

APPROVED
by the decision No.JALP-1.3./66-2022
of the Executive Board of the
Joint Stock Company LatRailNet
in a meeting held on 29 December 2022
(min No. JALP-1.2./66-2022)

REGULATIONS

Riga

29 December 2022

No.JALP-7.6/08-2022

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 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 as follows:

1.1. express Annex 3 to the Scheme as follows:

“Annex 3

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 LIST OF ROUTES OF RAILWAY LINES

The route of the railway line	Sections (<i>railway infrastructure state registration index</i>)
Freight traffic	
Rēzekne II – Krustpils	07.
Daugavpils – Krustpils	04.
Jelgava – Ventspils	01.,02.
Ventspils – Jelgava	01.,02.
Rēzekne II – Daugavpils	10.
Daugavpils – Rēzekne II	10.

Jelgava – Liepāja	15.
Liepāja – Jelgava	15.
Jelgava – Krustpils	03.
Šķirotava – Krustpils	06.
Jelgava – Šķirotava (incl. Tukums II – Torņakalns, to Station Zasulauks)	14., 06., 18
Šķirotava – Jelgava (incl. Torņakalns – Tukums II, from Station Zasulauks)	14., 06., 18.
Šķirotava – Lugaži – state border	17., 25.
state border – Lugaži – Šķirotava	17., 25.
Jelgava – Meitene – state border	16.
state border – Meitene – Jelgava	16.
Daugavpils – Indra – state border	05.
Daugavpils – Eglaine – state border	12.
state border – Eglaine – Daugavpils	12.

Rēzekne II – Zilupe – state border	08.
Rēzekne II – Kārsava – state border	09.
Daugavpils – Kurcums – state border	11.
state border – Kurcums – Daugavpils	11.
Jelgava – Glūda – Reņģe – state border	15., 21.
state border – Reņģe – Glūda – Jelgava	15., 21.
Pļaviņas – Gulbene	27.
Gulbene – Pļaviņas	27.
Domestic passenger traffic	
Rēzekne – Daugavpils (<i>in odd and even directions</i>)	10.
Rīga Pasažieru – Krustpils (<i>in odd and even directions</i>)	06.
Jelgava – Rīga Pasažieru (incl. Torņakalns – Tukums II) (<i>in odd and even directions</i>)	14., 18.
Rīga Pasažieru – Zemītāni [<i>all points of circulation</i>] (<i>in odd and even directions</i>)	17.
International passenger traffic	

Rīga Pasažieru – Lugaži – state border (<i>in odd and even directions</i>)	17.
Rīga Pasažieru – Meitene – state border (<i>in odd and even directions</i>)	14., 16.
Rīga Pasažieru – Indra – state border (<i>in odd and even directions</i>)	06., 04., 05.
Rīga Pasažieru – Zilupe – state border (<i>in odd and even directions</i>)	06., 07., 08.
Rīga Pasažieru – Kārsava – state border (<i>in odd and even directions</i>)	06., 07., 09.
Daugavpils – Kurcums – state border (<i>in odd and even directions</i>)	11.
Daugavpils – Eglaine – state border (<i>in odd and even directions</i>)	12.
Rīga Pasažieru – Renģe – state border (<i>in odd and even directions</i>)	14., 15., 21.
“Gulbenes – Alūksnes bānītis”	
Gulbenes – Alūksnes (<i>in odd and even directions</i>)	32.

1.2. express Paragraph 2.¹⁶ of the Scheme as follows:

“2.¹⁶. for communication with the railway transportation dispatcher, train movement organization attendant and transportation organizer - the official electronic means of communication specified in the Agreement on Information Exchange.”

1.3. express Paragraph 18.¹ of the Scheme as follows:

“18.¹ If, during the implementation of the approved operational capacity allocation plan, objective circumstances have arisen, due to which this plan cannot be accurately executed, and proposals for amendments to the operational capacity allocation plan have been received from railway undertakings or the railway transportation dispatcher electronically, using official electronic means of communication, then after consultation with rail undertakings, the operational capacity allocation plan can be adjusted. The adjustment may be applicable to the assignment of trains scheduled no earlier than six hours after the start of the relevant planning period. In this case, the capacity allocation dispatcher adjusts the operational capacity allocation plan and sends it electronically to the infrastructure manager and railway undertakings for execution.”

1.4. express Paragraph 30.¹ of the Scheme as follows:

“30.¹ The applicant submits a capacity request application for the allocation of infrastructure capacity to non-scheduled trains electronically by sending it to the e-mail address LRNjsd1@ldz.lv, as well as by sending a copy to the e-mail address aleksejs.cerepaha@ldz.lv, or using JSP electronic solution.”

1.5. express Sub-paragraph 30.⁷² of the Scheme as follows:

“30.72. . the application is submitted to the capacity allocation dispatcher within the time limit specified in Paragraph 17 of the Scheme. In the event that a corresponding train path is not included in the annual working timetable, then no later than five hours before the beginning of the planning period;”

1.6. express Sub-paragraph 30.73. of the Scheme as follows:

“30.73. the requested infrastructure capacity corresponds to the infrastructure capacity reserved by the capacity allocation body for non-scheduled trains and the relevant train path is included in the annual working timetable even if the relevant train path is not included in the annual working timetable, but the confirmation for the organization of transportation on a specific applied route has been electronically received using the official electronic means of communication from the attending officer of the infrastructure manager’s Train Movement Administration within the period indicated in Paragraph 17 of the Scheme;”

1.7. express Paragraph 15 of the Scheme as follows:

“15. The capacity allocation dispatcher, under the same actual and technological conditions, in the operational capacity allocation plan, allocates the train paths in accordance with the capacity allocation plan, the proposals submitted by the undertakings and providers of technological processes for the allocation of train paths and the formation time specified in column 3 of the train formation plan, taking into account the information received from the railway transportation dispatcher proposals and possibilities of accepting trains at the destination.”

1.8. delete Sub-paragraphs 15.1. un 15.2. of the Scheme.

1.9. express Paragraph 16 as follows:

“16. If the capacity allocation dispatcher considers that the actual and technological conditions are not the same, then in addition to those mentioned in Paragraph 15 of the Scheme, in the process of allocating train paths, the traction provision of the undertaking’s trains, train schedule failures, congestion at junctions and technical stations and other factors affecting the optimal operation of the infrastructure are taken into account.”

1.10. delete Sub-paragraphs 16.1. un 16.2. of the Scheme.

1.11. supplement the Scheme with Sub-paragraph 4.5. as follows:

“4.5. 5. capacity request applications submitted after the date specified in the network statement as the deadline for late submission of applications, and also capacity request applications for the allocation of train paths submitted outside the capacity allocation plan are considered in accordance with Section VII.¹ of the Scheme.”

1.12. supplement the Scheme with Paragraph 19¹. as follows:

“19¹. If a train that was included in the operational capacity allocation plan is delayed for no more than 6 hours due to the circumstances mentioned in Paragraph 14 of the Scheme or due to other circumstances, the capacity allocation dispatcher does not consider the train path as canceled and does not request an application for the allocation of another train path even if they have decided to allocate another train path, unless the applicant has informed the capacity allocation dispatcher about the cancellation of the application. The capacity allocation dispatcher notifies the applicant of another train path

in a timely manner, indicating the link between this train path number and the unused train path number. In this case, the decision made by the capacity allocation dispatcher must not affect the interests of other applicants."

2. The capacity allocation body 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.

This document contains a timestamp and is signed with a secure electronic signature by:

JSC LatRailNet Capacity allocation director J.Šots