

APPROVED
by the decision No.JALP-1.3./22-2021
of the Executive Board of the
Joint Stock Company LatRailNet
in a meeting held on 10 June 2021
min. No JALP-1.2./22-2021

REGULATIONS

Riga

10 June 2021

No.JALP-7.6/08-2021

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 the Scheme with Subparagraph 1.8 as follows:

"1.8. the procedure for submission and consideration of capacity applications, decision-making on capacity allocation within the North Sea-Baltic Sea Freight Corridor (hereinafter - RFC NS-B).";

1.2. express Paragraph 6 of the Scheme as follows:

"6. The capacity allocation body participates in the process of developing the working timetable to ensure the formation of international train paths within RFC NS-B and decides on the allocation of capacity in accordance with Latvian legislation, Regulation 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight and agreements with infrastructure managers of the Member States of the European Union (performers of essential functions).";

1.3. supplement the Scheme with Chapter VII.² as follows:

"VII.² The procedure for submission and consideration of capacity applications, decision-making on capacity allocation within the North Sea-Baltic Sea Freight Corridor.

30.¹⁰ Capacity applications for capacity allocation within RFC NS-B are submitted by applicants to the RFC NS-B One-Stop Shop (hereinafter - C-OSS), which in accordance with the Capacity Allocation Framework signed by the Ministry of Transport on 9 October 2020 represents the infrastructure managers of the Member States of the European Union and the performers of essential functions within the rail freight corridors.

C-OSS coordinates the capacity applications and allocates capacity through RailNetEurope's Path Coordination System (PCS). The timing and conditions of capacity applications within RFC NS-B are determined by RFC NS-B in accordance with the information published on the website <http://rfc8.eu/cid/>.

30.¹¹ The capacity allocation body, after consultation with known applicants and the infrastructure manager, informs the C-OSS electronically by official means of communication about the desired infrastructure capacity within RFC NS-B X-16 months (where X is the moment when the annual working timetable enters into force and 16 is the number of months).

30.¹² No later than X-11 months, the C-OSS, in cooperation with the RFC NS-B infrastructure managers and performers of essential functions, forms international train paths and approves them at the meeting of the RFC NS-B General Management Board. The capacity allocation body and the infrastructure manager further ensure that, as far as possible, the international train paths within RFC NS-B are not changed during the development of the annual working timetable.

30.¹³ Capacity applications that are transmitted by C-OSS for processing within the national capacity allocation process are considered by the capacity allocation body from X-8 to X-7.5 months. Information on the capacity allocation process is transmitted electronically by the capacity allocation body to the C-OSS using official means of communication.

30.¹⁴ No later than X-5 months, the capacity allocation body coordinates the developed international train path project (list) using PCS.

30.¹⁵ C-OSS, in cooperation with RFC NS-B infrastructure managers and performers of essential functions, considers all proposals and objections received on the international train path project (list) in X-4 to X-3.5 months, and using PCS implements, supplements or makes the necessary changes to ensure that the final decision is made at the RFC NS-B General Management Board / General Assembly meeting.

30.¹⁶ In case the capacity allocation body finds in the PCS that certain train paths are not used within the RFC NS-B, it is entitled to offer them to applicants for use within the national capacity allocation process.

30.¹⁷ Capacity allocation body X-2.5 months informs C-OSS electronically by official means of communication about capacity reservation for non-scheduled trains (ad-hoc) within RFC NS-B. The decision on the allocation of capacity to non-scheduled trains is made by C-OSS using PCS.

30.¹⁸ C-OSS, in cooperation with RFC NS-B infrastructure managers and performers of essential functions, in the period from X-3.5 to X-2 months examines the applications received after the deadline, allocates the unrequested and unallocated capacity. The decision on the allocation of unrequested and unallocated capacity is made by C-OSS using PCS. ";

1.4. express Paragraph 27 as follows:

"27. The capacity allocation body applies the dispute settlement procedure from the moment when objections to the allocation of infrastructure capacity have been received from the applicant in writing (by official means, including electronic means of communication). The dispute settlement procedure is not applied to the allocation of capacity within RFC NS-B. "

1.5. express Annex 5 to the Scheme as follows:

"Annex 5

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

The designations of market segments, corresponding train path number ranges and train categories

Market segment group (group code)	Train number range	Market segment group (group code)
within the wide-gauge part of the network		
Passenger transportation (S1)	701 - 750	fast passenger
	751 - 788	passenger high-speed
	801 - 880	passenger equipped with motor-wagon rolling stock
	6001 - 6998	suburban
	7001 - 7198	fast suburban
	7201 - 7598	fast suburban and urban
	1 - 150	fast all year round
	151 - 298	fast, seasonal or one-off
	301 - 450	passenger, all year round
	601 - 690	
	451 - 590	passenger, seasonal, one-off dispatch and children's
	921 - 930	tourist (commercial)

	941 - 960	people's
	961 - 970	freight-passenger
	971 - 998	mail-baggage
	881 - 898	passenger equipped with motor-wagon rolling stock
Domestic freight transportation with collecting trains and dispatch trains (S2)	3401 - 3468	collecting trains
	3471 - 3498	
	3501 - 3568	dispatch trains
	3571 - 3598	
Domestic freight transportation Domestic freight transportation and within EEA (S3)	1021 - 1070	container trains
	1581 - 1590	container trains
	1071 - 1120	train categories according to the directions issued by the manager
	1631 - 1640	special trains for freight transportation with universal rolling stock
Freight transportation within international 1520 traffic (S4)	1121 - 1570	container trains
	1571 - 1590	piggy-back trains
	1591 - 1630	special trains for freight transportation with universal rolling stock
	1001 - 1020	refrigerated trains
	1641 - 1650	animal transportation
	1651 - 1998	freight transportation in routes
	2001 - 3398	pass-through and compartment trains
	9501 - 9798	heavyweight trains
	3601 - 3798	gear trains
within the narrow-gauge part of the network		
Passenger transportation (S5)	691 - 698	passenger, all year round
	591 - 598	passenger, seasonal, one-off dispatch and children's
	931 - 940	tourist (commercial)

”

2. JSC LatRailNet publishes these amendments on its website on the internet and submits them to the infrastructure manager for inclusion in the railway infrastructure network statement.
3. These amendments enter into force upon their publication.

The document contains a time stamp and is signed with a secure electronic signature by:

JSC "LatRailNet" capacity distribution director J.Šots - see certificate

Šots 29532590