

APPROVED
by the decision No.JALP-1.2./64-2023
of the Executive Board of the
Joint Stock Company LatRailNet
in a meeting held on 6 December 2023

REGULATIONS

Riga

6 December 2023

No.JALP-7.6/9-2023

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:

1.1. express Paragraph 18 as follows:

"18. The process of drawing up an operational capacity allocation plan: the capacity allocation dispatcher, on the basis of the train formation plan and the proposals received from the railway undertakings and the railway transportation dispatcher, taking into account the train paths allocated to non-scheduled trains, compiles the operational capacity allocation plan, approves it and no later than three hours before the start of the planning period, electronically sends it to the infrastructure manager and railway undertakings for execution. If in the process of drawing up this plan there is a discrepancy between the proposals received from the railway undertakings and the railway transportation dispatcher, then when making a decision on the allocation of train paths, the capacity allocation dispatcher takes into account the occupancy of railway nodes and the efficient use of the capacity of infrastructure stations.";

1.2. express Paragraph 18.¹ as follows:

"18.¹ The process of adjusting an operational capacity allocation plan: if, during the implementation of the approved operational capacity allocation plan, objective circumstances have arisen, due to which this plan cannot be implemented accurately, and proposals for amendments to the operational capacity distribution plan have been received from railway undertakings or the railway transportation dispatcher electronically, using official electronic means of communication, then after consultation with the railway undertakings, the operational capacity allocation plan may be adjusted. The process of adjusting the operational capacity allocation plan is carried out by planning in a 6-hour interval, adjustments may be applied for the appointment of trains that are 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.";

1.3. express Paragraph 19 as follows:

"19. The process of operational changes to the operational capacity allocation plan: If, in the course of the implementation of the approved operational capacity allocation plan, the

capacity allocation dispatcher has received a report from a railway undertaking or from the on-duty train movement organization officer of the Train Movement Administration of the infrastructure manager, using official electronic means of communication, about

- disruptions in train movement and as a result of which it is necessary to change the specified order of train movement between different railway undertakings
- the sudden need to designate a technical train or a train intended for the provision of technological processes of an undertaking or commercial company
- the impossibility of implementing the operational capacity allocation plan

(including changes in the scheduled train departure time and train number)

the capacity allocation dispatcher, observing the operational situation and the principle of equal access, as soon as possible, makes a decision on the necessary operational changes in the operational capacity allocation plan and gives appropriate instructions, using official electronic means of communication, to the interested railway undertakings, the performer of technological processes and the infrastructure manager. Railway undertakings who do not ensure optimal use of infrastructure capacity may be subject to the operational measures specified in Paragraph 23 of the Scheme.”;

1.4. express Subparagraph 4.3 as follows:

“4.3. applicants have the right to submit amendments to capacity request applications. The date on which this request is submitted is considered the date of submission of the capacity request application and it is processed in the following order:”;

1.5. express Subparagraph 4.3.1 as follows:

“4.3.1. amendments to the capacity request applications, which are related to the development of the annual working timetable, can be submitted once one month before the date specified in the network statement as the deadline for the publication of the draft annual working timetable. If technically possible, these amendments are included in the draft annual working timetable;”;

1.6. express Subparagraph 4.3.2 as follows:

“4.3.2. amendments to capacity request applications, which are related to the development of the annual working timetable, submitted after the deadline stated in Subparagraph 4.3.1 of the Scheme but until the date specified in the network statement as the deadline for late submission of applications, are considered and may be satisfied in the process of allocating unclaimed and unallocated infrastructure capacity if they do not affect the interests of other applicants. If technically possible, these amendments are included in the draft annual working timetable in the process of its adjustment;”;

1.7. express Paragraph 4 as follows:

“4. Capacity request applications are submitted in accordance with the train path request and allocation process schedule specified in the infrastructure network statement and in accordance with the infrastructure capacity allocation regulations issued by the Cabinet of Ministers for each market segment group separately, if it is important for the applicants or if it concerns a market segment that requires train path reservation, indicating the name of the market segment in accordance with the Charging Scheme (Regulations of June 30, 2017 No. JALP-7.6/01-2017), by filling in the form specified in Annex 1 of the Scheme in writing, or using the JSP electronic solution on the JSC "LatRailNet" portal. If the capacity request application indicates the approximate time of dispatch or arrival of trains on the train route, and the train route crosses the national border with the European Economic Area (hereinafter - EEA) country, then the applicant additionally indicates the name of the train undertaking from the national border to the transfer station in the territory of a neighboring

country. ";

1.8. express Subparagraph 17.1 as follows: :

"17.1. railway undertakings and providers of technological processes electronically submit proposals (if any) for the allocation of train paths to the capacity allocation dispatcher in accordance with the form indicated in Appendix 4 to the Scheme. If a requested train path crosses the national border with an EEA country then the train undertaking from the national border to the transfer station in the territory of the neighboring country is indicated. Information about non-scheduled trains (ad hoc) is not indicated in the said proposals;";

1.9. express Paragraph 30.² as follows:

"30.² Capacity request applications for non-scheduled (ad hoc) trains must be submitted according to the form indicated in Annex 7 of the Scheme. If a non-scheduled (ad hoc) train crosses the national border with an EEA country then the train undertaking from the national border to the transfer station in the territory of the neighboring country is indicated.";

1.10. express Annex 6 as follows:

"Annex 6
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

To the capacity allocation dispatcher
of JSC "LatRailNet"

TRAIN FORMATION PLAN NO._____

for _____ planning time period _____
(date) (plannig period)

No	formation station	possible formation time	possible departure time	destination station	railway undertaking	notes
1	2	3	4	5	6	7

in column 2 the formation station of the trainset is indicated;

in column 3 the planned formation time of the trainset is indicated, if the formation has already been created at the time of submitting the formation plan, indicate the date and time of formation;

in column 4 the possible train departure time is indicated;

in column

5 the destination station of the trainset is indicated (if the destination station of a trainset is located on a different railway network, the point of crossing the border is indicated);
 in column 6 the railway undertaking of the trainset is indicated;
 in column 7 additional information is indicated (the name of the cargo, the recipient of the cargo, train index if known, and other).

The data in the table must be ordered by the formation station and time!

1.11. express Annex 4 as follows: :

“Annex 4
 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

To the capacity allocation dispatcher
 of JSC “LatRailNet”

PROPOSALS FOR DRAFTING THE OPERATIONAL CAPACITY ALLOCATION PLAN

No. _____
 for _____ (date) planning period _____ (planning period)

Please assign the following train paths in the operational capacity allocation plan:

No .	route	dispatch time	market segment group code	locomotive	notes
1	2	3	4	5	6

in column 2, the route of the railway line is indicated according with the 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;

in column 3, the preferable train dispatch time is indicated according to the working timetable;
 in column 4, the market segment group code is indicated according with the 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, for technological or technical trains the train category is indicated (for example “lok. rezervē”, “izmēģinājuma brauciens”, “lok. piestrāde” e.t.c.);

in column 5, the information about means of traction is indicated (series, number, the number of means of traction and other information);

in column 6, proposals, preferences or constraints are indicated, as well as it is indicated if the train route crosses the national border with an EEA country then the train undertaking from the national border to the transfer station in the territory of the neighboring country is indicated.”

1.12. express Annex 2 as follows:

“Annex 2
 to JSC LatRailNet
 regulations No. JALP-7.6/01-2016
 on September 6, 2016
 “The scheme for the allocation of the public-use railway infrastructure capacity”
 MAINTENANCE NOTICE

No.	Name of the infrastructure section	Period of maintenance	Number of technological trains	Throughput limitations	Descriptions of maintenance	Other conditions
1	2	3	4	5	6	7

In column 2 the name of the infrastructure section requested for maintenance is indicated in accordance with the name referred to in the infrastructure network statement, indicating a specific location within the section, including infrastructure sections which are used to move the technological trains necessary for maintenance work;

In column 3. the days of the planned maintenance work are indicated, as well as the part of the day and, if it is possible to determine, the hour when it is planned to start and end the infrastructure capacity restriction;

In column 4 the number of train paths necessary for technological trains is indicated;

In column 5 the throughput limitations of the infrastructure during maintenance work are indicated;

In column 7 other conditions that affect throughput (if any), including detailed explanation are indicated, as well as changes in the technical parameters of stations during maintenance work (for example, restrictions on the contact network, axle load restrictions and other restrictions that may affect the use of infrastructure capacity during maintenance work) are indicated.”;

1.13. express the last sentence of annex 1 as follows:

"Additionally, the applicant indicates the approximate time of departure or arrival of trains on the train route, if it is essential for the applicant, or it includes an indication that the allocation of train paths can take place expeditiously; if the approximate time of departure or arrival of trains on the train route is indicated and the train route crosses the national border with the EEA country, then the applicant indicates the train undertaking from the national border to the transfer station in the territory of the neighboring country.";

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 at the moment when the annual working timetable for 2023/2024 enters into force.

This document is signed with a secure electronic signature by:

JSC LatRailNet Capacity allocation director
Šots 29532590

J.Šots – **see certificate**