv.

1.4.3. Appeals Procedure

Applicants are allowed to appeal any infrastructure manager's operations or decisions, including the content of the Network Statement itself, by addressing the infrastructure manager with an application form. The application form should be sent to the email specified in paragraph 1.8 of the Network Statement.

If the Applicant is not satisfied with the results of the infrastructure manager's consideration, or if both sides come to a disagreement, according to paragraph 3 of section 31 of the Railway Law, the Applicant has the right to file a complaint to the State Railway Administration.

1.5. STRUCTURE OF NETWORK STATEMENT

This Network Statement applies the [RNE Network Statement Common Structure](#) so that all Applicants can access similar documents in different countries, finding the same information at the same place in each one. The Network Statement consists of:

- Terms and conditions for publishing the Network Statement;
- Infrastructure manager's and the essential functions performer's contact information;
- LDz infrastructure access conditions;
- LDz infrastructure and service facility description;
- LDz infrastructure capacity allocation conditions;
- Services provided in the service facilities;
- Service charge.

1.6. VALIDITY AND UPDATING PROCESS

1.6.1. Validity Period

The Network Statement covers the period of the working timetable from 13 December 2020 to 11 December 2021.

1.6.2. Updating Process

The Network Statement was prepared taking into account the laws and other legal acts that are in force on 1 January 2020.

If, after the approval of the Network Statement, any amendments are made to the legislation regulating the issues that are described in the Network Statement and that amend the scope of the rights/obligations of LDz, as well as to other legislation to which reference is made in this Network Statement, the respective legislation should be applied. In this case, the Network Statement may be amended within a reasonable time limit.

The Network Statement shall be amended and/or supplemented by including therein the information to be included in the Network Statement which has been received from third parties.

LDz may amend the Network Statement also in other justified cases.

1.7. PUBLISHING

LDz publishes the Network Statement only as an electronic document on LDz's website, from which it can be downloaded free of charge.

The Network Statement is available in [Latvian](#) and [English](#). The main document and all appendixes have been translated to English. In the event of discrepancies between the two versions of the Network Statement, the Latvian version shall apply.

1.8. CONTACTS

LDz railway infrastructure manager (IM):	State Joint Stock Company Latvijas Dzelzceļš, registration number: 40003032065, registered office: 3 Gogoļa Street, Riga, Latvia, LV-1547, e-mail: info@ldz.lv .
Functions to be performed:	the management of the railway infrastructure (railway infrastructure maintenance, development), planning, organizing, and supervising the traffic of trains and other rolling stock on the railway tracks within the managed infrastructure, and liability for the management of the control and safety systems.
Performer of the essential functions (AB):	Joint Stock Company LatRailNet, registration number: 40103361063, registered office: 16 Dzirnāvu Street, Riga, Latvia, LV-1010, e-mail: latrailnet@ldz.lv .
Functions to be performed:	decision-making on infrastructure capacity allocation, the assignment of train paths, including both the determination and evaluation of access and the assignment of individual train paths, as well as the decision-making on infrastructure charges, including the determination and collection of the charges.

1.9. RAIL FREIGHT CORRIDORS

On 22 September 2010, the European Parliament and the Council issued Regulation No. 913/2010 concerning a European Rail Network for Competitive Freight. The main goal of this Regulation – to establish competitive, as compared with other transport modes, conditions for transport of freight by rail. The Republic of Latvia plan working within the Rail Freight Corridors:

CORRIDOR NAME	CORRIDOR NUMBER	COUNTRIES CROSSED BY THE CORRIDOR	CORRIDOR ROUTE	LINES IN LATVIA	REFERENCE
Nordic Sea - Baltic Sea	RFC8	NL–BE–DE– CZ–PL–LT– LV–EE	Wilhelmshaven/ Bremerhaven/ Hamburg/Amsterdam/ Rotterdam/Antwerpen – Aachen/Berlin – Praha/Warsaw – Terespol/Kaunas – Riga – Tallinn	State border– Meitene – Jelgava – Skirotava (Riga) – Lugazi – State border, Daugavpils/Rezekne* – Krustpils – Skirotava (Riga)	http://www.rfc8.eu

* the sections from Daugavpils and Rezekne to stations, where are organized border crossing places, are subject to evaluation of letter of intent pursuant to [Article 5](#) of Regulation (EU) No. [913/2010](#) concerning a European rail network for competitive freight.

Detailed information on railway freight corridors has been published on the website <http://rfc8.eu/cid/>. The rules governing the use of railway freight corridors are provided by the CID published on the abovementioned website.

1.10. RAILNETEUROPE – INTERNATIONAL COOPERATION BETWEEN INFRASTRUCTURE MANAGERS

LDz is a member of RNE, which is an umbrella organisation of European railway Infrastructure Managers and Allocation Bodies. RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools (see subsection 10.1.2).

Information on international cooperation between railway infrastructure managers of the RNE members is published in English at: <http://www.rne.eu/organisation>

1.10.1. One Stop Shop (OSS)

A network of OSS represents the infrastructure managers in international traffic. They constitute a single point of contact for the entire international route of a rail service, from the initial questions related to network access to international path requests and performance review after a train run. LDz and performer of the essential functions also operates an OSS.

- (a) working hours 8:00-17:00 from Monday till Friday (except national holidays)
- (b) a list of OSS contact points and detailed information on RNE IT tools are available at: <http://www.rne.eu/>
- (c) contact details of foreign OSS units are published in English at: <http://www.rne.eu/organisation/oss-c-oss/>

FUNCTION	RESPONSIBLE	CONTACT
OSS		Aleksejs Cerepaha +371 2953 2364 aleksejs.cerepaha@ldz.lv
Sales	Charging body	Māris Andiņš +371 2964 4550 maris.andins@ldz.lv
Timetable	Short time - ad hoc	Aleksejs Cerepaha +371 2953 2364 aleksejs.cerepaha@ldz.lv
	Timetable changes	Oļegs Zeļenkovs +371 6723 4138 olegs.zelenkovs@ldz.lv
Legal	Capacity allocation	Juris Sulcs +371 2029 7729 juris.sulcs@ldz.lv

1.10.2. RNE Tools

PCS is an international path request coordination system for railway undertakings and other applicants, infrastructure manager, performer of the essential functions and RFC. The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding pre-arranged paths and infrastructure capacity offer and for managing international path requests on RFCs.

Access to PCS is free of charge. A user account can be requested via the RNE PCS support: support.pcs@rne.eu. More information can be found on <http://pcs.rne.eu>.

The CIS is an infrastructure charging information system for applicants provided by infrastructure manager and performer of the essential functions. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems. Access to CIS is free of charge without user registration. More information can be found on <http://cis.rne.eu> or can be requested via the RNE CIS support: support.cis@rne.eu.

TIS delivers real-time train data concerning international trains. The relevant data are obtained directly from infrastructure manager's systems and all the information from the different infrastructure manager is combined into

one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. Railway undertakings and terminal operators may also be granted access to TIS and they can join the RNE TIS Advisory Board. All members of this Board grant all other members full access to TIS data if they are involved in the same train run. Without it, mutual agreements have to be signed between railway undertakings and between railway undertakings and terminal operators. Access to TIS is free of charge. A user account can be requested via the RNE TIS support: support.tis@rne.eu. More information can be found on <http://tis.rne.eu>.

2

ACCESS CONDITIONS

2. ACCESS CONDITIONS

2.1. INTRODUCTION

The following paragraphs describe the conditions of LDz infrastructure access. The description consists of different regulatory legislation requirements, which are important to the Applicant in order to apply for infrastructure access.

2.2. GENERAL ACCESS REQUIREMENTS

2.2.1. Conditions for applying for capacity

The procedures for applying for capacity laid down by the Railway Law Article 27.

The performer of the essential functions is responsible for the allocation of infrastructure capacity and ensures that the infrastructure capacity is granted in a fair and non-discriminatory manner. The applicant is required to conclude an agreement with the performer of the essential functions, indicating billing details, official means of communication for the collection of payments and pay charge specified in Section 6. Capacity allocation process is charged according to the conditions specified in Section 4.

Requests for infrastructure capacity may be made:

- (a) by railway undertakings - in case when carriage is taking place from the third country or to the third country;
- (b) by railway undertakings and non-railway undertakings (person with a public-service or commercial interest in procuring infrastructure capacity for conducting carriage) applicants - in other cases.

Applications for capacity allocations are submitted and examined in accordance with the rules specified in subsections 4.1. - 4.4.

The capacity allocated to the applicant cannot be used for any other type of transport services than those indicated in the capacity application.

The applicant who has been granted a specific infrastructure capacity has no right to transfer such capacity to others in return for payment or free of charge, except for the case when this capacity is used by the railway undertaking upon assignment from the applicant which is not a railway undertaking. A different transfer of infrastructure capacity is prohibited and leads to exclusion from the further infrastructure capacity allocation process.

2.2.2. Conditions for access to the railway infrastructure

Article 5.¹ of the Railway Law provides for access to railway infrastructure.

“(1) A railway undertaking shall be granted, under equitable, non-discriminatory and transparent conditions, the right to access the public-use railway infrastructure for the purpose of operating all types of rail freight services. That right shall include also access to the infrastructure connecting maritime and inland ports and other service facilities referred to in Section 12.¹ paragraph two of Railway Law, and to the infrastructure serving or potentially serving more than one final customer.

(2) A railway undertaking shall be granted with the right to access the public-use railway infrastructure so that it could provide international passenger services on fair, non-discriminatory and transparent terms. The carrier has the right to pick up and set down passengers at any station or stop. That right shall include also access to the infrastructure connecting the service facilities referred to in Section 12.¹, Paragraph two of Railway Law.”

2.2.3. Licences

In order to obtain the right to carry out transportation using LDz railway infrastructure, a merchant must obtain an operating licence.

The requirements for obtaining an operating licence are determined by the [Railway Law](#) and the legal act issued on the basis of this law [Cabinet of Ministers Regulation No. 558 Adopted 16 August 2016 on the Regulations on the Licensing of Railway Operators \(link in Latvian\)](#)

2.2.4. Safety Certificate

In order to be entitled to access to LDz railway infrastructure and to ensure safe providing of services on respective sections of infrastructure, railway undertakings must hold a safety certificate. The State Railway Technical Inspectorate is an institution that issues this certificate on grounds of an opinion of respective public railway infrastructure manager and in accordance with provisions of Community legislation.

Requirements on safety certification are stipulated on [Cabinet of Ministres Regulation No 168 Adopted 10 March 2008 on the "Procedures and Criteria for Issuing, Suspending and Revoking Part A and Part B of a Safety Certificate"](#). Safety certificate shall be issued for a time period of up to five years. In accordance with this Regulation application for the receipt of Part A and Part B of a safety certificate shall be submitted in accordance with the harmonized EU requirements ([Commission Regulation \(EC\) No 653/2007 Adopted 13 June 2007 on the use of a common European format for safety certificates and application documents in accordance with Article 10 of Directive 2004/49/EC of the European Parliament and of the Council and on the validity of safety certificates delivered under Directive 2001/14/EC](#)).

2.2.5. Cover of liabilities

In accordance with [Cabinet of Ministres Regulation No. 558 Adopted 16 August 2016 on the Regulations on the Licensing of Railway Operators \(link in Latvian\)](#) requirements:

"6. The civil liability claim shall be satisfied if the commercial company has adequate insurance or market-based guarantees for its liabilities in the event of a railway accident and for civil liability in respect of passengers, baggage, cargo, mail and third parties. The level of civil liability shall be sufficient to cover the provision of rail freight services of at least EUR 3 000 000, passenger rail services of at least EUR 2 000 000 and rail services on the narrow gauge (750 mm) network if the coverage is at least EUR 150,000."

2.3. GENERAL BUSINESS/COMMERCIAL CONDITIONS

2.3.1. Contracts with RUs

Section 12.¹ of the Railway Law. "Services provided to carriers.

(1) The railway infrastructure managers shall supply to all railway undertakings, in a non-discriminatory manner, the minimum access package services

(2) Operators of service facilities shall supply in a non-discriminatory manner to all railway undertakings access (including track access) to the service facilities, if any, and to the services supplied in these facilities."

The right of the railway undertaking to use the public railway infrastructure (access to the railway infrastructure) may arise after having obtained the safety certificate and the contract with the railway infrastructure manager for the use of a minimum access package and access infrastructure to service facilities.

In accordance with Article 27.¹ of the Railway Act, the railway undertaking shall enter into the necessary contracts with the manager of the public railway infrastructure used. The terms of such contracts shall be non-discriminatory and transparent.

Pursuant to the Collection Scheme the performer of the essential functions concludes an agreement with railway undertakings providing billing details and indicating official means of communication for the collection of payments to be made by the applicant for the allocated part of the railway infrastructure capacity prior to applying for a train path.

The agreement template is attached as Annex 2.3.1.A to the Network Statement and its use is compulsory.

2.3.2. Contracts with non-RU applicants

Under Article 27 (2) of the Railway Law, "requests for infrastructure capacity may be made by applicants. In order to use the infrastructure capacity, applicants other than carriers shall designate a carrier which shall conclude a contract with the infrastructure manager in accordance with Article 27.¹ of the Railway Law. The applicant may request the infrastructure manager to conclude a contract granting the applicant the right to pay for the use of the railway infrastructure."

Pursuant to the Railway Law Article 13.¹(3) and Collection Scheme, the performer of the essential functions concludes an agreement with non-railway undertakings applicants providing for billing details and indicating official means of communication for the collection of payments to be made by the applicant for the allocated part of the railway infrastructure capacity prior to applying for a train path if the non-RU applicant requests the right to pay for the use of railway infrastructure itself according to the Railway Law Article 27(2).

The agreement template is attached as Annex 2.3.2.B to the Network Statement and its use is compulsory.

2.3.3. Framework Agreement

Sample agreement for the conclusion of a framework agreement between the performer of the essential functions as well as the infrastructure manager, if their scope of activity is concerned, and the applicant is forbidden due to the reason that the IM and performer of the essential functions does not offer the conclusion of such agreement. The proposal of concluding a separate agreement and the necessity for concluding such agreement is reviewed in accordance with the procedures laid down in laws and regulations.

2.4. OPERATIONAL RULES

On the basis of Section 1 (10) of the [Railway Law](#), the operation of the Latvian Public-Use Railway infrastructure is regulated by [Cabinet of Ministres Regulation No. 724 Adopted 03 August 2010 on the "Railway technical operating requirements"](#) (link in Latvian) and the ["regulatory documents of the public use railway infrastructure manager \(link in Latvian\)"](#) issued on the basis thereof.

2.5. EXCEPTIONAL TRANSPORTS

If the loading documentation for oversized loads with 1st – 2nd stage bottom, 1st – 3rd stage side and 1st – 2nd stage top oversizing in gondolas, the LDz agreement from is not required. On all other occasions, the company (railway undertakings) must conform to large-sized and heavy load transportation according to the 09.10.2007 ordinance No.D-3/595 by the LDz president "Regarding oversized and heavy load (on carriers) transport operation organising and access pass issuing in "Latvijas dzelzceļš".

2.6. DANGEROUS GOODS

The following legislation regulating the transport of dangerous goods by rail has been adopted in the EU and the Republic of Latvia:

- [DIRECTIVE 2008/68/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 24 September 2008 on the inland transport of dangerous goods](#);
- [Carriage by Rail Law](#);
- [Law on the Movement of Dangerous Goods](#);
- [Cabinet of Ministres Regulation No. 226 Adopted 29 April 2003 on the Regulations Regarding Carriage of Dangerous Goods by Rail](#);
- [Cabinet of Ministres Regulation No. 156 Adopted 21 February 2006 on the Regulations Regarding Appointment of Safety Advisers \(Consultants\), Vocational Qualification and Activities Thereof in the Field of Transport of Dangerous Goods](#);
- [Cabinet of Ministres Regulation No. 500 Adopted 28 June 2011 on the Regulations Regarding Transportable Pressure Equipment](#);
- [Cabinet of Ministres Regulation No. 377 Adopted 22 April 2004 on the Regulations Relating to the Carriage of Liquid Cargo in Tanks and Bunker Wagons \(link in Latvian\)](#);
- [Cabinet of Ministres Regulation No. 539 Adopted 17 June 2009 on the Regulations of Conformity Assessment for tanks and containers for the transport of dangerous goods by rail \(link in Latvian\)](#);
- [Cabinet of Ministres Regulation No. 464 Adopted 21 June 2011 on the Procedures for the Planning, Implementation and Control of Security Measures for the Movement of High Consequence Dangerous Goods](#);
- [Cabinet of Ministres Regulation No. 541 Adopted 5 July 2011 on the Procedures for Control of the](#)

Movement of Dangerous Goods

Conventions and Agreements binding on the Republic of Latvia:

- [Convention concerning International Carriage by Rail \(COTIF\) Appendix C “Regulations concerning the International Carriage of Dangerous Goods by Rail \(RID\)”](#). Other languages available on [OTIF website](#);
- [Agreement Concerning the International Carriage of Goods by Rail \(SMGS\), Annex 2, Dangerous Goods Regulations \(link in Latvian\)](#).

2.7. ROLLING STOCK ACCEPTANCE PROCESS GUIDELINES

The following legislation regulating rolling stock requirements has been adopted in the Republic of Latvia:

- [Cabinet of Ministres Regulation No. 92 Adopted 31 January 2012 on the Registration Procedure for Railway Rolling Stock \(link in Latvian\)](#);
- [Cabinet of Ministres Regulation No. 1211 Adopted 28 December 2010 on the Regulations on the Construction, Upgrading, Renewal, Conformity Assessment and Authorisation for Placing in Service of the Rolling Stock](#).

2.8. STAFF ACCEPTANCE PROCESS

The following acts have been adopted in the Republic of Latvia regulating the requirements of railway specialists:

- [Cabinet of Ministres Regulation No. 499 Adopted 19 August 2014 on the Regulations Regarding Building Inspectors](#);
- [Cabinet of Ministres Regulation No. 873 Adopted 14 September 2010 on the Regulations Regarding Obtaining a Train Driver's Qualification and Licence to Drive a Traction Vehicle](#);
- [Cabinet of Ministres Regulation No. 219 Adopted 10 March 2009 on the Procedures for the Performance of Mandatory Health Examinations](#);
- [Cabinet of Ministres Regulation No. 360 Adopted 2 May 2006 on the Regulations on Railway Specialists \(link in Latvian\)](#);
- [Cabinet of Ministres Regulation No. 236 Adopted 28 March 2006 on the Regulations Regarding Qualification Requirements and Certification Procedures for Train Vehicle Driver \(Driver\) Instructor and Train Vehicle Driver \(Driver\) Assistant \(link in Latvian\)](#).

3

INFRASTRUCTURE

3. INFRASTRUCTURE

3.1. INTRODUCTION

The following sections describe LDz infrastructure. The description comprises a range of geographical, technical and operational characteristics, which are relevant to the application purpose of the infrastructure.

This section also describes other Infrastructure Managers' infrastructure or connected rail network elements and rail related services.

The Scheme of the LDz railway infrastructure network is provided in Annex 3.1.A of the Network Statement.

Information on technical development of LDz infrastructure is provided in Annex 3.1.B of the Network Statement.

3.2. EXTENT OF NETWORK

3.2.1. Limits

LDz railway infrastructure network is located within the geographical borders of the Republic of Latvia.

The LDz railway infrastructure lines registered in the register of the State railway administration in accordance with [Cabinet of Ministres Regulation No. 489 Adopted of 29 December 1998 National Registration and Inventory Procedure of the Railway Infrastructure \(Railway Tracks\)](#) (link in Latvian).

NATIONAL REGISTRATION INDEX OF THE RAILWAY INFRASTRUCTURE	RAILWAY LINE
01	Ventspils – Tukums II
02	Tukums II – Jelgava
03	Jelgava – Krustpils
04	Krustpils – Daugavpils
05	Daugavpils – Indra – State border
06	Riga Pasazieru – Krustpils
07	Krustpils – Rezekne II
08	Rezekne II – Zilupe – State border
09	State border – Karsava – Rezekne I
10	Rezekne I – Daugavpils
11	Daugavpils – Kurcums – State border
12	State border – Eglaine – Daugavpils
13	Track post on the 524th km – Track post on the 401st km
14	Riga Pasazieru – Jelgava
15	Jelgava – Liepaja
16	Jelgava – Meitene – State border
17	Riga Pasazieru – Lugazi – State border
18	Tornakalns – Tukums II
19	Zemitani – Skulte
20	Ciekurkalns – Riga-Krasta
21	Gluda – Renge – State border
22	Zasulauks – Bolderaja*
24	Riga Precu – Ergli**
25	Zemitani – Skirotava

NATIONAL REGISTRATION INDEX OF THE RAILWAY INFRASTRUCTURE	RAILWAY LINE
26	Track post on the 191st km – Track post on the 524th km***
27	Plavinas – Gulbene
32	Gulbene – Aluksne****
36	Jaunkalsnava – Veseta
37	Daugavpils junction branch lines
38	Rezekne junction branch lines
42	Bolderaja – Krievu sala

* – Lacupe – Ilguciems line is open only for shunting operations;

** – traffic is open in the section between stations Skirotava (A and J parks) and Riga Precu. The section between stations Riga Precu and Sauriesi is open only for shunting operations.

*** – traffic is open in the section between the Track post on the 191st km and Track post on the 383rd km;

**** – narrow gauge railway line.

3.2.2. Connected Railway Networks

The contact points of Latvian railway with railways in neighbouring countries:

REGISTERED BORDER POINT	FOREIGN RAIL ADMINISTRATION
Lugazi-eksp. (km 166.3)	Estonian Railway – AS EESTI RAUDTEE (EVR) https://www.evr.ee
Karsava-eksp. (km 396.1)	Russian Railways – ОАО "Российские железные дороги" (РЖД) http://www.rzd.ru/
Zilupe-eksp. (km 283.3)	Russian Railways – ОАО "Российские железные дороги" (РЖД) http://www.rzd.ru/
Indra-eksp. (km 466.6)	Belarusian Railway – Государственное Объединение "Белорусская железная дорога" (БЧ) https://www.rw.by/
Kurcums-eksp. (km 553.5)	Lithuanian Railway - AB "Lietuvos geležinkeliai" (LG) https://www.litrail.lt/
Eglaine-eksp. (km 168.0)	Lithuanian Railway - AB "Lietuvos geležinkeliai" (LG) https://www.litrail.lt/
Meitene-eksp. (km 75.9)	Lithuanian Railway - AB "Lietuvos geležinkeliai" (LG) https://www.litrail.lt/
Renge-eksp. (km 118.4)	Lithuanian Railway - AB "Lietuvos geležinkeliai" (LG) https://www.litrail.lt/

The state border crossing points, border control and customs control stations on the railway are defined in accordance with [Cabinet of Ministres Regulation No. 704 of 27 July 2010, Regulations on the Border Crossing Points and Check-ups to be Performed Therein](#).

As of 1 December 2019, the following border crossing points are situated in the LDz railway infrastructure:

- (a) on the state border with the Russian Federation:
 - Karsava;
 - Zilupe;
 - Rezekne Precu station (only for goods transported in freight trains);
 - Luggage office of the Riga Railway Passenger station (only for goods transported in the luggage wagons of passenger trains);
- (b) on the state border with the Republic of Belarus:
 - Indra;

- Daugavpils Precu station (only for goods transported in freight trains);
 - Luggage office of the Riga Railway Passenger station (only for goods transported in the luggage wagons of passenger trains).
- (c) border crossing points where customs control is carried out:
- for freight trains: Indra, Karsava, Zilupe, Daugavpils Precu, Rezekne Precu stations,
 - for passenger trains: Indra, Karsava, Riga Pasazieru, Zilupe stations.
- (d) border crossing points where radiometric control is carried out: Indra, Kārsava, Zilupe stacijās.

3.3. NETWORK DESCRIPTION

3.3.1. Geographic Identification

3.3.1.1. Track Typologies

The total length of railway tracks is 1781 km.

Of which:

- (a) for the number of tracks in sections:
- single track lines – 1423 km;
 - double tracks lines – 350 km.;
 - multi-tracks lines – 8 km.
- (b) for track gauge:
- track sections whit main gauge – 1748 km;
 - track sections whit narrow gauge – 33 km.
- (c) for electrification:
- sections whit electrified tracks – 250 km (expanded length of electrified tracks – 502 km);
 - sections whit not electrified tracks – 1531 km.
- (d) for interlocking system:
- tracks sections whit dispatcher centralisation whit automatic locking system – 1150 km;
 - tracks sections whit automatic locking system – 204 km;
 - tracks sections whit semi-automatic locking system – 367 km;
 - movement is organised with dispatcher order or with shunting trainsets – 60 km.

3.3.1.2. Track Gauges

The railway width in the LDz infrastructure is 1520 mm, with the exception of the Gulbene – Alūksne railway line, where the rail width is 750 mm.

These dimensions match the dimensions specified in Latvian standard LVS 282:2015 “Railway structure distance and rolling stock dimensions”.

3.3.1.3. Stations and Nodes

The LDz infrastructure shall contain:

- 141 stations, of which 75 stations and 2 freight points are open to freight operations (reception and delivery of freight, loading/unloading, etc), (presented in Annex 3.3.1.3.A of the Network Statement);
- 21 passing posts (railway block posts and track posts) (presented in Annex 3.3.1.3.B of the Network Statement);
- 128 stop points, 66 of which are opened for passenger alighting and boarding operations (presented in Annex 3.3.1.3.C of the Network Statement).

3.3.2. Capabilities

3.3.2.1. Loading Gauge

The LDz infrastructure network has a loading gauge – 25 t/axle specified after LVS NE 155528 class E4 type cars.

3.3.2.2. Weight Limits

Standards for the weight of trains are provided in the Annex 3.3.2.A of the Network Statement.

3.3.2.3. Line Gradients

The maximum gradient of the 1st category tracks is 8.4 mm/m (line Daugavpils – Indra);

The maximum gradient of the 2nd category tracks is 9.9 mm/m (line Zemitani – Skulte);

The maximum gradient of the 3rd category tracks is 12.6 mm/m (line Gulbene – Plavinas);

3.3.2.4. Line Speeds

The maximum permitted train speed in the LDz railway infrastructure for passenger trains is 120 km/h, for freight trains — up to 90 km/h.

The limitations and characteristics of train traffic speed in the LDz railway infrastructure are determined in accordance with the Order No. D–1.14/117-2015 of 10 June 2015 "On the Determination of Train Traffic Speed" (with amendments), including:

- Annex 1 of the Order – The permitted train traffic speeds on main and reception-departure tracks of the LDz infrastructure;
- Annex 2 of the Order – List of the maximum permitted speed for suburban-area electric trains on main and station tracks;
- Annex 3 of the Order – Terms of passage for six-axle and eight-axle gondola cars and tank wagons in the railway lines and stations;
- Annex 4 of the Order – List of operational traction vehicles in the LDz infrastructure;
- Annex 5 of the Order – List of stations with level crossings which are set up at the end of the station in a connection point or in a departure line and which must be crossed by the traction vehicle driver (engine driver) with a speed of up to 20 km/h ready to stop before a potential obstacle when the reception or departure of a train takes place while the entrance (route) or exit traffic light is red;
- Annex 6 of the Order – List of infrastructure objects where the traffic speed of diesel locomotives 2TE10, 2TE116 and 2M62UM is limited;
- Annex 7 of the Order – The permitted traffic speeds and main requirements that shall be observed when transporting self-propelled road machines;
- Annex 8 of the Order – The permitted traffic speeds and main requirements that shall be observed when transporting non-self-propelled track machines and special-purpose rolling stock;

The Order is published on the LDz website www.ldz.lv, in the section "Laws and regulations for public use railway infrastructure manager".

3.3.2.5. Maximum train lengths

Standards for the length of trains are provided in the Annex 3.3.2.A of the Network Statement.

3.3.2.6. Power supply

The LDz railway infrastructure has the following electrified lines:

- Riga Pasazieru station – Jelgava;
- Tornakalna – Tukums II;
- Riga Pasazieru station – Zemitani – Skulte;
- Riga Pasazieru station – Aizkraukle;
- Zemitani – Skirotava.

The voltage of the direct current in the electrified lines is 3.3 kV.

3.3.3. Traffic Control and Communication Systems

The technical equipment with signalling and locking communication systems of the LDz railway infrastructure as well as the locations of the train control units are provided in Annex 3.3.3.A of the Network Statement.

3.3.3.1. Signalling Systems

Historically the 1520 mm track gauge railway system in Latvia has full interoperability with the railway systems of the neighbouring Member States of the European Union (EU) Lithuania and Estonia, as well as such non-EU countries as Russia and Belarus. The same interoperability also applies to the Class B automatic locomotive signalisation system specified in the Annex to the technical specification for interoperability (TSI). The new systems in these countries (for instance, KLUB system and VEPS system) are based on the automatic locomotive signalisation system standard and basically are the latest modifications thereof.

All railway lines and sections specified in Annex 3.3.3.A to the Network Statement (that are equipped with the dispatcher centralisation or the automatic blockage system) are equipped with continuous automatic locomotive signalisation (ALSN) system.

Pursuant to the requirements of Sub-paragraph 380.2 of Cabinet Regulation No. 724 of 3 August 2010, traction units shall be equipped with ALSN, ETCS and similar devices or external specific transmission board modules (STM) of the signalisation system, if traction units are intended for use in properly equipped railway infrastructure. The ALSN system is described in the Annex to TSI as the Class B specific transmission module (STM). The technical requirements for the STM module are published on the website of the State Railway Technical Inspectorate available at www.vdzti.gov.lv under section "Laws and regulations", sub-section "Technical specifications for interoperability" under "Signalling".

The servicing of ALSN board units is performed by LDz Signalisation and Communication Department (TD) in regional control points according to the addresses specified in Annex 1 to the regulations approved by the decision of the Council of Presidents No. PP-31/494 of 18 December 2014, Regulations Regarding the Use of Train and Section Radio Communication Equipment, Two-way Park Loudspeaker Equipment. Regulations are published on the website of LDz available at www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager". TD address: Gogoļa iela 3, Rīga, LV-1547, telephone: +371 67232240, fax: +371 67233444, e-mail: td@ldz.lv.

Pursuant to Paragraph 476 of Cabinet Regulation No. 724 of 3 August 2010, the following documents are binding with regard to the procedures for the use of the ALS devices:

- Procedures approved by the order of LDz President No. D-3/269-2011 of 30 May 2011, Procedures for Recording and Review of the Malfunctioning of the Automatic Locomotive Signalisation System of Traction Units and Locomotive Driver Vigilance Equipment published on the website of LDz available at www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager";
- Instructions approved by the order of LDz Vice President No. D-3.1./369-2012 of 30 May 2012, Instructions on Handling the Malfunctioning of Traction Unit Communication and Security Devices published on the website of LDz available at www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager".

3.3.3.2. Traffic Control Systems

The railway signalling systems ensures safe train traffic with a speed of up to 120 km/h.

Signalling systems are divided into station signalings and into open line blocks.

(a) Station signalling systems are divided into:

- **Relay interlockings of type EC8, EC9, MRC12, MRC13.** All outdoor objects (depends on signalling type of each station): switches, traffic lights, track circuits are relay-controlled.
- **Locking equipment for switches and signals RCCM.** The oldest type of interlocking system. Stations have control panels to monitor the movement of trains, the traffic is managed through the repay interlocking, however the devices (switches) are handled manually.
- **Microprocessor interlocking.** Microprocessor signalling systems are installed on upgraded railway lines. Microprocessor interlocking systems of two types are used in the Latvian railways: Ebilock 950 installed in the upgraded stations of lines on Krustpils-Daugavpils, Krustpils-Rezekne, Rīga-Zasulauks-Bolderaja; ESTW L90 5 installed in the upgraded stations of lines on Ventspils2 - Jelgava (excluding Jelgava, where Ebilock 950 is installed), Jelgava (excluding Jelgava, where Ebilock 950 is installed) – Krustpils (excluding Krustpils, where Ebilock 950 is installed) and Naujene – Indra;

(b) Signalling blocks are the following:

- **Automatic blocks.** It regulates train traffic on the line sections between stations (on the line section between stations, depending on the number of blocked sections, several trains may run at the same time on such sections). It is used together with ALSN (automatic locomotive signalling) train safety system. Automatic train stopping devices are installed in cab that stop a train automatically in case of a restrictive signal if the driver does not stop the train on time. ALSN continuously transmits signals from the traffic lights that are approached by the train to the driver's cab throughout the blocked section and the main tracks of the stations. In the ALSN system, the function of communication channel between the track and the locomotive is performed by the rail circuits. Coded current power signals flowing in the rails are used in the system;
 - **Semi-automatic block signalling.** It regulates train traffic on line sections between two stations (with only one train allowed to run on such section at a time) and is used on low in traffic sections without having to use side track traffic lights;
- (c) **Centralized traffic control CTC.** A traffic management centres are located in Riga and Daugavpils. These centers are responsible for the traffic safety in the entire country, the data is centrally collected from the rail facilities and information systems and processed, 94 stations are connected to the CTC. Devices of the traffic management centre make it possible to manage and control, from one place, switches and signals of stations and side tracks within a section. The centres are responsible for the organisation and management of country train traffic, compilation and adjustment of train schedules, coordination of traffic breaks required for maintenance and repair of railway infrastructure, fast responding to situations affecting traffic safety and efficiency.

LDz control the technical conditions of the rolling stock technically (FUES control posts, WILD control posts, gauge control devices) and visually (safety posts).

- (a) **Technical control posts** - Automatically control vehicles of the rolling stock during movement. Posts are consisting of FUES and WILD control devices, and they are auxiliary devices for improving the safety of trains.
- **FUES control devices** (hot-box detectors) - A set of systems that indicates overheated boxes of rolling stock and braked rolling stock wheelsets on a running train and transmits this the information to the driver via a box overheating indicator and by a voice informant also to the station attendant (train dispatcher) and to the other users via the RAD system.
 - **WILD control devices** (wheel damage detector) - A system which detects wheel-rolling pattern defects on a running train and provides information to the VTAP operator and other users via the RAD system.

FUES control devices are located on Category 1 infrastructure sections within the 15-30 km interval between control posts and on Category 2 infrastructure sections up to 35-60 km between control posts. WILD control posts are situated before VTAP.

A total of 58 control posts are installed at the railway infrastructure sections of LDz, with 47 FUES systems for one track sections, 11-FUES systems for two track sections and 7 WILD systems.

In accordance with paragraph 476 of Regulation Nr. 724 of the Cabinet of Ministers from the 3-rd of August 2010, the procedures to be followed during the use of hot boxes detections are the following:

- By Order No. D-3/39-2011 from 25.01.2011 of President of LDz approved instruction "Instruction of how to control the technical conditions of the running rolling stock on public infrastructure tracks".
- By Order No. Nr.D-3/26-2011 from 20.01.2011 of the President of LDz approved instruction "Instruction of installation, maintenance and operation of automatic control devices of running rolling stock approved".
- By the Technical Management Director Order No. DT-2/3-2011 from 20.01.2011 approved instruction "User manual for the computer workplace of the hot box and braking system control system".

All these documents have been published the LDz website www.ldz.lv, in the section "[Laws and regulations for public use railway infrastructure manager](#)".

- (b) **Visual controls (safety posts)** are specified in the "Safety post regulations" approved by Order No D-3 .1 ./98-2013 on 19.03.2013. "About safety posts" (with amendments). The Order is published on the LDz website www.ldz.lv, in the section "[Laws and regulations for public use railway infrastructure manager](#)".

The technical equipment with signalling and locking communication systems of the LDz railway infrastructure as well as the locations of the train control units are provided in Annex 3.3.3.A of the Network Statement.

3.3.3.3. Communication Systems

Railway lines are equipped with train dispatcher communication means, station communication means and other LDz internal communication means. The analogue radio communication means of trains operate in the frequency of 2.13–2.15 MHz, while station communication mean operate in the frequency of 150 MHz or 450 MHz. At the end of 2019 and in 2020, LDz plans to carry out gradual transition from analogue communication to digital communication.

Radio communication devices installed in trains ensure continuous and safe two-way communication between the traction unit driver (locomotive driver) and train dispatcher (within the range of dispatcher sections), station-masters on duty (within the range of track sections adjacent to the station) and other traction unit drivers (locomotive drivers located in the same section).

Pursuant to Sub-paragraph 380.5 of Cabinet Regulation No. 724 of 3 August 2010, traction units shall be equipped with radio communication devices appropriate for use within a fully operational LDz railway infrastructure.

The servicing of the train radio communication system is ensured by TD in regional control points and repair points according to the addresses listed in Annex 1 to the regulations approved by the decision of the Council of Presidents No. PP-31/494 of 18 December 2014, Regulations Regarding the Use of Train and Section Radio Cmmunication Equipment, Two-way Park Loudspeaker Equipment. Regulations are published on the website of LDz available at www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager".

Pursuant to Paragraph 476 of Cabinet Regulation No. 724 of 3 August 2010, the following documents are binding with regard to the procedures for the use of the radio communication system:

- Regulations approved by the decision of the Council of Presidents No. PP-31/494 of 18 December 2014, Regulations Regarding the Use of Train and Section Radio Communication Equipment, Two-way Park Loudspeaker Equipment;
- Instructions approved by the order of LDz Vice President No. D-3.1./369-2012 of 30 May 2012, Instructions on Handling the Malfunctioning of Traction Unit Communication and Security Devices published on the website of LDz available at www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager".

3.3.3.4. Train Control Systems

Based on the requirements from paragraph 380 of Regulation No. 724 of the Cabinet of Ministers adopted on the 3rd of August 2010 "Rules of the technical usage of the railway", the following normative documentation has been accepted by LDz:

- (a) Movement speed measuring devices:
 - Locomotive speed sensor 3SL-2M and its actuator user and repair manual (15.06.1994.);
 - KPD-3P technical service and maintenance manual.
- (b) Alarm systems (ALSN, ETCS, etc.) for on-board devices, if the tractive vehicles are made specifically for use on LDz railway infrastructure:
 - Continuous automatic locomotive alarm and train driver alertness control device technical maintenance manual.
- (c) For train driver alertness control devices that automatically stop the train, if the train driver loses alertness (ability to drive the train) or if the movement speed of the control devices has been exceeded:
 - Continuous automatic locomotive alarm and train driver alertness control device technical maintenance manual (29.02.1996. manual No.L-23/96).
 - Diesel locomotive continuous automatic locomotive alarm and train driver alertness control device user manual (26.08.2004. ordinance No. DV-3/367).
 - Train driver alertness control telemechanical system's (MMKTS) user and maintenance manual (27.07.2000. manual No. DR-20/2000).
- (d) For devices that register time and movement speed, brake system operation, and distance travelled, the train driver alertness control and alarm system on-board device readings have been conducted:
 - Locomotive speed sensor 3SL-2M and its actuator user and repair manual from 15.06.1994.
 - KPD-3P technical service and maintenance manual.
- (e) For radiocommunication devices suitable for use on the railway infrastructure:
 - Regulations for radiocommunication and loudspeaker device technical maintenance in the radius of alarms and communications (26.05.2015.ordinance No. D-1.14./106-2015).

3.4. TRAFFIC RESTRICTIONS

3.4.1. Specialised Infrastructure

Currently, the specialised infrastructure status pursuant to Section 27³ of the Railway Law and the Capacity Regulations has not been assigned.

3.4.2. Environmental Restrictions

Information in this section will be provided later.

3.4.3. Dangerous Goods

On the basis of ordinance No.D-1.14./353-2014 by the president of LDz issued on the 31st of January 2014 the following has been specified:

- the list of especially dangerous goods;
- list of train stations where stationing trains with especially dangerous goods in cars are allowed;
- the list of LDz stations where trains with especially dangerous goods are allowed to pass through.

Ordinance No.D-1.14./353-2014 by the president of LDz issued on the 31st of January 2014 has been added to annex 3.4.3.A of the Network Statement.

3.4.4. Tunnel Restrictions

LDz infrastructure network does not include tunnel objekts.

3.4.5. Bridge Restrictions

LDz infrastructural restrictions and specific characteristics on bridges are specified in the 20.06.2017. ordinance No.D-1.14./128-2017 "Train movement speed determination" (with changes) on the 3rd annex.

The ordinance is published on the LDz website www.ldz.lv, in section "Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti".

3.4.6. Other

The LDz infrastructure network has no other restrictions.

3.5. AVAILABILITY OF THE INFRASTRUCTURE

Train throughput capacity of LDz railway infrastructure lines for allocation of railway infrastructure capacity for the 2021 timetable are provided in the Annex 3.5.A.

Information regarding capacity restrictions pursuant to point 15 of Annex VII (approved by Commission-delegated decision (EU) 2017/2075 of 4 September 2017) to Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area are provided in the Annex 3.5.B (Latvian).

3.6. SERVICE FACILITIES

The registration number and registered office of LDz are specified in Section 1.8. of the Network Statement.

3.6.1. Passenger stations

LDz stations and stops have passenger platforms. The list of passenger platforms has been added to the Network Statement's annex 3.6.3A.

3.6.2. Freight terminals

At the moment LDz does not directly possess any freight terminal facilities relevant to the railway's operations.

3.6.3. Marshalling yards and train formation facilities, including shunting facilities

The LDz infrastructure network has the following train marshalling and forming places:

- Daugavpils station has gravity marshalling yard consisting of 26 classification tracks and is equipped with hump equipment;
- Rezekne station has one shunting area consisting of 10 classification tracks;
- Jelgava station has two shunting areas consisting of 15 classification tracks together;
- Skirotava station has gravity marshalling yard consisting of 26 classification tracks equipped with hump equipment;
- Krustpils station has two shunting areas consisting of 5 classification tracks together;
- Zemitani station has one shunting area consisting of 4 classification tracks together;
- Ventspils station has gravity marshalling yard consisting of 14 classification tracks and is equipped with hump equipment;
- Liepaja station has two shunting areas consisting of 10 arrival-departure and railway car holding tracks together;
- Mangali station has one shunting area consisting of 1 classification track and 3 railway car holding tracks;
- Riga Krasta station has two shunting areas consisting of 5 classification tracks together;
- Krievu sala station has two shunting areas consisting of 6 classification tracks together.

3.6.4. Storage sidings

At the moment LDz does not directly possess any storage siding facilities relevant to the railway's operations.

3.6.5. Maintenance facilities

LDz railway infrastructure contains 6 wagon technical maintenance points located in the following stations: Jelgava, Daugavpils, Liepaja, Rezekne, Skirotava, Ventspils.

3.6.6. Other technical facilities, including cleaning and washing facilities

At the moment LDz does not directly possess any other technical facilities relevant to the railway's operations.

3.6.7. Maritime and inland port facilities

At the moment LDz does not hold any sea and inland water port installations associated with railway activities.

3.6.8. Relief facilities

Information in this section will be provided later.

3.6.9. Refuelling facilities

At the moment LDz does not hold any refuelling installations associated with railway activities.

3.6.10. Other facilities

Information in this section will be provided later.

3.7. SERVICE FACILITIES NOT MANAGED BY LDZ

The following information about service facilities has been received from operators of service facilities.

- (a) **Service facility operator – Joint Stock Company Baltijas Ekspresis**, registration number: 41203009997, legal address: Dzintaru iela 20A, Ventspils, Latvia, LV-3602, e-mail: be@asbe.lv.

Joint Stock Company Baltijas Ekspresis in the capacity of a service facility operator provides the following services at Depo iela 17, Ventspils:

- technical maintenance of TA-2 ČME-3, TEM-2, 2M62 un 2TE116 series diesel locomotives;
- technical maintenance of TA-3 ČME-3 and TEM-2 series diesel locomotives;
- technical repair of TR-1 ČME-3 series diesel locomotives;
- ensuring locomotive preservation and diesel engine regime (heating) during the halt of the locomotives;
- drawing up of route sheets for locomotive brigades;
- locomotive equipping services (sand, cooling water).

Pursuant to Sub-paragraph 5.6.3 of Cabinet Regulation No. 244 “Regulations On Contents of Network Overview of Public-Use Railway Infrastructure”, information is available on the website of Joint Stock Company Baltijas Ekspresis available at www.asbe.lv under section “Services provided by the service facility operator”.

- (b) **Service facility operator – Joint Stock Company Pasažieru vilciens**, registration number: 40003567907, registered office: Turgeņeva iela 14, Rīga, Latvia, LV-1050, e-mail: pv@pv.ldz.lv.

Joint Stock Company Pasažieru vilciens is the service facility operator at **Daugavpils** and **Rēzekne** ticket offices ensuring the drawing up of transport documents intended for international passenger transportation. More detailed information regarding Joint Stock Company Pasažieru vilciens is available on the website available at www.pv.lv under section “Information for passengers”, “Trade of international tickets”.

- (c) **Service facility operator – Limited Liability Company “LDz ritošā sastāva serviss”**, registration number 40003788351, legal address: Gogoļa Street 3, Rīga, Latvia, LV-1050, e-mail: ldz_rss@ldz.lv.

The following services are provided at **service facilities: technical maintenance of diesel locomotives, maintenance of locomotives in reserve base, and equipping diesel locomotives.**

Services: **technical maintenance of diesel locomotives, and equipping of diesel locomotives** is provided at the following structural units of SIA “LDz ritošā sastāva serviss”:

- Rīga Locomotive Repair Centre – Krustpils Street 24, Rīga.
- Jelgava Department of Rīga Locomotive Repair Centre – Prohorova Street 30, Jelgava.
- Liepāja Department of Rīga Locomotive Repair Centre – Brīvības Street 103, Liepāja.
- Daugavpils Locomotive Repair Centre – 2.Preču Street 30, Daugavpils.
- Rēzekne Department of Daugavpils Locomotive Repair Centre – Lokomotīvu Street 23, Rēzekne.

Service maintenance of locomotives in reserve base:

- Rēzekne base of Daugavpils Locomotive Repair Centre – Lokomotīvu Street 23, Rēzekne.

Pursuant to Section 12¹ Paragraph Two of the Railway Law, and pursuant to Sub-clause 5.6.3 of Cabinet of Ministers Regulations No. 244 “Regulations On Contents of Network Overview of Public-Use Railway Infrastructure”, information on services is available in a website: <https://rss.ldz.lv/lv/content/apkalpes-vietas-operatora-pakalpojumi>.

- (d) **Service facility operator – Joint Stock Company “Daugavpils lokomotīvu remonta rūpnīca”**, registration number 40003030219, legal address: Marijas Street 1, Daugavpils, Latvia, LV-5404, e-mail address: info@dlrz.lv.

Pursuant to the requirements of Article 3, and 5.6 of Cabinet of Ministers Regulation No. 244 “Regulations on Contents of Report of Public-Use Railway Infrastructure Network”, information on the services is placed, and available on the company’s website: <http://www.dlrr.lv/index.php/lv/rolling-stock/citi-pakalpojumi>.

3.8. INFRASTRUCTURE DEVELOPMENT

The operations of LDz as a public railway infrastructure manager are determined by order No.588 issued on the 6th of November 2018 by the Cabinet of Ministers, the “Indicative railway infrastructure development plan for 2018 - 2022”, and in accordance with it, the confirmed and signed multi-annual contract with the Ministry of Transport for financing, maintaining and developing the LDz administered public-use railway infrastructure.

The “Indicative railway infrastructure development plan for 2018 - 2022” is available at: <https://likumi.lv/ta/id/302833-par-indikativo-dzelzcela-infrastruktur-as-attistibas-planu-2018-2022-gadam>

4

CAPACITY ALLOCATION

4. CAPACITY ALLOCATION

The information in this section covers capacity allocation both for domestic and international traffic.

4.1. INTRODUCTION

The capacity allocation procedures and related time frames are laid down in Article 27 of the Railway Law, in Capacity Regulations and Capacity Scheme, which is available at: <http://www.lrn.lv/>, as well as Commission Decision.

4.2. DESCRIPTION OF PROCESS

4.2.1. Annual Capacity Allocation

The annual capacity is allocated based on infrastructure capacity requests submitted by the applicants to the performer of the essential functions by the official means of communication:

- (a) mail: 16 Dzirnavu street, Riga, LV-1010;
- (b) e-mail: latrailnet@ldz.lv or info@lrn.lv;
- (c) requests for international freight train traffic within RFC NSB via PCS software made available by RNE.

The application form for infrastructure capacity requests is available in Annex 4.2.A. The applications are supplemented with:

- (a) an analysis of the use, if any, of the infrastructure capacity granted during the previous year;
- (b) information on the payment for railway infrastructure services in the previous infrastructure capacity allocation period, payment guarantees if the previous obligations regarding the use of railway infrastructure have not been fulfilled;
- (c) a document that guarantees the infrastructure manager's reasonable expectations regarding future revenues and use of the infrastructure;
- (d) acknowledgement of the railway service priority, if the infrastructure capacity is requested for the provision of railway services, which according to the third paragraph of Article 27 of the Railway Law have priority in the allocation of infrastructure capacity;
- (e) the grounds of feasibility of the requested volume of capacity.
- (f) an applicant other than a licensed railway undertaking is required to indicate in its application a railway undertaking which will carry out the related transportation operations.

The infrastructure capacity requests can be placed both in Latvian or in English.

Applications for capacity allocation are only considered if they contain information indicated in the form provided in Annex 4.2.A (for every market segment). If the application requires amendments, the performer of the essential functions informs the applicant thereof by the official means of communication. The applicant submits the necessary amendments in writing to the performer of the essential functions within five working days of the date of notification.

Special conditions are required for capacity allocation for certain types of traffic:

- (a) The contract on cooperation in the allocation of railway infrastructure capacity on more than one network between Latvia and Lithuania has been prepared between the performer of the essential functions and the Lithuania public-use railway infrastructure manager "LG infrastructure", who shall perform the essential functions in Lithuania from 08 December 2019.
- (b) On lines included in RFC NSB referred to in subsection 1.9, the preliminary international train paths and reserve capacity are allocated by C-OSS. The rules and procedures for allocating train paths via C-OSS are published in CID. Detailed information is available in English at www.rfc8.eu.

Applicants have rights to submit modifications of the applications and they are considered in the following order:

- (a) Modifications of the applications may be submitted once, but not later than two months before the publication deadline for draft working timetable specified in subsection 4.3.1 (3);
- (b) Modifications of the applications submitted after than two months before the publication deadline for draft working timetable in subsection 4.3.1 (3), but not later than two months before the start of the working timetable specified, are considered and can be satisfied, if they do not affect the interests of other applicants and concern only one route of a railway line, without affecting routes of other railway lines;
- (c) Modifications of the applications submitted after than two months before the start of the working timetable

specified in subsection 4.3.1 (5) are considered as applications for the modification of the working timetable.

4.2.2. Ad-hoc Capacity Allocation

Ad-hoc requests must be placed by the official means of communication via e-mail: latrailnet@ldz.lv or info@lrn.lv and the copy of the request to: aleksejs.cerepaha@ldz.lv.

The application form for ad-hoc requests is available in Annex 4.2.A. An infrastructure capacity request application for *Ad-hoc* trains is supplemented with:

- (a) documents confirming the priority of the railway service, where infrastructure capacity is required for the provision of rail transport services, which, in accordance with subsection 4.4.1 (h) have priority in capacity allocation;
- (b) for an applicant which is non-railway undertaking – documents confirming that the railway undertakings designated by the applicant agrees to carry out the transportation.

4.2.3. Operational Capacity Allocation

If the application form for infrastructure capacity requests does not specify the time of departure or arrival of the trains, the performer of the essential functions decides on the requests, by taking the decision on the average number of train paths per day. The specific time of departure or arrival of the trains for such infrastructure capacity requests is assigned by the performer of the essential functions during operational capacity allocation.

If the specific train paths were not allocated during the annual capacity allocation process, the applicant is required to submit train path allocation proposals (if any) to LRNjsd1@ldz.lv using the application form available in Annex 4.2.B, specifying the train path routes according to the railway line route timetables found in the Network statement's annex 4.2.C.

4.3. SCHEDULE FOR PATH REQUESTS AND ALLOCATION PROCESS

The capacity allocation procedures and related time frames are laid down in Section 27 of the [Railway Law](#), in Capacity Regulations and in the Capacity Scheme and Directive [2012/34/EU Article 43](#) and [Annex IV 3.c](#)) and Commission Decision.

4.3.1. Schedule for Working Timetable

The annual working timetable is prepared based on infrastructure capacity requests meeting the requirements of subsections 4.1 - 4.2 according to the following schedule:

NO	DESCRIPTION OF ACTIVITIES	DEADLINE
1	Infrastructure Capacity Request Application	For applicants until 01 May 2020 For railway undertakings until 15 May 2020
2	Decision on Capacity Allocation	until 15 July 2020
3	Draft Working Timetable	until 15 October 2020
4	Consultations with Applicants on the Draft Working Timetable	until 15 November 2020
5	Start of Working Timetable	13 December 2020 at 00:00 h

Applicants have a possibility to submit infrastructure capacity request applications during the period after the submission deadline; in this case, applicants may claim a part of infrastructure capacity that has not been requested

by the applicants who submitted infrastructure capacity request applications within the time limits specified in the schedule above.

If the specific train paths were not allocated during the annual capacity allocation process, the applicant is required to submit train path allocation proposals (if any) according to subsection 4.2.3 by the official means of communication not later than four hours before the start of the relevant period of operational planning.

4.3.2. Schedule for Train Path Requests Outside the Timetabling Process (Ad-Hoc Requests)

The performer of the essential functions responsible for capacity allocation answers to ad-hoc requests within five working days by using official electronic means of communication.

If the requested infrastructure capacity corresponds to the infrastructure capacity reserved for ad-hoc trains, then the infrastructure capacity is allocated without the dispute settlement procedure. In this case, the performer of the essential functions responsible for capacity allocation as soon as possible, but not later than ten working days, decides on the allocation of infrastructure capacity to ad-hoc trains, informing the applicant and the infrastructure manager about it through official electronic means of communication.

If the requested infrastructure capacity for ad-hoc trains affects the interests of other applicants, then the decision on the allocation of infrastructure capacity is taken after the dispute settlement procedure in accordance with subsection 4.4.1. In this case, the performer of the essential functions responsible for capacity allocation as soon as possible, but not later than fourteen working days, decides on the allocation of infrastructure capacity to ad-hoc trains, informing the applicant and the infrastructure manager about it through official electronic means of communication.

4.3.3. Changes in the Annual Working Timetable

The applicants have rights to apply for an amendment to the annual working timetable (e.g. changes of routes or an extension of the existing route, change of stops and times) if the train concerned already included in the approved annual working timetable.

Applications for amendments to the annual working timetable are submitted and notified within the following deadlines:

NO	TYPE OF TRAIN OR TRAFFIC	APPLICATION	AMENDMENT
		SUBMITTING DEADLINE	NOTIFYING DEADLINE
		days before the date of the planned modification	
1	Modifications do not exceed 25% of the capacity allocated to the applicant at the relevant infrastructure section		
1.1	International Passenger Trains	75 calendar	60 calendar
1.2	Domestic Passenger Trains, except 1.3	30 calendar	10 calendar
1.3	Occasional Domestic Passenger Train, if it does not affect the movement of the trains of other railway undertakings	10 working	3 calendar
1.4	Freight Trains	25 calendar	5 calendar

NO	TYPE OF TRAIN OR TRAFFIC	APPLICATION	AMENDMENT
		SUBMITTING DEADLINE	NOTIFYING DEADLINE
		days before the date of the planned modification	
2	Modifications exceed 25% of the capacity allocated to the applicant at the relevant infrastructure section		
2.1	International Passenger Trains	75 calendar	60 calendar
2.2	Domestic Passenger Trains	75 calendar	10 calendar
2.3	Freight Trains	75 calendar	5 calendar

If the changes of the annual working timetable are required, they take place on:

- (a) last Sunday of March – relating to the changeover to summer time;
- (b) the second Sunday of June – relating to seasonal fluctuation of passenger transportation;
- (c) last Sunday of October – relating to the changeover to winter time;
- (d) other dates – if necessary.

If the approved infrastructure capacity allocation plan is not affected, the annual working timetable may be modified for scheduled maintenance or upon written infrastructure capacity request from the applicant.

When the change of the annual working timetable affects the approved infrastructure capacity allocation plan, the change of the annual working timetable shall be made only after the relevant changes of the capacity allocation plan have been made by the performer of the essential functions responsible for capacity allocation accordingly:

- (a) if the proposed changes of the annual working timetable do not affect the interests of other applicants, the performer of the essential functions responsible for capacity allocation accepts them as soon as possible;
- (b) if the proposed changes to the annual working timetable affect the train schedules of other railway undertakings or reduce their allocated capacity the performer of the essential functions responsible for capacity allocation takes coordination process pursuant to subsection 4.4.1.

When adjusting the annual working timetable, the priority sequence of requirements referred to in subsection 4.4.1 is complied with.

4.4. ALLOCATION PROCESS

4.4.1. Coordination Process

Pursuant to Article 23 of Capacity Regulations in the case of conflict having occurred between submitted applications and technical ability of the infrastructure the performer of the essential functions responsible for capacity allocation asks applicants:

- (a) to select another time for the route;
- (b) to select a route other than that specified in the application;
- (c) either to reduce time taken by a passenger train or to reduce stop quantity;
- (d) to use other traction facility to provide a better performance;
- (e) to cancel a part of requested infrastructure capacity.

If applicants do not agree with the infrastructure capacity allocation proposed by the performer of the essential functions responsible for capacity allocation, then the performer of the essential functions responsible for capacity allocation:

- (a) immediately notifies the known applicants and the infrastructure manager that over the course of coordination it has not been possible to adequately meet the requests and the specific infrastructure section is overloaded;
- (b) reduces or does not grant infrastructure capacity for those applicants, whose technical train characteristics do not ensure efficient use of the infrastructure;
- (c) allocates the infrastructure capacity according to the order set forth in Article 27(3) of the Railway Law:

- provided on the basis of State or local government contract for public procurement of carriage by rail;
 - that support of foreign armed forces or National Armed Forces;
 - fully or in part are provided by using the infrastructure intended or constructed for special purposes (express, freight and similar carriage).
- (d) complies with international agreements for cooperation and utilization of infrastructure sections and following criteria:
- the importance of a service to the society, relative to any other service, which will no longer be available;
 - within a specialized infrastructure the priority may be given to a specialized type of traffic. Such designation does not hinder the use of this infrastructure by other types of traffic, if there is sufficient infrastructure capacity;
 - the experience of a railway undertaking and the infrastructure manager, if any;
 - the planned regularity, intensity and duration of use of the infrastructure;
 - the compliance of technical characteristics of trains with efficient use of the infrastructure;
 - the information about payments for infrastructure services during the previous infrastructure capacity allocation period, if such information exists.

If applicants do not agree to the amended applications, then a dispute resolution process referred to in subsection 4.4.2 may be applied.

The performer of the essential functions offers free infrastructure capacity to other applicants or for the needs of the infrastructure manager in order to achieve optimal usage of capacity.

4.4.2. Dispute Resolution Process

The performer of the essential functions applies the dispute resolution procedure starting from the moment when the applicant has submitted complaints regarding the infrastructure capacity allocation in writing using the official means of communication:

- (a) mail: 16 Dzirnava street, Riga, LV-1010
- (b) e-mail: latrailnet@ldz.lv or info@lrn.lv

The performer of the essential functions responsible for capacity allocation reviews the complaints within two working days after the above-mentioned complaints are received and offers the applicant to take specific measures, and to amend the infrastructure capacity request application, if necessary, notifying the applicant about this in writing using the official means of communication.

The applicant is obliged to submit a written response to the performer of the essential functions about agreeing or refusing to amend the infrastructure capacity request application within five working days from the submission of the complaints in writing using the official means of communication.

The performer of the essential functions decides on the allocation of the infrastructure capacity within ten working days since the start of the dispute settlement proceedings (the receipt of complaints). The performer of the essential functions makes the decision on capacity allocation not later than until 15 July of the current year.

The discussions are carried out timely and confidentiality (without disclosing other applicants' identities unless the relevant applicants have agreed to the disclosure) through free-of-charge written or electronic means.

4.4.3. Congested Infrastructure: Definition, Priority Criteria and Process

4.4.3.1. Congested Infrastructure

Pursuant to Article 27 of the Railway Law, where, after coordination of the requested infrastructure capacity and consultation with applicants, it is not possible to satisfy requests for infrastructure capacity adequately the performer of the essential functions allocation immediately declares that the relevant section of infrastructure and infrastructure the capacity of which may become insufficient in the near future is congested. If this is a case, the performer of the essential functions responsible for capacity allocation notifies the known applicants, railway undertakings and the infrastructure manager that additional charges which reflect the scarcity of capacity referred to in Article 11 (3) of the Railways Law may apply.

If no additional charge is applied or if it fails to deliver the expected result and the infrastructure is declared to be congested, the following criteria are additionally applied when allocating capacity:

- (a) the social importance of the service over any other service that will consequently be no longer available;
- (b) the experience of cooperation between the railway undertakings and the infrastructure manager, if any;
- (c) the planned regularity, intensity and duration of the infrastructure usage;

- (d) the adequacy of the technical characteristics of the trains to ensure the efficient usage of the infrastructure;
- (e) information on the payment for infrastructure services during the previous capacity allocation period, if any.

If the infrastructure section is declared as congested the performer of the essential functions performs a capacity analysis considering the infrastructure, the operating procedures, the nature of the different service operating and the effect of all these factors on infrastructure capacity. The performer of the essential functions involves the infrastructure manager in the capacity analysis by requesting proposals for methods and measures that could be taken to alleviate congestion in the short and medium term. Possible measures include, in particular, re-routing, change of service time, speeding and infrastructure improvements. The capacity analysis completes within six months of the identification of infrastructure as congested pursuant to Article 27 (9) of the Railway Law.

Within six months of the completion of a capacity analysis, the infrastructure manager after consulting the users of the congested infrastructure and based on a cost-benefit analysis develops and approves the infrastructure capacity enhancement plan.

The infrastructure manager may offer applicants to participate in infrastructure capacity enhancement activities.

4.4.3.2. Temporary Insufficiency of the Infrastructure Capacity

Pursuant to Article 56 of Capacity Regulations specific measures can be applied in case of temporary insufficiency of the infrastructure capacity, when train path assignment proposals referred to in subsection 4.2.3 exceed the infrastructure capacity.

In case of temporary insufficiency of the infrastructure capacity, the part of the infrastructure capacity of the railway undertakings not ready for shipment can be used for responsible for capacity allocation ready for shipment.

If the performer of the essential functions receives the notification from the station (railway junction) manager about the congestion of the station (railway junction) and finds that the causes of the congestion can be prevented as part of the train path assignment process, it offers the infrastructure manager and railway undertakings to participate in the following operational activities:

- (a) to assign additional trains, if there is such a possibility;
- (b) to provide train passage through bypasses and alternate routes, if any:
 - after coordinating with the railway undertaking, if the throughput capacity is limited due to a scheduled maintenance work;
 - after informing the railway undertaking in order to normalize the work of the hub station;
- (c) to reduce the allocated railway infrastructure capacity down to the actually required for those railway undertakings that do not have trains ready for departure;
- (d) to decide on the assignment of train paths to those railway undertaking's trains that are ready for departure and will be accepted at the final destination;
- (e) to move a set of freight wagons of one railway undertaking using the traction from another railway undertaking, after the railway undertakings have specifically agreed to such activity;
- (f) to stop a freight train set in an intermediate station, as well as to move a freight train set from the hub station to an intermediate station, in this case the particular train set is determined by the station (railway junction) manager whose infrastructure is overloaded, and the message is sent electronically to the e-mail address: LRNjds1@ldz.lv;
- (g) to review train dispatch sequence if cargo unloading is not provided;
- (h) to decide on the moving sequence of trains with less weight and shorter length within the railway infrastructure;
- (i) with the consent of the respective railway undertakings, to include the traction of one railway undertaking in the freight train of another railway undertaking;
- (j) to identify other activities according to the laws and regulations.

In case the set sequence of train movements needs to be changed, the performer of the essential functions updates the operational capacity allocation plan and informs railway undertakings about the changes by phone (providing recording of the conversation).

4.4.4. Impact of Framework Agreements

Sample agreement for the conclusion of a framework agreement between the performer of essential functions, as well as the infrastructure manager, if their scope of activity is concerned, and the applicant is forbidden due to the reason that the performer of essential functions does not offer the conclusion of such agreement. The proposal of

concluding a separate agreement and the necessity for concluding such agreement shall be reviewed in accordance with the procedures laid down in laws and regulations.

4.5. ALLOCATION OF CAPACITY FOR MAINTENANCE, RENEWAL AND ENHANCEMENTS

The infrastructure manager submits the maintenance notice to the performer of the essential functions in writing according to the form included in Annex 4.5.A until 01 May 2020.

If due to unscheduled maintenance the infrastructure capacity is not available, the infrastructure manager notifies the railway undertakings and the performer of the essential as soon as possible.

During the development of the capacity allocation plan, the performer of the essential functions defines/determined the railway infrastructure capacity to be allocated, assigning a part of railway infrastructure capacity for the maintenance planned by the infrastructure manager based on the maintenance notice.

During the train path assignment process, the performer of the essential functions assigns train paths for planned or unplanned maintenance so that the cancellation of applicants' train paths has as little consequences as possible.

4.6. NON-USAGE / CANCELLATION RULES

4.6.1. Non-use of Pre-Reserved Trains Paths

Non-use of pre-reserved trains paths is considered as the fault of applicants, unless the following occur reasons and when the respective railway undertakings has not agreed to use alternative train path provided by the infrastructure manager:

- (a) the extension of the technological breaks ("windows") (number of trains not dispatched);
- (b) the infrastructure maintenance is not provided to the degree set in the infrastructure network report (number of trains cancelled).

If this is a case, the charges referred to in subsection 6.3.1.5 are not refundable.

4.6.2. Non-use of other trains paths

Non-use of other trains paths is established by the performer of the essential functions for according to the following criteria:

- (a) due to the fault of applicants:
 - railway undertakings have not informed the performer of the essential functions timely (four and more hours before the start of train path assignment planning period or at all about the changes in train dispatching (the number of unused train paths);
 - the assignment of train paths is not planned because the consignee refuses to accept wagons for unloading or because the unloading does not take place in the agreed amount (the number of trains not dispatched);
 - trains that have been set in the capacity application to be dispatched according to the train schedule do not use the assigned train paths at least five times a month (or according to the threshold quota specified in the railway infrastructure network statement) unless it has happened due to reasons which are not of an economic nature and which could not have been affected by the applicant;
- (b) due to the fault of the infrastructure manager:
 - the extension of the technological breaks ("windows") (number of trains not dispatched);
 - the infrastructure maintenance is not provided to the degree set in the infrastructure network report (number of trains cancelled).

In case of heavily congested /overloaded railway infrastructure, the performer of the essential functions demands the cancellation of a such pre-assigned train path that has been used less than five working days in a month (or according to the threshold quota specified in the railway infrastructure network statement), unless it has happened due to reasons which are not of an economic nature and which could not have been affected by the applicant.

4.7. EXCEPTIONAL TRANSPORTS AND DANGEROUS GOODS

See sections 2.5 and 2.6 of the Network Statement.

4.8. SPECIAL MEASURES TO BE TAKEN IN THE EVENT OF DISTURBANCE

4.8.1. Principles

The railway undertaking shall inform the infrastructure manager of any situation which could result in or have caused an accident, or circumstances which could cause or have caused damage to the railway infrastructure, rolling stock or other events which endanger the safety of traffic. Regulations approved by the decision of the Council of Presidents No. P-4/34 "Rules for notification, registration, investigation and accounting of railway accidents on the public infrastructure of SJSC Latvijas dzelzceļš", as well as participation in elimination of the consequences of the mentioned railway accidents in accordance with "Instruction on organization of liquidation work on the public railway infrastructure managed by the SJSC "Latvijas dzelzceļš" (approved by LDz Order No D-3 / 56-2011 of 01.02.2011) and "Instruction on action with dangerous goods in the railway accidents" (approved by LDZ Order No. D-3/680 of 09.12.2009) and others requirements specified in LDZ regulatory documents. Instructions and regulations are published on the website of LDz available at www.ldz.lv under section "[Laws and regulations for public-use railway infrastructure manager](#)".

Pursuant to Section VII of Capacity Regulations if train movements are disturbed by technical failure or an accident the infrastructure manager takes all necessary steps to restore the situation to normal in accordance with its developed contingency plan and with the requirements in the field of railway accident classification, investigation and recording.

In an emergency, when the railway infrastructure is temporarily unavailable, the train path may be withdrawn by the performer of the essential functions without notice for the time necessary to restore normal train movement.

4.8.2. Operational Regulation

Infrastructure manager shall have the right to request from the railway undertakings and to involve the following resources in the renewal of railway traffic following an accident:

- (a) the machinery and equipment necessary for the elimination of emergency effects (e.g. locomotives, rolling stock for the transportation of passengers (trains, wagons), freight wagons, railway cranes);
- (b) emergency and rescue forces;
- (c) the means of neutralization of dangerous goods.

4.8.3. Foreseen Problems

In the event of a train transport disturbance caused by an exceptional event, the railway operator shall adopt all necessary measures to restore normal situation. For this purpose, it has a crisis plan stating public authorities to be informed in the event of serious accidents or serious disturbances in train transport.

LDz will allow applicants to use other free capacity of the railway for train movements on an appropriate diversion route accepted by the applicant.

4.8.4. Unforeseen Problems

The performer of the essential functions is entitled to restrict the railway capacity allocation in case of railway defects in emergency conditions that jeopardise the safety of railway or railway transport operations, and in case of regulatory measures in railway transportations enforced in emergency situations.

In emergencies (if necessary), such as in case of an accident, due to which a part of the railway has been temporarily closed, the performer of the essential functions is entitled to restrict or cancel the allocated capacity without any warning, for a period of time that is necessary to restore optimal traffic on the railway.

4.9. ALLOCATION OF CAPACITY FOR SERVICE FACILITIES

Track access to service facilities (junction stations) is provided simultaneously with capacity allocation referred to in section 4.4.

If large incidents with significant international impact occur, international coordination of incident management is needed. For international disruptions longer than 3 days with a high impact on international traffic, the International Contingency Management applies.

Rail Freight Corridors act as facilitators with respect to the disruption management and the communication process. They have developed and published re-routing overviews and operational scenarios together with their member IMs. A reference to the re-routing overview and scenarios can also be found in Book 4, Chapter 5 of the CID.

5

SERVICES

5. SERVICES

5.1. INTRODUCTION

The following paragraphs contain information on the LDz infrastructure and service facilities, and the services which they provide.

5.2. MINIMUM ACCESS PACKAGE

The minimum access package comprises of:

- (a) handling of requests for infrastructure capacity: decision-making on infrastructure capacity allocation, the allocation of train paths, including both the determination and evaluation of access and the allocation of individual train paths, as well as the decision-making on infrastructure charges, including the determination and collection of the charges;
- (b) the right to utilize capacity which is granted: rail sector administration by the standard regulation;
- (c) use of in particular: tracks including track points and junctions, platforms, civil infrastructure and related fixed installations and security objects used for the train acceptance, passing and dispatching, passenger platforms and related external illumination equipment
- (d) train and traction vehicle control including signaling, regulation, dispatching and the communication and provision of information on train movement;
- (e) use of electrical supply equipment for traction current, where available – optional;
- (f) all the other information required to implement or operate the service for which infrastructure capacity has been granted;

5.3. ACCESS TO SERVICES FACILITIES AND SUPPLY OF SERVICES

5.3.1. Access to service facilities

Access to rail tracks, civil infrastructure and related permanent installations and security objects for handling and dispatching of freight trains, as well as an access to the railway infrastructure connecting service facilities where freight trains are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings is provided in addition to the minimum access package whereas track access charges for such services are collected separately according to Article 2.3. of the charging scheme.

5.3.1.1. Passenger stations

Services provided at service facilities by the state joint stock company “Latvijas dzelzceļš”:

- ticketing offices;
- passenger area;
- equipment and traffic information provision.

Provided services comply with section 12¹ part (2) of the Railway Law where Operators of service facilities shall supply, in a non-discriminatory manner to all railway undertakings, access (including track access) to the following service facilities, if any, and to the services supplied in these facilities.

- (a) Ticketing offices.

This service is available at the following stations and stops: Riga Central Station, Līvāni, Daugavpils, Krustpils, Jāņavārti, Šķirotava, Dole, Salaspils, Ikšķīle, Jaunogre, Ogre, Pārogre, Ķegums, Lielvārde, Jumprava, Skrīveri, Aizkraukle, Koknese, Pļaviņas, Rēzekne II, Jelgava, Biznesa augstskola “Turība”, Tīraine, Jaunolaine, Olaine, Ozolnieki, Cukurfabrika, Inčukalns, Cēsis, Torņakalns, Zaslauks, Imanta, Zolitūde, Babīte, Priedaine, Lielupe, Bulduri, Dzintari, Dubulti, Majori, Vaivari, Pumpuri, Melluži, Asari, Sloka, Ķemeri, Smārde, Tukums I, Zemitāni, Brasa, Sarkandaugava, Mangaļi, Ziemeļblāzma, Vecāķi, Garciems, Carnikava, Gauja, Saulkrasti.

Besides permission to use the ticketing offices, the service also includes all maintenance work for the specific service facility – sanitary maintenance and technical upkeep, including the provision of utilities (electricity, heating, water supply, sewerage). The service period is determined by the railway undertaking order.

(b) The use of passenger area.

The service is available at the following stations and stops: Riga Central Station, Zemitāni, Sarkandaugava, Mangaļi, Ziemeļblāzma, Vecāķi, Carnikava, Lilaste, Saulkrasti, Skulte, Šķirotava, Dole, Salaspils, Saulkalne, Ikšķile, Ogre, Ķegums, Lielvārde, Jumprava, Skrīveri, Aizkraukle, Koknese, Pļaviņas, Krustpils, Torņakalns, Zaslauks, Zolitūde, Imanta, Babīte, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Jaundubulti, Pumpuri, Melluži, Asari, Sloka, Ķemeri, Tukums 1, Tukums 2, Olaine, Cena, Ozolnieki, Cukurfabrika, Jelgava, Garkalne, Krievupe, Vangaži, Inčukalns, Līgatne, Cēsis, Lode, Valmiera, Strenči, Līvāni, Nīcgale, Līksna, Daugavpils, Stirniene, Viļāni, Rēzekne 2, Ludza, Nerza, Zilupe, Jaunkalsnava, Madona, Dobeles, Saldus, Skrunda, Liepāja, Biksti.

The service provides permission to use the station's passenger area to gain access to ticketing offices. The service has a fixed charge for a train entering and leaving the last station. The service period is determined by the railway undertaking order.

(c) Equipment and traffic information provision.

This service is available at the following stations and stops: Riga Central Station, Torņakalns, Olaine, Cukurfabrika, Jelgava, Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka, Daugavpils for providing traffic information. The service provides both technical and software solutions and devices available in the station – display and/or audio equipment (based on the equipment available in the service facility), and also providing information for LDz passengers about train arrivals and departures via the information phone line 80001181.

The services are available in accordance to the undertakings request for stopping at specific stations and stops, which is submitted to the infrastructure manager after the infrastructure capacity allocation plan is approved.

The Riga Central Station and Torņakalna Station are both equipped with a passenger notification system (VAPIS) with all the necessary equipment – displays, audio notification system, and communication console for people with disabilities for communication with the information office. The undertakings can announce information notices through displays or audio equipment. All other stations or stops are equipped with a passenger notification system (PNS) with all the necessary equipment – displays and/or audio notification equipment (equipment may differ in different stations and stops).

The infrastructure manager charges for:

- using ticketing offices in every specific station and stop for one square meter used for ticketing a month;
- the provision of equipment and traffic information, using the passenger area to gain access to ticketing offices, where there is a fixed charge for the train entering and leaving the last station;
- access to the passenger station and stop. The charging for the service is determined by the available services in each station and stop.

Additional equipment, if available, after the undertakings request or according to the state budget program:

- (a) The following stations provide WiFi services for passengers: Cēsis, Daugavpils, Dubulti, Jelgava, Krustpils, Ogre, Olaine, Priedaine, Rēzekne -2, Saulkrasti, Skrīveri, Sloka, Valmiera, Zilupe.
- (b) Passenger luggage storage is available at the Riga Central Station. The following stations and stops have designated buildings or compartments for luggage: Saulkalne, Lielvārde, Jumprava, Skrīveri, Torņakalns, Dalbe, Cena, Zemitāni, Zaslauks, Babīte, Mangaļi, Ziemeļblāzma, Saulkrasti.
- (c) Area for mothers with children are available at the Riga Central Station.
- (d) The following stations and stops are equipped with video surveillance systems in the passenger area: Riga Central Station, Jelgava, Cukurfabrika, Liepāja, Sigulda (owned by the local authority)Cēsis, Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, asari, Vaivari, Sloka.
- (e) Fire and emergency alarms:
 - At the following stations and stops with passenger train traffic – Riga Central Station, Tukums 2, Jelgava, Krustpils, Trepē, Līvāni, Jersika, Nīcgale, Vabole, Līksna, Daugavpils, Šķirotava, Salaspils, Ogre, Ķegums, Lielvārde, Skrīveri, Aizkraukle, Koknese, Pļaviņas, Kūkas, Mežāre, Atašiene, Stirniene, Varakļāni, Viļāni, Sakstagals, Rēzekne 2, Taudejāni, Cirma, Ludza, Istalsna, Nerza, Zilupe, Torņakalns, Cukurfabrika, Glūda, Dobeles, Biksti, Brocēni, Saldus, Skrunda, Kalvene, Ilmāja, Tore, Liepāja, Zemitāni, Garkalne, Krievupe, Vangaži, Inčukalns, Sigulda, Līgatne, Cēsis, Lode, Valmiera, Zaslauks, Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka, Ķemeri,

- Tukums 1, Sarkandaugava, Mangali, Ziemeļblāzma, Vecāķi, Gauja, Lilaste, Saulkrasti, Skulte, Jaunkalsnava, Kalsnava, Mārciena, Gulbene;
- In the following stations with no passenger train traffic – Ventspils, Ventspils 2, Elkšķene, Ugāle, Usma, Spāre, Līči, Stende, Sabile, Kandava, Zvāre, Slampe, Līvberze.
- (f) Physical security provision at the following stations: Riga Central station, Tukums 2, Jelgava, Liepāja, Ventspils.
- (g) The following stations are confined with a fence: Riga Central Station, Jelgava, Vagonu parks, Jāņavārti, Daugmale, Šķirotava, Ogre, Skrīveri, Aizkraukle, Koknese, Pļaviņas, Cukurfabrika, Zemitāni, Sigulda, Cēsis, Zolitūde, Imanta, Babīte, Lielupe, bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka.
- (h) Accessible environment for people with reduced mobility:
- Access ramps – at the following stations and stops: Jelgava, Krustpils, Daugavpils, Ogre, Pārogre, Dendrārijs, Aizkraukle, Koknese, Alotene, Pļaviņas, Ozolsala, Rēzekne 2, Olaine, Cukurfabrika, Zemitāni, Čiekurkalns, Jugla, Baltezers, Krievupe, Vangaži, Inčukalns, Sigulda, Cēsis, Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, asari, Vaivari, Sloka, Brasa, Ziemeļblāzma, Kalngale, Lilaste;
 - Corrugated surface – at the following stations and stops: Jelgava, Ikšķile, Aizkraukle, Olaine, Cukurfabrika, Krievupe, Sigulda, Cēsis, Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka, Ziemeļblāzma;
 - Instructions written in braille – at Aizkraukle station and the Dendrārijs stop;
 - Elevator equipment - at Riga Central Station and at theJelgava, Krustpils, Daugavpils, Rēzekne 2 and Dubulti stations.
- (i) The ticketing offices at the Riga Central Station are equipped with installations for people with hearing impairment, thus making the station even more accessible for people with disabilities.
- (j) Bicycle parking is available at the following stations: Jelgava, Saldus, Skrunda, Liepāja.

After the undertakings request or according to the state budget program, the infrastructure manager is able provide additional equipment for specific stations or stops (for example, electricity or data cables, wi-fi, safety systems, bicycle parking). The costs for implementing the equipment are covered by the undertakings after an agreement with the infrastructure manager, if the state budget program does not foresee such additions.

5.3.1.2. Freight terminals

LDz does not provide services at freight terminals.

5.3.1.3. Marshalling yards and train formation facilities, including shunting facilities

Services “processing of wagons”, “processing of trains” and “processing of local wagons”:

Information regarding LDz service is available on the website of LDz available at www.ldz.lv under section “BIZNESAM. Kravas vagoni (Apkalpes vietas operatora pakalpojumi)” (link in Latvian).

5.3.1.4. Storage sidings

LDz does not provide storage services.

5.3.1.5. Maintenance facilities

Service “technical maintenance of freight wagons”:

Information regarding LDz service is available on the website of LDz available at www.ldz.lv under section “BIZNESAM. Kravas vagoni (Apkalpes vietas operatora pakalpojumi)” (link in Latvian).

5.3.1.6. Other technical facilities, including cleaning and washing facilities

Information in this section will be provided later.

5.3.1.7. Maritime and inland port facilities

LDz does not provide services at maritime and inland port facilities.

5.3.1.8. Relief facilities

Information in this section will be provided later.

5.3.1.9. Refuelling facilities

LDz does not provide refuelling services.

5.3.2. Supply of services in service facilities

5.3.2.1. Shunting

Services “processing of wagons”, “processing of trains” and “processing of local wagons”:

Information regarding LDz service is available on the website of LDz available at www.ldz.lv under section “BIZNESAM. Kravas vagoni (Apkalpes vietās operatora pakalpojumi)” (link in Latvian).

5.3.2.2. Other services

LDz does not provide other services.

5.4. ADDITIONAL SERVICES

5.4.1. Traction current

To ensure electric traction rolling stock operation on LDz contact line system, a supply of 3,3 kV direct current voltage is used. Technically it can only be supplied through 11 traction substations owned by LDz. LDz supplies electricity to any electric traction unit, which is able to receive it from the LDz contact line system.

5.4.2. Services for trains

LDz does not provide any additional services for trains.

5.4.3. Services for exceptional transports and dangerous goods

LDz does not provide any additional services for emergency and dangerous goods undertaking.

5.4.4. Other additional services

(a) Service “repair works of traction unit ALS board devices”:

service “repair works of traction unit ALS board devices” is provided in the extent and according to periodicity specified in Annex 10 to Instruction No. D-3.1./369 “Functional Testing of ALSN Devices” Information regarding LDz service “repair works of traction unit ALS board devices” is available on the website of LDz www.ldz.lv under section “Biznesam. Vilces līdzekļu borta ierīces (Apkalpes vietās operatora pakalpojumi)” (link in Latvian).

(b) Service “repair works of traction unit radio communication board devices”:

service “repair works of traction unit radio communication board devices” is provided in the extent and according to periodicity specified in Annex 2 to Regulation No. PP-31/494 “Measures and Periodicity for the Technical Maintenance of Radio Communication Devices”.

Information regarding LDz service “repair works of traction unit radio communication board devices” is available on the website of LDz www.ldz.lv under section “Biznesam. Vilces līdzekļu borta ierīces (Apkalpes vietas operatora pakalpojumi)” (link in Latvian).

5.5. ANCILLARY SERVICES

5.5.1. Piekļuve telekomunikāciju tīklam

LDz does not provide any telecommunication supply services.

5.5.2. Provision of supplementary information

Information in this section will be provided later.

5.5.3. Technical inspection of rolling stock

Information in this section will be provided later.

5.5.4. Ticketing services in passenger stations

LDz does not provide ticketing services.

5.5.5. Specialized heavy maintenance services

LDz does not provide any specialised heavy maintenance services.

5.5.6. Other ancillary services

Information in this section will be provided later.

6

CHARGES

6. CHARGES

The following subchapters contain information on charging principles, overview of the charging system and such tariffs for the use of services provided by infrastructure manager:

- (a) Track access charges;
- (b) Charges of services (additional and ancillary) provided by infrastructure manager.

Charging principles, schemes and tariffs for the access to service facilities of other providers and to services provided in these facilities and services provided by other entities (not infrastructure manager) shall not be subject of this chapter and shall be found on relevant websites of such entities/operators.

6.1. CHARGING PRINCIPLES

6.1.1. Basis of the infrastructure charges

Except cases where cooperation agreements are signed with a purpose to establish specific charging systems for services in relation to more than one infrastructure network of the rail system within the European Union, the performer of the essential functions shall ensure, that the charging scheme in use is based on the same principles over the whole network and that the application of the charging scheme to different railway undertakings that perform services of an equivalent nature in a similar part of the market results in equivalent and non-discriminatory charges (Article 11(1) of the Railway Law). For the current network statement period, no cooperation agreements to establish specific charging systems have been signed.

Given that the values or technical parameters referred to in Article 5 (2) of Regulation 2015/909 are significantly different in different parts of the network managed by the infrastructure manager - the narrow gauge (750mm) Gulbene - Aluksne and wide gauge (1520mm) core network, track access charges in the above-mentioned parts of the network are defined separately.

The performer of the essential functions sets track access charges in accordance with the direct cost in compliance with the Article 11(2) of the Railway Law and Regulation 2015/909, and levies mark-ups, if the market can bear this, and provides differentiation so that different railway undertakings providing comparable services in similar market segments are subject to equivalent and non-discriminatory track access charges.

The performer of essential functions after consultations with applicants and the infrastructure manager develops and adopts the charging scheme regarding track access charges as well as the collection scheme stipulating terms for collection of the above-mentioned charges. Full texts and the respective amendments of the charging and collection schemes currently in force are available in the official website of the performer of the essential functions in the following link: <https://www.lrn.lv/legal-framework/schemes/?lang=en>.

Service facility operator (LDz) sets charges for use of facilities and supply of services. Where additional and ancillary services are offered by only one supplier, the charge imposed for additional and ancillary services shall not exceed the cost of providing it, plus a reasonable profit (Article 11.² of the Railway Law).

6.1.2. Scarcity charges

The performer of the essential functions may decide to add a charge which reflects the scarcity of railway infrastructure capacity to the existing level of track access charge in a specified railway infrastructure part during congestion periods by setting a scarcity charge. Level of scarcity charges shall be set in accordance with the changes in the railway infrastructure costs caused by the maintenance costs associated with the capacity-enhancement plan and the costs of attracting borrowed capital for long-term investments foreseen by the infrastructure manager. For the current network statement period, no scarcity charges have been applied.

6.1.3. Environmental charges

Track access charges may be modified to take account of the cost of environmental effects caused by the operation of the train. The decision on the environmental charge is made in accordance with user-oriented performance targets in environmental protection foreseen in the multi-annual contract, the decision of the Cabinet of Ministers (referred to in the Article 11(11) of the Railway Law) on the assignation of compensation, its value and payment conditions, as well as the railway environment policy and its action program issued by the regulatory body. For the current network statement period, no environmental charges have been applied.

6.1.4. Specific investment project charges

The performer of the essential functions may set higher track access charges in case of specific investment projects that are not mentioned in the multi-annual contract but increase efficiency or cost effectiveness of applicants and if it could not otherwise be or have been achieved. Level of specific investment project charges shall be set in accordance with the changes in the railway infrastructure costs caused by the specific investment project (e.g. the amortization of the part of the long-term investment in the programming period that does not exceed the efficiency of the applicant's savings). For the current network statement period, no specific investment project charges have been applied.

6.1.5. Discounts

The performer of the essential functions may levy the following discounts:

- (a) volume discount to a specific market segment if during the programming period the volume of traffic for a specific market segment exceeds the forecasted train kilometers (determined according to the level of the respective market segment mark-up), and
- (b) network loading optimization discount for a specific part of the railway infrastructure where demand for the railway infrastructure capacity does not reach the optimal load and where it can be ascertained that the discount can stimulate the usage of the railway infrastructure capacity.

For the current network statement period, no network loading optimization discounts have been applied.

6.1.6. Network performance supporting charges

The performer of the essential functions may apply penalties for actions which disrupt the operation of the railway network, compensations for the infrastructure manager or railway undertakings which suffer from disruption and bonuses, if delay exceeds the allowable delay limits specified in the network performance scheme and if delay causes other railway undertakings train delay. Currently the infrastructure manager accumulates information about the delays and their causes, but does not apply payments for them.

6.1.7. Charges for capacity used for infrastructure maintenance and for railway technological processes

Track access charges are not applied to the trains and rolling stock designated by the infrastructure manager that are not involved in freight or passenger transportation by rail, but are related to the prevention or elimination of the consequences of disruption, the maintenance of the infrastructure, the performance of all repair operations, if the provisions of the capacity allocation scheme regarding requests for infrastructure capacity to enable maintenance work are complied, otherwise applying rules set out in the performance scheme. Track access charges for infrastructure capacity used by railway undertakings and technical processes performer rolling stock and trains that are not involved in freight or passenger transportation by railway but provide technological processes (construction, renewal and maintenance of railway infrastructure equipment, modernization and repairs of railway rolling stock, preparation of trains and locomotives for transportation, locomotive movements, etc.) are determined at the level of direct maintenance and overhead costs.

6.1.8. Application assurance payment

The performer of the essential functions determines application assurance payment for the infrastructure capacity that is allocated in the capacity allocation plan (regardless of whether the capacity is utilized), according to the level of the unit full costs of performing infrastructure manager essential functions defined in the Paragraph 23 of Article 1 of the Railway Law.

6.1.9. Mark-ups

Mark-ups are applied on the basis of efficient, transparent and non-discriminatory principles, while guaranteeing optimal competitiveness of rail market segments. The charging system shall respect the productivity increases achieved by railway undertakings. The level of track access charges shall not, however, exclude the use of

infrastructure by market segments which can pay at least the cost that is directly incurred as a result of operating the railway service, plus a rate of return which the market can bear.

The performer of the essential functions evaluates the relevance of the mark-ups for the specific market segments and also assesses the need for further distinguishing of market segments according to the commodity or passengers transported, if:

- (a) applicants in the capacity requests specify specific conditions of utilization of the infrastructure that allow them to adapt to the final customers preferences (obtaining additional competitive advantages) or to their technological failures that causes the infrastructure manager costs which would otherwise be eliminated and not included in the track access charges;
- (b) infrastructure manager services improve the criteria of final customers preferences compared to competing transport modes and infrastructure networks;
- (c) environmental, accident and infrastructure costs that are not paid by competing transport modes can be observed and there is a decision of the Cabinet of Ministers (referred to in the Article 11(11) of the Railway Law) on the assignation of compensation, its value and payment conditions.

6.1.10. Principles of market segmentation and segmentation criteria

Current market segmentation is based either on the impact of different types of utilization of the infrastructure on the cost of railway infrastructure, on the productivity achieved by railway undertakings or on the impact of the allowable mark-up value on the competitiveness of the final consumer market.

Applicants not later than 4 months before publishing the network statement may submit evidence to the performer of the essential functions that market segmentation criteria set out in the charging scheme is not equal for different types of utilization of the infrastructure, market situation does not allow to cover existing track access charges or specific market segments do exist in which railway undertakings currently are not operating but may provide their services.

Criteria for market segmentation is set out in Annex 3 of the charging scheme.

6.1.11. The list of market segments

According to Annex 5 of the charging scheme adopted by the performer of the essential functions, the current list of market segments includes the following market segments:

- (a) passenger services within the framework of a public service contract within wide gauge network;
- (b) passenger services within the framework of a public service contract within narrow gauge network;
- (c) other passenger services within wide gauge network;
- (d) other passenger services within narrow gauge network;
- (e) regular traffic domestic freight services with collecting and pick-up trains using pre-reserved train paths;
- (f) non-regular traffic domestic freight services with collecting and pick-up trains;
- (g) container freight services within domestic network or the European Economic Area using pre-reserved train paths;
- (h) other freight transport services, except international 1520 traffic, using pre-reserved train paths;
- (i) regular international 1520 traffic freight services using pre-reserved train paths;
- (j) other international 1520 traffic freight services.

6.2. CHARGING SYSTEM

The infrastructure manager in accordance with the method of cost allocation to the various categories of services provided to the railway undertakings, from its total costs to the minimum access package and to the access to infrastructure connecting service facilities, allocates the full costs necessary to ensure common access rights throughout the infrastructure to the freight and passenger service groups using the cost drivers referred to in Annex 1 of the charging scheme. The network-wide direct costs of the infrastructure are calculated as the difference between the full costs of each parameter of freight and passenger service groups mentioned in Annex 1 of the charging scheme and each cost parameter included costs, that according to the Regulation 2015/909 are considered as non-eligible costs. The above-mentioned cost parameters according to Annex 1 of the charging scheme are the following:

- (a) full infrastructure maintenance and overhead costs (*ceļ uztur*);
- (b) maintenance and train operating costs of infrastructure that provides an access to the infrastructure connecting service facilities (*mez uztur*);

- (c) renewal costs of infrastructure that provides a minimum access package and an access to the infrastructure connecting service facilities ^(atj);
- (d) electric traction supply equipment costs ^(elekt);
- (e) costs of performing essential functions of the infrastructure manager ^(bfv).

The performer of the essential functions sets the levels of network-wide unit direct costs and specific segment ^(s) mark-up levels for each of the above-mentioned cost parameters which results in the multi-parameter track access charges (exclusive of VAT) for different unit performance indicators:

- (a) **M**_{cej uztur gr s} – EUR / train-kilometer
- (b) **M**_{mez uztur gr s} – EUR / wagon
- (c) **M**_{atj gr s} – EUR / gross tonne-kilometer
- (d) **M**_{elekt gr s} – EUR / train-kilometer
- (e) **M**_{bfv gr s} – EUR / train-path

To modify or adapt the levels of track access charges to the specific conditions the performer of the essential functions according to the charging scheme to any of the charging parameter components may apply specific differentiation instruments mentioned in Section 6.1. of the network statement.

6.3. TARIFFS

Current track access charges in force are set out in the following board decisions of the performer of the essential functions:

- (a) JSC "LatRailNet" 23.12.2019. board decision Nr.JALP-3/100-2019 (prot. Nr.JALP-1.2/100-2019) "Par infrastruktūras maksas lielumu indeksāciju periodam no 2020.gada 1.februāra" (link in Latvian);
- (b) JSC "LatRailNet" 08.11.2019. board decision Nr.JALP-1.3/87-2019 (prot.Nr.JALP-1.2./87-2019) "Par maksas par būtisko funkciju veikšanu periodam no 2019.gada 8.decembra līdz 2020.gada 12.decembrim noteikšanu" (link in Latvian).

6.3.1. Minimum access package

The performer of the essential functions has set track access charges for maintenance of the infrastructure and traffic control within the minimum access package. In addition to minimum access package track access charges include other cost parameters (charges for maintenance of the infrastructure and traffic control within the infrastructure network hubs, renewals of the infrastructure and maintenance and renewals of the electric traction supply equipment for trains using electric traction).

The total final payment includes at least direct costs of the above-mentioned cost parameter components and different mark-ups (where applied). Differentiation instruments (discounts, network performance supporting charges and/or other) mentioned in Section 6.1 of the network statement may be applied to the final amount of track access charge of the given market segment to modify or adapt track access charges to the specific market conditions.

(a) The performer of the essential functions has set network-wide unit direct costs of all cost parameters for freight and passenger service groups:

PARAMETER OF THE TRACK ACCESS CHARGES				
SERVICE GROUP	MAINTENANCE OF THE RAILWAY INFRASTRUCTURE AND TRAFFIC CONTROL WITHIN MINIMUM ACCESS PACKAGE	MAINTENANCE OF THE RAILWAY INFRASTRUCTURE AND TRAFFIC CONTROL WITHIN INFRASTRUCTURE NETWORK HUBS	RENEWALS OF THE RAILWAY INFRASTRUCTURE	MAINTENANCE AND RENEWALS OF THE ELECTRIC TRACTION SUPPLY EQUIPMENT (For trains using electric traction)
	EUR / train km	EUR / 1 wagon	EUR / gross tonne-km	EUR / train km
Freight services	2,72	4,10	0,00028696	not applied
Passenger services	0,83	not applied	0,00028696	0,14
Passenger services (narrow gauge network)	2,67	not applied	not applied	not applied

(b) The performer of the essential functions has set final amounts of track access charges of all cost parameters for the specific market segments:

MARKET SEGMENT	ABBREVIATION OF THE TRACK ACCESS CHARGE	CHARGING UNIT	AMOUNT OF THE TRACK ACCESS CHARGE, EUR PER UNIT
passenger services within the framework of a public service contract (within wide gauge network)	M ceļ uzt pas sab pak pas	train km	0,85
	M atj pas sab pak pas	gross tonne-km	0,00029433
	M elektr pas sab pak pas	train km for electric trains	0,14
passenger services within the framework of a public service contract (within narrow gauge network)	M ceļ uzt pas sab pak pas šs	train km	2,74
other passenger services (within wide gauge network)	M ceļ uzt pas citi pas	train km	5,04
	M atj pas citi pas	gross tonne-km	0,00340360
	M elektr pas citi pas	train km for electric trains	1,41
other passenger services (within narrow gauge network)	M ceļ uzt pas citi pas šs	train km	2,74
regular traffic domestic freight services with collecting and pick-up trains using pre-reserved train paths*	M ceļ uzt krav reg sviv krav	train km	5,26
	M mez uzt krav reg sviv krav	number of wagons	7,91
	M atj krav reg sviv krav	gross tonne-km	0,00043706
non-regular traffic domestic freight services with collecting and pick-up trains	M ceļ uzt krav nereg sviv krav	train km	7,86
	M mez uzt krav nereg sviv krav	number of wagons	11,81
	M atj krav nereg sviv krav	gross tonne-km	0,00058734

MARKET SEGMENT	ABBREVIATION OF THE TRACK ACCESS CHARGE	CHARGING UNIT	AMOUNT OF THE TRACK ACCESS CHARGE, EUR PER UNIT
container freight services within domestic network or the European Economic Area using pre-reserved train paths*	M ceļ uzt krav kontein krav	train km	2,79
	M mez uzt krav kontein krav	number of wagons	4,21
	M atj krav kontein krav	gross tonne-km	0,00029433
other freight transport services, except international 1520 traffic, using pre-reserved train paths*	M ceļ uzt krav citi krav	train km	7,20
	M mez uzt krav citi krav	number of wagons	10,81
	M atj krav citi krav	gross tonne-km	0,00054912
regular international 1520 traffic freight services using pre-reserved train paths*	M ceļ uzt 1520 reg 1520	train km	5,32
	M mez uzt 1520 reg 1520	number of trains	314,84
other international 1520 traffic freight services	M ceļ uzt 1520 citi 1520	train km	9,80
	M mez uzt 1520 citi 1520	number of trains	602,76

* segments marked with (*) are charged according to capacity assurance charge rates mentioned in Section 6.3.1.(e) of the network statement

(c) The performer of the essential functions has set track access charges for capacity used for infrastructure maintenance and for railway technological processes:

TYPE OF TRAFFIC	AMOUNT OF THE TRACK ACCESS CHARGE (M ^{tehpr gr}), EUR PER TRAIN KM
Passenger traffic	0,70
Freight traffic	1,30

(d) The performer of the essential functions has set track access charges for performing essential functions of the infrastructure manager (application assurance charge) for the period from December 8, 2019 to December 12, 2020:

TYPE OF TRAFFIC	AMOUNT OF THE TRACK ACCESS CHARGE FOR THE ALLOCATED PORTION OF THE CAPACITY IN THE CAPACITY ALLOCATION PLAN FOR THE SPECIFIC SERVICE GROUP, EUR PER 1 TRAIN-PATH	AMOUNT OF THE TRACK ACCESS CHARGE FOR REVIEWING AD-HOC CAPACITY REQUESTS FOR THE SPECIFIC SERVICE GROUP, EUR PER 1 TRAIN-PATH	AMOUNT OF THE TRACK ACCESS CHARGE FOR THE COORDINATION PROCEDURE FOR THE SPECIFIC SERVICE GROUP, EUR PER APPLICATION
Freight traffic	M rezer bfv krav	M ārpus rezer bfv krav	M koord rezer bfv krav
	8,53	28,26	345,64
Passenger traffic	M rezer bfv pas	M ārpus rezer bfv pas	M koord rezer bfv pas
	3,95	28,26	345,64

- (e) The performer of the essential functions has set infrastructure capacity assurance charges for specific market segments with pre-reserved train paths:

MARKET SEGMENT	ABBREVIATION OF THE TRACK ACCESS CHARGE	CHARGING UNIT	AMOUNT OF THE INFRASTRUCTURE CAPACITY ASSURANCE CHARGE, EUR PER UNIT
regular traffic domestic freight services with collecting and pick-up trains using pre-reserved train paths	M _{rezer krav reg sviv krav}	train km	7,92
container freight services within domestic network or the European Economic Area using pre-reserved train paths	M _{rezer krav kontein krav}	train km	4,26
other freight transport services, except international 1520 traffic, using pre-reserved train paths	M _{rezer krav citi krav}	train km	10,80
regular international 1520 traffic freight services using pre-reserved train paths	M _{rezer 1520 reg 1520}	train km	6,27

6.3.2. Track access to services facilities

Track access to the service facilities is not part of the minimum access package but current tariffs for the use of the track access to service facilities are reflected in Section 6.3.1. of the network statement as the charging parameter "Maintenance of the infrastructure and traffic control within infrastructure network hubs".

6.3.3. Supply of services referred to in 5.3

(a) Services at passenger stations

The infrastructure manager has determined service facility service charges per single user, where the state joint stock company "Latvijas Dzelzceļš", according to part (2) of section 12¹ of the Railway Law", in a non-discriminatory manner supplies access to passenger stations and stops for all undertakings

The offer for **service facility services**:

- Ticketing offices;
- equipment and traffic information provision;
- passenger premises.

- 1) The charge for the Ticketing offices. The undertakings are being charged every month for every square meter used for ticketing at every specific station and stop. The charge for a single square meter consists of the costs for upkeep on the premises as well as the profit margin. The profit margin is calculated by multiplying the upkeep costs by 7,5%

Apart from permission to use the ticketing offices, the service also includes all maintenance work for the specific service facility – sanitary maintenance and technical upkeep, including the provision of utilities (electricity, heating, water supply, sewerage).

The service charge depends on the maintenance costs of the station and stop. The service has an assigned contact person, who solves all the service related questions: Commercial Business Director of "Latvijas dzelceļš" Real Estate Department Alberts Bogdanovs 67233756; 29531998.

*) There is also an incomplete service for Ticketing Offices offered separately; if the undertakings perform the sanitary cleaning in the ticket office premises by their own means the service only charges for the station's or stop's building maintenance costs.

- 2) The charge for equipment and traffic information provision is applied for a single yearly passenger train stopping occasion at a stop included in the train timetable. The charge for the service is calculated separately for the Riga Central Station and all other stations or stops where this service is available. The Charge includes the yearly maintenance cost for the audio notification systems, the yearly maintenance costs for the notification system functionality provision and the market share for the services provided in the service facility.

The market share is calculated as follows: the values of the asset register at the end of the reference period multiplied by the weighted average capital return rate.

(b) “Train car processing”, “train processing” and “local train car processing” services:

LDz service information is available at the LDz website www.ldz.lv under section “[BIZNESAM. Kravas vagoni \(Apkalpes vietas operatora pakalpojumi\)](#)”

(c) “Freight car technical maintenance” service:

LDz service information is available at the LDz website www.ldz.lv under section “[BIZNESAM. Kravas vagoni \(Apkalpes vietas operatora pakalpojumi\)](#)”

6.3.4. Additional services

(a) Traction current electricity supply service

The cost for electricity is calculated every month as the average cost per traction substation after the monthly actual payments of the state joint stock company “Latvijas Dzelzceļš” .

The average cost of electricity consists of:

- 1) the charge for the distribution service (except EVA “Saulkrasti”) and the transmission service (EVA “Saulkrasti”) with confirmed rates by the joint stock company “Sadales tīkls” and the joint stock company “Augstsprieguma tīkls” regulated by The Public Utilities Commission (PUC) Comity;
- 2) the charge for electricity in accordance with contract L-1894/2019 on the 8th of August 2019 between the joint stock company “Latvenergo” and the state joint stock company “Latvijas Dzelzceļš” (signed after the open competition “Electricity procurement for the state joint stock company’s “Latvijas Dzelzceļš” necessities”, identification number of the procurement - LDz 2019/15-IB, valid from 1st of September 2019 until the 31st of August 2022):
 - daytime zone: 0,05135 EUR per 1 kWh (without VAT);
 - night-time and weekend zone: 0,03906 EUR per 1 kWh (without VAT);
 - peak hour zone: 0,05612 EUR per 1 kWh (without VAT);
 - one-time zone: 0,04669 EUR per 1 kWh (without VAT);
- 3) charge for the mandatory procurement components, confirmed by the PUC Comity decision;
- 4) charge for the permissible load after the joint stock company’s “Sadales tīkls” rates confirmed by the PUC Comity’s decision, except EVA “Saulkrasti”;
- 5) charge for the upkeep and development of the transmission capacity after the joint stock company’s “Augstsprieguma tīkls” rates confirmed by the PUC Comity’s decision, EVA “Saulkrasti”;
- 6) necessary costs for meeting technical specification requirements.

(b) “Traction vehicle ALS equipment repair” service provision:

The service “traction vehicle ALS equipment repair” is provided, considering the work amount and periodicity described on section 10 of the instruction manual No.D-3.1/369”ALSN equipment inspection”. More information on the terms and conditions, and locations of the service “ traction vehicle ALS equipment repair” is available on the LDz website www.ldz.lv under section “[Biznesam. Vilces līdzekļu borta ierīces \(Apkalpes vietas operatora pakalpojumi\)](#)”.

(c) “Traction vehicle radiocommunication equipment repair” service provision

The service “Traction vehicle radiocommunication equipment repair” is provided considering the work amount and periodicity described on annex 2 of the regulation No.PP-31/494 “Radiocommunication equipment technical maintenance and its periodicity. More information on the terms and conditions, and locations of the service “Traction vehicle radiocommunication equipment repair” is available on the LDz website www.ldz.lv under section “[Biznesam. Vilces līdzekļu borta ierīces \(Apkalpes vietas operatora pakalpojumi\)](#)”..

6.3.5. Ancillary services

Information in this section will be provided later.

6.4. FINANCIAL PENALTIES AND INCENTIVES

6.4.1. Non-usage /cancellation fees and charges

Track access charges mentioned in Section 6.3.1.(d) of this network statement (application assurance charges for the allocated portion of the infrastructure capacity in the capacity allocation plan) and in Section 6.3.1.(e) (capacity assurance charges) shall be paid by applicants when applying for infrastructure capacity and are non-refundable in case of non-usage. Capacity assurance charges mentioned in Section 6.3.1.(e) of this network statement are refundable only in cases due to the fault of the infrastructure manager.

For the current network statement period, no additional non-usage or cancellation fees and charges apart from the above-mentioned application assurance and capacity assurance charges have been applied.

6.4.2. Reduction fee for Framework Agreements

For the current network statement period, no reduction fees for framework agreements have been applied.

6.4.3. ERTMS Discounts

For the current network statement period no ERTMS related discounts have been applied.

6.5. PERFORMANCE SCHEME

The charging scheme encourage railway undertakings and the infrastructure manager to minimize disruption and improve the performance of the railway network through a network performance scheme adopted by the performer of the essential functions. Purpose of the network performance scheme is to define penalties for actions which disrupt the operation of the network, compensation for undertakings which suffer from disruption and bonuses that reward better-than-planned performance. Full text and the respective amendments of the network performance scheme currently in force are available in the official website of the performer of the essential functions in the following link: <https://www.lrn.lv/legal-framework/schemes/?lang=en>.

Currently the infrastructure manager accumulates information about the delays and their causes, but does not apply payments for them.

6.6. CHANGES TO CHARGES

The performer of the essential functions in its decisions mentioned in subsections 6.3. (a) and (b) has not set limited time period for the application of the existing track access charges currently in force, whereas application period of the decision mentioned in subsection (c) is equal to annual train timetable period of 2019./2020. During the current network statement period one month before the entry into force of the annual train timetable period of 2020./2021. it is expected to make a decision on setting track access charges for performing essential functions of the infrastructure manager (application assurance payments).

According to the conditions set out in the "Indicative railway infrastructure development plan for the period 2018 - 2022" (adopted by the order nr.588 of the Cabinet of Ministers, 6 November, 2018, prot. nr.51 41. §) track access charges within the minimum access package shall remain at the level of year 2018 allowing its rise only in line with the national inflation rate. Normalization coefficients indicated in Annex 2 of the charging scheme may be applied for cost indexation to relate the expenses of the reference period to the programming period. Any modification to the essential elements of the charging system shall be made public at least three months in advance of the deadline for the publication of the network statement (Article 11.¹ (8) of the Railway Law).

Changes or modifications of track access charges or charging, collection and network performance schemes shall be published in the official website of the performer of the essential functions in the following link: <https://www.lrn.lv/>.

6.7. BILLING ARRANGEMENTS

The performer of the essential functions has adopted collection scheme that lays down the procedure in which the infrastructure manager collects track access charges from railway undertakings, applicants and performers of the relevant technological processes for the minimum access package and for the access to the infrastructure connecting service facilities. Full text and the respective amendments of the collection scheme currently in force are available in the official website of the performer of the essential functions in the following link: <https://www.lrn.lv/legal-framework/schemes/?lang=en>.

Overview of the invoice release and payment terms set out in the collection scheme is reflected in the following table:

PAYMENT (ABBREVIATION)	ISSUER OF THE INVOICE	INVOICE RELEASE TERMS	BILLING PERIOD	PAYMENT TERMS
Payment for minimum access package for passenger services (KM _{pas s})	LDz	until 10th date of the relevant month (inclusive) or next working day (if in weekend of holiday)	time period starting from 20th date of the previous month till last date of the last month (inclusive)	within 5 working days after receiving the invoice
		until 15th date of the relevant month (inclusive) or next working day (if in weekend of holiday)	time period starting from 1st date of the relevant month till 10th date of the relevant month (inclusive)	within 5 working days after receiving the invoice
		until 25th date of the relevant month (inclusive) or next working day (if in weekend of holiday)	time period starting from 11th date of the relevant month till 20th date of the relevant month (inclusive)	within 5 working days after receiving the invoice
Payment for minimum access package for freight services (KM _{krav s})	LDz	every Monday of the calendar week or next working day (if in weekend of holiday)	time period starting from Monday of the previous week till Wednesday (inclusive)	within 5 working days after receiving the invoice
		every Wednesday of the calendar week or next working day (if in weekend of holiday)	time period starting from Thursday of the previous week till Sunday (inclusive)	within 5 working days after receiving the invoice
Payment for the capacity used for provision of technological processes (KM _{tehpr gr})	LDz	once a month but not later than 10th date of the next calendar month	time period of the previous calendar month	within 5 working days after receiving the invoice
Application assurance payment for the allocated portion of the capacity (NKM _{rezer bfv gr})	LRN	one calendar month before entry into force of the annual working timetable to which the decision of the railway infrastructure capacity allocation is related	time period of the annual working timetable to which the decision of the railway infrastructure capacity is related	within 15 working days after receiving the invoice
Payment for the ad-hoc capacity requests for the allocated portion of the capacity (AKM _{rezer bfv gr})	LRN	at the same time of the release of the decision on ad-hoc capacity allocation	time period of the ad-hoc capacity allocation	within 15 working days after receiving the invoice
Recalculated application assurance payment for the allocated portion of the capacity (NKM _{rezer bfv gr})	LRN	once a quarter but not later than 15th date of the first month of the next quarter	time period of the previous quarter	within 15 working days after receiving the invoice

PAYMENT (ABBREVIATION)	ISSUER OF THE INVOICE	INVOICE RELEASE TERMS	BILLING PERIOD	PAYMENT TERMS
Final payment for the allocated portion of the capacity (KM rezer bfv gr)	LRN	30 calendar days after the end of the period of the annual working timetable to which the decision of the railway infrastructure capacity allocation is related	time period of the annual working timetable to which the decision of the railway infrastructure capacity is related	within 15 working days after receiving the invoice
Railway infrastructure capacity assurance payment for market segments of pre-reserved train paths (NKM rezer gr s)	LDz	20 calendar days before entry into force of the annual working timetable to which the decision of the railway infrastructure capacity allocation or its amendments is related	time period of the annual working timetable to which the decision of the railway infrastructure capacity is related	within 15 calendar days after the invoice release date
Final railway infrastructure capacity assurance payment for market segments of pre-reserved train paths (KM rezer gr s)	LDz	15 calendar days after the end of the annual working timetable to which the decision of the railway infrastructure capacity is related	time period of the annual working timetable to which the decision of the railway infrastructure capacity is related	within 15 calendar days after the invoice release date

ANNEXES NUMBERING

Annex 2.3.1.A - BILLING DETAILS AGREEMENT;

Annex 2.3.2.A - BILLING DETAILS AGREEMENT;

Annex 3.1.A - ORGANISATION SCHEME OF LATVIAN RAILWAY TRAIN MOVEMENT AND CARGO OPERATIONS;

Annex 3.1.B - TECHNICAL DEVELOPMENT OF LDZ INFRASTRUCTURE;

Annex 3.3.1.3.A - LIST OF RAILWAY STATIONS;

Annex 3.3.1.3.B - LIST OF RAILWAY PASSING POSTS (RAILWAY BLOCK POSTS AND TRACK POSTS);

Annex 3.3.1.3.C - LIST OF RAILWAY STOP POINTS;

Annex 3.3.2.A - WEIGHT AND LENGTH STANDARDS OF LATVIAN RAILWAY FREIGHT TRAINS;

Annex 3.3.3.A - EQUIPMENT OF LATVIAN RAILWAY SECTIONS;

Annex 3.4.3.A - LDZ ESPECIALLY DANGEROUS GOODS UNDERTAKINGS;

Annex 3.5.A - CAPACITY OF LDZ FOR ALLOCATION OF RAILWAY INFRASTRUCTURE CAPACITY FOR THE 2021 TIMETABLE;

Annex 3.5.B - CAPACITY RESTRICTIONS (2020-2023);

Annex 3.6.3.A - LDZ LIST OF PASSENGER PLATFORMS;

Annex 4.2.A - CAPACITY REQUEST APPLICATION;

Annex 4.2.B - PROPOSALS FOR DRAFTING THE OPERATIONAL CAPACITY ALLOCATION PLAN;

Annex 4.2.C - THE LIST OF ROUTES OF RAILWAY LINES;

Annex 4.5.A - MAINTENANCE NOTICE.

GLOSSARY

ALS	Automatic locomotive signalisation
performer of essential functions	Joint Stock Company "LatRailNet", that in accordance with Paragraph 35 of the transitional Provisions of the Railway Law – performs essential functions of the infrastructure manager – decision-making on infrastructure charges, railway infrastructure capacity allocation and decision-making on the designation of a train for a specific undertaking
C-OSS	Freight Corridor One-stop-shop
CID	Corridor Information Document
CIS	information system, that provide information of infrastructure charging system
EU	European Union
ETCS	European Train Control System – a component of the European railway traffic control unit's alarm and control system
EVA	Traction substation
FUES	hot-box detectors detect the rolling stock's overheated axle boxes and worn-out (due to breakage) rolling stock's wheel pairs in a moving train
infrastructure	public-use rail infrastructure network
infrastructure renewal	according to the charging scheme technological process that is necessary to return existing infrastructure to a specific state by substituting its elements with the same or similar items without changing its overall performance
infrastructure manager	public-use railway infrastructure manager – state joint stock company "Latvijas dzelzceļš"
infrastructure maintenance	according to the charging scheme technological process that the infrastructure manager carries out in order to maintain the condition of the existing infrastructure or to return it to such condition without making any replacements
Regulation 2015/909	Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service
Regulation 913/2010	Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight
LDz	state joint stock company "Latvijas dzelzceļš"
LDz infrastructure	The public-use railway infrastructure owned by the Joint Stock Company "Latvijas dzelzceļš" (LDz network)
charging scheme	according to the Subchapter 42 of the Paragraph 1 of the Railway Law JSC "LatRailNet" 30.06.2017. regulations Nr.JALP-7.6/01-2017 "Charging scheme"
collection scheme	according to the Subchapter 43 of the Paragraph 1 of the Railway Law JSC "LatRailNet" 30.06.2017. regulations Nr.JALP-7.6/02-2017 "Collection scheme"
operational capacity allocation	daily planning process in which train paths for specific undertakings are assigned for a 24-hour period which starts at 18:00 (17:00 during winter period) and that is divided into two periods of operational planning
period of operational planning	12-hour periods, which start at 18:00 (17:00 during winter period) and at 6:00 (5:00 during winter period)
OSS	One-stop-shop
PCS	Path Coordination System

applicant	railway undertaking in the case of carriage from a third country or to a third country, in other cases, railway undertaking or any other person having a public service or commercial interest in acquiring infrastructure capacity to provide transport services
RFC	Rail Freight Corridor according to Regulation 913/2010
RFC NSB	North Sea – Baltic Rail Freight Corridor
RNE	non-profit organisation RailNet Europe, that has an interest to provide fast and easy access to the single European Rail Area
TIS	Train Information System of the RailNet Europe
network statement	statement detailing the general rules, deadlines, procedures and criteria for charging, collection and capacity allocation schemes, including other information necessary to request infrastructure capacity
third country	country which is not a member state of the European Union
Capacity Regulations	Cabinet Regulations No. 472 of 15 July 2016 "Regulations on the Capacity Allocation of the Public-Use Railway Infrastructure"
Capacity Allocation Scheme	JSC LatRailNet 06.09.2016. regulations Nr.JALP-7.6/01-2016 "Public-use railway infrastructure capacity allocation scheme" adopted by performer of the essential functions
track access charges	charges for the minimum access package and for the access to the services facilities and to services, that are supplied at such places using rail tracks
Commission Decision	Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area
VTAP	LDz train car technical inspection point
WILD	The Wheel Impact Load Detector detects wheel rolling arc defects while travelling.