LATVIJAS DZELZCEĻŠ

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# 2024 NETWORK STATEMENT

## of the Public-Use Railway Infrastructure of the State Joint Stock Company "Latvijas dzelzceļš"

Approved with decision No. VL-1.6/400-2022 of the of the Management Board of 21 December 2022
Valid from 10 December 2023

# VERSION CONTROL

| Version | Date | Section | Description of changes |
|---|---|---|---|
| 1.0 | 21.12.2022. | - | Initial version |
| 1.1 | 09.01.2023 | 5.3.(4)(c)<br>5.3.(5)(g)<br>5.6.5.(c) | *In accordance with LRN 05.01.2023. letter No.L-6.3.1/2-2023 the following amendments have been made:*<br>– Section 5.3.(4)(c) subparagraph added;<br>– Section 5.3.(5)(g) table supplemented;<br>– Section 5.6.(5)(c) subparagraph added. |
| 1.2 | 26.01.2023 | 7.4.(c) | *In accordance with DLRR 25.01.2023. letter No 50/50-02/11 the following amendments have been made:*<br>– *Section 7.4.(c) subparagraph added.* |
| 1.3 | 27.03.2023 | 1.6.<br>4.2.1.(1)(a)<br>4.2.3.(1)<br>4.5.5.(1)(a) | *In accordance with 24.03.2023. letter No.L-6.3.1/80-2023 the following amendments have been made:*<br>– Section 1.6. expressed in new edition;<br>– Section 4.2.1.(1)(a) expressed in new edition;<br>– Section 4.2.3.(1) expressed in new edition;<br>– Section 4.5.5.(1)(a) expressed in new edition. |
| 1.4 | 09.08.2023 | 5.3.(4)(d),<br>5.3.(5)(g),<br>5.6.5.(d) | *In accordance with LRN 31.07.2023. letter No.L-6.3.1./107-2023 the following amendments have been made:*<br>– 5.3.(4)(d) subparagraph added;<br>– 5.3.(5)(g) expressed in new edition;<br>– 5.6.5.(d) subparagraph added. |
| 1.5 | 29.08.2023 | Annex 2.1.A<br>Annex 2.1.B<br>Annex 2.3.3.C<br>Annex 2.3.3.D<br>Annex 2.3.10.A | *In accordance with LDz 29.08.2023 order No.DT-1.13/43-2023 the following amendments have been made:*<br>– Annexes 2.1.A, 2.1.B, 2.3.3.C, 2.3.3.D and 2.3.10.A expressed in new edition. |
| 1.6 | 20.09.2023 | 2.3.12 (1) | *In accordance with LDz 15.09.2023. Management Board No VL-1.6/266-2023 the following amendments have been made:*<br>– Section 2.3.12.(1) expressed in new edition. |
| 1.7 | 26.10.2023 | 5.2.1.(5)<br>5.2.1.(6)(e)<br>5.2.7.(3)<br>5.2.11<br>5.3.(4)<br>5.3.(5)<br>5.6.3<br>5.6.5<br>5.8.(2)<br>5.9.(2) | *In accordance with LRN 12.10.2023. letter No. L-6.3.1/137-2023 the following amendments have been made:*<br>– Section 5.2.1. subparagraph (5) expressed in new edition;<br>– Section 5.2.1. subparagraph (6)(e) expressed in new edition;<br>– Section 5.2.7. sbuparagraph (3) deleted;<br>– Section 5.2.11. expressed in new edition;<br>– Section 5.3. subparagraph (4) expressed in new edition;<br>– Section 5.3. subparagraph (5) expressed in new edition;<br>– Section 5.6.3. expressed in new edition;<br>– Section 5.6.5. expressed in new edition; |

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| | | | – Section 5.8. subparagraph (2) expressed in new edition.<br>– Section 5.9. subparagraph (2) table updated |
| 1.8 | 15.12.2023 | 7.3.2.1.(c) | *In accordance with LDz 11.12.2023. Management Board No. VL-1.6/392-2023 the following amendments have been made:*<br>– Section 7.3.2.1.(c) expressed in new edition. |
| 1.9 | 09.01.2024 | 3.4.5.<br>5.5.(e) | *In accordance with LDz 19.12.2023. Management Board No. VL-1.6/405-2023 the following amendments have been made:*<br>– Section 3.4.5. expressed in new edition;<br>– Section 5.5.(e) expressed in new edition. |
| 1.10 | 31.01.2024 | 2.3.3.(3)<br>3.4.5.<br>5.5.(e) | *In accordance with LDz 29.01.2024. Management Board No. VL-1.6/31-2024 the following amendments have been made:*<br>– Section 2.3.3. subparagraph (3) added;<br>– Section 3.4.5. expressed in new edition;<br>– Section 5.5.(e) expressed in new edition. |
| 1.11 | 05.02.2024 | 5.2.11.<br>5.3.(4)<br>5.3.(5)(b)<br>5.3.(5)(f)<br>5.6.3.<br>5.6.5 | *In accordance with LRN 02.02.2024. letter No. L-6.3.1/13-2024 the following amendments have been made:*<br>– Section 5.2.11. expressed in new edition;<br>– Section 5.3. subparagraph (4) expressed in new edition;<br>– Section 5.3. subparagraph (5)(b) expressed in new edition;<br>– Section 5.3. subparagraph (5)(f) expressed in new edition;<br>– Section 5.6.3. expressed in new edition;<br>– Section 5.6.5. expressed in new edition. |
| 1.12 | 07.03.2024 | 5.3.(5)(d) | *In accordance with LRN 06.03.2024. letter No. L-6.3.1/31-2024 the following amendments have been made:*<br>– Section 5.3. subparagraph (5)(d) expressed in new edition. |
| 1.13 | 28.03.2024 | Annex 2.1.B<br>Annex 2.3.3.C<br>Annex 2.3.3.D | *In accordance with LDz 28.03.2024 order No. DT-1.13/23-2024 the following amendments have been made:*<br>– Annexes 2.1.B, 2.3.3.C and 2.3.3.D expressed in new edition. |
| 1.14 | 10.05.2024 | 5.2.11.<br>5.3.(4)<br>5.3.(5)(b) | *In accordance with LRN 08.05.2024. letter No. L-6.3.1/54-2024 the following amendments have been made:*<br>– Section 5.2.11. expressed in new edition;<br>– Section 5.3. subparagraph (4) expressed in new edition;<br>– Section 5.3. subparagraph (5)(b) expressed in new edition. |

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| 1.15 | 30.05.2024 | 2.3.3.(3)<br>2.3.3.(4) | *In accordance with LDz 24.05.2024. Management Board No. VL-1.6/182-2023 the following amendments have been made:*<br>– Section 2.3.3. subparagraph (3) expressed in new edition;<br>– Section 2.3.3. subparagraph (4) added. |

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# 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 capacity of the public use railway infrastructure managed by LDz (LDz infrastructure, also LDz network) in Latvia. The Network Statement contains information about the LDz infrastructure, ir includes information concerning the connected infrastructure and service facilities, as well as institutions that take part in the decision-making processes concerning the use of LDz infrastructure (diagram).

| | |
|---|---|
| **Appeal Body** | Court<br>(according to Article 31 part 3 of the Railway law) |
| **Railway Regulatory body** | The State Railway Administration of Latvia |
| **Performer of infrastructure manager's Essential functions** | Joint stock company "LatRailNet" |
| **Infrastructure manager** | State joint stock company "Latvijas dzelzceļš" |

## 1.2. Purpose of the network statement

The purpose of this Network Statement is to make applicants, authorities, and other interested parties 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 legislation as well as the 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. EU 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 (EU) No 2021/782 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 29 April 2021 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) 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;
- 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. 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).
- Cabinet of Ministres Regulation No. 375 of June 9, 2020, "Railway safety regulations".

Other national legal acts issued in accordance with the Railway Law can be found on the website: www.likumi.lv/

#### 1.3.1.3. Binding acts issued based on the Railway Law by the performer of essential functions

- 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 contract referred to in Part 2 of Section 10.1 of the Railway Law is being developed and after it is signed, it will be attached in Annex 1.3.A of the Network Statement.

### 1.3.2. Legal 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) Sections of the Network Statement that contain the list and summary of legal regulations included in normative acts are informative. The applicants are obliged to familiarize themselves with the respective regulations and their amendments in the Official Journal of the European Union and the Official Publisher of the Republic of Latvia (Latvijas Vestnesis). The normative acts are applied in the version that is in force at the moment or the documents that replace them are applied.

(3) The Network Statement contains information provided by essential functions performers[1] or operators of service facilities[2] or references to their websites, that LDz publishes in accordance with the requirements of the Railway Law of the Republic of Latvia and related regulatory legislation requirements. The information providers ensure completeness and credibility of the provided information.

(4) LDz shall not be responsible if the provider of significant functions of operators of service facilities do not provide the necessary information to be included in the Network Statement or for completeness and credibility of the provided information.

(5) LDz has no obligation to inform every applicant on the amendments to the Network Statement, as all of them can be found on LDz website www.ldz.lv.

### 1.3.3. Appeals procedure

(1) Applicants can appeal infrastructure manager's operations or decisions according to Railway Law in areas of public use railway management and rail raleted services, 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 1.6 of the Network Statement.

(2) The applicant in accordance with Point 8 of Part 1 of Section 31 of the Railway Law has the rights to file a complaint with the State Railway Administration in cases stipulated by the Railway Law.

## 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), based on 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-statements/).

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[1] The information provided by essential functions performers shall be found in the following sub-sections of the Network Statement and Annexes: 1.6., 1.7.3.(9), 3.3.2.(5), 3.3.3.(3), 4., 4.1., 4.2., 4.2.1., 4.2.2., 4.2.3., 4.3., 4.3.1., 4.3.2., 4.4., 4.5., 4.5.1., 4.5.2., 4.5.3., 4.5.4., 4.5.5., 4.6., 4.6.1., 4.6.2., 4.7., 4.8., 4.8.1., 4.8.2., 4.8.3., 4.8.4., 4.9.3.3., 4.10., 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., 5.7.1., 5.7.2., 5.7.3., 5.7.4, 5.8., 5.9., Annex 3.3.2.C, Annex 3.3.3.A, Annex 4.2.A, Annex 4.2.B, Annex 4.2.C, Annex 4.2.D, Annex 4.3.A .

[2] The information of the service facilities operators shall be located in sub-section 7.4. of the Network Statement.

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. Financial stimulation and network performance improvement schemes are described.
- 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 2024 timetable starting on 10 December 2023 00:00 and ending on 14 December 2024 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 2022.

(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.. In the event of discrepancies between the two versions of the Network Statement, the Latvian version shall apply.

## 1.6. Contacts

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| LDz railway infrastructure manager (IM): | State Joint Stock Company "Latvijas dzelzceļš", registration number: 40003032065, registered office: 3 Gogoļa Street, Riga, Latvia, LV-1547, e-mail: info@ldz.lv. |
| Functions to be performed: | The management of the railway infrastructure (railway infrastructure maintenance, development), planning, organizing, and supervising the traffic of trains and other rolling stock on the railway tracks within the managed infrastructure, and liability for the management of the control and safety systems. |
| Performer of the essential functions (AB): | Joint Stock Company "LatRailNet", registration number: 40103361063, registered office: Perses street 8, Riga, Latvia, LV-1011, e-mail: latrailnet@ldz.lv or info@lrn.lv. |
| Functions to be performed: | — decision-making on infrastructure capacity allocation, the allocation or assignment of train paths, including both the determination and evaluation of access and the assignment of individual train paths, and<br>— decision-making on infrastructure charges, including the determination and collection of the charges. |

## 1.7. Cooperation between European infrastructure managers IMs/Abs

### 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)* | http://www.rfc8.eu |

* the sections from Daugavpils and Rezekne to stations, where are organized border crosing places, are subject to evaluation of letter of intent pursuant to Article 5 of Regulation (EU) No. 913/2010.

Detailed information on railway freight corridors has been published in English 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 and other international cooperation

(1) LDz and JSC "LatRailNet" are 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 | Handling of capacity requests | Aleksejs Čerepaha<br>phone: +371 2953 2364,<br>e-mail:aleksejs.cerepaha@ldz.lv |
| | Access to infrastructure (timetable and TCR) | Olegs Zelenkovs<br>phone: +371 67234138,<br>e-mail: olegs.zelenkovs@ldz.lv |
| Sales | Infrastructure Charges | Māris Andiņš<br>phone: +371 2964 4550,<br>e-mail: maris.andins@ldz.lv |
| | Invoicing | Oskars Stūrmanis<br>phone: +371 29532175,<br>e-mail: oskars.sturmanis@ldz.lv |
| Allocation and timetable | Short time – ad hoc trains | Aleksejs Čerepaha<br>phone: +371 2953 2364,<br>e-mail: aleksejs.cerepaha@ldz.lv |
| | Timetable changes | Oļegs Zeļenkovs<br>phone: +371 6723 4138,<br>e-mail: olegs.zelenkovs@ldz.lv |
| Legal | Capacity allocation | Juris Šulcs<br>phone: +371 2029 7729,<br>e-mail: juris.sulcs@ldz.lv |
| | Infrastructure management | Olita Lipska<br>phone: +371 67234721,<br>e-mail: olita.lipska@ldz.lv |

#### 1.7.2.2. RNE Tools

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

PCS is free of charge for RNE members. A user account can be requested via the PCS support: 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 managers and performers of the essential functions. The web-based application provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths, stations and shunting. It is an umbrella application for the various national rail infrastructure charging systems. Access to the 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.

(3) The TIS delivers real-time train data concerning international trains. The relevant data are obtained directly from infrastructure managers' systems and all the information from the different infrastructure managers is combined into one train run from departure at origin to final destination. In this manner, a train can be monitored from start to end, including across borders. Railway undertakings and terminal operators may also be granted access to the 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 respective train runs. Without it, mutual agreements have to be signed between railway undertakings and between railway undertakings and terminal operators. Access to the TIS is free of charge for RNE members. A user account can be requested via the RNE TIS support: support.tis@rne.eu. More information can be found on http://tis.rne.eu.

### 1.7.3. Other International Cooperation

(1) 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 11 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&Benchmarking, legal matters, as well as railway safety issues.

Internet website of the organisation: 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 infrastruktura" (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/legislative-acts/international-agreements/?lang=en

# 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 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.

(2) The LDz infrastructure lines are 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 | 17 | Riga Pasazieru – Lugazi – State border |
| 02 | Tukums II – Jelgava | 18 | Tornakalns – Tukums II |
| 03 | Jelgava – Krustpils | 19 | Zemitani – Skulte |
| 04 | Krustpils – Daugavpils | 20 | Ciekurkalns – Road post 3.km |
| 05 | Daugavpils – Indra – State border | 21 | Gluda – Renge – State border |
| 06 | Riga Pasazieru – Krustpils | 22 | Zasulauks - Bolderaja[1)] |
| 07 | Krustpils – Rezekne II | 23 | State border – Vainode – Priekule – State border[2)] |
| 08 | Rezekne II – Zilupe – State border | 24 | Riga Precu - Sauriesi[3)] |
| 09 | State border – Karsava – Rezekne I | 25 | Zemitani – Skirotava |
| 10 | Rezekne I – Daugavpils | 26 | Track post on the 191st km – Track post on the 524th km[4)] |
| 11 | Daugavpils – Kurcums – State border | 27 | Plavinas – Gulbene |
| 12 | State border – Eglaine – Daugavpils | 32 | Gulbene - Aluksne[5)] |
| 13 | Track post on the 524th km – Track post on the 401st km | 36 | Jaunkalsnava – Veseta |
| 14 | Riga Pasazieru – Jelgava | 37 | Daugavpils junction branch lines |
| 15 | Jelgava – Liepaja | 38 | Rezekne junction branch lines |
| 16 | Jelgava – Meitene – State border | 42 | Bolderaja – Krievu sala |

[1)] – Lacupe – Ilguciems line is open only for shunting operations;

[2] – train traffic is closed;
[3] – train 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.
[4] – train traffic is open in the section between the Track post on the 191st km and Track post on the 383rd km;
[5] – narrow gauge railway line.

### 2.2.2. Connecting railway networks

(1) LDz infrastructure border points with neighbouring railways:

| Registered border point | FNeighboring rail infrastructure manager |
|---|---|
| Lugazi-eksp. (km 166.3) | Estonian Railway – AS “Eesti raudtee” (EVR) https://www.evr.ee |
| Karsava-eksp. (km 396.1) | Russian Railways – JSCO "Российские железные дороги" (РЖД) http://www.rzd.ru/ |
| Zilupe-eksp. (km 283.3) | Russian Railways – JSCO "Российские железные дороги" (РЖД) http://www.rzd.ru/ |
| Indra-eksp. (km 466.6) | Belarusian Railway – State Association "Белорусская железная дорога" (БЧ) https://www.rw.by/ |
| Kurcums-eksp. (km 553.5) | Lithuanian Railway - JSC "Lietuvos geležinkeliai" (LG) https://ltg.lt/ |
| Eglaine-eksp. (km 168.0) | Lithuanian Railway - JSC "Lietuvos geležinkeliai" (LG) https://ltg.lt/ |
| Meitene-eksp. (km 75.9) | Lithuanian Railway - JSC "Lietuvos geležinkeliai" (LG) https://ltg.lt/ |
| Renge-eksp. (km 118.4) | Lithuanian Railway - JSC "Lietuvos geležinkeliai" (LG) https://ltg.lt/ |

(2) The state border crossing places, railway stationswhere border control and customs control is performed 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: stations Indra, Kārsava, Zilupe.

(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 3rd 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 by the dispatcher orders 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 contains:

- 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, 62 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 stops points are equipped with passenger platforms. The list of passenger platforms is provided in Annex 2.3.3.D of the Network Statement.

(3) The following railway junctions are part of LDz infrastructure:

Riga railway junction – a unified complex of railway infrastructure facilities (registered points), including for capacity allocation purposes, which comprises stations/track posts/block posts/passing places technologically connected to Skirotava and Riga Passenger Stations, as well as Skirotava and Riga Passenger Stations themselves, way stations and infrastructure sections that ensure physical connection of the main components of the junction. Riga railway junction includes the following sections: Slirotava – Riga Precu – Sauriesi; Skirotava – Zemitani – Sarkandaugava – Mangali – Ziemelblazma; Riga Pasazieru – Zemitani – Jugla; Ciekurkalns – Track post 3.km; Skirotava – Riga Pasazieru – Zasulauks – Lacupe – Bolderaja – Krievu Sala; Lacupe – Ilguciems Freight Station; Riga Pasazieru – Track post 8.km;

Daugavpils railway junction – a unified complex of railway infrastructure facilities (registered points), including for capacity allocation purposes, which comprises stations/track posts/block posts/passing places technologically connected to Daugavpils Station, as well as Daugavpils Station itself, way stations and infrastructure sections that ensure physical connection of the main components of the junction. Daugavpils railway junction includes the following infrastructure sections: Daugavpils – Track post 387.km – Track post 383.km; Daugavpils – Krauja – Track post 401.km; Track post 401.km – Track post 14.km – Track post 524.km; Zalumi – Track post 524.km – Daugavpils; Daugavpils – Passing place 3.km – Track post 5.km – Track post 192.km – Track post 191.km; Track post 3.km – Griva – Track post 5.km; Track post 192.km – Track post 1.km; Track post 191.km – Track post 1.km – Block post 8.km – Track post 383.km;

Rezekne railway junction – a unified complex of railway infrastructure facilities (registered points), including for capacity allocation purposes, which comprises stations/track posts/block posts/passing places technologically connected to Rezekne I and Rezekne II stations, as well as Rezekne I and Rezekne II stations themselves, way stations and infrastructure sections that ensure physical connection of the main components of the junction. Rezekne railway junction includes the following infrastructure sections: Rezekne II – Track post Kleperova; Track post Kleperova – Rezekne I; Rezekne II – Rezekne I; Rezekne I – Block post 223.km (Rezekne II station track switch 701).

(4) According to Cabinet Regulation No. 472 of 15.07.2016 on the Allocation of Public-Use Railway Infrastructure Capacity, railway junctions are comparable to infrastructure sections.

### 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 line 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) LDz infrastructure train speed limits and specifics have been determined on 20.04.2021. in order No. D-1.14./51-2021 "On determination of train movement speeds" (with amendments).

(3) The Order is published on the LDz website www.ldz.lv, in the section "Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti" (link in Latvian)

### 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; T.p. Kleperova – Rezekne I; Tornakalns – Tukums II; Riga Pasazieru – Skulte; are equipped with a 50 Hz continuous automatic locomotive signaling (ALSN) system.

(3) In accordance with subsection- 380.2 of Cabinet Regulation No. 724 of 3 August 2010, (link in Latvian) "Regulations of Technical Exploitation of Railway" (hereinafter referred to as TEN), the means of traction are equipped with (ALSN, ETCS, etc.) devices or external specific on-board transmission modules (STM) of the signalling system if the means of traction are meant for exploitation in the respectively equipped railway infrastructure. The ALSN system is described in the SITS Annex as Class B STM system. The technical requirements of STM module are published in document The National Implementation Plan for the European Rail Traffic Management System (ERTMS) (link in Latvian) on the internet website of the State Railway Technical Inspectorate https://www.vdzti.gov.lv/en, point on Signalling in section's EU Legal Acts subsection Technical Specifications for Interoperability.

(4) ALSN on-board devices are serviced by LDz Electrotechnical Administration (EP) at the regional points at the following addresses: 2.Precu street 30, Daugavpils, LV-5401; 24 Krustpils street, Riga, LV-1057; Lokomotivju street 23, Rezekne, LV-4601; Prohorova street 10k -12, Jelgava, LV-3002; 103A Brivibas street, Liepaja, LV-3401; Kandava street 42a, Riga, LV-1083; 76 Kalna street, Riga, LV-1003.

EP address: Gogola street 3, Riga, LV-1547, phone 67232240, fax: 67233444, e-mail: 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:

- Instructions approved by the order of LDz Vice President No. D-3.1./369-2012 of 30 May 2012, Instructions on Handling the Malfunctioning of Traction Unit Communication and Security Devices published on the website of LDz available at www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager".

(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 signallings 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 (excluding Daugavpils), Krustpils-Rezekne II (excluding Rēzekne II), 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 centeres 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** - Automaticly 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 runing train and transmits this the information to the driver via a box overheating indicator and by a voice informant also to the station attendant (train dispatcher) and to the other users via the RAD system.
- **WILD control devices** (wheel damage 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 under section “Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti”(link in Latvian)

(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 ope rate 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 2023. By the decision of the LDz board of 15 August 2023, the rules "On DMR train radio communication system operating rules" were approved.

(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 (link in Latvian). The regulations have been published on the LDz website www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager" (link in Latvian).

(5) Pursuant to paragraph 476 of the Cabinet Regulation No. 724 of 3 August 2010, Rules of the Technical Usage of the Railway (link in Latvian):

- 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 (link in Latvian), published on the website of LDz available at www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager" (link in Latvian);
- 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 (link in Latvian) published on the website of LDz available at www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager"(link in Latvian).

### 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 (in Latvian).

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

(3) 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 (link in Latvian)

## 2.4. Traffic restrictions

### 2.4.1. Specialised infrastructure

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

### 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 (in Latvian), 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 Jaunuary 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 network does not include tunnel objekts.

### 2.4.5. Bridge restrictions

(1) LDz infrastructural restrictions and specific characteristics on bridges are specified in the. 20 of June 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, in section “Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti” (link in Latvian).

## 2.5. Availability of the infrastructure

(1) Train throughput capacity of LDz railway infrastructure lines for allocation of railway infrastructure capacity for the 2024 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) (in Latvian) 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 (link in Latvian).

## 2.6. Infrastructure development

The indicative rail infrastructure development strategy referred to in Part 2 of Section 9 of the Railway Law is being developed and after it is adopted by the Cabinet of Ministers, reference to this document shall be added.

# 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 LDz infrastructure for the minimum package of access services probided by LDz.

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

## 3.2. General access requirements

### 3.2.1. Conditions for applying for capacity

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

(2) The performer of the essential functions is responsible for the allocation of infrastructure capacity and allocation of train paths in a fair and non-discriminatory manner. The applicant is required to conclude an agreement with the performer of the essential functions aboutbilling details, official means of communication, as well as payments for performing essential functionsas specified in Section 6. Capacity allocation process is described 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 applicants that are not railway undertakings but persons with a public-service or commercial interest in procuring infrastructure capacity for conducting carriage 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 rules 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) Without prejudice to the provisions of 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 Regulation (EEC) No 1191/69 and Council Regulation (EEC) No 1107/70, a railway undertaking shall be granted with the right to access the public-use railway infrastructure, so that it could provide 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 a railway undertaking licence.

(2) The requirements for obtaining an railway undertaking 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 coverage requirement is fullfilled 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 towards passengers, baggage, cargo, mail and third parties. The level of civil liability coverage shall be sufficient for providing rail freight services if the coverage is at least EUR 3 000 000, for 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 150000."

## 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 an individual 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 grant to railway undertakings 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 be granted 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 attached 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.[1] of the Railway Act, the railway undertaking shall enter into the necessary contracts with the manager of the public railway infrastructure used. The terms of such contracts shall be non-discriminatory and transparent.

(5) Pursuant to the Collection Scheme the performer of the essential functions concludes an agreement (arrangement) with railway undertakings providing billing details and indicating official means of communication for the collection of payments to be made by the applicant for the allocated part of the railway infrastructure capacity prior to applying for a train path. The agreement (arrangement) template is attached as Annex 3.3.2.C to the Network Statement and concluding the agreement (arrangement) 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.[1] of the Railway Law. The applicant may request the infrastructure manager to conclude a contract granting the applicant the right to pay for the use of the railway infrastructure."

(2) Pursuant to the Railway Law Article 13.[1](3) and Collection Scheme, the performer of the essential functions concludes an agreement with applicants providing for billing details and indicating official means of communication in connection with payments to be made by the applicant for the part of the allocated railway infrastructure capacity prior to allocation of a train path if the applicant, who is not an railray undertaking, requests the right to pay for the use of railway infrastructure itself according to the Railway Law Article 27(2).

(3) Pursuant to the Collection Scheme the performer of the essential functions concludes an agreement (arrangement) with applicants providing billing details and indicating official means of communication for the collection of payments to be made by the applicant for the allocated part of the railway infrastructure capacity prior to applying for a train path. The agreement (arrangement) template is attached as Annex 3.3.3.A to the Network Statement and concluding the agreement (arrangement) is compulsory.

(4) In accordance with Section 34[1] (13) of the Railway Law, and the Regulations of the Cabinet of Ministers No. 540 "Regulations on Services Provided by the Public Use Railway Infrastructure Manager in Border Sections" (issued in accordance with Section 5.1 (7) of the Railway Law), approved procedures for ensuring registration of wagons and cross-border transportation in the territory of Latvia in border sections until a cargo transfer stations.

### 3.3.4. General terms and conditions

(1) Obligations and responsibilities in the field of use of public railway infrastructure are regulated by the Railway Law.

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

## 3.4. Specific access requirements

### 3.4.1. Rolling stock acceptance

(1) Requirements for the railway rolling stock are stipulated by the Cabinet of Ministers Regulation No.724 of August 3, 2010, Section 7. (link in Latvian)

(2) The procedure of registration of the rolling stock are stipulated by the COMMISSION IMPLEMENTING DECISION (EU) 2018/1614 of October 25, 2018.

(3) When registering the railway rolling stock in the Latvian register, the owner of the rolling stock or the authorized person shall submit the respective documents in the State Railway Administration.

(4) The regulations on railway rolling stock registration in the Latvian register have been published on the section National Register of Rolling Stock on the internet website of the State Railway Administration.

### 3.4.2. Staff acceptance

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

- 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. 499 Adopted 19 August 2014 on the Regulations Regarding Building Inspectors;

### 3.4.3. Exceptional transport

For loads with 1st – 2nd stage bottom, 1st – 3rd stage side and 1st – 2nd stage top oversizing on platforms and in gondolas, the consent of LDz is not required. On all other occasions, the company must obtain consent for large-sized and heavy load transportation from LDz. Contact person - senior civil defense engineer Ruslans Ivanovs tel. +371 67234488, ruslans.ivanovs@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 to 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). The official version is available on the Organisation for co-operation between railways (OSJD) website.

### 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. Information about the LDz service is available on the LDz website https://www.ldz.lv in the section for Business Vehicle test ride and transfer vehicle inspection service (link in Latvian).

(2) LDz takes decisions on appointing special (technological) trains in each individual case upon receiving an application from the railway undertaking or other stakeholder in accordance with the regulations of State Joint Stock Company "Latvijas Dzelzceļš" vehicle test drive and provision of inspection service of the transferable vehicle. The regulations are available on the internet website of LDz https://www.ldz.lv/en section for Business Vehicle test ride and transfer vehicle inspection service (link in Latvian).

# 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: https://www.lrn.lv/legislative-acts/?lang=en as well Annex VII (approved by Commission Decision).

## 4.2. General description of the 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) adress: Perses street 8, Riga, Latvia, LV-1011;
(b) e-mail: 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 and 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.

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

(a) modifications to applications for capacity requests may be submitted once, by the date specified as the deadline for late submission in paragraph 6 of the table in subsection 4.5.1 of the Network Statement;

(b) modifications of the applications submitted after the date specified as the deadline for late submission in paragraph 6 of the table in subsection 4.5.1 of the Network Statement 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 to applications submitted less than two months before the start of the working timetable specified in subsection 4.5.1.(9) are considered as applications for the modification of the working timetable;

(d) modifications to applications which are not related to the development of the annual train running timetable, as well as modifications to requests which do not require a change to the annual train running timetable (for example: change of market segment name), shall be considered within 10 working days.

(7) Infrastructure capacity allocation to the performers of technological processes:

(a) Performers of technological processes, whose infrastructure capacity is not reserved in the infrastructure manager's maintenance notice, can submit capacity applications before the date specified as the deadline for late submission in the Network Statement, subsection 4.5.1, Table 6;

(b) Performers of technological processes are assigned those train paths which are not requested by applicants.

### 4.2.2. Ad-hoc capacity allocation

(1) Ad-hoc requests must be submitted via e-mail to LRNjsd1@ldz.lv and the copy of the request to aleksejs.cerepaha@ldz.lv.or by using JSP digital tool (capacity application system) within portal of the performer of the essential functions. The deadline for the submitting ad-hoc trains requests will come into effect after the deadline specified in paragraph 6 of the table in subsection 4.5.1. of the Network Statement.

(2) The application form for ad-hoc requests is available in Annex 4.2.D. 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.

(3) Performers of technological processes must submit capacity applications for ad-hoc trains according to the form provided in the Capacity Scheme electronically to the capacity allocation body via emails: LRNjsd1@ldz.lv and aleksejs.cerepaha@ldz.lv.

### 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 number of train paths per day. The specific time of departure 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 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.

(3) Performers of technological processes submit proposals (if any) about assignment of train paths according to the form provided in the Capacity Scheme to the capacity allocation dispatcher electronically.

## 4.3. Reserving capacity for temporary capacity restrictions

### 4.3.1. General principles

(1) The infrastructure manager submits the maintenance notice notice about the planned maintenance works for the following period to the performer of the essential functions not later than eight months before the change of the annual working timetable in accordance with the form set out in Annex 4.3A to the Network Statement.

(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 applications complying with the requirements of subsection 4.2.1, in accordance according to the following schedule:

| No. | Description of activities | Date in XSystem * | Date |
|---|---|---|---|
| 1. | Infrastructure Capacity Application Submission | from X-12 to X-8 | from 11.12.2022 to 11.04.2023 |
| 2. | The provisional international train paths (in cooperation with other EU infrastructure managers) | X-11 | 09.01.2023 |
| 3. | Draft Working Timetable;<br>Capacity Allocation Project | X-5 | 03.07.2023 |
| 4. | Consultations with Applicants on the draft Working Timetable | until X-4 | until 04.08.2023 |
| 5. | Infrastructure capacity allocation (according to the Infrastructure Capacity Requests indicated in paragraph 1) | X-3,5 | 21.08.2023 |
| 6. | The deadline for late submission | X-3 | 10.09.2023 |
| 7. | Allocation of unrequested and unallocated infrastructure capacity;<br>Decision on Capacity Allocation | X-2 | 09.10.2023 |
| 8. | Adjusting the draft annual working timetable | X-1 | 10.11.2023 |
| 9. | Start of annual working timetable | (X) | 10.12.2023 |

** - X is the date of entry into force of the annual timetable and the number of months.*

### 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 paragraph 1 of the table in subsection 4.5.1 of the Network Statement until the deadline specified in paragraph 4 of the table in subsection 4.5.1 of the Network Statement as the deadline for late submission, 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 though 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) adress: Perses street 8, Riga, LV-1011;

(b) e-mail: 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 the end of the period specified in paragraph 5 of the table in subsection 4.5.1 of the Network Statement.

(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;
(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

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

(a) last Sunday of March;
(b) midnight on the second Saturday in June to Sunday– relating to seasonal fluctuation of passenger services;
(c) last Sunday of October;

(d) other dates – if necessary, when the need is related to changes made to the infrastructure (opening, closure, rebuilding, etc. of a station or section) or after application by the applicant, provided that the proposed amendments do not exceed 25% of the capacity indicated in the Network Statement for the infrastructure section concerned, but not more than five train paths, and do not affect the interests of other railway undertakings.

(2) 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.

### 4.8.1. Rules for path modification by the applicant

(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 | Amendment notifying deadline |
|---|---|---|---|
| | | Days before the planned amendments | |
| **1** | **Modifications do not exceed 25% of of the total number of train paths in the annual timetable in the relevant infrastructure section** | | |
| 1.1 | International Passenger Trains | 75 calendar | 60 calendar |
| 1.2 | Domestic Passenger Trains, except 1.3 | 30 calendar | 10 calendar |
| 1.3 | Occasional Domestic Passenger Train, if it does not affect the movement of the trains of other railway undertakings | 10 calendar | 3 calendar |
| 1.4 | Freight Trains | 25 calendar | 5 calendar |
| **2** | **Modifications exceed 25% of of the total number of train paths in the annual timetable in the relevant infrastructure section** | | |
| 2.1 | International Passenger Trains | 75 calendar | 60 calendar |
| 2.2 | Domestic Passenger Trains | 75 calendar | 10 calendar |
| 2.3 | Freight Trains | 75 calendar | 5 calendar |

(3) If the approved infrastructure capacity allocation plan is not affected, the annual working timetable may be modified after related request from the applicant;

(4) 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.

### 4.8.2. Rules for path alteration by the IM

(1) If the approved infrastructure capacity allocation plan is not affected, the annual working timetable may be modified for scheduled maintenance.

(2) 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;

(3) Notify changes made to the annual timetable in accordance with the requirements set out in paragraph (2) in subsection 4.8.1 of the Network Statement.

### 4.8.3. Non-usage rules by the applicant

Non-use of pre-reserved train paths is considered as the fault of applicants:

(a) railway undertakings have not informed the capacity allocation dispatcher 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);
(b) 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);
(c) 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 infrastructure network report) unless it has happened due to reasons which are not of an economic nature and which could not have been affected by the applicant.

If this is a case, the charges referred to in subsection 5.3.(5) (e) are not refundable.

### 4.8.4. Rules for cancellation by the applicant

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. TTR for smart capacity management

### 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.

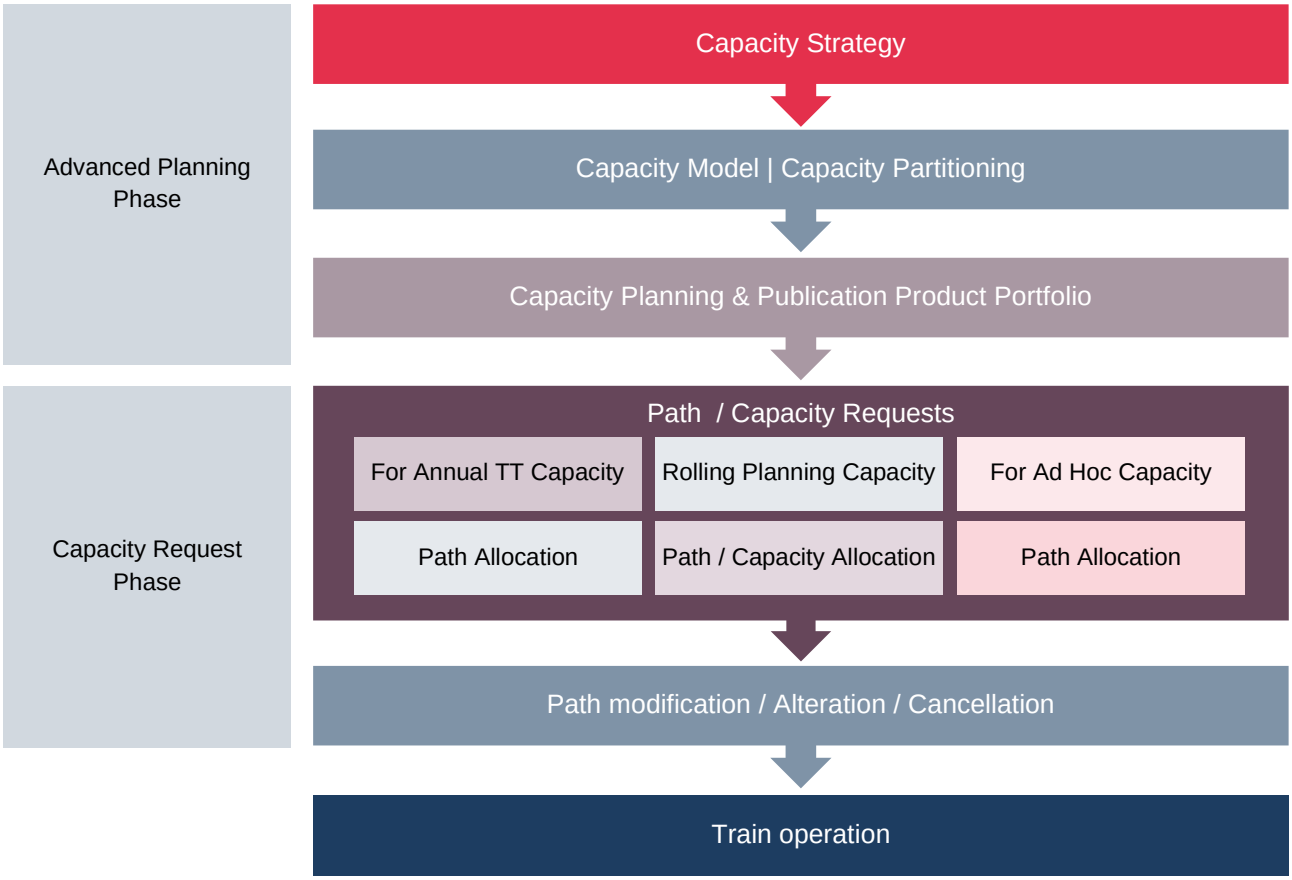
(3) The purpose is to better serve all market needs and achieve an optimised use of existing infrastructure capacity. In particular for passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For the majority of freight 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 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

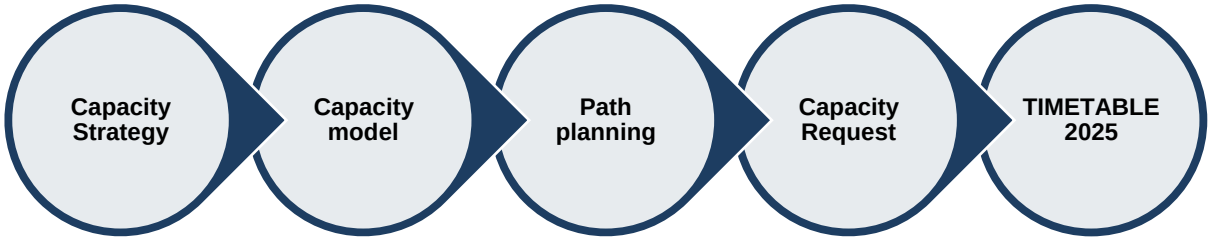
The TTR process is built around the following components:




### 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 2021-2024.




| Start: August 2021 | Start: June 2022 | Start: August 2023 | Start: December 2023 | Start: December 2024 |
|---|---|---|---|---|

#### 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 and capacity partitioning

The capacity model is based on LDz capacity strategy, market requirements (e.g. new planned services) 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.

#### 4.9.3.3. Capacity supply

(1) On the basis of the capacity partitioning, at approx. X-18, LDz and JSC "LatRailNet" will work on defining a capacity supply by combining pre-planned paths, system paths, Rolling Planning capacity bandwidths and taking into account Rolling Planning multiannual capacity commitments, and allocated framework agreement requests from previous years according to its practice, to cover the many different commercial needs. The capacity supply can also encompass unplanned capacity.

(2) In the case of cross-border lines, these activities will be harmonised with the neighbouring LDz and JSC "LatRailNet".

(3) In order to allow applicants to plan and harmonise their requests, LDz and JSC "LatRailNet" will publish the capacity supply for Annual Timetable and Rolling Planning demand at the latest by X-11.

(4) Applicants will receive a draft of capacity supply for consultation before the final publication.

### 4.9.4. TTR pilot project or early implementation of one or mare TTR process components

(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).

## 4.10. Capacity allocation principles for the RFC NSB

The information of the capacity allocation principles for the RFC NSB is available in the RNE official website in the following link: Network_Statement_Annex_4.10_RFC_Capacity_Allocation

# 5

# SERVICES AND CHARGES

# 5. SERVICES AND CHARGES

## 5.1. Introduction

The following subsections 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 is 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: https://www.lrn.lv/legislative-acts/?lang=en

(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 the charging scheme and its Annex 1 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 ($_{bfv}$).

(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) $\mathbf{M}_{\text{ceļ uztur gr s}}$ – EUR / train-kilometer;
(b) $\mathbf{M}_{\text{mez uztur gr s}}$ – EUR / wagon;
(c) $\mathbf{M}_{\text{atj gr s}}$ – EUR / gross tonne kilometer;
(d) $\mathbf{M}_{\text{elektr gr s}}$ – EUR / train-kilometer;
(e) $\mathbf{M}_{\text{bfv gr s}}$ – EUR / route of railway lines.

(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 subsection 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.

(c) discounts directly provided for by EU law.

### 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.

### 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) international passenger services within the European Economic Area;

(d) other passenger services (within wide gauge network);

(e) other passenger services (within narrow-gauge network);

(f) domestic freight services with collecting and pick-up trains;

(g) domestic grain freight services;

(h) domestic cement freight services;

(i) multimodal freight services within domestic network and European Economic Area (without the use of node infrastructure);

(j) multimodal freight services within domestic network and European Economic Area;

(k) international freight services within the North Sea - Baltic rail freight corridor using pre-reserved train paths;

(l) building material delivery freight services for the construction of Rail Baltica infrastructure (without the use of node infrastructure);

(m) wood chip freight services within domestic network and European Economic Area;

(n) other freight services within domestic network and European Economic Area;

(o) multimodal freight services within international 1520 traffic;

(p) coal freight services within international 1520 traffic;

(r) other international 1520 traffic freight services.

## 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 subsection 5.2.1.(5) and different mark-ups (where applied). Differentiation instruments (discounts, network performance supporting charges and/or other) mentioned in subsection 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" 20.09.2023. board decision Nr.JALP-1.3./8-2023 (prot.Nr.JALP 1.2./51-2023) "Par vienības vidējo tiešo izmaksu, maksas par minimālo piekļuves pakalpojumu kompleksu un piekļuvi infrastruktūrai, kas savieno infrastruktūru ar apkalpes vietām, un citu saistīto maksas lielumu noteikšanu periodam no 2024.gada 1.janvāra, un maksas aprēķināšanas shēmas grozījumu apstiprināšanu";

(b) JSC "LatRailNet" 01.12.2023. board decision Nr.JALP-1.3./13-2023 (prot. Nr.JALP-1.2./62-2023) "Par tīkla noslodzes optimizēšanas atlaides apstiprināšanu publiskās lietošanas dzelzceļa infrastruktūras tīkla daļā posmā Rēzekne – Daugavpils";

(c) JSC "LatRailNet" 06.12.2023. board decision Nr.JALP-1.3./15-2023 (prot.Nr.JALP-1.2./66-2023) "Par maksas par būtisko funkciju veikšanu periodam no 2023.gada 10.decembra līdz 2024.gada 14.decembrim noteikšanu";

(d) JSC "LatRailNet" 17.01.2024. board decision Nr.JALP-1.3./1-2024 (prot. Nr.JALP-1.2./2-2024) “Par grozījumu apstiprināšanu maksas aprēķināšanas shēmā un maksas par minimālo piekļuves pakalpojumu kompleksu un piekļuvi infrastruktūrai, kas savieno infrastruktūru ar apkalpes vietām noteikšanu tirgus segmentam “cementa kravu pārvadājumi iekšzemē".

(e) JSC "LatRailNet" 18.04.2024. board decision Nr.JALP-1.3./2-2024 (prot. Nr.JALP-1.2./19-2024) “Par grozījumu apstiprināšanu maksas aprēķināšanas shēmā un maksas par minimālo piekļuves pakalpojumu kompleksu un piekļuvi infrastruktūrai, kas savieno infrastruktūru ar apkalpes vietām noteikšanu tirgus segmentam "šķeldas kravu pārvadājumi iekšzemē un Eiropas Ekonomikas zonas ietvaros.

(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 for the period from 1 January 2024 (euro per unit without value added tax):

| Service group | Parameter of the Track Access Charges | 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 | | **1,25** | **2,77** | **0,00132096** | **not applied** |
| Passenger services | | **1,25** | **not applied** | **0,00083773** | **0,16** |
| Passenger services (within narrow gauge network) | | **2,25** | **not applied** | **not applied** | **not applied** |

(b) Amounts of the infrastructure charges in force for all cost parameters in specific market segments for the time period from 1 January 2024 (euro per unit without value added tax):

| Market segment | Abbreviation of the track acces 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** $_{\text{ceļ uzt pas sab pak pas}}$ | train km | **1,25** |
| | **M** $_{\text{atj pas sab pak pas}}$ | gross tonne km | **0,00083773** |
| | **M** $_{\text{elektr pas sab pak pas}}$ | train km for electric trains | **0,16** |
| Passenger services within the framework of a public service contract (within narrow gauge network) | **M** $_{\text{ceļ uzt pas sab pak pas šs}}$ | train km | **2,25** |
| International passenger services within the European Economic Area | **M** $_{\text{ceļ uzt pas starpt pas}}$ | train km | **1,25** |
| | **M** $_{\text{atj pas starpt pas}}$ | gross tonne km | **0,00083773** |
| Other passenger services (within wide gauge network) | **M** $_{\text{ceļ uzt pas citi pas}}$ | train km | **1,25** |
| | **M** $_{\text{atj pas citi pas}}$ | gross tonne km | **0,00083773** |
| | **M** $_{\text{elektr pas citi pas}}$ | train km for electric trains | **0,16** |
| Other passenger services (within narrow-gauge network) | **M** $_{\text{ceļ uzt pas citi pas šs}}$ | train km | **2,25** |
| Domestic freight services with collecting and pick-up trains | **M** $_{\text{ceļ uzt krav sviv krav}}$ | train km | **8,14** |
| | **M** $_{\text{mez uzt krav sviv krav}}$ | number of wagons | **11,76** |
| | **M** $_{\text{atj krav sviv krav}}$ | bruto tonnu km | **0,00149277** |
| Domestic grain freight services | **M** $_{\text{ceļ uzt krav lab krav}}$ | train km | **7,32** |
| | **M** $_{\text{mez uzt krav lab krav}}$ | number of wagons | **10,69** |
| | **M** $_{\text{atj krav lab krav}}$ | gross tonne km | **0,00147231** |

| | | | |
|---|---|---|---|
| Domestic cement freight services | **M** $_{\text{ceļ uzt krav cmt krav}}$ | train km | **3,22** |
| | **M** $_{\text{mez uzt krav cmt krav}}$ | number of wagons | **5,34** |
| | **M** $_{\text{atj krav cmt krav}}$ | gross tonne km | **0,00137005** |
| Multimodal freight services within domestic network and European Economic Area (without the use of node infrastructure) | **M** $_{\text{ceļ uzt krav kont bm krav}}$ | train km | **1,25** |
| | **M** $_{\text{mez uzt krav kont bm krav}}$ | number of wagons | **0,26** |
| | **M** $_{\text{atj krav kontein krav}}$ | gross tonne km | **0,00132096** |
| Multimodal freight services within domestic network and European Economic Area | **M** $_{\text{ceļ uzt krav kont am krav}}$ | train km | **1,25** |
| | **M** $_{\text{mez uzt krav kont am krav}}$ | number of wagons gross | **2,77** |
| | **M** $_{\text{atj krav kont am krav}}$ | tonne km | **0,00132096** |
| International freight services within the North Sea - Baltic rail freight corridor using pre-reserved train paths* | **M** $_{\text{ceļ uzt krav rfc krav}}$ | train km | **5,76** |
| | **M** $_{\text{mez uzt krav rfc krav}}$ | number of wagons | **8,66** |
| | **M** $_{\text{atj krav rfc krav}}$ | gross tonne km | **0,00143345** |
| Building material delivery freight services for the construction of *Rail Baltica* infrastructure (without the use of node infrastructure) | **M** $_{\text{ceļ uzt krav rb krav}}$ | train km | **9,45** |
| | **M** $_{\text{mez uzt krav rb krav}}$ | number of wagons | **4,51** |
| | **M** $_{\text{atj krav rb krav}}$ | gross tonne km | **0,00152549** |
| Wood chip freight services within domestic network and European Economic Area | **M** $_{\text{ceļ uzt krav skeld krav}}$ | train km | **1,25** |
| | **M** $_{\text{mez uzt krav skeld krav}}$ | number of wagons | **2,77** |
| | **M** $_{\text{atj krav skeld krav}}$ | gross tonne km | **0,00132096** |
| Other freight services within domestic network and European Economic Area | **M** $_{\text{ceļ uzt krav citi krav}}$ | train km | **9,45** |
| | **M** $_{\text{mez uzt krav citi krav}}$ | number of wagons | **13,47** |
| | **M** $_{\text{atj krav citi krav}}$ | gross tonne km | **0,00152549** |
| Multimodal freight services within international 1520 traffic | **M** $_{\text{ceļ uzt 1520 kont 1520}}$ | train km | **5,54** |
| | **M** $_{\text{mez uzt 1520 kont 1520}}$ | number of trains | **224,45** |
| Coal freight services within international 1520 traffic | **M** $_{\text{ceļ uzt 1520 ogl 1520}}$ | train km | **7,14** |
| | **M** $_{\text{mez uzt 1520 ogl 1520}}$ | number of trains | **380,72** |
| Other international 1520 traffic freight services | **M** $_{\text{ceļ uzt 1520 citi 1520}}$ | train km | **11,48** |
| | **M** $_{\text{mez uzt 1520 citi 1520}}$ | number of trains | **806,13** |

* serments marked with (*) are charged according to capacity assurance charge rates mentioned in the subsection (5)(e) part of the Network statment.

(c) Track access charges for capacity used for infrastructure maintenance and for railway technological processes for the period from 1 January 2024 (euro per train km without value added tax):

| Type of traffic | Amount of the track access charge ($M_{tehpr\ gr}$) EUR per train km |
|---|---|
| Passenger traffic (within wide gauge network) | **1,25** |
| Passenger traffic (within narrow gauge network) | **2,25** |
| Freight traffic (within wide gauge network) | **1,25** |

(d) Track acces charges for performing essential functions of the infrastructure manager (application assurance charge) for the period from 10 December 2023 to 14 December 2024:

| 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 *euro* per 1 allocated route of railway lines | Amount of the track access charge for reviewing ad-hoc capacity requests for the specific service group, *euro* per 1 allocated route of railway lines | Amount of the track access charge for the coordination procedure for the specific service group, *euro* per application |
|---|---|---|---|
| Freight traffic | $M_{rezer\ bfv\ krav}$ | $M_{ārpus\ rezer\ bfv\ krav}$ | $M_{koord\ rezer\ bfv\ krav}$ |
| | **11,29** | **29,24** | **462,36** |
| Passenger traffic | $M_{rezer\ bfv\ pas}$ | $M_{ārpus\ rezer\ bfv\ pas}$ | $M_{koord\ rezer\ bfv\ pas}$ |
| | **4,10** | **29,24** | **462,36** |

(e) Infrastructure capacity assurance charges for specific market segments with pre-reserved train paths for the period from 1 January 2024 (euro per train km without value added tax):

| Market segment | Abbreviation of the track access charge | Charging unit | Amount of the infrastructure capacity assurance charge, EUR per unit |
|---|---|---|---|
| International freight services within the North Sea - Baltic rail freight corridor using pre-reserved train paths | $M_{rezer\ krav\ rfc}$ | vilcienu km | **12,86** |

(f) Discounted charges in the 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 | **9,91** |

## 5.4. Additional services and charges

Pursuant to the Cabinet of Ministers regulations No.540 of August 25, 2020, “Regulations on services provided by public-use railway infrastructure manager in border districts”, LDz provides services in border districts. Services are provided in line with the board’s decision No. VL-25/201 of May 24, 2021, on “The procedure of inventory of wagons and cross-border transportation in the border districts of the territory of Latvia to the delivery/acceptance stations” that is attached to Annex 5.4.A. of the Network Statement.

## 5.5. Ancillary services and charges

**(a) 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, Babite, 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, Liepaja, Sigulda (owned by the local authority), Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Ikskile, 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, Skriveri, Aizkraukle, Koknese, Plavinas, Kukas, Mezare, Atasiene, Stirniene, Varaklani, Vilani, Sakstagals, Rezekne II, Taudejani, Cirma, Ludza, Istalsna, Nerza, Zilupe, Tornakalns, Cukurfabrika, Jelgava, Gluda, Dobele, Biksti, Saldus, Skrunda, Kalvene, Ilmaja, Tore, Liepaja, Garkalne, Sigulda, Ligatne, Cesis, Lode, Valmiera, Zasulauks, Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Kemeri, Tukums I, Tukums II, Sarkandaugava, Mangali, Ziemelblazma, Vecaki, Gauja, Lilaste, Saulkrasti, Skulte, Jaunkalsnava, Gulbene.

   - In the following stations and stop points with no passenger train traffic – Ventspils, Ventspils II, Elkskene, Ugale, Usma, Spare, Lici, Stende, Sabile, 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, Skirotava, Ogre, Skriveri, Aizkraukle, Koknese, Plavinas, Cukurfabrika, Jelgava, Zemitani, Sigulda, Cesis, Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, 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, Zemitani, Ciekurkalns, Incukalns, Sigulda, Cesis, Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Ziemelblazma, Saulkrasti;
   - tactile warning surface on platforms in following stations and stop points: Jelgava, Ikskile, Aizkraukle, Muldakmens, Koknese, Plavinas, Ozolsala, Krustpils, Olaine, Cukurfabrika, Sigulda, Cesis, Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Ziemelblazma;

- 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, Ikskile, Jaunogre, Ogre, Lielvarde, Skriveri, Aizkraukle, Tornakalns, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Kemeri, Mangali, Pabazi, Saulkrasti, Skulte, Zemitani, Cesis, Valmiera, Olaine, Cukurfabrika, Skrunda, Liepaja, Broceni.

At the request of the railway undertaking or in accordance with the state budget programme, the infrastructure manager may provide additional equipment in the respective station of railway point (for example, power or data cables, wi-fi, security systems, bicycle parking equipment). Expenses for such equipment are covered by the railway undertaking upon an agreement with the infrastructure manager if the costs are not covered from the state budget.

**(b) 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 https://www.ldz.lv/en 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.

**(c) Suplementary 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 wago technical charasteristics and millage;
5) Information about freights wagons within train (as of consignee code).

The actual version of Supplementary Information services is available on the website of LDz www.ldz.lv/en under section "Biznesam. IT pakalpojumi" - LDz_Informatiivo__pakalpojumu_sniegsanas_noteikumi.pdf (link in Latvian).

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

1) "Acess to Automated Operative Freight Management System – APOVS";
2) "Acess to Rai incident database – KVC";
3) "Acess to Station plan and operational documentation database - SPDB";
4) "Acess to Stationary breath analyser (alcometer) system/infrastructure (SAIS)";
5) "Acess to Freight Management Portal (KPS)";
6) "Acess to the Alert Information System – BISK".

The actual version of Supplementary Information services is available on the website of LDz www.ldz.lv/en under section "Biznesam. IT pakalpojumi" – LDz_Informatiivo__pakalpojumu_sniegsanas_noteikumi.pdf (link in Latvian).

**(e) Vehicle test ride and transfer vehicle inspection services:**

1) Vehicle test drive service;

2) Inspection service for a vehicle being transferred.

The latest version of the description of the services is available on the LDz website www.ldz.lv in the section for Business Vehicle test ride and transfer vehicle inspection service (link in Latvian).

**(f) "Maintenance of freight cars" service:**

The current version of the terms of service provision of freight wagon technical maintenance is available on the LDz website at https://www.ldz.lv/en in the "Business. LDz crew station operator services" (link in Latvian).

## 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 subsection 5.3.(5)(d) of this Network statement (application assurance charges for the allocated portion of the infrastructure capacity in the capacity allocation plan) and in subsection 5.3.(5)(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 subsection 5.3.(5)(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 subsections 5.2.11.(k) 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 cancelation have been applied.

### 5.6.5. Incentives / Discounts

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

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 in the amount of **EUR 9,91** per train kilometre for the period from 1 January 2024 to 31 December 2024 (without value added tax).

### 5.6.6. 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 www.lrn.lv/legislative-acts/?lang=en.

### 5.6.7. Train 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.

### 5.6.8. Financial model

LDz does not apply payments for train delays.

### 5.6.9. Govenance and dispute resolution system

(1) If a railway undertaking, applicant or performer of certain technological processes does not agree with an invoice issued by the infrastructure manager or performer of the essential functions, their billing information and information about delays and their causes, the railway undertaking or performer of certain technological processes shall have the right to submit substantiated objections by using official electronic means of communication within 5 working days. Submitting objections shall not release a railway undertaking, applicant or performer of certain technological processes from the payment of the invoice within the time and in the amount specified in the Collection Scheme.

(2) If a railway undertaking or performer of certain technological processes does not agree with the detailed substantiation of an invoice or settlement information, it shall have the right to submit a complaint to the State Railway Administration in accordance with the provisions of the Railway Law.

## 5.7. 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) 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 planning period.

(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/.

## 5.8. 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: https://www.lrn.lv/legislative-acts/?lang=en

(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 |
|---|---|---|---|---|
| Payment for minimum access package for passenger services (**KM pas s**) | LDz | until 10th date of the relevant month (inclusive) or next working day (if in weekend 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 |
| | | 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 |
| Payment for minimum access package for freight services **(KM krav s)** | LDz | every Monday of the calendar week or next working day (if in weekend 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 **(KM tehpr gr)** | LDz | once a month but not later than 10th date of the next calendar month | time period of the previous calendar month | within 5 working days after receiving the invoice |
| Application assurance payment **(NKM rezer bfv gr)** | LRN | one calendar month before entry into force of the annual working timetable to which the decision of the railway infrastructure capacity allocation is related | time period of the annual working timetable to which the decision of the railway infrastructure capacity is related | within 15 working days after receiving the invoice |
| Payment for the ad-hoc capacity requests for the allocated portion of the capacity **(ĀKM rezer bfv gr)** | LRN | not later than by the 15th day of the following calendar month after the current calendar month | the period of the previous calendar month in which ad-hoc infrastructure capacity was allocated | within 15 working days after receiving the invoice |
| Recalculated application assurance payment for the allocated | LRN | not later than by the 15th day of the following calendar month after the current calendar month | the period of the previous calendar month in which ad-hoc infrastructure capacity was allocated | within 15 working days after receiving the invoice |

| Payment (abbreviation) | Issuer of the invoice | Invoice release terms | Billing period | Payment terms |
|---|---|---|---|---|
| portion of the capacity **(NKM rezer bfv gr** un **ĀKM** $_{\text{rezer bfv gr}}$**)** | | | | |
| Initial infrastructure capacity assurance payment for the use of pre-reserved train paths **(NKM rezer gr s)** | LDz | 20 calendar days before entry into force of the annual working timetable to which the decision of the railway infrastructure capacity allocation or its amendments is related (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 **(KM rezer gr s)** | 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.[1] 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 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

The railway undertaking, in accordance with the contract on use of infrastructure, provides LDz information about the train, following the regulations on train wheel reports (approved with Decree No. D-1.14./89-2021 of July 5, 2021 on Approving Regulations on Filling Out Train Wheel Reports, effective as of August 1, 2021). The train controller, using the IT systems at the disposal of LDz, controls the information submitted by the railway undertaking and compares it with the actual transported train data.

# 7

# SERVICE FACILITIES

# 7. SERVICE FACILITIES

## 7.1. Introduction

Service facilities and services provided therein are regulated by the Railway Law.

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 provided at stations and stopping places.

## 7.2. Service facility overview

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

1) Service package in passenger stations:
   (a) Ticket offices;
   (b) Premises for passengers;
   (c) Equipment for providing information on train timetable;
2) Service "Sorting and assembly of freight wagons";
3) "Maneuver service";
4) Service “Technical maintenance of freight wagons”;
5) Service ”Traction power supply”;
6) Service “Repair works of traction unit ALS board devices”, “Repair works of traction unit radio communication board devices”.

## 7.3. Service facillities 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, Skriveri, Aizkraukle, Koknese, Plavinas, Rezekne II, Ludza, Tornakalns, Biznesa augstskola “Turiba”, Tiraine, Jaunolaine, Olaine, Ozolnieki, Cukurfabrika, Jelgava, Liepaja, Zemitani, Incukalns, Cesis, Zasulauks, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Kemeri, Tukums I, Brasa, Sarkandaugava, Mangali, Ziemelblazma, 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, Skriveri, 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, Incukalns, Ligatne, Cesis, Lode, Valmiera, Zasulauks, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Jaundubulti, Pumpuri, Melluzi, Asari, Sloka, Kemeri, Tukums I, Tukums II, Sarkandaugava, Mangali, Ziemelblazma, Vecaki, Carnikava, Lilaste, Saulkrasti, Skulte, Jaunkalsnava, Madona, Indra, Kraslava.

(c) equipment for providing traffic information at the following stations and stops: Riga Passenger Station, Tornakalns, Bernu slimnica, BA Turiba, Tiraine, Balozi, Jaunolaine, Olaine, Dalbe, Ozolnieki, Cukurfabrika, Jelgava, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Jaundubulti, Bulduri, Melluži, Asari, Vaivari, Sloka, Kemeri, Smarde, Milzkalne, Tukums I, Tukums II, Sirotava, Gaisma, Dole, Iksikile, Jaunogre, Ogre, Parogre, Ciemupe, Kegums, Lielvarde, Jumprava, Skriveri, Daugavpils, Zemitani, Brasa, Sarkandaugava, Dauderi, Mangali, Ziemeblazma, Vecdaugava, Vecaki, Kalngale, Garciems, Garupe, Carnikava, Gauja, Lilaste, Pabazi, Saulkrasti, Kisupe, Zvejniekciems, Skulte, Bolderaja, Ilguciems, Smerlis.

#### 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.

In addition to all stations and stop points, the use of a ticket selling device space in the area of the station or stop point passengers, where it exists, in the self-service area of the station or on the station or stop point passenger platform shall be offered. For the provision of electricity for ticketing devices, see paragraph 7.3.2.4 of the Network Statement.

**(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 Lanvian)

**(c) Provision of equipment and provision of traffic information**

The service is available at the objects listed in (c) sub-point of 7.3.2.1. subsection of the Network Statement. Provision of equipment and provision of traffic information is ensured based on the signed contracts and the regulations of SJSC Latvijas Dzelzcels published on section For Business => Services of LDz operators of service facilities (link in Latvian) on the internet website of LDz https://www.ldz.lv/en

#### 7.3.2.3. Service facility description

Information on the equipment of passenger stations where service point services are provided is specified in Section 7.3.2.2 of the Network Statement.

#### 7.3.2.4. Charges

LDz shall charge the following:

**(a) use of ticket office premises at a 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, as well as a reasonable rental payment decided by a certified assessor, and payment for the utilities. The profit share is calculated for each specific station and stopping place, where the total cost of sanitary and technical maintenance services is multiplied by 7.5% (seven point five percent).

**Full-range service** of Use of Ticket Sales Location with the right to use the ticket offices includes full sanitary cleaning and technical maintenance of the premises and passenger service buildings and the area adjacent thereto, and furnishing of 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 cost of sanitary maintenance is not included in the service charge.

A fee for the use of ticket sales points (cash registers) at service points at stations and stops is added to Annex 7.3.2.A of the Network Statement.

Fee of 1 $m^2$ of the place of use service for the ticket trading device:

| Location | Space for use of ticketing device 1 $m^2$ fee (EUR) per month |
|---|---|
| Space for passengers at a station or stopping point | **73,17** |
| Self-service area of passengers in the station area | **41,58** |
| Station or stop-point passenger platform | **39,58** |

The passenger railway carrier shall separately pay the service provider to the service site operator, LDz, a one-off fee for establishing an electricity connection for the relevant ticket trading venue, on the basis of a calculation submitted by LDz, agreed with the Passenger Rail Carrier, and an invoice.

The cost of electricity consumed by a ticket trading facility will be calculated as a separate service, subject to the technical specification and capacity of a particular ticket trading device. In agreement with the LDz as a service site operator, the cost of electricity consumed by the ticket trading device may be included in the 1 m2 of use of the ticket trading device, subject to a corresponding review.

**(b) 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, and the cost of their sanitary and technical maintenance, which is multiplied by 7.5% (seven point five percent).

There are 6 charge tariffs, 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. Charge tariffs 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, Indra, Kraslava (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, Kemeri Tukums I, Sarkandaugava, Mangali, Ziemelblazma, Vecaki, Carnikava, Saulkrasti (Category 2);
- from 570,000 to 1,570,000 passengers a year - Salaspils, Ikskile, Ogre, Lielvarde, Jelgava, Olaine, Tornakalns, Zasulauks, Zolitude, Imanta, Bulduri, Dzintari, Majori, Sloka, Zemitani (Category 1);
- over 1,570,000 passengers a year - Rigas pasazieru (Riga Passenger) station (Category 0).

#### 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, 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);

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.D of the Network Statement (in Latvian);
(b) an agreement on use of passenger premises at service points – Annex 7.3.2.E 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 ar freight terminals and does not provide services ar 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 gravity marshalling yard consisting of 10 classification tracks and is equipped with hump equipment;
- 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 6 classification tracks together;
- Zemitani station has two shunting area consisting of 4 classification tracks together and 5 track store wagons;
- Ventspils station has gravity marshalling yard consisting of 14 classification tracks and is equipped with hump equipment;
- Liepaja station has three shunting areas consisting of 10 arrival-depatrute and railway car holding tracks together;
- Mangali station has two shunting area consisting of 5 arrival-depatrute and railway car holding tracks and 1 classification track;
- 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 under section “Biznesam => LDz apkalpes vietas operatora pakalpojumi” (link in Latvian).

### 7.3.5. Storage sidings

LDz does not provide storage services.

### 7.3.6. Maintenance facilities

LDz provide the service of the service station operator “Maintenance of freight wagons”.

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

Information regarding LDz service is available on the website of LDz available at www.ldz.lv under section "Biznesam => LDz apkalpes vietas operatora pakalpojumi" (link in Latvian).

### 7.3.7. Other tehnical 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.

### 7.3.11. Other services

**(a) Traction 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 section "Biznesam => LDz apkalpes vietas operatora pakalpojumi" (link in Latvian).

**(b) 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 is performed as of 30.05.2012, No. D-3.1./369 "Functional Testing of ALSN Devices" Information regarding LDz service "repair works of traction unit ALS board devices" is available on the website of LDz www.ldz.lv under section "Biznesam => LDz apkalpes vietas operatora pakalpojumi" (link in Latvian).

**(c) Service "Repair works of traction unit radio communication board devices":**

service "Repair works of traction unit radio communication board devices" is provided in the extent and according to periodicity specified in Annex 2 to Regulation No. PP-31/494 "Measures and Periodicity for the Technical Maintenance of Radio Communication Devices". Information regarding LDz service "repair works of traction unit radio communication board devices" is available on the website of LDz www.ldz.lv under section "Biznesam => LDz apkalpes vietas operatora pakalpojumi" (link in Latvian).

## 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.

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

- technical repair of ČME-3 type (series) diesel locomotives: TA-2, TA-3, TA-5 and repair TR-1;
- technical repair of type 2M62 (series) diesel locomotives: TA-2 and TA-5;
- technical repair TA-2, TA-3 and TA-5 for type 2TE116 (series) diesel locomotives;
- TEM-2 type (series) diesel locomotives technical repair TA-2;
- external inspections and hydraulic checks of air reservoirs of rolling stock;
- ensuring locomotive preservation and diesel engine regime (heating) during the halt of the locomotives;
- drawing up of route sheets for locomotive brigades;
- locomotive equipping services (sand, cooling water).

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

(b) **Service facility operator – 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.

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.
- 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 – Lokomotīvju Street 23, Rezekne.

Service **maintenance of locomotives in reserve base**:

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

Pursuant to Section 12[1] 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.

(c) **Service facility operator – Joint Stock Company "Daugavpils Lokomotīvju Remonta Rūpnīca"**, registration number: 40003030219, registered office: Marijas iela 1, Daugavpils, Latvia, LV-5404, e-mail: info@dlrr.lv home page www.dlrr.eu
JSC "Daugavpils Lokomotīvju Remonta Rūpnīca" provides the following service facility services:

- technical maintenance of diesel locomotives;
- ongoing repair of diesel locomotives.

The services are provided at JSC "Daugavpils Lokomotīvju Remonta Rūpnīca" address: Marijas iela 1, Daugavpils, LV-5404.

| Nr. | Type of service | Rolling stock series * | Price, euro/section (without value added tax) |
|---|---|---|---|
| 1. | Technical maintenance in the amount of TA-2 | 2M62 | 233.00 |
| 2. | Technical maintenance in the amount of TA-3 | 2M62 | 2 583.00 |
| 3. | Ongoing repair in the amount of TR-1 | 2M62 | 4 953.00 |
| 4. | Technical maintenance in the amount of TA-2 | 2TE116 | 330.00 |
| 5. | Technical maintenance in the amount of TA-3 | 2TE116 | 3 900.00 |
| 6. | Ongoing repair in the amount of TR-1 | 2TE116 | 8 957.00 |
| 7. | Technical maintenance in the amount of TA-2 | ČME3 | 210.00 |
| 8. | Technical maintenance in the amount of TA-3 | ČME3 | 2 300.00 |
| 9. | Ongoing repair in the amount of TR-1 | ČME3 | 4 400.00 |

At the customer's request, JSC "Daugavpils Lokomotivju Remonta Rūpnīca" can also provide the specified services for other traction rolling stock series locomotives - TEM2, TEM7, TE10, TEP70, TGM6, BR232 and BR233, the prices are determined according to the detailed technical task of the customer.

In addition, JSC "Daugavpils Lokomotīvju Remonta Rūpnīca" can provide such services as ongoing repairs in the scope of OR-3 or capital repairs in the scope of AR (average) and MR (major). The price of the service is determined in accordance with the technical task after surveying the rolling stock.

Services are provided based on a written application. Applications for receiving appropriate services, indicating the type of service required and the desired term of service provision, please be addressed to: JSC "Daugavpils Lokomotīvju Remonta Rūpnīca" Marijas iela 1, Daugavpils, LV-5404, Latvia e-mail: info@dlrr.lv or sales@dlrr.lv

# 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 (2022-2024); |
| 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 4.2.D | APPLICATION FOR AD-HOC TRAINS; |
| Annex 4.3.A | MAINTENANCE NOTICE; |
| Annex 5.4.A | PROCEDURES FOR SERVICES IN LDZ BORDER SECTIONS (in Latvian); |
| Annex 7.3.2.A | FEES FOR THE USE OF TICKET SALE SERVICES. |
| 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 AGREEMENT ON USE OF TICKET OFFICES (in Latvian); |
| Annex 7.3.2.E | SAMPLE AGREEMENT ON USE OF PASSENGER PREMISES (in Lavian); |

# 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 | statment 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. |