

2022

# 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	11.01.2021.	-	Initial version
1.1	22.01.2021.	5.2.11., 5.3.(4), 5.3.(5)(c), 5.3.(5)(f).	<i>In accordance with LRN 22.01.2021. letter Nr.L-6.3. 1/14-2021 the following amendments have been made:</i> <ul style="list-style-type: none"><li>- Section 5.2.11. expressed in new edition;</li><li>- Section 5.3.(4) expressed in new edition;</li><li>- Sections 5.3. (5)(c) and 5.3. (5)(f) expressed in new edition.</li></ul>

# TABLE OF CONTENTS

<b>VERSION CONTROL</b>	<b>2</b>
<b>TABLE OF CONTENTS</b>	<b>3</b>
<b>1. GENERAL INFORMATION</b>	<b>9</b>
1.1. Introduction	9
1.2. Purpose of the network statement	9
1.3. Legal aspects	9
1.3.1. Legal Framework	9
1.3.1.1. International law	9
1.3.1.2. National law	10
1.3.1.3. Binding acts issued on the basis of the Railway Law	10
1.3.1.4. Agreements signed on the basis of the Railway Law	11
1.3.2. Legas Status and Liability	11
1.3.3. Appeals Procedure	11
1.4. Structure of the network statement	11
1.5. Validity period, updating and publishing	12
1.5.1. Validity Period	12
1.5.2. Updating	12
1.5.3. Publishing	12
1.6. Contacts	13
1.7. Cooperation between european infrastructure managers/allocation bodies	13
1.7.1. Rail Freight Corridors	13
1.7.2. RailNetEurope	13
1.7.2.1. One Stop Shop (OSS)	14
1.7.2.2. RNE Tools	14
1.7.3. Other International Cooperation	15
<b>2. INFRASTRUCTURE</b>	<b>18</b>
2.1. Introduction	18
2.2. Extent of network	18
2.2.1. Limits	18
2.2.2. Connecting Railway Networks	19
2.3. Network description	20
2.3.1. Track Typologies	20
2.3.2. Track Gauges	20
2.3.3. Stations and Nodes	20
2.3.4. Loading Gauge	21
2.3.5. Weight Limits	21

2.3.6.	Line Gradients	21
2.3.7.	Maximum Train Speed	21
2.3.8.	Maximum Train Lengths	21
2.3.9.	Power Supply	21
2.3.10.	Signalling Systems	21
2.3.11.	Traffic Control Systems	22
2.3.12.	Communication Systems	24
2.3.13.	Train Control Systems	25
2.4.	Train restrictions	25
2.4.1.	Specialised Infrastructure	25
2.4.2.	Environmental Restrictions	25
2.4.3.	Dangerous Goods	25
2.4.4.	Tunnel Restrictions	25
2.4.5.	Bridge Restrictions	25
2.5.	Availability of the infrastructure	26
2.6.	Infrastructure development	26
<b>3.</b>	<b>ACCESS CONDITIONS</b>	<b>28</b>
3.1.	Introduction	28
3.2.	General access requirements	28
3.2.1.	Conditions for applying for capacity	28
3.2.2.	Conditions for Access to the Railway infrastructure	28
3.2.3.	Licences	29
3.2.4.	Safety Certificate	29
3.2.5.	Insurance	29
3.3.	Contractual arrangements	29
3.3.1.	Framework Agreement	29
3.3.2.	Contracts with RUs	29
3.3.3.	Contracts with non-RU applicants	30
3.3.4.	General Terms and Conditions	30
3.4.	Specific access requirements	30
3.4.1.	Rolling Stock Acceptance	30
3.4.2.	Staff Acceptance	31
3.4.3.	Exceptional Consignments	31
3.4.4.	Dangerous Goods	31
3.4.5.	Test Trains and Other Special Trains	32
<b>4.</b>	<b>CAPACITY ALLOCATION</b>	<b>34</b>
4.1.	Introduction	34
4.2.	Description of process	34
4.2.1.	Annual Capacity Allocation	34
4.2.2.	Ad-hoc Capacity Allocation	35

4.2.3.	Operational Capacity Allocation	35
4.3.	Reserving capacity for temporary capacity restrictions	35
4.3.1.	General Principles	35
4.3.2.	Deadlines and Information Provided to Applicants	36
4.4.	Impact of framework agreements	36
4.5.	Path allocation process	36
4.5.1.	Annual Timetable Path Requests	36
4.5.2.	Late Annual Timetable Path Requests	36
4.5.3.	Ad-Hoc Path Requests	36
4.5.4.	Coordination Process	37
4.5.5.	Dispute Resolution Process	38
4.6.	Congested infrastructure	38
4.6.1.	Congested infrastructure	38
4.6.2.	Temporary insufficiency of infrastructure capacity	39
4.7.	Exceptional transport and dangerous goods	40
4.8.	Rules after path allocation	40
4.8.1.	Rules for Path Modification	40
4.8.2.	Rules for Path Alteration	40
4.8.3.	Non-Usage Rules	41
4.8.4.	Rules for Cancellation	41
4.9.	Redesigning of the international timetabling process	41
4.9.1.	Objectives of TTR	41
4.9.2.	Process Components	42
4.9.3.	Implementation	42
4.9.3.1.	Capacity Needs Announcements	43
4.9.3.2.	Capacity Model	43
4.9.4.	TTR Pilot Project	43
<b>5.</b>	<b>SERVICES AND CHARGES</b>	<b>45</b>
5.1.	Introduction	45
5.2.	Charging principles	45
5.2.1.	Basis of the infrastructure charges	45
5.2.2.	Scarcity charges	46
5.2.3.	Environmental charges	46
5.2.4.	Specific investment project charges	46
5.2.5.	Discounts	46
5.2.6.	Network performance supporting charges	47
5.2.7.	Charges for capacity used for infrastructure maintenance and for railway technological processes	47
5.2.8.	Application assurance payment	47
5.2.9.	Mark-ups	47

5.2.10. Principles of market segmentation and segmentation criteria	48
5.2.11. The list of market segments	48
5.3. Minimum access package and charges	48
5.4. Additional services and charges	52
5.5. Ancillary services un charges	52
5.6. Financial penalties and incentives	54
5.6.1. Penalties for Path Modification	54
5.6.2. Penalties for Path Alteration	54
5.6.3. Penalties for Non-usage	54
5.6.4. Penalties for Path Cancellation	55
5.6.5. Incentives / Discounts	55
5.7. Performance scheme	55
5.7.1. General principles and objectives	55
5.7.2. Performance monitoring	55
5.7.3. Financial model	55
5.7.4. Governance and dispute resolution system	55
5.8. Changes to charges	56
5.9. Billing arrangements	56
<b>6. OPERATIONS</b>	<b>59</b>
6.1. Introduction	59
6.2. Operational rules	59
6.3. Operational measures	59
6.3.1. Principles	59
6.3.2. Operation Regulation	59
6.3.3. Disturbances	59
6.4. Tools for train information and monitoring	59
<b>7. SERVICE FACILITIES</b>	<b>61</b>
7.1. Introduction	61
7.2. Service facility overview	61
7.3. Service facilities managed by LDz	61
7.3.1. Common provisions	61
7.3.2. Passenger stations	61
7.3.2.1. General Information	61
7.3.2.2. Services	61
7.3.2.3. Service Facility Description	62
7.3.2.4. Charges	62
7.3.2.5. Access Conditions	64
7.3.2.6. Capacity Allocation	64
7.3.3. Freight Terminals	65
7.3.4. Marshalling Yards and Train Formation Facilities, including Shunting Facilities	65

7.3.5. Storage Sidings	65
7.3.6. Maintenance Facilities	65
7.3.7. Other Tehnical Facilities, Including Cleaning and Washing Facilities	65
7.3.8. Maritime and Inland Port Facilities	65
7.3.9. Relief Facilities	66
7.3.10. Refuelling Facilities	66
7.4. Service facilities not managed by LDz	66
<b>ANNEXES NUMBERING</b>	<b>68</b>
<b>GLOSSARY</b>	<b>69</b>

# 1

## GENERAL INFORMATION



# 1. GENERAL INFORMATION

## 1.1. Introduction

(1) 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.

(2) 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).

<b>Appeal Body</b>	Court of Justice (according to section 31 part 3 of the railway law)
<b>Railway Regulatory body</b>	The State Railway Administration of Latvia
<b>Performer of infrastructure manager’s Essential functions</b>	Joint stock company “LatRailNet”
<b>Infrastructure manager</b>	State joint stock company “Latvijas dzelzceļš”

## 1.2. Purpose of the network statement

The purpose 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 aspects

### 1.3.1. 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:

#### 1.3.1.1. International law

- [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.](#)
- [COMMISSION IMPLEMENTING REGULATION \(EU\) 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive \(EU\) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation \(EC\) No 653/2007](#)

#### **1.3.1.2. National law**

- [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” \(link in Latvian\).](#)

#### **1.3.1.3. 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".](#)

#### 1.3.1.4. Agreements signed on the basis of the Railway Law

- The Multiannual Agreement signed on 9 November 2018 between the Ministry of Transport and SJSC “Latvijas dzelzceļš” on planning and financing of maintenance and development of the public use railway infrastructure managed by “Latvijas dzelzceļš” is provided in Annex 1.3.A of the Network Statement.

#### 1.3.2. Legas Status and Liability

(1) 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 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.

(2) 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.

(3) The Network Statement contains information provided by essential functions performers<sup>1</sup> or operators of service facilities<sup>2</sup> or references to their websites, which LDz publishes in accordance with the requirements of the Railway Law of the Republic of Latvia and related regulatory legislation requirements. The information provider ensures that the information provided is complete and true.

(4) 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.

(5) 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](http://www.ldz.lv).

#### 1.3.3. Appeals Procedure

(1) 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.

(2) 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.

### 1.4. Structure of the network statement

(1) The structure of this Network Statement follows the Network Statement Common Structure and Implementation Guide, adopted by European Infrastructure Managers belonging to RailNetEurope (RNE) (see 1.7.2), on the basis of the applicable European legal framework. The document is revised when needed and the most recent version is available on the RNE website (<http://rne.eu/organisation/network->

<sup>1</sup> The information provided by by essential functions performers shall be found in the following sub-sections of the Network Statement: 1.6., 1.7.3.(9), 4., 4.1., 4.2., 4.2.1., 4.2.2., 4.2.3., 4.3., 4.3.1., 4.4., 4.5., 4.5.1., 4.5.2., 4.5.3., 4.5.4., 4.5.5., 4.6., 4.7., 4.7.1., 4.7.2., 4.7.3., 4.7.4., 4.8., 4.8.1., 4.8.2., 4.8.3., 4.8.4., 4.9., 5., 5.1., 5.2., 5.2.1., 5.2.2., 5.2.3., 5.2.4., 5.2.5., 5.2.6., 5.2.7., 5.2.8., 5.2.9., 5.2.10., 5.2.11., 5.3., 5.6., 5.6.1., 5.6.2., 5.6.3., 5.6.4., 5.6.5., 5.7., 5.8., 5.9.

<sup>2</sup> The information of the service facilities operators shall be located in sub-section 7.4 of the Network Statement.

[statements/](#)). The goal of the Common Structure and Implementation Guide is that all applicants and interested parties can find the same information at the same place in each Network Statement.

(2) The Network Statement is thus structured in 7 sections constituting the main body of the document and appendixes giving further details:

- Section 1 provides general information about the Network Statement and contacts.
- Section 2 describes the main technical and functional characteristics of the LDz network.
- Section 3 defines the legal requirements and access conditions to the LDz network.
- Section 4 sets the procedure for the allocation of the train paths.
- Section 5 gives an overview of the services provided by LDz, as well as the charges for these services. The incentive schemes are also described in this section.
- Section 6 describes the traffic management procedures, including the procedures to be followed in the event of incidents.
- Section 7 provides an overview of the service facilities connected to the LDz network.

## **1.5. Validity period, updating and publishing**

### **1.5.1. Validity Period**

The Network Statement applies to capacity requests and execution of planned transport operations (traffic movements) during the 2022 timetable starting on Sunday 12 December 2021 00:00 and ending on Saturday 10 December 2022 24:00.

### **1.5.2. Updating**

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

(2) 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.

(3) 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.

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

### **1.5.3. Publishing**

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

(2) 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.

## 1.6. 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: <a href="mailto:info@ldz.lv">info@ldz.lv</a> . Contact person for development of annual working timetable: Oļegs Zeļenkovs, +371 6723 4138, <a href="mailto:olegs.zelenkovs@ldz.lv">olegs.zelenkovs@ldz.lv</a> .
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: Turgeneva street 21, Riga, Latvia, LV-1050, e-mail: <a href="mailto:latrailnet@ldz.lv">latrailnet@ldz.lv</a> or <a href="mailto:info@lrn.lv">info@lrn.lv</a> . Contact person for capacity allocation: Aleksejs Čerepaha, +371 2953 2364, <a href="mailto:aleksejs.cerepaha@ldz.lv">aleksejs.cerepaha@ldz.lv</a> .
Functions to be performed:	<ul style="list-style-type: none"> <li>— 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, and</li> <li>— decision-making on infrastructure charges, including the determination and collection of the charges.</li> </ul>

## 1.7. Cooperation between european infrastructure managers/allocation bodies

### 1.7.1. 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)*	<a href="http://www.rfc8.eu">http://www.rfc8.eu</a>

\* 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.

### 1.7.2. RailNetEurope

(1) LDz and JSC “LatRailNet” are a members 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

(2) Cooperation within the RNE allows for joint development of harmonised EU rail corridor management procedures and tools (IT systems) for freight carriage, infrastructure management, and capacity allocation.

(3) RNE was established in 2004 to help meet the challenges faced by the international railway by providing support for compliance with the European regulatory framework through the development of harmonised international business processes, templates, manuals, guidelines and systems.

Internet website of the organisation: <https://rne.eu/>.

(4) Information on international cooperation between railway infrastructure managers of the RNE members is published in English at: <http://rne.eu/organisation/rne-approach-structure/>.

### 1.7.2.1. One Stop Shop (OSS)

(1) 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 JSC "LatRailNet" 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://rne.eu/organisation/oss-c-oss/>

Function	Responsible	Contact
OSS		Aleksejs Čerepaha +371 2953 2364, <a href="mailto:aleksejs.cerepaha@ldz.lv">aleksejs.cerepaha@ldz.lv</a>
Sales	Charging body	Māris Andiņš +371 2964 4550, <a href="mailto:maris.andins@ldz.lv">maris.andins@ldz.lv</a>
Timetable	Short time – ad hoc	Aleksejs Čerepaha +371 2953 2364, <a href="mailto:aleksejs.cerepaha@ldz.lv">aleksejs.cerepaha@ldz.lv</a>
	Timetable changes	Oļegs Zeļenkovs +371 6723 4138, <a href="mailto:olegs.zelenkovs@ldz.lv">olegs.zelenkovs@ldz.lv</a>
Legal	Capacity allocation	Juris Šulcs +371 2029 7729, <a href="mailto:juris.sulcs@ldz.lv">juris.sulcs@ldz.lv</a>

### 1.7.2.2. RNE Tools

(1) 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 optimizes 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](mailto:support.pcs@rne.eu). More information can be found on <http://pcs.rne.eu>.

(2) 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](mailto:support.cis@rne.eu).

(3) 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](mailto:support.tis@rne.eu). More information can be found on <http://tis.rne.eu>.

### 1.7.3. Other International Cooperation

(1) **CSŽT** - the Commonwealth Member State Rail Transport Council (Совет по железнодорожному транспорту государств - участников Содружества) (hereinafter the Council) is an international CIS institution that coordinates rail operation on an international level. The Council was established on 14 February 1992, with its headquarters in Moscow, the official working language - Russian. The Council brings together railway administrations of 18 countries. Latvia does not participate in the Council at the national level.

LDz has a contractual status of an Associate Council Member - it has the right to participate in meetings of the Council and its institutions, use the documents adopted by the Council and exercise the rail authority mandates granted under the Council. Work with trains and wagons in international freight and passenger transport to the east is carried out on the basis of documents, instructions and electronic systems developed by the Council. Freight transport volumes, freight and international passenger train schedules, throughput capacity of infrastructure sections are coordinated, and matters that deal with rolling stock scheduling conditions, repairs, quality control, etc. are resolved.

Internet website of the organisation: <https://www.sovetgt.org/>.

(2) **CCTT** – International Coordinating Council on Trans-Eurasian Transportation is an organisation that promotes and develops transport along the Europe-Asia-Europe route, bringing together shippers, terminal representatives, carriers and other parties involved in the transport process in order to promote the growth of rail freight volumes on the said route. CCTT has 120 members from 24 countries.

Internet website of the organisation: <https://icctt.com/>.

(3) **OSJD** is a railway cooperation organisation founded in 1950 to regulate the legal framework and economic aspects of international transport. The governing body of the organisation is made up of the Ministries of Transport of the member states, while the executive body consists of the national railway companies of the member states. The organisation has 29 member states.

The OSJD ensures the development and improvement of international transport law documents. The organisation also fosters the development of rail transport between Europe and Asia, including combined transport, promotes the development of coherent transport policy in the field of international rail transport, develops rail transport operational strategies and lobbies for railways in competition with other modes of transport.

Internet website of the organisation: <https://osjd.org/>.

(4) **CIT** - The International Rail Transport Committee was founded in 1902, its members are railway and shipping companies. The CIT ensures uniform application and practical implementation of the provisions of the Convention concerning International Carriage by Rail (COTIF), the Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM) and the Uniform Rules concerning the Contract of International Carriage of Passengers by Rail (CIV) - the CIT develops the legal basis for contractual relationships between customers and carriers and for legal relationships between railway undertakings.

Internet website of the organisation: <https://www.cit-rail.org/en/>.

(5) **CER** – The Community of European Railway and Infrastructure Companies represents the interests of its members towards EU policymakers to support and promote a more efficient business and regulatory environment for the sector. The organisation brings together more than 70 members and associates.

The organisation's focus is on environmental, infrastructure, customs and legal issues, passenger and freight transport, development of the TAF TSI application (the application enables standardised real-time information exchange between railway undertakings involved in the transport process, for instance, about delays, cancellations and missed connections), as well as personnel management issues.

The main priorities of the CER include the introduction of the Technical Pillar of the 4th Railway Package, European rail cooperation on ticketing and data exchange, innovation and digitalisation, including signalling systems and automatically controlled trains, and the improvement of inter-modality terms.

Internet website of the organisation: <https://www.cer.be/>.

(6) **UIC** is the oldest international railway organisation, established in response to geopolitical changes after World War I. It was founded in 1922 and the Latvian Railway Central Board joined the organisation as a full member shortly thereafter. LDz renewed Latvia's membership in the UIC in 1992.

The UIC coordinates cooperation on topical matters between railways worldwide, promoting a smooth operation of the railway system. The organisation brings together 194 members globally. The UIC develops standards and promotes innovation in the development of the railways. The key matters on the UIC agenda are the development of the trans-European rail corridors, the development of the Euro-Asian transport corridor, funding for infrastructure development, the digitalisation of the railways and convenient, connected mobility. Work on developing common standards, research and sustainable development programs, and security issues continues.

Internet website of the organisation: <https://uic.org/>.

(7) **COLPOFER** - Collaboration of Railway Police and Security Services brings together the forces of the railway companies and railway police to formulate a common approach to the safety of the European railway system.

The common task of the organisation is to protect people, property and assets in the territory of the railway from disruptive and criminal activities. LDz experts take part in the organisation's working groups "Preventing terrorism activities" and "Cybersecurity", which address the actions in case of a terrorist attack or a threat thereof, as well as deal with IT security issues.

Internet website of the organisation: <http://www.colpofer.org/>.

(8) **PRIME**: Platform of Rail Infrastructure Managers in Europe was established by the European Commission in 2013 with the aim to bring together the main railway infrastructure managers (companies) in the European Union to discuss, coordinate, develop and take decisions for the development of the Single European Rail Area and the railway sector, thus improving decision-making in the European Commission in accordance with the Member States' interests and facilitating implementation of directives in the railway sector.

The organisation deals with digitalisation (IT) matters, railway financing, infrastructure charges, KPI and Benchmarking, legal matters, as well as railway safety issues.

Internet website of the organisation: [https://webgate.ec.europa.eu/multisite/primeinfrastructure/prime-news\\_en](https://webgate.ec.europa.eu/multisite/primeinfrastructure/prime-news_en).

(9) Cooperation of the performer of essential functions in the infrastructure capacity allocation

JSC "LatRailNet" cooperates with JSC "Lietuvos geležinkeliai infrastruktūra" (agreement on cooperation concluded) in the infrastructure capacity allocation in railway transportation between Latvia and Lithuania. More information is available here: [https://www.lrn.lv/wp-content/uploads/2020/04/Vienosanas\\_LT.pdf](https://www.lrn.lv/wp-content/uploads/2020/04/Vienosanas_LT.pdf).



# 2

# INFRASTRUCTURE

## 2. INFRASTRUCTURE

### 2.1. Introduction

(1) This chapter contains a description of the functional and technical characteristics of the railway infrastructure managed by LDz. It is formulated for the purpose of meeting existing and new Railway Undertakings information needs in connection with their planning of railway traffic.

(2) The Scheme of the LDz railway infrastructure network is provided in Annex 2.1.A of the Network Statement.

(3) Information on technical development of LDz infrastructure is provided in Annex 2.1.B of the Network Statement.

### 2.2. Extent of network

#### 2.2.1. Limits

(1) LDz infrastructure network is located within the geographical borders of the Republic of Latvia.

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

(3) Based on the [Cabinet of Ministers Order No. 215 of 15 March 2018 “On Granting the Status of Public Use Railway Infrastructure”](#) (link in Latvian), the status of public use railway infrastructure has been granted to the following railway sections:

National registration index of the railway infrastructure	Railway line	National registration index of the railway infrastructure	Railway line
01	Ventspils – Tukums II	18	Tornakalns–Tukums II
02	Tukums II–Jelgava	19	Zemitani–Skulte
03	Jelgava–Krustpils	20	Ciekurkalns–Rīga Krasta <sup>1)</sup>
04	Krustpils–Daugavpils	21	Gluda–Renge–State border
05	Daugavpils–Indra–State border	22	Zasulauks-Bolderaja <sup>2)</sup>
06	Rīga Pasazieru–Krustpils	23	State border- Vainode–Priekule– State border <sup>3)</sup>
07	Krustpils–Rezekne II	24	Rīga Preču-Sauriesi <sup>4)</sup>
08	Rezekne II–Zilupe–State border	25	Zemitani–Skirotava
09	State border–Karsava–Rezekne I	26	Track post on the 191st km–Track post on the 524th km <sup>5)</sup>
10	Rezekne I–Daugavpils	27	Plavinas–Gulbene
11	Daugavpils–Krucums–State border	32	Gulbene-Aluksne <sup>6)</sup>
12	State border–Eglaine–Daugavpils	36	Jaunkalsnava–Veseta
13	Track post on the 524th km–Track post on the 401st km	37	Daugavpils junction branch lines
14	Rīga Pasazieru–Jelgava	38	Rezekne junction branch lines
15	Jelgava–Liepāja	42	Bolderaja–Krievu sala
16	Jelgava–Meitene–State border	43	Track post on the 3st km–Kundzinsala
17	Rīga Pasazieru–Lugazi–State border		

- 1) – traffic is open in the section between station Ciekurkalns and Track post on the 3th.km;
- 2) – Lacupe – Ilguciems line is open only for shunting operations;
- 3) – traffic is closed;
- 4) – 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.
- 5) – traffic is open in the section between the Track post on the 191st km and Track post on the 383rd km;
- 6) – narrow gauge railway line.

## 2.2.2. Connecting Railway Networks

(1) 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) <a href="https://www.evr.ee">https://www.evr.ee</a>
Karsava-eksp. (km 396.1)	Russian Railways – ОАО "Российские железные дороги" (РЖД) <a href="http://www.rzd.ru/">http://www.rzd.ru/</a>
Zilupe-eksp. (km 283.3)	Russian Railways – ОАО "Российские железные дороги" (РЖД) <a href="http://www.rzd.ru/">http://www.rzd.ru/</a>
Indra-eksp. (km 466.6)	Belarusian Railway – Государственное Объединение "Белорусская железная дорога" (БЧ) <a href="https://www.rw.by/">https://www.rw.by/</a>
Kurcums-eksp. (km 553.5)	Lithuanian Railway - AB "Lietuvos geležinkeliai" (LG) <a href="https://www.litrail.lt/">https://www.litrail.lt/</a>
Eglaine-eksp. (km 168.0)	Lithuanian Railway - AB "Lietuvos geležinkeliai" (LG) <a href="https://www.litrail.lt/">https://www.litrail.lt/</a>
Meitene-eksp. (km 75.9)	Lithuanian Railway - AB "Lietuvos geležinkeliai" (LG) <a href="https://www.litrail.lt/">https://www.litrail.lt/</a>
Renge-eksp. (km 118.4)	Lithuanian Railway - AB "Lietuvos geležinkeliai" (LG) <a href="https://www.litrail.lt/">https://www.litrail.lt/</a>

(2) 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](#).

(3) Border crossing points:

(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.

(4) LDz infrastructure border crossing points with other public use railway infrastructure managers in the territory of the Republic of Latvia:

Registered border point	Railway infrastructure manager
Track post 3st km-(to Kundzinsala) (km 2,8)	Freeport of Riga administration

## 2.3. Network description

### 2.3.1. Track Typologies

The total length of railway tracks is 1779 km.

Of which:

- (a) for the number of tracks in sections:
- single track lines – 1421 km;
  - double tracks lines – 350 km;
  - multi-tracks lines – 8 km.
- (b) for track gauge:
- track sections whit main gauge – 1746 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 – 1529 km.
- (d) for interlocking system:
- tracks sections whit dispatcher centralisation whit automatic locking system – 1150 km;
  - tracks sections whit automatic locking system – 202 km;
  - tracks sections whit semi-automatic locking system – 367 km;
  - movement is organised with dispatcher order or with shunting trainsets – 60 km.

### 2.3.2. Track Gauges

(1) 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.

(2) These dimensions match the dimensions specified in [Latvian standard](#) LVS 282:2015 “Railway structure distance and rolling stock dimensions”.

### 2.3.3. Stations and Nodes

(1) The LDz infrastructure shall contain:

- 140 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 2.3.3.A of the Network Statement);
- 21 passing posts (railway block posts and track posts) (presented in Annex 2.3.3.B of the Network Statement);

— 128 stop points, 66 of which are opened for passenger alighting and boarding operations (presented in Annex 2.3.3.C of the Network Statement).

(2) LDz stations and stop points are equipped with passenger platforms. The list of passenger platforms is provided in Annex 2.3.3.D of the Network Statement.

#### **2.3.4. Loading Gauge**

The LDz infrastructure network has a loading gauge – 25 t/axle specified after LVS NE 155528 class E4 type cars, tensile load not more than 8,5 t/m for six- and eight-axle wagons and tank wagons.

#### **2.3.5. Weight Limits**

(1) The train weight standards are provided in Annex 2.3.5.A of the Network Statement.

(2) Types of freight wagons that are allowed in the LDz infrastructure without additional approval are listed in Annex 2.3.5.B of the Network Statement.

#### **2.3.6. Line Gradients**

The basic gradients of the lines are presented in Annex 2.3.6.A of the Network Statement.

#### **2.3.7. Maximum Train Speed**

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

(2) The limitations and characteristics of train traffic speed in the LDz infrastructure are determined in accordance with the Order No. D–1.14/128-2017 of 20 June 2017 "On the Determination of Train Traffic Speed" (with amendments).

(3) The Order is published on the LDz website [www.ldz.lv](http://www.ldz.lv), in the section "[Laws and regulations for public use railway infrastructure manager](#)".

#### **2.3.8. Maximum Train Lengths**

Standards for the length of trains are provided in the Annex 2.3.5.A of the Network Statement.

#### **2.3.9. Power Supply**

(1) The LDz infrastructure has the following electrified lines:

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

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

#### **2.3.10. Signalling Systems**

(1) Historically the 1520 mm track gauge railway system in Latvia has full interoperability with the railway systems of the existing 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.

(2) Lines: Rezekne II – Krustpils; Daugavpils – Krustpils; Jelgava – Ventspils; Ventspils – Jelgava; Rezekne II – Daugavpils; Jelgava – Krustpils; Riga Pasazieru – Skirotava – Krustpils; Jelgava – Riga Pasazieru; Riga Pasazieru – Lugazi – border crossing points; Daugavpils – Indra – border crossing points; Rezekne II – Zilupe; Rezekne II – Karsava – border crossing points; Torņakalns – Tukums II; Riga Pasazieru – Skulte; are equipped with a 50 Hz continuous automatic locomotive signaling (ALSN) system.

(3) 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.vdzt.gov.lv](http://www.vdzt.gov.lv) under section “[Laws and regulations](#)”, sub-section “[Technical specifications for interoperability](#)” under “[Signalling](#)”.

(4) The servicing of ALSN board units is performed by operators of service facilities. The functions of the operator of LDz service facility are performed by the Electrotechnical Department (ED) in regional control points according to the addresses specified in Annex 1 to the [regulations approved by the decision of the LDz 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](#). The regulations are published on the website of LDz available at [www.ldz.lv](http://www.ldz.lv) under section “[Laws and regulations for public-use railway infrastructure manager](#)”. ED address: Gogoļa iela 3, Riga, LV-1547, telephone: +371 6723 2240, fax: +371 6723 3444, e-mail: [ep@ldz.lv](mailto:ep@ldz.lv).

(5) 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](http://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](http://www.ldz.lv) under section “[Laws and regulations for public-use railway infrastructure manager](#)”.

(6) The technical equipment with signalling and locking communication systems of the LDz infrastructure as well as the locations of the train control units are provided in Annex 2.3.10.A of the Network Statement.

### 2.3.11. Traffic Control Systems

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

(2) Signalling systems are allocated to 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, Riga-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 (AB).** AB 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). The following AB types are used in LDz infrastructure network:
    - **AB with axle counters, without intermediate signals.** They are used on railway sections with less heavy traffic, where equipping the section with track circuits is not possible or feasible. Only one train may occupy the section at a time. Whether the section is occupied by a train is determined by axle counters. Not equipped with intermediate signals and ALSN (continuous automatic train signalling) in the given section.
    - **AB without intermediate signals.** They are used on short or light-traffic sections. Whether the section is occupied by a train and track integrity is monitored via track circuits. Not equipped with intermediate signals. May be equipped with ALSN.
    - **AB with intermediate signals and ALSN.** It is used in conjunction with the ALSN (continuous automatic train signalling) train control system. Automatic train stop technology is installed in the cab, which automatically stops the train in the event of a restricting aspect if the driver does not stop the train in time. The ALSN continuously transmits signals from the railway signals that the train is approaching to the driver's cab through a coded track circuit.
  - **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 light traffic sections without having to use side track traffic lights. For a train to move, permission must be received from the neighbouring station. Whether the section is unoccupied (for an entire train set to pull in) is controlled by on-duty staff.
  - **Microprocessor semi-automatic block system.** Regulates the movement of trains on sections with light traffic. It works similarly to semi-automatic block signalling, but whether the section is unoccupied by a train is controlled by axle counters.
- (c) **Centralized traffic control CTC.** A traffic management centres are located in Riga and Daugavpils. These centres 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.
- (3) 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 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 detectori) - 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.
- (b) **Means of visual control** (safety posts) are defined in the LDz instruction No. D-3/39-2011 of 25 January 2011, "Instruction of how to control the technical conditions of the running rolling stock on public infrastructure tracks".
- (4) 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.
- (5) Pursuant to [paragraph 476 of the Cabinet Regulation No. 724 of 3 August 2010, Rules of the Technical Usage of the Railway](#), the procedures to be followed during the use of hot box detectors are provided in the LDz instruction No. D-3/39-2011 of 25 January 2011, "Instruction of how to control the technical conditions of the running rolling stock on public infrastructure tracks".
- (6) All these documents have been published on the LDz website [www.ldz.lv](http://www.ldz.lv) under section "[Laws and regulations for public-use railway infrastructure manager](#)".
- (7) The technical equipment with signalling and locking communication systems of the LDz infrastructure as well as the locations of the train control units are provided in Annex 2.3.10.A of the Network Statement.

### 2.3.12. Communication Systems

- (1) 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. LDz plans to complete transition from train analogue communication to train digital communication in the frequency of 156MHz – 160MHz by the end of 2022.
- (2) 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), stationmasters on duty (within the range of track sections adjacent to the station) and other traction unit drivers (locomotive drivers) located in the same section.
- (3) 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.
- (4) The servicing of the train radio communication system is ensured by service facility operators. The functions of the LDz service facility operator are performed by ED in regional control points and repair points according to the addresses listed in Annex 1 to the [regulations approved by the decision of the LDz 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](#). The regulations have been published on the LDz website [www.ldz.lv](http://www.ldz.lv) under section "[Laws and regulations for public-use railway infrastructure manager](#)".
- (5) Pursuant to [paragraph 476 of the Cabinet Regulation No. 724 of 3 August 2010, Rules of the Technical Usage of the Railway](#):
- 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](http://www.ldz.lv) under section "[Laws and regulations for public-use railway infrastructure manager](#)".



### 2.3.13. Train Control Systems

(1) Traction units to be operated on LDz infrastructure shall be equipped in accordance with the [requirements of paragraph 380 of the Cabinet Regulation No. 724 of 3 August 2010, Rules of the Technical Usage of the Railway](#).

(2) The on-board equipment of traction units' signalling system shall be compatible with the 50Hz continuous automatic train signalling (ALSN) system.

(3) Technical requirements for traction units' on-board signalling systems and alertness control are provided in Instruction No. L-23/96 of 29.02.1996, "Continuous automatic train signalling and locomotive driver alertness control device technical maintenance manual".

(4) Traction units' radio communication equipment shall comply with the regulations approved by the decision of the LDz 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](#).

## 2.4. Train restrictions

### 2.4.1. Specialised Infrastructure

Currently, the specialised infrastructure status pursuant to [Section 27<sup>3</sup> of the Railway Law](#) and the Capacity Regulations has not been assigned.

### 2.4.2. Environmental Restrictions

(1) In Latvia, environmental noise is regulated by the [Law on Pollution of 15 March 2001](#), which determines the following: the need to develop strategic noise maps; the need to develop an action plan to reduce noise; deadlines for the development of strategic noise maps and action plans for noise reduction and persons responsible for the development thereof.

(2) [Cabinet Regulation No. 16 of 7 January 2014, Procedures for Noise Assessment and Management](#), which determines the following: noise indicators, the procedure for the application and assessment thereof; requirements and deadlines for noise mapping, as well as for the development of strategic noise maps and noise reduction action plans; methods for the assessment of the harmful effects of environmental noise.

### 2.4.3. Dangerous Goods

(1) On the basis of ordinance No.D-1.14./353-2014 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.

(2) The order is attached in Annex 2.4.3.A of the Network Statement.

### 2.4.4. Tunnel Restrictions

LDz infrastructure network does not include tunnel objects.

### 2.4.5. Bridge Restrictions

(1) 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.

(2) The ordinance is published on the LDz website [www.ldz.lv](http://www.ldz.lv), in section "[Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti](#)".

## 2.5. Availability of the infrastructure

(1) Train throughput capacity of LDz railway infrastructure lines for allocation of railway infrastructure capacity for the 2022 timetable are provided in the Annex 2.5.A.

(2) Information regarding Temporary 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 2.5.B (Latvian).

## 2.6. Infrastructure development

(1) Development of LDz as the manager of public-use railway infrastructure is carried out in accordance with the 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.

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

(3) The Multiannual Agreement concluded and signed with the Ministry of Transport on 9 November 2018 is attached to the Annex 1.3.A. of the Network Statement.

# 3

## ACCESS CONDITIONS

## 3. ACCESS CONDITIONS

### 3.1. Introduction

(1) Section 3 of this Network Statement describes the terms and conditions related to access to the railway infrastructure for the minimum package of access services (train paths) managed by LDz.

(2) These terms and conditions also apply to the part of the freight corridors which pass through the railway infrastructure managed by LDz.

### 3.2. General access requirements

#### 3.2.1. Conditions for applying for capacity

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

(2) 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.

(3) 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.

(4) Applications for capacity allocations are submitted and examined in accordance with the rules specified in subsections 4.1.,4.2.,4.3.,4.4.

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

(6) 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.

#### 3.2.2. 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.

### 3.2.3. Licences

(1) 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 Ministres Regulation No. 558 Adopted 16 August 2016 on the Regulations on the Licensing of Railway Operators \(link in Latvian\)](#)

### 3.2.4. Safety Certificate

(1) Issuing of single safety certificates to railway undertakings is regulated by the [Commission Implementing Regulation \(EU\) 2018/763 of 9 April 2018](#) establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No. 653/2007 (hereinafter Regulation [2018/763](#)).

(2) The procedures for applying Regulation [2018/763](#) in Latvia are specified in [Cabinet Regulation No. 375 of 9 June 2020, Railway Safety Regulations](#).

### 3.2.5. Insurance

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.”

## 3.3. Contractual arrangements

### 3.3.1. Framework Agreement

A sample for concluding the framework agreement referred to in [Section 27.2 of the Railway Law](#) between the performer of essential functions (also the infrastructure manager, if its area of activity is concerned) and the applicant is not included, because the infrastructure manager and the performer of essential functions do not offer such an agreement. A proposal of a separate agreement and the need to conclude such an agreement will be considered in accordance with the procedure laid down in laws and regulations.

### 3.3.2. Contracts with RUs

(1) [Section 12.1 of the Railway Law](#). “Services provided to carriers.

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

(2) 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.

(3) Sample agreements have been added as:

- Annex 3.3.2.A – for passenger transportation (in Latvian);
- Annex 3.3.2.B – for cargo transportation (in Latvian).

(4) In accordance with Article 27.<sup>1</sup> 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.

(5) 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.

(6) The agreement template is attached as Annex 3.3.2.C to the Network Statement and its use is compulsory.

### **3.3.3. Contracts with non-RU applicants**

(1) 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.<sup>1</sup> 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.”

(2) 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).

(3) The agreement template is attached as Annex 3.3.3.A to the Network Statement and its use is compulsory.

### **3.3.4. General Terms and Conditions**

(1) Commercial obligations and responsibilities in the field of railway transport are regulated by the Railway Law.

(2) RNE/CIT agreement No. E-GTC-I of 1 September 2014, European General Terms and Conditions of Use of Railway Infrastructure does not apply to LDz.

## **3.4. Specific access requirements**

### **3.4.1. Rolling Stock Acceptance**

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. 374 Adopted 09 June 2020 Regulations on the Interoperability of Railways (link in Latvian)

### 3.4.2. Staff Acceptance

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 \(link in Latvian\).](#)

### 3.4.3. Exceptional Consignments

If the loading documentation for oversized loads with 1<sup>st</sup> – 2<sup>nd</sup> stage bottom, 1<sup>st</sup> – 3<sup>rd</sup> stage side and 1<sup>st</sup> – 2<sup>nd</sup> 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 LDz Train Traffic Manager. LDz contact person - maintenance and oversized cargo transportation engineer Olga Masaļska tel. +371 6723 3974, e-mail [olga.masalska@ldz.lv](mailto:olga.masalska@ldz.lv).

### 3.4.4. Dangerous Goods

(1) 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](#)

(2) 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 \(link in Latvian\)](#).

#### **3.4.5. Test Trains and Other Special Trains**

(1) Test runs are organised and carried out in accordance with the [Cabinet Regulation No. 374 of 9 June 2020, Railway Interoperability Regulations](#).

(2) A decision on the designation of special (technological) trains by LDz is made individually in each case upon receipt of an application from a railway undertaking or other parties interested.



# 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/tiesibu-akti/>, as well as Commission Decision.

### 4.2. Description of process

#### 4.2.1. Annual Capacity Allocation

(1) 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) address: Turgeneva street 21, Riga, LV-1050;
- (b) e-mail: [info@lrn.lv](mailto:info@lrn.lv);
- (c) requests for international freight train traffic within RFC NSB via PCS software made available by RNE;
- (d) JSP digital tool (capacity application system) within portal of the performer of the essential functions.

(2) 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.

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

(4) 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.

(5) 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 8 December 2019.
- (b) On lines included in RFC NSB referred to in subsection 1.7.1, 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](http://www.rfc8.eu).

(6) 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 4.5.1.(3);
- (b) Modifications of the applications submitted after than two months before the publication deadline for draft working timetable in subsection 4.5.1.(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 4.5.1.(5) are considered as applications for the modification of the working timetable.

#### **4.2.2. Ad-hoc Capacity Allocation**

(1) Ad-hoc requests must be submitted via e-mail to [info@lrn.lv](mailto:info@lrn.lv) and the copy of the request to [aleksejs.cerepaha@ldz.lv](mailto:aleksejs.cerepaha@ldz.lv).

(2) 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, according to the third paragraph of [Article 27 of the Railway Law](#) have priority in the allocation of infrastructure capacity;
- (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**

(1) 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.

(2) 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](mailto: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. Reserving capacity for temporary capacity restrictions**

#### **4.3.1. General Principles**

(1) The infrastructure manager submits the maintenance notice to the performer of the essential functions in writing according to the form included in Annex 4.3.A until 1 May 2021.

(2) 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.

(3) Information regarding Temporary 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 collected and provided LDz.

(4) According [Cabinet of Ministres Regulation No.244 of 19 April 2016 on the Content of the Public-Use Railway Infrastructure Network Statement \(link in Latvian\)](#) LDz publish information on Temporary Capacity

Restrictions in the Network Statement. Information on planned Temporary Capacity Restrictions can be found in Section 2.5 of the Network Statement.

#### 4.3.2. Deadlines and Information Provided to Applicants

All tenderers who plan to carry out construction work that involves train movement restrictions within the LDz infrastructure have to inform LDz thereof, using official means of communication and not later than 1 month before the publication terms set out in [points 8 and 12 of Annex VII \(approved by Commission Delegated Decision \(EU\) 2017/2075 of 4.09.2017\)](#) to [Directive 2012/34/EU of the European Parliament and of the Council](#) establishing a single European railway area.

#### 4.4. Impact of framework agreements

Sample agreement for the conclusion of a framework agreement mentioned in the Article 27.2 of the Railway Law between the performer of the essential functions as well as the infrastructure manager, if their scope of activity is concerned, and the applicant is not provided due to the reason that the infrastructure manager 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.

#### 4.5. Path 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.

##### 4.5.1. Annual Timetable Path Requests

The annual working timetable is prepared based on infrastructure capacity requests meeting the requirements of subsections 4.2.1. according to the following schedule:

Nr.	Description of activities	Deadline
1.	Infrastructure Capacity Request Application	For applicants until 01 May 2021 For railway undertakings until 15 May 2021
2.	Decision on Capacity Allocation	until 15 July 2021
3.	Draft Working Timetable	until 15 October 2021
4.	Consultations with Applicants on the Draft Working Timetable	until 15 November 2021
5.	Start of Working Timetable	12 December 2021 at 00.00

##### 4.5.2. Late Annual Timetable Path Requests

Applicants have a possibility to submit infrastructure capacity request applications during the period after the submission deadline specified in subsection 4.5.1., 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.

##### 4.5.3. Ad-Hoc Path Requests

(1) 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.

(2) 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.

(3) 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 4.5.4. 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.

#### 4.5.4. Coordination Process

(1) 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.

(2) 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.

(3) If applicants do not agree to the amended applications, then a dispute resolution process referred to in subsection 4.5.5. may be applied.

(4) 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.

#### **4.5.5. Dispute Resolution Process**

(1) 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) adres: Turgeneva street 21, Riga, LV-1050;
- (b) e-mail: [info@lrn.lv](mailto:info@lrn.lv)

(2) 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.

(3) 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.

(4) 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.

(5) 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.

## **4.6. Congested infrastructure**

### **4.6.1. Congested infrastructure**

(1) 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.

(2) 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.

(3) 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](#).

(4) 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.

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

#### 4.6.2. Temporary insufficiency of infrastructure capacity

(1) 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.

(2) 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.

(3) 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: [LRNjsd1@ldz.lv](mailto:LRNjsd1@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.

(4) 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).

## 4.7. Exceptional transport and dangerous goods

No additional rules apply.

## 4.8. Rules after path allocation

### 4.8.1. Rules for Path Modification

(1) The Applicant has the right to submit an application regarding the development of the annual train schedule in accordance with 4.5.1. requirements of subparagraph.

(2) The annual schedule of train movements shall change at midnight in December on the second Saturday.

### 4.8.2. Rules for Path Alteration

(1) 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.

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

Nr.	Type of train or traffic	Application submitting deadline Days before the planned amendments	Amendment notifying deadline
<b>1</b>	<b>Modifications do not exceed 25% of the capacity allocated to the applicant at the relevant infrastructure section</b>		
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 calendar	3 calendar
1.4	Freight Trains	25 calendar	5 calendar
<b>2</b>	<b>Modifications exceed 25% of the capacity allocated to the applicant at the relevant infrastructure section</b>		
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

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

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

(4) 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.

(5) 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 4.5.4.
- (6) When adjusting the annual working timetable, the priority sequence of requirements referred in the third paragraph of Article 27 of the Railway Law is complied with.

### 4.8.3. Non-Usage Rules

#### (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 5.3.(5) (e) are not refundable.

(2) 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).

### 4.8.4. Rules for Cancellation

In case of a particularly overloaded infrastructure, the capacity allocation body requests the cancellation of a previously assigned train path that has been used less than five calendar days in at least one month (or according to the threshold quota specified in the infrastructure network report) unless it has happened for reasons, which are not of an economic nature and which could not have been affected by the applicant.

## 4.9. Redesign of the international timetabling process

### 4.9.1. Objectives of TTR

(1) RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA) are currently working on a Redesign of the International Timetabling Process (TTR). The

objective of TTR is to harmonise and improve the European rail timetabling system to significantly increase the competitiveness of railway transports.

(2) TTR consists of different components, including in particular an improved planning of the distribution of infrastructure capacity (including temporary capacity restrictions) and the introduction of new capacity allocation processes.

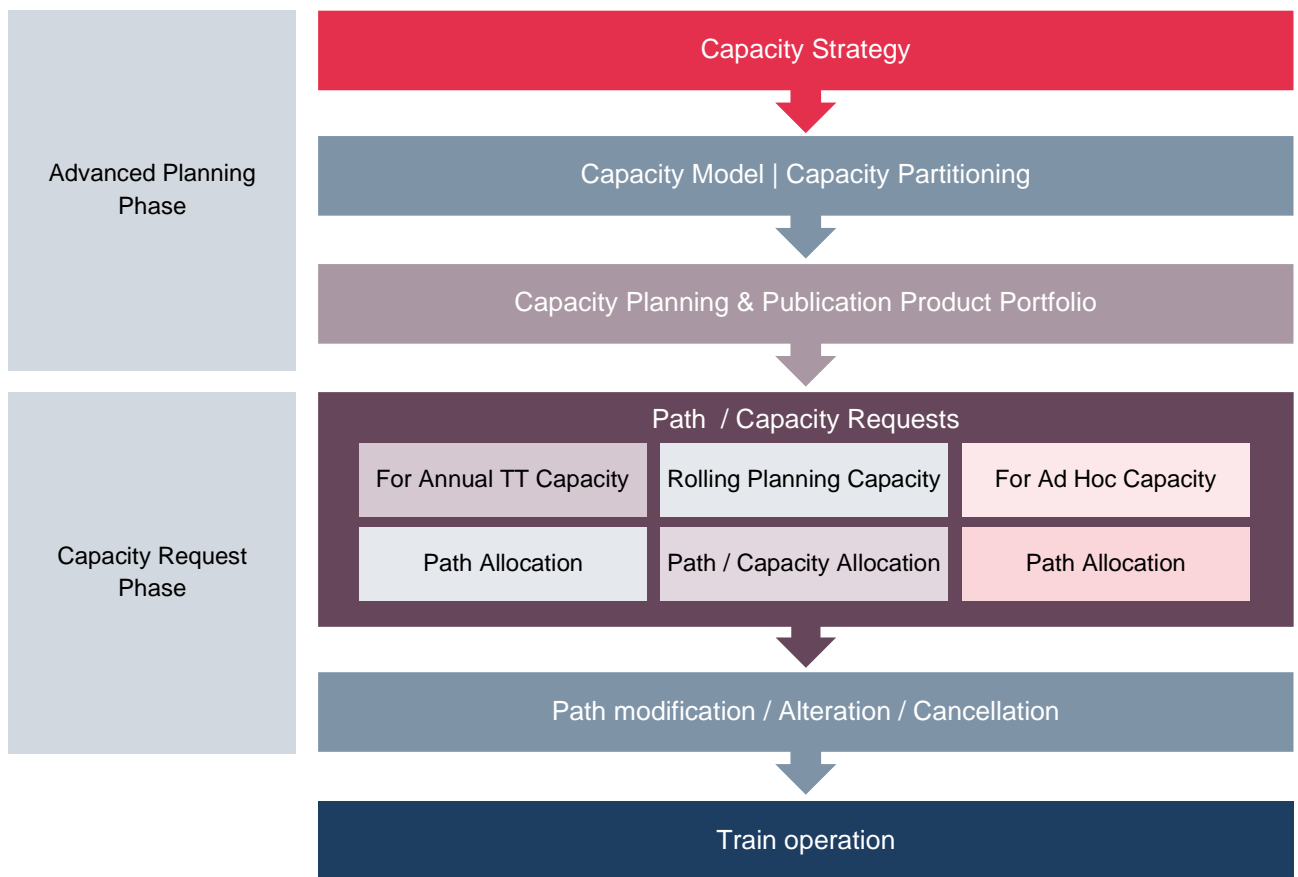
(3) The purpose is to better serve all market needs and achieve an optimised use of existing infrastructure capacity. In particular for passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For the majority of freight traffic, it will mean more possibilities for short-term path requests and thus more flexibility to better meet customers' needs.

(4) Detailed information on the project can be found [ttr.rne.eu](http://ttr.rne.eu) and <http://www.forumtraineurope.eu/services/ttr/>.

(5) TTR is planned to be fully implemented for the timetable 2025 provided that it is supported by the European and national legal framework.

#### 4.9.2. Process Components

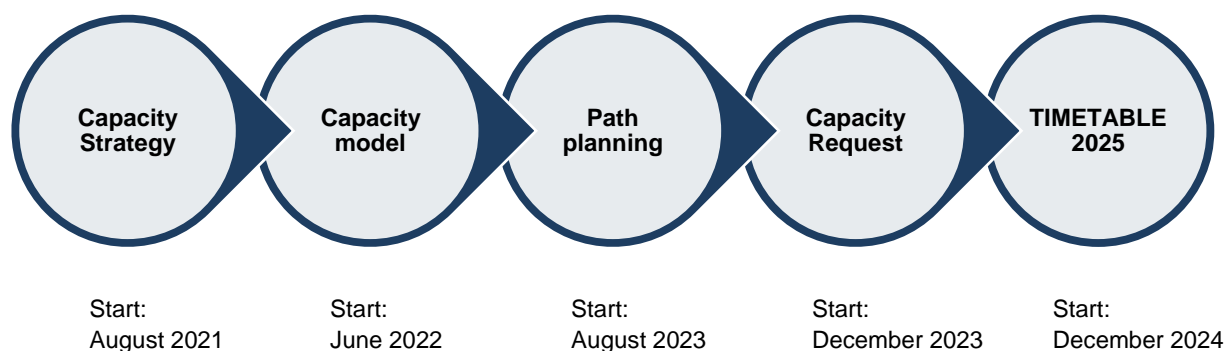
The TTR process is built around the following components:



#### 4.9.3. Implementation

(1) LDz participates in the project implementation at national level according to the common timeline as described in the following graph. The TTR approach, especially the innovative process components are tested in pilots (see chapter 4.9.4) with the goal of evaluating the system and providing possible adjustments or improvements to the project prior to national TTR process implementation (for more information see chapter 4.9.4)

(2) As a first step of the national process implementation, LDz plans to elaborate the capacity model during timetable 2021-2022.



#### 4.9.3.1. Capacity Needs Announcements

Infrastructure managers will continue to publish the amounts of infrastructure capacity to be allocated in the Network Statement.

#### 4.9.3.2. Capacity Model

The capacity model is based on LDz capacity strategy market requirements (e.g. new service plans) and TCRs (Temporary Capacity Restrictions, see chapter 2.5.) and serves as the baseline for all capacity requests. To fulfil this purpose, it assigns the capacity to the various commercial and technical needs ('capacity partitioning'), which generally are:

- Capacity required for TCRs;
- Capacity available for annual requests (see chapter 4.9.2);
- Capacity safeguarded for Rolling Planning requests (see chapter 4.9.2);
- Unplanned capacity.

#### 4.9.4. TTR Pilot Project

(1) Existing process components have been streamlined and improved, and some innovative process components and products newly created to fully cover all market requirements

(2) In order to test the new process, especially the innovative process components, across Europe, pilot projects across several European countries have been operational since timetable 2019-2020. The purpose is to assess how the new TTR process effectively responds to the relevant objectives. It should also provide a possibility to adjust any critical aspects and make further adjustments before the actual implementation of the project and demonstrate first benefits for the market.

(3) In particular, the pilots are enabling a first application of the capacity model and are testing the benefits for the market of the Rolling Planning requests.

(4) The pilot lines along five Rail Freight Corridors where the new system is tested are:

- Mannheim – Miranda de Ebro (on RFC Atlantic);
- Antwerp – Rotterdam (on RFC North Sea – Mediterranean);
- Munich – Verona (on RFC ScanMed);
- Mannheim – Northern Italy (on RFC Rhine-Alpine);
- Břeclav – Tarvisio-B./Jesenice/Spielfeld (on RFC Baltic-Adriatic).

# 5

## SERVICES AND CHARGES

## 5. SERVICES AND CHARGES

### 5.1. Introduction

The following paragraphs contain information on the LDz infrastructure services, charging principles, overview of the charging system and charges for the use of services provided by the infrastructure manager. Information on charging principles, schemes and charges of the service facilities is available in Section 7 of the Network Statement.

### 5.2. Charging principles

#### 5.2.1. Basis of the infrastructure charges

(1) 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.

(2) 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.

(3) 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.

(4) 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 scheme and collection scheme currently in force are available in the official website of the performer of the essential functions in the following link: <http://www.lrn.lv/tiesibu-akti/>.

(5) 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 noneligible 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 (*elektr*);
- (e) costs of performing essential functions of the infrastructure manager (*bftv*).

(6) 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)  $M_{\text{ceļ uztur gr s}}$  – EUR / train- kilometer;
- (b)  $M_{\text{mez uztur gr s}}$  – EUR / wagon;
- (c)  $M_{\text{atij gr s}}$  – EUR / gross tonne kilometer;
- (d)  $M_{\text{elektr gr s}}$  – EUR / train- kilometer;
- (e)  $M_{\text{bfv gr s}}$  – EUR / train-path.

(7) 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 5.2. of the Network statement.

### 5.2.2. 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.

### 5.2.3. Environmental charges

Track access charges may be modified to take into account the costs 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.

### 5.2.4. 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.

### 5.2.5. 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);
- (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.

### 5.2.6. 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.

### 5.2.7. Charges for capacity used for infrastructure maintenance and for railway technological processes

(1) 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.

(2) 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 unit maintenance and train operating costs of railway infrastructure that provide the minimum access package.

(3) Currently a plan of gradual implementation is applied to the above-mentioned charges in accordance with the 04.07.2019. board decision of the AS "LatRailNet" Nr.JALP-1.3/49-2019 "Par pakāpeniskas ieviešanas plāna piemērošanu maksām par jaudu, ko izmanto tehnoloģisko procesu nodrošināšanai periodam pēc 2019.gada 1.jūlija".

### 5.2.8. 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.

### 5.2.9. Mark-ups

(1) 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.

(2) 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.

#### **5.2.10. Principles of market segmentation and segmentation criteria**

- (1) 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.
- (2) 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.
- (3) Criteria for market segmentation is set out in Annex 3 of the charging scheme.

#### **5.2.11. The list of market segments**

According to the charging scheme, 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 prereservedtrain paths;
- (h) other freight transport services, except international 1520 traffic, using pre-reserved train paths;
- (i) container freight services within international 1520 traffic;
- (j) coal freight services in connection to port stations in LDz network within international 1520 traffic;
- (k) other freight services within international 1520 traffic.

### **5.3. Minimum access package and charges**

- (1) 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 mentioned in the Annex 2.3.3.D of the Network Statement 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.



(2) 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).

(3) The total final payment includes at least direct costs of the cost parameter components mentioned in the Section 5.2.1.5. and different mark-ups (where applied). Differentiation instruments (discounts, network performance supporting charges and/or other) mentioned in Section 5.2. 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.

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

- (a) JSC "LatRailNet" 09.11.2020. board decision Nr.JALP-1.3/78-2020 (prot. Nr.JALP-1.2/78-2020) "Par infrastruktūras maksas lielumu indeksāciju periodam no 2021.gada 1.janvāra" (link in Latvian);
- (b) JSC "LatRailNet" 14.10.2020. board decision Nr.JALP-1.3/74-2020 (prot.Nr.JALP-1.2./74-2020) " Par maksas par būtisko funkciju veikšanu periodam no 2020.gada 13.decembra līdz 2021.gada 11.decembrim noteikšanu" (link in Latvian);
- (c) JSC "LatRailNet" 04.07.2019. board decision Nr.JALP-1.3/49-2019 "Par pakāpeniskas ieviešanas plāna piemērošanu maksām par jaudu, ko izmanto tehnoloģisko procesu nodrošināšanai periodam pēc 2019.gada 1.jūlija" (link in Latvian);
- (d) JSC "LatRailNet" 13.06.2020. board decision Nr.JALP-1.3./54-2020 (prot. Nr.JALP-1.2./54-2020) "Par tīkla noslodzes optimizēšanas atlaides noteikšanu publiskās lietošanas dzelzceļa infrastruktūras tīkla iecirkņa Jelgava – Liepāja daļā posmā Brocēni – Liepāja" (link in Latvian).
- (e) JSC "LatRailNet" board decision 2020.gada 29.decembra valdes lēmums Nr.JALP-1.3/86-2020 (prot. Nr.JALP-1.2/86-2020) "Par infrastruktūras maksas lielumu noteikšanu tirgus segmentos "akmeņogļu kravu pārvadājumi starptautiskajā 1520 kustībā savienojumos ar pieostu stacijām LDz tīklā" un "konteinerkravu pārvadājumi starptautiskajā 1520 kustībā" periodam no 2021.gada 1.janvāra" (link in Latvian).

(5) Current track access charges in force are set at the following amounts:

- (a) Network-wide average unit direct costs (TI param gr s) of all cost parameters in force for freight and passenger service groups:

Service group	Parameter of the Track Access	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		2,84	4,28	0,00029925	not applied
Passenger services		0,86	not applied	0,00029925	0,14
Passenger services (narrow gauge network)		2,79	not applied	not applied	not applied

- (b) All parameter network-wide average unit direct costs ( $TI_{rezergrs}$ ) of all cost parameters per 1 train km performance indicator unit in force for freight services in market segments with pre-reserved train paths:

Service group	For all cost parameters EUR / train km
Freight services (incl. international 1520 traffic)	4,47

- (c) The 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 <sub>ceļ uzt pas sab pak pas</sub>	train km	0,86
	M <sub>atj pas sab pak pas</sub>	gross tonne-km	0,00029925
	M <sub>elektr pas sab pak pas</sub>	train km for electric trains	0,14
passenger services within the framework of a public service contract (within narrow gauge network)	M <sub>ceļ uzt pas sab pak pas šs</sub>	train km	2,79
other passenger services (within wide gauge network)	M <sub>ceļ uzt pas citi pas</sub>	train km	5,12
	M <sub>atj pas citi pas</sub>	gross tonne-km	0,00346044
	M <sub>elektr pas citi pas</sub>	train km for electric trains	1,43
other passenger services (within narrow gauge network)	M <sub>ceļ uzt pas citi pas šs</sub>	train km	2,79
regular traffic domestic freight services with collecting and pick-up trains using pre-reserved train paths*	M <sub>ceļ uzt krav reg sviv krav</sub>	train km	5,35
	M <sub>mez uzt krav reg sviv krav</sub>	number of wagons	8.04
	M <sub>atj krav reg sviv krav</sub>	gross tonne-km	0,00044436
non-regular traffic domestic freight services with collecting and pick-up trains	M <sub>ceļ uzt krav nereg sviv krav</sub>	train km	7,99
	M <sub>mez uzt krav nereg sviv krav</sub>	number of wagons	12,01
	M <sub>atj krav nereg sviv krav</sub>	gross tonne-km	0,00059715
container freight services within domestic network or the European Economic Area using pre-reserved train paths*	M <sub>ceļ uzt krav kontein krav</sub>	train km	2,84
	M <sub>mez uzt krav kontein krav</sub>	number of wagons	4,28
	M <sub>atj krav kontein krav</sub>	gross tonne-km	0,00029925
other freight transport services, except international 1520 traffic, using pre-reserved train paths*	M <sub>ceļ uzt krav citi krav</sub>	train km	7,32
	M <sub>mez uzt krav citi krav</sub>	number of wagons	10,99
	M <sub>atj krav citi krav</sub>	gross tonne-km	0,00055829
container freight services within international 1520 traffic	M <sub>ceļ uzt 1520 kontein 1520</sub>	train km	3,55
	M <sub>mez uzt 1520 kontein 1520</sub>	number of trains	192,60
coal freight services in connection to port stations in LDz network within international 1520 traffic	M <sub>ceļ uzt 1520 ogļ 1520</sub>	train km	5,36
	M <sub>mez uzt 1520 ogļ 1520</sub>	number of trains	316,93
other international 1520 traffic freight services	M <sub>ceļ uzt 1520 citi 1520</sub>	train km	9,96
	M <sub>mez uzt 1520 citi 1520</sub>	number of trains	612,83

\* segments marked with (\*) are charged according to capacity assurance charge rates mentioned in the Section 5.3.(5)(f) of the Network statement.

- (d) Track access charges for capacity used for infrastructure maintenance and for railway technological processes:

Type of traffic	Amount of the track access charge (M <sub>tehpr gr</sub> ) EUR per train km
Passenger traffic	0,71
Freight traffic	1,32

- (e) Track access charges for performing essential functions of the infrastructure manager (application assurance charge) for the period from December 13, 2020 to December 11, 2021:

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 <sub>rezer bfv krav</sub> 10,49	M <sub>arpus rezer bfv krav</sub> 26,05	M <sub>koord rezer bfv krav</sub> 375,03
Passenger traffic	M <sub>rezer bfv pas</sub> 4,67	M <sub>arpus rezer bfv pas</sub> 26,05	M <sub>koord rezer bfv pas</sub> 375,03

- (f) 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 <sub>rezer krav reg sviv krav</sub>	train km	8,05
Container freight services within domestic network or the European Economic Area using pre-reserved train paths	M <sub>rezer krav kontein krav</sub>	train km	4,33
Other freight transport services, except international 1520 traffic, using pre-reserved train paths	M <sub>rezer krav citi krav</sub>	train km	10,98

(g) Discounted charges in specific market segments and parts of the network:

Discount of the charge	Abbreviation of the discounted charge	Charging unit	Amount of the discounted charge, EUR per unit
Network loading optimization discount in the network section Rezekne – Daugavpils (freight trains in market segment "other international 1520 traffic freight services" of gross weight (without locomotive) less than 1000 tonnes and of length below 10 conventional wagons)	M aratlaidi ceļ uzt 1520 citi 1520	train km	8,06
Network loading optimization discount in the network section Jelgava – Liepāja part Broceni – Liepāja (freight trains in market segment "regular traffic domestic freight services with collecting and pick-up trains using pre-reserved train paths" of length below 40 conventional wagons)	M aratlaidi rezer krav reg sviv krav	train km	6,21

## 5.4. Additional services and charges

Trakcion power supply services:

LDz infrastructure has 11 traction current substations that provide 3.3 kV direct current voltage power supply in the contact network in the electrified lines mentioned in subsection 2.3.9. of the Network Statement.

Information about LDz services is available on LDz internet website [www.ldz.lv](http://www.ldz.lv) section “BIZNESAM. Vilces strāvas elektroenerģijas piegāde (Apkalpes vietas operatora pakalpojumi)”..(in Latvian).

## 5.5. Ancillary services un charges

### (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](http://www.ldz.lv) under section “Biznesam. Vilces līdzekļu borta ierīces (Apkalpes vietas 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](http://www.ldz.lv) under section “Biznesam. Vilces līdzekļu borta ierīces (Apkalpes vietas operatora pakalpojumi)” (link in Latvian).

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

- 1) Passenger luggage storage is available at the Riga Central Station.
- 2) Premises in the following stations and stop points are equipped with baby changing tables: Riga Central Station, Olaine, Cukurfabrika, Jelgava, Zolitude, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka.

- 3) The following stations and stops are equipped with video surveillance systems in the passenger area: Riga Central Station, Olaine, Jelgava, Cukurfabrika, Liepāja, Sigulda (owned by the local authority), Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka, Ikšķile, Ogre, Lielvarde, Saulkrasti, Ventspils.
- 4) Fire and emergency alarms:
  - At the following stations and stop points with passenger train traffic – Riga Central Station, Krustpils, Trepe, Livani, Jersika, Vabole, Liksna, Daugavpils, Kraslava, Salaspils, Ogre, Kegums, Lielvarde, Skrīveri, Aizkraukle, Koknese, Plavinas, Kukas, Mezare, Atasiene, Stirniene, Varaklani, Vilani, Sakstagals, Rezekne II, Taudejani, Cirma, Ludza, Istalsna, Nerza, Zilupe, Tornakalns, Cukurfabrika, Jelgava, Gluda, Dobeles, Biksti, Saldus, Skrunda, Kalvene, Ilmaja, Tore, Liepāja, Garkalne, Sigulda, Līgatne, Cēsis, Lode, Valmiera, Zaslauks, Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka, Kēmeri, Tukums I, Tukums II, Sarkandaugava, Mangali, Ziemeļblāzma, Vecāki, Gauja, Līlaste, Saulkrasti, Skulte, Jaunkalsnava, Gulbene.
  - In the following stations and stop points with no passenger train traffic – Ventspils, Ventspils II, Elkskēne, Ugale, Usmā, Spāre, Līci, Stende, Sabīle, Kandava, Zvare, Slampe, Livberze.
- 5) Physical security provision at the following stations: Riga Central station.
- 6) The following stations are confined with a fence: Riga Central Station, Vagonu parks, Janavarti, Daugmale, Skīrotava, Ogre, Skrīveri, Aizkraukle, Koknese, Plavinas, Cukurfabrika, Jelgava, Zemitāni, Sigulda, Cēsis, Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka.
- 7) Accessible environment for people with reduced mobility:
  - wheelchair ramps in stations and stop points: Krustpils, Daugavpils, Parogre, Dendrarijs, Muldakmens, Aizkraukle, Koknese, Alotene, Plavinas, Ozolsala, Rezekne II, Olaine, Cukurfabrika, Jelgava, Zemitāni, Ciekurkalns, Incukalns, Sigulda, Cēsis, Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka, Ziemeļblāzma, Saulkrasti;
  - tactile warning surface on platforms in stations and stop points: Jelgava, Ikšķile, Aizkraukle, Muldakmens, Koknese, Plavinas, Ozolsala, Krustpils, Olaine, Cukurfabrika, Sigulda, Cēsis, Zolitūde, Imanta, Babīte, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka, Ziemeļblāzma;
  - movement assistance service, ensuring passengers' boarding or unboarding: Riga Central Station, Krustpils, Daugavpils, Rezekne II, Jelgava, Dubulti, Vaivari, Sigulda, Saulkrasti.
- 8) 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.
- 9) The following stations and stop points are equipped with bicycle parking: Riga Central Station, Ikšķile, Jaunogre, Ogre, Lielvarde, Skrīveri, Aizkraukle, Tornakalns, Zolitūde, Imanta, Babīte, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka, Kēmeri, Mangali, Pabazi, Saulkrasti, Skulte, Zemitāni, Cēsis, Valmiera, Olaine, Cukurfabrika, Skrunda, Liepāja, Broceni.

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.

**(d) Electronic communications services:**

- 1) voice telephony services for the public fixed electronic communications network

The effective version of Public Telecommunication services description is available on the website of LDz [www.ldz.lv](http://www.ldz.lv) under section "[For Business. Public Electronic Communications Services](#)"

2) other electronic communications services

- Data transmission service;
- Leased line service;
- Access to LDz telecommunication infrastructure (optical fiber network, cable ducting and radio relay towers inc.).

The services referred to in this paragraph are offered only in wholesale and are not provided to end users.

**(e) Supplementary Information services:**

- 1) Information about freight wagons (as of consignee code);
- 2) Information about freight wagons (as of wagon number);
- 3) Information about containers (as of container number);
- 4) Freight wagon technical characteristics and millage;
- 5) Information about freight wagons within train (as of consignee code).

The actual version of Supplementary Information services is available on the website of LDz [www.ldz.lv](http://www.ldz.lv) under section "Biznesam. IT pakalpojumi" - [www.ldz.lv/lv/it-pakalpojumi](http://www.ldz.lv/lv/it-pakalpojumi) (link in Latvian).

**(f) Various types of information technology services:**

- 1) Access\* to Automated Operative Freight Management System – APOVS (in Russian: АСОУП);
- 2) Access\* to Rai incident database - KVC;
- 3) Access\* to Station plan and operational documentation database - SPDB";
- 4) Access\* to Stationary breath analyser (alcometer) system/infrastructure (SAIS);
- 5) Access\* to Freight Management Portal (KPS).

Services are provided to merchants - carriers, wagon repair companies, shunting workers.

## **5.6. Financial penalties and incentives**

### **5.6.1. Penalties for Path Modification**

For the current network statement period no penalties for path modification have been applied.

### **5.6.2. Penalties for Path Alteration**

For the current network statement period no penalties for path alteration have been applied.

### **5.6.3. Penalties for Non-usage**

Track access charges mentioned in Section 5.3.4.(d) of this Network Statement (application assurance charges for the allocated portion of the infrastructure capacity in the capacity allocation plan) and in Section 5.3.4.(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 5.3.4.(e) of this Network Statement are refundable only in cases where train paths are cancelled due to the fault of the infrastructure manager and the respective applicant has not agreed to move those paths to another time or different route offered by the infrastructure manager. The applicant in the market segments mentioned in Sections 5.2.11.(e), 5.2.11.(g) and 5.2.11.(h) of this Network Statement has rights to request the cancellation of the pre-reserved train paths in the following calendar month for which payment has been made in accordance with the collection scheme by sending through the official means of communication a relevant application for the cancellation of the specific train paths in the following calendar month to the capacity allocation body and the infrastructure manager not later than 15 calendar days before the first date of the

following calendar month in which the use of pre-reserved train paths was planned, and infrastructure manager compensates the initial capacity assurance payment in accordance with the collection scheme.

#### **5.6.4. Penalties for Path Cancellation**

For the current network statement period no penalties for path cancellation have been applied.

#### **5.6.5. Incentives / Discounts**

For the current network statement period, the following discounts are applied:

- (a) Network loading optimization discount in the network section Rezekne – Daugavpils (freight trains in market segment "other international 1520 traffic freight services" of gross weight (without locomotive) less than 1000 tonnes and of length below 10 conventional wagons, performing freight services for transferring wagons between Rezekne and Daugavpils stations in order to form a full composition trains) determining discounted charge for the use of the railway infrastructure (**M** aratlaidi ceļ uzt 1520 citi 1520) in the amount of EUR 7,93 per train kilometre (without value added tax);
- (b) Network loading optimization discount in the network section Jelgava – Liepaja part Broceni – Liepaja (freight trains in market segment "regular traffic domestic freight services with collecting and pick-up trains using pre-reserved train paths" of length below 40 conventional wagons and having formation station Broceni and final station Liepaja or formation station Liepaja and final station Broceni) determining discounted charge for the use of the railway infrastructure (**M** aratlaidi rezer krav reg sviv krav) in the amount of EUR 6,11 per train kilometre (without value added tax).

### **5.7. Performance scheme**

#### **5.7.1. General principles and objectives**

(1) The charging scheme provides an incentive for railway undertakings and the infrastructure manager to minimise disruption and improve network performance through a network performance improvement scheme approved by the performer of the essential functions.

(2) 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 is available in the official website of the performer of the essential functions in the following link: <http://www.lrn.lv/tiesibu-akti/>.

#### **5.7.2. Performance monitoring**

The infrastructure manager collates information on train delays and the causes thereof. Information about train delays and the causes thereof is analysed and taken into consideration in the process of developing the next annual train timetable.

#### **5.7.3. Financial model**

LDz does not apply payments for train delays.

#### **5.7.4. Governance and dispute resolution system**

(1) Should a railway undertaking or the performer of the essential functions not agree with the delays specified by LDz and the causes thereof, an invoice issued or the timetable, the railway undertaking or the

performer of the essential functions is entitled to submit LDz an application with substantiated objections within 5 working days.

(2) If the dispute resolution process commences, the railway undertaking or LRN is not exempted from paying the invoice.

(3) Should the railway carrier or LRN not agree with certain reasons for delays and the detailed justification of the invoice, it is entitled to submit a complaint to the State Railway Administration in accordance with the provisions of the Railway Law.

## 5.8. Changes to charges

(1) The performer of the essential functions for its decisions regarding charges (including changes to charges) shall meet deadlines mentioned in the Paragraph 56 of the charging scheme.

(2) 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).

(3) 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/>.

## 5.9. Billing arrangements

(1) 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. 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: <http://www.lrn.lv/tiesibu-akti/>.

(2) 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
		until 10th date of the relevant month (inclusive) or next working day (if in weekend or 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
Payment for minimum access package for passenger services (KM pas s)	LDz	until 15th date of the relevant month (inclusive) or next working day (if in weekend or 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 or 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



<b>Payment (abbreviation)</b>	<b>Issuer of the invoice</b>	<b>Invoice release terms</b>	<b>Billing period</b>	<b>Payment terms</b>
Payment for minimum access package for freight services <b>(KM krav s)</b>	LDz	every Monday of the calendar week or next working day (if in weekend or 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 or 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 <b>(KM tehpr gr)</b>	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 <b>(NKM rezer bfv gr)</b>	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 <b>(AKM rezer bfv gr)</b>	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 <b>(NKM rezer bfv gr)</b>	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
Final payment for the allocated portion of the capacity <b>(KM rezer bfv gr)</b>	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
Initial infrastructure capacity assurance payment for the use of pre-reserved train paths <b>(NKM rezer gr s)</b>	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 (in relation to international 1520 traffic not later than 5 days before the first day of the following calendar month)	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 <b>(KM rezer gr s)</b>	LDz	every Monday of the calendar week or next working day (if in weekend or 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 or holiday)	time period starting from Thursday of the previous week till Sunday (inclusive)	within 5 working days after receiving the invoice

# 6

## OPERATIONS

## 6. OPERATIONS

### 6.1. Introduction

This section contains information on the requirements and conditions that apply to the organisation of train traffic.

### 6.2. Operational rules

The basic operating rules have been laid down in accordance with the requirements of the [Cabinet Regulation No. 724 of 3 August 2010, Rules of the Technical Usage of the Railway](#).

### 6.3. Operational measures

#### 6.3.1. Principles

(1) LDz organises train traffic in accordance with the provisions of the Railway Law and legal acts issued on the basis thereof, as well as in accordance with the delegation received and documents drafted pursuant to [paragraph 5, Clause 2.<sup>1</sup> of the Railway Law](#), which regulate the train formation and movement procedures, traffic safety, as well as certain transportation cases where specific traffic conditions are required. The documents have been published on the website of LDz available at [www.ldz.lv](http://www.ldz.lv) under section "[Laws and regulations for public-use railway infrastructure manager](#)".

(2) According to [Section 8.6 of the Cabinet Regulation No. 724 of 3 August 2010, Rules of the Technical Usage of the Railway](#), the movement of trains on a railway line is managed only by the train dispatcher (paragraph 554). All railway specialists who are directly involved in organisation of train movement must promptly execute orders of the train dispatcher (paragraph 555).

#### 6.3.2. Operation Regulation

(1) Pursuant to the requirements of [paragraph 500 of the Cabinet Regulation No. 724 of 3 August 2010, Rules of the Technical Usage of the Railway](#), the organisation of train traffic is based on the annual timetable. The assignment of passenger trains is implemented on the basis of LDz instructions, observing the annual train timetable. The assignment of freight trains is carried out on the basis of the operational plan of infrastructure capacity allocation approved by the performer of the essential functions.

(2) Pursuant to the requirements of [paragraphs 508 and 509 of the Cabinet Regulation No. 724 of 3 August 2010, Rules of the Technical Usage of the Railway](#), assignment and passage of other trains is organised in accordance with LDz instructions.

#### 6.3.3. Disturbances

(1) Pursuant to the requirements of [paragraphs 8.17, 8.18 and 8.19 of the Cabinet Regulation No. 724 of 3 August 2010, Rules of the Technical Usage of the Railway](#), should a non-standard situation occur on a train section, the train dispatcher will perform all the necessary actions for the resumption of train traffic.

(2) Prevention of the consequences of train traffic disturbances is organised by the station manager, who coordinates work of other railway specialists and ensures notification of state institutions.

### 6.4. Tools for train information and monitoring

(1) Railway undertakings, in accordance with the agreement on the use of infrastructure, provide LDz with information on the train composition, observing the rules on compiling, correcting and submitting wagon lists by undertakings (approved by Ordinance No. DV-1.14/100-2019 of 28 June 2019).

(2) The train dispatcher, using the IT systems of LDz, verifies whether information provided by the undertaking is correct and compares it with the actual train traffic data.

# 7

## SERVICE FACILITIES

# 7. SERVICE FACILITIES

## 7.1. Introduction

Service facility (including a land plot, building and equipment), which is, fully or partly, set up in order to provide the services referred to in [Section 12.1 of the Railway Law](#). Service facility operators provide access (including track access) to service facilities (if any) and to the services provided at stations and stop points to all undertakings in a non-discriminatory manner.

## 7.2. Service facility overview

The service package of the service point is determined by the Railway Law Article 12.1.

## 7.3. Service facilities managed by LDz

### 7.3.1. Common provisions

Tariff for the use of the track access at LDz service facilities and services provided at such facilities is determined in accordance with [Section 11.2 of the Railway Law](#) and is not included in the payment for minimum access package.

### 7.3.2. Passenger stations

#### 7.3.2.1. General Information

LDz passenger service points are equipped with:

- (a) ticket offices in the following stations and stop points: Riga Central Station, Krustpils, Livani, Daugavpils, Janavarti, Skirotava, Dole, Salaspils, Saulkalne, Ikskile, Jaunogre, Ogre, Parogre, Kegums, Lielvarde, Jumprava, Skriversi, Aizkraukle, Koknese, Plavinas, Rezekne II, Ludza, Tornakalns, Biznesa augstskola "Turiba", Tiraine, Jaunolaine, Olaine, Ozolnieki, Cukurfabrika, Jelgava, Liepaja, Zemitani, Incukalns, Cesis, Zaslauks, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Kemeru, Tukums I, Brasa, Sarkandaugava, Mangali, Ziemeļblazma, Vecaki, Kalngale, Garciems, Carnikava, Gauja, Saulkrasti.
- (b) premises for passengers in the following stations and stop points: Riga Central Station, Krustpils, Livani, Nicgale, Liksna, Daugavpils, Skirotava, Dole, Salaspils, Saulkalne, Ikskile, Ogre, Parogre, Kegums, Lielvarde, Jumprava, Skriversi, Aizkraukle, Koknese, Plaviņas, Stirniene, Vilani, Rēzekne II, Ludza, Nerza, Zilupe, Torņakalns, Olaine, Cena, Dalbe, Ozolnieki, Cukurfabrika, Jelgava, Dobele, Biksti, Saldus, Skrunda, Liepaja, Zemitani, Garkalne, Krievupe, Vangazi, Inčukalns, Ligatne, Cesis, Lode, Valmiera, Zaslauks, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Jaundubulti, Pumpuri, Melluzi, Asari, Sloka, Kemeru, Tukums I, Tukums II, Sarkandaugava, Mangali, Ziemeļblazma, Vecaki, Carnikava, Lilaste, Saulkrasti, Skulte, Jaunkalsnava, Madona.
- (c) equipment for providing information on train timetable in the following stations and stop points: Riga Central Station, Olaine, Cukurfabrika, Jelgava, Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Daugavpils.

#### 7.3.2.2. Services

LDz provides the following services:

##### (a) Use of ticket offices.

The service is available in the sites listed in Subclause (a) of Subsection 7.3.2.1. of the Network Statement.

The set of services together with the right to use ticket office, includes all maintenance work – sanitary cleaning and technical maintenance, including provision of utilities – power, heating, water supply and sewage. The access time depends on the orders of the railway undertaking.

**(b) Use of passenger premises.**

The service is available in the sites listed in Subclause (b) of Subsection 7.3.2.1. of the Network Statement.

The service includes the right to use the station's premises, as well as to ensure access of passengers to ticket offices.

Passenger premises are available at least at the time of the day when the trains run (from arrival of the first train until departure of the last train) and at least 30 minutes before departure of the first train in accordance with Article 304 of the [Cabinet of Ministers regulations No. 724 of August 3, 2010, "Regulations on Technical Exploitation of Railway"](#).(Link in Latvian)

**(c) Provision of facilities and provision of information on the train timetable.**

The service is available in sites listed in Subclause (c) of Subsection 7.3.2.1. of the Network Statement.

The service includes access to a set of technical and software means with station facilities – displays and/or audio information facilities (depending on the facilities at the service point), as well as information provided to passengers, using LDz phone line 80021181 about train arrivals and departures.

Services are available at the demand of the railway undertaking about the train stopping at particular stations and stop points, submitted to the infrastructure manager after approval of the plan on distribution of infrastructure capacity.

At Rīgas Pasazieru (Riga Passenger) station and Tornakalna stations, there is passenger information system (VAPIS) with the respective facilities – displays (Riga Passenger station only) with audio information systems, including a console for communication of passengers with restricted mobility with the railway phone line at the Central Hall of Riga Passenger station, and railway undertakings are provided with a possibility to inform passengers, using displays or audio messages. Other stations or stop points have passenger information systems (PAS) with the respective station facilities – displays and/or audio information systems available, depending on the facilities of the service point.

Regulations on provision of facilities and provision of information service are available in Annex 7.3.2.A of the Network Statement.

**7.3.2.3. Service Facility Description**

Information on the service equipment is specified in Section 7.3.2.2 of the Network Statement.

**7.3.2.4. Charges**

LDz shall charge the following:

**(a) a ticketing service at one specific passenger station and stopping point of one square meter per month.**

Charge for service full-range service of use of ticket offices with the right to use the premises for ticket sales has been set per one square meter per month in accordance with the floor space of the ticket office premises for each particular station and service point. The price of the square meter is formed by the maintenance costs of the premises used for ticket sales and the profit share. The profit share is calculated by multiplying maintenance costs with 7.5% (seven point five percent).

Full-range service of use of ticket sales location with the right to use the ticket offices includes all maintenance work – provision of sanitary cleaning and technical maintenance, including public utilities – power, heating, water supply and sewage.

Charge depends on maintenance costs of the station and stop point. A contact person has been assigned to the service, who is in charge of solving all issues related with the service: the head of the Commercial Activity Department of the Real Estate Directorate of "Latvijas dzelzceļš", Alberts Bogdanovs +371 6723 3756; +371 2953 1998.

\*) Partial service use of ticket offices is being offered separately in accordance with a prior agreement with the railway undertaking when the recipient of the service ensures sanitary cleaning at the ticket offices on its own account, and the service charge includes only maintenance costs of the adherent territories to the station or stop point.

**(b) a service for the use of passenger premises per stop of a passenger train, according to the category of station or stopping point.**

Charge for service use of passenger premises is set per one stopping of a passenger train in accordance with the category of the station or stop point. Categories of stations or stop points depend on the average annual passenger flow at the station or stop point. The charge of the service is a payment at the end station of the train upon arrival and departure of the train.

The service charge includes a sum of total maintenance costs a year for the passenger premises of the respective stations and stop points, security charges to ensure opening and closing of the premises for passengers in the respective stations, the proportionate profit share, depending on the category of the station and service point.

There are 6 gradations of charges, depending on the category of the stations and service points from EUR 0.26 – 1.30, excluding VAT, for a stop at the service points. Gradation of charges per one stop at a service point (station or stop point) has been estimated as follows:

Service point category 0	Service point category 1	Service point category 2	Service point category 3	Service point category 4	Service point category 5
0,26 EUR	0,50 EUR	0,40 EUR	0,80 EUR	1,00 EUR	1,30 EUR

The service will be provided in the following stations:

- up to 7,000 passengers a year - Liksna, Stirniene, Nerza, Biksti, Saldus, Skrunda, Strenci, Jaunkalsnava, Madona (Category 5);
- from 7,000 to 57,000 passengers a year - Nicgale, Vilani, Ludza, Zilupe, Cena, Dobele, Liepaja, Garkalne, Krievupe, Vangazi, Ligatne, Lode, Valmiera (Category 4);
- from 57,000 to 157,000 passengers a year - Livani, Dole, Saulkalne, Jumprava, Koknese, Plavinas, Rezekne II, Incukalns, Cesis, Jaundubulti, Pumpuri, Tukums II, Lilaste, Skulte (Category 3);
- from 157,000 to 570,000 passengers a year - Daugavpils, Krustpils, Skirotava, Parogre, Kegums, Skriveri, Aizkraukle, Ozolnieki, Cukurfabrika, Babite, Priedaine, Lielupe, Melluzi, Asari, Kemeru Tukums I, Sarkandaugava, Mangali, Ziemeļblazma, Vecaki, Carnikava, Saulkrasti (Category 2);
- from 570,000 to 1,570,000 passengers a year - Salaspils, Ikšķile, Ogre, Lielvarde, Jelgava, Olaine, Tornakalns, Zaslauks, Zolitude, Imanta, Bulduri, Dzintari, Majori, Sloka, Zemitani (Category 1);
- over 1,570,000 passengers a year - Rigas pasazieru (Riga Passenger) station (Category 0).

The profit share is calculated as follows: maintenance costs multiplied with 7.5% (seven point five percent).

**(c) the provision of equipment and the provision of traffic information services by a specified terminal charge for the arrival and departure of a train.**

Charge for service provision of facilities and travel information.

Name of station/stop point	Service charge per one-time train stop, excluding VAT, EUR	Name of station/stop point	Service charge per one-time train stop, excluding VAT, EUR
Rigas pasazieru	2,70	Dzintari	0,38
Tornakalns	0,38	Majori	0,38
Olaine	0,38	Dubulti	0,38
Cukurfabrika	0,38	Pumpuri	0,38
Jelgava	0,38	Melluzi	0,38
Zolitude	0,38	Asari	0,38
Imanta	0,38	Vaivari	0,38
Babite	0,38	Sloka	0,38
Lielupe	0,38	Daugavpils	0,38
Bulduri	0,38		

### 7.3.2.5. Access Conditions

Terms for provision of services at service points

The railway undertaking shall submit an application to LDz (hereinafter – application) about access to service point(s), sending it by mail to Gogola Street 3, Riga, LV-1547, or to an e-mail: [info@ldz.lv](mailto:info@ldz.lv), signed with a secure electronic signature:

- (a) for an agreement on use of ticket offices at service points. A sample application has been added in Annex 7.3.2.B of the Network Statement (in Latvian);
- (b) for an agreement on use of passenger premises at service points. A sample application has been added in Annex 7.3.2.C of the Network Statement (in Latvian);
- (c) for provision of facilities and information service at services points. A sample application has been added in Annex 7.3.2.D of the Network Statement (in Latvian).

LDz shall revise the application and provide a reply in a procedure set in the regulations (in a month).

LDz and railway undertaking shall sign a written agreement on access and provision of services at service point(s).

Sample agreements have been added:

- (a) an agreement on use of ticket offices at service points – Annex 7.3.2.E of the Network Statement (in Latvian);
- (b) an agreement on use of passenger premises at service points – Annex 7.3.2.F of the Network Statement (in Latvian);
- (c) on provision of facilities and information service at service points – Annex 7.3.2.G of the Network Statement (in Latvian).

If LDz introduces amendments to the service description and/or terms of payment, amendments and the date they come into force shall be published in the Network Statement.

For agreements that are in force, amendments are not applied earlier than 30 (thirty) calendar days from the day the amendments come into force if LDz and the railway undertaking have not agreed on earlier application of the amendments.

### 7.3.2.6. Capacity Allocation

The services are provided in accordance with the laws and regulations, depending on the possibility of providing a service.



### 7.3.3. Freight Terminals

LDz has no cargo terminal facilities related with operations of railway and does not provide services at freight terminals and does not provide services at freight terminals.

### 7.3.4. 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;
- Krievu sala station has two shunting areas consisting of 6 classification tracks together.

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](http://www.ldz.lv) under section “BIZNESAM. Kravas vagoni (Apkalpes vietās operatora pakalpojumi)” (link in Latvian).

### 7.3.5. Storage Sidings

LDz does not provide storage services.

### 7.3.6. Maintenance Facilities

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

Service “technical maintenance of freight wagons”:

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

### 7.3.7. Other Technical Facilities, Including Cleaning and Washing Facilities

LDz does not provide other technical services.

### 7.3.8. Maritime and Inland Port Facilities

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

### 7.3.9. Relief Facilities

LDz does not provide relief services that are not related with preservation, renewal, maintenance or reconstruction of LDz infrastructure.

### 7.3.10. Refuelling Facilities

LDz does not provide refuelling services.

## 7.4. 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](mailto: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).
- External inspections and hydraulic checks of air reservoirs of rolling stock;

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](http://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, Riga, Latvia, LV-1050, e-mail: [pv@pv.lv](mailto:pv@pv.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](http://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: Turgeņeva Street 21, Riga, Latvia, LV-1050, e-mail: [ldz\\_rss@ldz.lv](mailto: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”:

- Riga Locomotive Repair Centre – Krustpils Street 24, Riga.
- Jelgava Department of Riga Locomotive Repair Centre – Prohorova Street 30, Jelgava.
- Liepāja Department of Riga Locomotive Repair Centre – Brīvības Street 103, Liepāja.

- Daugavpils Locomotive Repair Centre – 2.Precu Street 30, Daugavpils.
- Rezekne Department of Daugavpils Locomotive Repair Centre – Lokomotīvu Street 23, Rezekne.

Service maintenance of locomotives in reserve base:

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

Pursuant to Section 12<sup>1</sup> 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@dlrr.lv](mailto:info@dlrr.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>.

## ANNEXES NUMBERING

Annex 1.3.A	MULTIANNUAL AGREEMENT (in Latvian);
Annex 2.1.A	ORGANISATION SCHEME OF LATVIAN RAILWAY TRAIN MOVEMENT AND CARGO OPERATIONS;
Annex 2.1.B	TECHNICAL DEVELOPMENT OF LDZ INFRASTRUCTURE;
Annex 2.3.3.A	LIST OF RAILWAY STATIONS;
Annex 2.3.3.B	LIST OF RAILWAY PASSING POSTS (RAILWAY BLOCK POSTS AND TRACK POSTS);
Annex 2.3.3.C	LIST OF RAILWAY STOP POINTS;
Annex 2.3.3.D	LIST OF PASSENGER PLATFORMS IN OPERATION IN LDZ INFRASTRUCTURE;
Annex 2.3.5.A	WEIGHT AND LENGTH STANDARDS OF LATVIAN RAILWAY FREIGHT TRAINS;
Annex 2.3.5.B	HANDBOOK FOR TYPES OF WAGONS (in Latvian);
Annex 2.3.6.A	LDZ LINE GRADIENTS;
Annex 2.3.10.A	EQUIPMENT OF LATVIAN RAILWAY SECTIONS;
Annex 2.4.3.A	LDZ ESPECIALLY DANGEROUS GOODS UNDERTAKINGS (in Latvian) ;
Annex 2.5.A	CAPACITY OF LDZ FOR ALLOCATION OF RAILWAY INFRASTRUCTURE CAPACITY FOR THE 2022 TIMETABLE;
Annex 2.5.B	CAPACITY RESTRICTIONS (2021-2023);
Annex 3.3.2.A	SAMPLE AGREEMENT FOR PASSENGER TRANSPORTATION (in Latvian);
Annex 3.3.2.B	SAMPLE AGREEMENT FOR CARGO TRANSPORTATION (in Latvian);
Annex 3.3.2.C	BULLING DETAILS AGREEMENT;
Annex 3.3.3.A	BULLING DETAILS AGREEMENT;
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 RAILWAY LINES;
Annex 4.3.A	MAINTENANCE NOTICE;
Annex 7.3.2.A	REGULATIONS ON PROVISION OF FACILITIES AND TRAVEL INFORMATION (in Latvian);
Annex 7.3.2.B	SAMPLE APPLICATION FOR AGREEMENT ON USE OF TICKET OFFICES (in Latvian);
Annex 7.3.2.C	SAMPLE APPLICATION FOR AGREEMENT ON USE OF PASSENGER PREMISES (in Latvian);
Annex 7.3.2.D	SAMPLE APPLICATION FOR PROVISION OF FACILITIES AND TRAVEL INFORMATION (in Latvian);
Annex 7.3.2.E	SAMPLE AGREEMENT ON USE OF TICKET OFFICES (in Latvian);
Annex 7.3.2.F	SAMPLE AGREEMENT ON USE OF PASSENGER PREMISES (in Latvian);
Annex 7.3.2.G	SAMPLE AGREEMENT ON PROVISION OF FACILITIES AND TRAVEL INFORMATION (in Latvian).

## 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
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 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	public-use rail infrastructure network
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
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
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
Regula 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
Regula 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
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
VTAP	LDz train car technical inspection point
WILD	The Wheel Impact Load Detector detects wheel rolling arc defects while travelling.