

## REGULATIONS

Riga

25 June 2024

No.JALP-7.6/5-2024

### **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 4 as follows:

“4. Capacity applications are submitted in accordance with the timetable for the preparation of the annual working timetable of train movements specified in the infrastructure network report and in accordance with the infrastructure capacity allocation regulations issued by the Cabinet of Ministers, if it is important for the applicants or refers to a market segment that requires train path reservation, indicating the name of the market segment according to the Charging Scheme (regulations of June 30, 2017 No. JALP-7.6/01-2017), by filling in the form indicated in Annex 1 of the Scheme in writing, or using the JSP electronic solution on the JSC "LatRailNet" webpage. In capacity applications, a single complex of stations, which is defined in the network report as the Riga node (hereinafter - the Riga node), is considered a separate infrastructure section and in cases where the requested capacity (route) is located within the boundaries of the Riga node, in the capacity application it is designated as "Riga node". If the capacity application indicates the approximate time of dispatch or arrival of trains on the train route, and the train route crosses the national border with an European Economic Area (hereinafter - EEA) country, then the applicant additionally indicates the name of the railway undertaker from the national border to the transfer station in the territory of the neighbouring country.”;

1.2. express Sub-paragraph 17.1. as follows:

“17.1. railway undertakers and performers 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 Annex 4 of the Scheme. If the requested route is within the boundaries of the Riga node and does not go outside the boundaries of the Riga node, then in the proposals, column 2 indicates "Riga node", while column 3 indicates the number of trips. If the requested train route crosses the national border with an EEA country, then the name of the railway undertaking from the national border to the transfer station in the territory of the neighbouring country is indicated. Information about ad hoc trains is not indicated in the mentioned proposals.”;

1.3. supplement with Sub-paragraph 30.<sup>7</sup> 6. as follows:

"30.<sup>7</sup> 6. an ad hoc train does not require specific requirements for transportation.”;

1.4. express Annex 1 as follows:

“Annex 1  
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

#### CAPACITY APPLICATION

No.	Designation of infrastructure section	Number of trains	Final station of the train	Running periodicity	Traction vehicle type (series)	Weight and length of the train	Speed restrictions	The work of locomotive crews	Technical service points	Special conditions of passage	Official means of communication
1	2	3	4	5	6	7	8	9	10	11	12

Column 2 indicates the name of the infrastructure section according to the one mentioned in the infrastructure network report (the Riga node is considered a separate section and in cases where the requested capacity is within the boundaries of the Riga node, it is designated as "Riga node"). Railway undertakers which change the number of trains within the boundaries of one section, in the application, divide this section into sections according to the stations where the number of trains changes;

Column 3 indicates the expected number of trains per day;

Column 4 indicates the expected distribution of trains by the final stations of the route, indicating the desired stopping points for each train for passenger transport;

Column 5 indicates the periodicity of train running or conditions of train movement for the season, months, or days of the week, and also adds the time of the desired train timetable between the final stations of the section, if it is relevant;

Column 6 indicates the type (series) of the traction vehicle;

Column 7 for freight trains indicates the planned weight and length of the train (in conditional units); for passenger trains: indicates the number and length of wagons (in meters);

Column 8 indicates the actual possible movement speed of the traction vehicle in the infrastructure section (observing all restrictions);

Column 9 indicates the work schedule of the locomotive crews on the specific train route, including at the points of circulation (also indicating whether rest is provided for in them);

Column 10 indicates the planned wagon technical service points on the route (if necessary);

Column 11 indicates special conditions that affect the time and conditions of train movement (if any), adding a detailed explanation;

Column 12 indicates the official electronic means of communication (contact information) used for communication with the applicant.

Additionally the applicant indicates the approximate time of dispatch 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 be done operationally; if the approximate time of dispatch or arrival of trains on the train route is indicated and the train route crosses the national border with an EEA country, then additionally the applicant indicates the name of the railway undertaker from the national border to the transfer station in the territory of the neighbouring country.";

1.5. 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 planning time period

(date) (planning period)

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

No.	route	dispatch time	locomotive	notes
1	2	3	4	5

*in column 2, the route of the railway line is indicated according with the Annex 3 to the Scheme, if the requested route is within the boundaries of the Riga node and does not go outside the boundaries of the Riga node, then "Riga node" is indicated.*

*in column 3, the preferable train dispatch time is indicated according to the annual working timetable; if the route is within the boundaries of the Riga node, then the number of trips is indicated.*

*in column 4, the information about means of traction is indicated (series, number, the number of means of traction and other information).*

*in column 5, proposals, preferences or constraints are indicated, as well as if a change of locomotive crew is planned on the route, but the same train path is used in the annual working timetable; if the train route crosses the national border with an EEA country then the railway undertaking from the national border to the transfer station in the territory of the neighbouring country is indicated.”;*

- 1.6. delete Paragraph 6.<sup>1</sup>;
- 1.7. delete Annex 5;
- 1.8. supplement Annex 3 with notes as follows:

“Notes:

A single complex of railway infrastructure facilities (checkpoints), designated as the Riga node in the railway network report, in cases where the requested capacity (route) is located within the boundaries of the Riga node, is considered as one route of the railway line named "Riga node".

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. The amendments indicated in Sub-paragraphs 1.1., 1.3., 1.4. of these regulations enter into force on 1 July 2024.
4. The amendments indicated in Sub-paragraphs 1.2. 1.5., 1.8. of these regulations enter into force on 1 August 2024.
5. The amendments indicated in Sub-paragraphs 1.6. and 1.7. of these regulations enter into force on 15 December 2024, i.e. simultaneously with the entry into force of the annual working timetable of train movements for 2024/2025.

This document is signed with a secure electronic signature by JSC LatRailNet Capacity allocation director

J.Šots – **see certificate**

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