

APPROVED  
by the Executive Board of the  
Joint Stock Company LatRailNet  
in a meeting held on 11 December 2018,  
min. No. JALP-1.2/71-2018  
in Riga

## REGULATIONS

11 December 2018

No. JALP-7.6/05-2018

### **Amendments to the regulations No. JALP-7.6/01-2016**

#### **“The scheme for the allocation of the public-use railway infrastructure capacity” issued by the Joint Stock Company LatRailNet on 6 September 2016**

1. Make the following amendments to the regulations No. JALP-7.6/01-2016 “The scheme for the allocation of the public-use railway infrastructure capacity” issued by the Joint Stock Company LatRailNet on 6 September 2016 (hereinafter referred to as the Scheme):

1.1. supplement Paragraph 1 of the Scheme with Sub-paragraph 1.7 as follows:

“1.7. the procedure for submitting and considering capacity applications for the allocation of the railway infrastructure for non-scheduled trains.”;

1.2. supplement Paragraph 2 of the Scheme with Sub-paragraph 2.6 as follows:

“2.6. route of a railway line – the railway line between hub stations, where the disassembling of a train set, the change of a railway undertaking, and the change of train movement direction can be performed.”;

1.3. supplement Paragraph 4 of the Scheme with Sub-paragraphs 4.1, 4.2 un 4.3 as follows:

“4.1. After the deadline of capacity application submission, the capacity allocation body analyses the submitted capacity applications. Infrastructure sections (elements) for international passenger, domestic passenger and freight traffic are combined into the routes of railway lines (Annex III);

4.2. Applicants have a possibility to submit capacity applications during the period after the submission deadline; in this case, applicants may claim a part of allocatable railway infrastructure capacity that has not been requested by the applicants who submitted capacity applications within the time limits specified in capacity allocation regulations issued by the Cabinet of Ministers;

4.3. Applicants have the right to submit modifications of capacity applications and they are considered in the following order:

4.3.1. Modifications of capacity applications may be submitted once, but not later than two months before the deadline for the publication of the project of the annual working timetable;

4.3.2. Modifications of capacity applications submitted after the deadline set by Sub-paragraph 4.3.1. of the Scheme, but not later than two months before the start of the annual timetable for the next period, 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;

4.3.3. Modifications of capacity applications submitted after the deadline set by Sub-paragraph 4.3.2 of the Scheme, are considered as applications for the modification of the annual working timetable.”;

1.4. replace Paragraph 12 of the Scheme as follows:

“12. The capacity allocation body assigns train paths to specific railway undertakings as routes of railway lines within the operational capacity allocation plan according to the approved plan for the railway infrastructure capacity allocation and the annual working timetable. The capacity allocation body keeps a record of the actual usage of train paths.”;

1.5. replace Paragraph 15 of the Scheme as follows:

“15. The capacity allocation dispatcher, in equal actual and technological conditions, assigns train paths in the operational capacity allocation plan:

15.1. from a take-over station, a formation station, a traction or locomotive crew exchange station – according to train arrival (formation) sequence and readiness for departure, taking into account the capability to receive trains at a final destination;

15.2. from an unloading station - according to locomotive arrival sequence, while taking into account any proposals made by the railway undertakings and the dislocation of the locomotive fleet within the railway network;”;

1.6. replace Paragraph 16 of the Scheme as follows:

“16. In case if the unloading stations do not have enough traction for the removal of trains with empty wagons, the capacity allocation dispatcher:

16.1. in the process of drafting the operational capacity allocation plan takes into account, that the railway undertaking first ensures the traction for the train set of wagons, which it delivered for unloading, or considers the possibility of using another railway undertaking's traction after coordination with its owner;

16.2. in the operational capacity allocation, a provision is made for the dispatchment of a backup locomotive to an unloading station of a railway undertaking, which delivered these wagons for unloading.”;

1.7. replace Paragraph 22 of the Scheme as follows:

“22. Temporary insufficiency of the railway infrastructure capacity may occur in at least one of the following cases:

22.1. the infrastructure manager is not able to provide the railway infrastructure capacity specified in the railway infrastructure network statement;

22.2. traffic exceeds the allocated railway infrastructure capacity;

22.3. technological standards in the train processing stations are exceeded and trains have been prohibited from movement;

22.4. a railway undertaking does not provide the norms of the working timetable;

22.5. the time periods specified in the annual working timetable for trains, which have been set in the capacity application to be dispatched according to the train schedule, are not complied with;

22.6. cargo terminals (consignees) are not able to receive freight trains;

22.7. final stations or railways in the neighboring countries do not accept cargoes according to the planned number of trains;

22.8. an uncoordinated extension of technological breaks ("windows") has taken place;

22.9. a train is delayed;

22.10. an emergency situation has occurred or the elimination of the consequences of an accident is being provided;

22.11. a damage to traction or wagons has occurred;

22.12. the railway carrier(s) does not provide traction for the trains (formed or in transit) at the hub/junction station.";

1.8. replace Paragraph 23 of the Scheme as follows:

"23. If the capacity allocation body has received a message 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:

23.1. to assign additional trains, if there is such a possibility;

23.2. to provide train passage through bypasses and alternate routes, if any:

23.2.1. after coordinating with the railway undertaking, if the throughput capacity is limited due to a scheduled maintenance work;

23.2.2. after informing the railway undertaking in order to normalize the work of the hub station;

23.3. to reduce the allocated railway infrastructure capacity down to the actually required for those railway undertakings that do not have trains ready for departure;

23.4. 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;

23.5. 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;

23.6. 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;

23.7. to review train dispatch sequence if cargo unloading is not provided;

23.8. to decide on the moving sequence of trains with less weight and shorter length within the railway infrastructure;

23.9. with the consent of the respective railway undertakings, to include the traction of one railway undertaking in the freight train of another railway undertaking;

23.10. to identify other activities according to the laws and regulations.";

1.9. supplement Chapter VII of the Schemes as follows:

**"VII.1 Procedure for submitting and considering capacity applications for non-scheduled trains**

30.1. An applicant submits a capacity application for non-scheduled trains electronically by email: latrailnet@ldz.lv, or by post to the legal address of the capacity allocation body.

30.<sup>2</sup> A capacity application for non-scheduled trains is submitted in accordance with the form provided in Annex 1 to the Scheme.

30.<sup>3</sup> A capacity application for non-scheduled trains is supplemented with:

30.<sup>3.1</sup> documents confirming the priority of the railway service, where the railway infrastructure capacity is required for the provision of rail transport services, which, in accordance with Section 27, Paragraph three of the Railway Law, have priority in the allocation of railway infrastructure capacity;

30.<sup>3.2</sup> if the applicant is not a railway undertaking – documents confirming that the railway undertaking designated by the applicant agrees to carry out the transportation.

30.<sup>4</sup> The capacity allocation body considers capacity applications for non-scheduled trains and within five working days provides an answer about the possibility of allocating the railway infrastructure capacity using official electronic means of communication.

30.<sup>5</sup> If the requested railway infrastructure capacity corresponds to the railway infrastructure capacity reserved for non-scheduled trains, then the railway infrastructure capacity is allocated without the coordination procedure. In this case the capacity allocation body as soon as possible, but not later than ten working days, decides on the allocation of infrastructure capacity to non-scheduled trains, informing the applicant and the infrastructure manager about it using official electronic means of communication.

30.<sup>6</sup> If the requested railway infrastructure capacity for non-scheduled trains affects the interests of other applicants, then the decision on the allocation of infrastructure capacity is taken after the coordination procedure. In this case, the capacity allocation body as soon as possible, but not later than fourteen working days, decides on the allocation of railway infrastructure capacity to non-scheduled trains, informing the applicant and the infrastructure manager about it using official electronic means of communication.”;

1.10. replace Annex1 of the Scheme as follows:

Annex 1  
to Joint Stock Company LatRailNet  
regulations No. JALP-7.6/01-2016  
on 6 September 2016

“The scheme for the allocation of the public-use railway infrastructure capacity”

### CAPACITY APPLICATION

N.	Name of Infrastructure Department <sup>1)</sup>	Number of trains <sup>2)</sup>	Train terminal station <sup>3)</sup>	Driving frequency <sup>4)</sup>	Traction Type (Series) <sup>5)</sup>	Train weight and length <sup>6)</sup>	Speed limits <sup>7)</sup>	Locomotive crew work <sup>8)</sup>	Train service points <sup>9)</sup>	Special pass conditions <sup>10)</sup>	Official means of communicati on <sup>11)</sup>
1	2	3	4	5	6	7	8	9	10	11	12

1. indicates the name of the railway infrastructure unit as stated in the railway infrastructure network statement. Railway undertakings, which have a changing number of trains within the limits of a single section, must divide the said section in subsections according to the stations in which the number of trains changes;
2. indicates the expected number of trains per day on average;
3. indicates the expected train distribution over the final end-of-route stations, for passenger services, indicating the desired waypoints for each train;
4. indicate the periodicity of running or the conditions of the train running for the season, months or days of the week, as well as adding the desired train running time between the station terminals, if relevant;
5. specifies the type (series) of traction vehicle;
6. for freight trains: indicates the planned train weight and length (in conditional units); for passenger trains: indicates the number and length of wagons (in meters);
7. indicates the actual speed of the traction vehicle in the railway infrastructure area (subject to any restrictions);
8. indicates the working order of the locomotive crews on the particular train route, including the check points (indicating whether they provide rest);
9. indicates the planned wagon service locations on the route (if applicable);
10. specifies the special conditions affecting the time and circumstances of the train movement (if any), accompanied by a detailed explanation;

11.indicates the official electronic means of communication to be used with the applicant (contact details).

12.additionally, an applicant indicates the approximate time of departure or arrival of trains on the train path, if it is relevant to the applicant or makes an indication that the allocation of train paths may be operational.

1.11. supplement the Scheme with Annex as follows:

Annex 3

to Joint Stock Company LatRailNet

regulations No. JALP-7.6/01-2016

on 6 September 2016

“The scheme for the allocation of the public-use railway infrastructure capacity”

### THE LIST OF ROUTES OF RAILWAY LINES

Route of railway lines	Infrastructure sections (elements)
International passenger and cargo movement	
Rēzekne-Krustpils	<b>07., 7.1., 7.2.</b>
Daugavpils-Krustpils	<b>04., 4.1., 4.2.</b>
Jelgava-Ventspils	<b>01., 02.</b>
Ventspils-Jelgava	<b>01., 02.</b>
Rēzekne-Daugavpils	<b>10., 10.1., 10.2., 10.3.</b>
Daugavpils-Rēzekne	<b>10., 10.1., 10.2., 10.3.</b>
Jelgava-Liepāja	<b>15., 15.1., 15.2., 15.3.</b>
Liepāja-Jelgava	<b>15., 15.1., 15.2., 15.3.</b>
Jelgava-Krustpils	<b>03</b>
Šķīrotava-Krustpils	<b>06., 6.2., 6.3., 6.4., 6.5., 6.6., 6.7., 6.8., 6.9.</b>
Jelgava- Šķīrotava	<b>06., 6.1., 6.2., 14., 14.1., 14.2., 14.3.</b>
Šķīrotava -Jelgava	<b>06., 6.1., 6.2., 14., 14.1., 14.2., 14.3.</b>
Šķīrotava -Lugaži– Valsts robeža	<b>17., 17.2., 17.3., 17.4., 17.5., 17.6., 17.7., 17.8., and 25. or 17.1</b>
Jelgava-Meitene – Valsts robeža	<b>16., 16.1., 16.2.</b>
Daugavpils – Indra – Valsts robeža	<b>05., 5.1., 5.2.</b>
Daugavpils – Eglaine – Valsts robeža	<b>12., 12.1., 12.2.</b>
Rēzekne – Zīlupe – Valsts robeža	<b>08., 8.1., 8.2.</b>
Rēzekne – Kārsava – Valsts robeža	<b>09., 9.1., 9.2.</b>
Daugavpils – Kurcums – Valsts robeža	<b>11., 11.1., 11.2.</b>
domestic passenger movement	
Rēzekne – Daugavpils	<b>10., 10.1., 10.2., 10.3.</b>
Rīga pasažieru – Krustpils	<b>06., 6.1., 6.2., 6.3., 6.4., 6.5., 6.6., 6.7., 6.8., 6.9.</b>
Jelgava – Rīga pasažieru	<b>14., 14.1., 14.2., 14.3.</b>
Rīga pasažieru – Zemitāni	<b>17.1</b>

2. These changes are published by the capacity allocation body on its website on the Internet and submitted to the infrastructure manager for inclusion in the railway infrastructure network statement.

3. These amendments enter into force upon their publication.

JSC LatRailNet  
Capacity Allocation Director

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