LATVIJAS DZELZCEĻŠ

NETWORK STATEMENT 2027

Of the Public-Use Railway Infratructure of the State Joint Stock Company "Latvijas dzelzceļš"

Approved with decision No. VL-1.6/431-2025 of the Management Board of 16 December 2025
Valid from 13 December 2026

VERSION CONTROL

Version	Date	Section	Description of changes
1.0	16.12.2025	-	Initial version
1.1	09.01.2026	5.2.11. 5.3.(4)(c) 5.3.(5)(b)	*In accordance with LRN 07.01.2026. letter No. L-6.3.1/1-2026 the following amendments have been made:* – Section 5.2.11. expressed in new edition; – Section 5.3. subparagraph (4)(c) added; – Section 5.3. subparagraph (5)(b) expressed in new edition.
1.2	02.03.2026	4.5.3.(1) 4.8.3.(a) 4.8.3.(b) 4.8.3.(c) Annex 4.2.D	*In accordance with LRN 23.02.2026. letter No. L-6.3.1/18-2026 the following amendments have been made:* – Section 4.5.3. subparagraph (1) expressed in new edition; – Section 4.8.3. subparagraph (a) expressed in new edition; – Section 4.8.3. subparagraph (b) expressed in new edition; – Section 4.8.3. subparagraph (c) deleted; – Annex 4.2.D expressed in new edition.
1.3	18.03.2026	2.2.1.(3) 2.4.3. GLOSSARY Annex 2.4.3.A	*In accordance with LDz 10.03.2026. Management Board No. VL-1.6/86-2026 the following amendments have been made:* – Section 2.2.1. subparagraph (3) expressed in new edition; – Section 2.4.3. expressed in new edition; – GLOSSARY expressed in new edition; – Annex 2.4.3.A deleted.
1.4	22.04.2026	Annex 2.5.B	*In accordance with LDz 22.04.2026 order No. DVK-1.13/105-2026 the following amendments have been made:* – Annex 2.5.B expressed in new edition.
1.5	27.05.2026	5.3.(4)(d) 5.3.(5)(b)	*In accordance with LRN 26.05.2026. letter No. L-6.3.1/32-2026 the following amendments have been made:* – Section 5.3. subparagraph (4)(d) added; – Section 5.3. subparagraph (5)(b) expressed in new edition.
1.6	28.06.2026	1.3.1.3. 3.3.3.(2) 4.1. 4.2.2.(4) 4.5. 4.5.3.(4) 5.2.1.(4) 5.3.(4)(a) 5.6.3. 5.7.1.(2) 5.7.4.(1) 5.8.(1) 5.9.(1) GLOSSARY	*In accordance with LRN 19.06.2026 letter No.L-6.3.1/42-2026 the following amendments have been made:* – Section 1.3.1.3. expressed in new edition; – Section 3.3.3. subparagraph (2) expressed in new edition; – Section 4.1. expressed in new edition; – Section 4.2.2. subparagraph (2) expressed in new edition; – Section 4.5. expressed in new edition; – Section 4.5.3. subparagraph (4) expressed in new edition;

			– Section 5.2.1. subparagraph (4) expressed in new edition; – Section 5.3. subparagraph (4)(a) expressed in new edition; – Section 5.6.3. expressed in new edition; – Section 5.7.1. subparagraph (2) expressed in new edition; – Section 5.7.4. subparagraph (1) expressed in new edition; – Section 5.8. subparagraph (1) expressed in new edition; – Section 5.9. subparagraph (1) expressed in new edition – GLOSSARY expressed in new edition
1.7	27.07.2026	5.9.(3)	*In accordance with LRN 24.07.2026 letter No.L-6.3.1/52-2026 the following amendments have been made:* – Section 5.9. subparagraph (3) added.
1.8	16.10.2026	7.4.(c)	*In accordance with SIA "LDZ CARGO" 06.10.2026 letter No. K-6.3.2/1428-2026 the following amendments have been made:* – Section 7.4. subparagraph (c) expressed in new edition.

TABLE OF CONTENTS

VERSION CONTROL 2
TABLE OF CONTENTS 4
1. GENERAL INFORMATION 9
1.1. Introduction 9
1.2. Purpose of the Network Statement 9
1.3. Legal Aspects 9
1.3.1. Legal Framework 9
1.3.1.1. EU law 9
1.3.1.2. National law 10
1.3.1.3. Binding acts issued based on the Railway Law by the performer of essential functions 10
1.3.1.4. Agreements signed based on the railway law 11
1.3.2. Legal status and liability 11
1.3.3. Appeals procedure 11
1.4. Structure of the network statement 11
1.5. Validity period, updating and publishing 12
1.5.1. Validity Period 12
1.5.2. Updating 12
1.5.3. Publishing 12
1.6. Contacts 13
1.7. Cooperation between European infrastructure managers IMs/Abs 13
1.7.1. Rail freight corridors 13
1.7.2. RailNetEurope and other international cooperation 13
1.7.2.1. One Stop Shop (OSS) 14
1.7.2.2. RNE Tools 15
1.7.3. Other International Cooperation 15
2. INFRASTRUCTURE 19
2.1. Introduction 19
2.2. Extent of network 19
2.2.1. Limits 19
2.2.2. Connecting railway networks 20
2.2.3. LDz railway infrastructure lines for capacity allocation 21
2.3. Network description 22
2.3.1. Track typologies 22
2.3.2. Track gauges 22
2.3.3. Stations and nodes 23

2.3.4. Loading gauge 23
2.3.5. Weight limits 24
2.3.6. Line gradients 24
2.3.7. Maximum line speed 24
2.3.8. Maximum train lengths 24
2.3.9. Power supply 24
2.3.10. Signalling systems 24
2.3.11. Traffic control systems 25
2.3.12. Communication systems 27
2.3.13. Train control systems 27
2.4. Traffic restrictions 27
2.4.1. Specialised infrastructure 27
2.4.2. Environmental restrictions 28
2.4.3. Dangerous goods 28
2.4.4. Tunnel restrictions 29
2.4.5. Bridge restrictions 29
2.5. Availability of the infrastructure 29
2.6. Infrastructure development 29
3. ACCESS CONDITIONS 31
3.1. Introduction 31
3.2. General access requirements 31
3.2.1. Conditions for applying for capacity 31
3.2.2. Conditions for access to the railway infrastructure 31
3.2.3. Licences 32
3.2.4. Safety certificate 32
3.2.5. Insurance 32
3.3. Contractual arrangements 32
3.3.1. Framework agreement 32
3.3.2. Contracts with RUs 33
3.3.3. Contracts with non-RU applicants 33
3.3.4. General terms and conditions 34
3.4. Specific access requirements 34
3.4.1. Rolling stock acceptance 34
3.4.2. Staff acceptance 34
3.4.3. Exceptional transport 35
3.4.4. Dangerous goods 35
3.4.5. Test trains and other special trains 35
4. CAPACITY ALLOCATION 37
4.1. Introduction 37
4.2. General description of the process 37
4.2.1. Annual capacity allocation 37

4.2.2. Ad-hoc capacity allocation 38
4.2.3. Operational capacity allocation 39
4.3. Reserving capacity for temporary capacity restrictions 39
4.3.1. General principles 39
4.3.2. Deadlines and Information provided to applicants 39
4.4. Impact of framework agreements 39
4.5. Path allocation process 40
4.5.1. Annual timetable path requests 40
4.5.2. Late annual timetable path requests 40
4.5.3. Ad-Hoc path requests 41
4.5.4. Coordination process 41
4.5.5. Dispute resolution process 42
4.6. Congested infrastructure 43
4.6.1. Congested infrastructure 43
4.6.2. Temporary insufficiency of infrastructure capacity 44
4.7. Exceptional transport and dangerous goods 44
4.8. Rules after path allocation 45
4.8.1. Rules for path modification by the applicant 45
4.8.2. Rules for path alteration by the IM 46
4.8.3. Non-usage rules by the applicant 46
4.8.4. Rules for cancellation by the applicant 46
4.9. TTR for smart capacity management 47
5. SERVICES AND CHARGES 49
5.1. Introduction 49
5.2. Charging principles 49
5.2.1. Basis of the infrastructure charges 49
5.2.2. Scarcity charges 50
5.2.3. Environmental charges 50
5.2.4. Specific investment project charges 50
5.2.5. Discounts 51
5.2.6. Network performance supporting charges 51
5.2.7. Charges for capacity used for infrastructure maintenance and for railway technological processes 51
5.2.8. Application assurance payment 51
5.2.9. Mark-ups 52
5.2.10. Principles of market segmentation and segmentation criteria 52
5.2.11. The list of market segments 52
5.3. Minimum access package and charges 53
5.4. Additional services and charges 57
5.5. Ancillary services and charges 59
5.6. Financial penalties and incentives 60

5.6.1. Penalties for path modification 60
5.6.2. Penalties for path alteration 60
5.6.3. Penalties for Non-usage 60
5.6.4. Penalties for path cancellation 60
5.6.5. Incentives / Discounts 60
5.7. Performance Scheme 60
5.7.1. General principles and objectives 60
5.7.2. Train performance monitoring 60
5.7.3. Financial model 61
5.7.4. Govenance and dispute resolution system 61
5.8. Changes to charges 61
5.9. Billing arrangements 61
6. OPERATIONS 66
6.1. Introduction 66
6.2. Operational rules 66
6.3. Operational measures 66
6.3.1. Principles 66
6.3.2. Operation regulation 66
6.3.3. Disturbances 67
6.4. Tools for train information and monitoring 67
7. SERVICE FACILITIES 69
7.1. Introduction 69
7.2. Service facility overview 69
7.3. Service facillities managed by LDz 69
7.3.1. Common provisions 69
7.3.2. Passenger stations 69
7.3.2.1. General Information 69
7.3.2.2. Services 70
7.3.2.3. Service facility description 70
7.3.2.4. Charges 71
7.3.2.5. Access conditions 72
7.3.2.6. Capacity allocation 73
7.3.3. Freight terminals 73
7.3.4. Marshalling yards and train formation facilities, including shunting facilities 73
7.3.5. Storage sidings 73
7.3.6. Maintenance facilities 73
7.3.7. Other tehnical facilities 73
7.3.8. Maritime and inland port facilities 74
7.3.9. Relief facilities 74
7.3.10. Refuelling facilities 74
7.3.11. Traction power supply services 74

7.3.12. Service “Repairs of Automatic Locomotive Signalling (ALS) Devices of Traction Units” 74
7.3.13. Service “Repairs of Radio Communication Devices of Traction Units” 75
7.4. Service facilities not managed by LDz 76
ANNEXES NUMBERING 78
GLOSSARY 79

1

GENERAL INFORMATION

1. GENERAL INFORMATION

1.1. Introduction

(1) The State-owned Joint Stock Company "Latvijas dzelzceļš" (LDz), which is the manager of the public use railway infrastructure in the Republic of Latvia, according to the Railway Act, has produced and published this Network Statement.

(2) The Network Statement is mainly targeted towards applicants, railway undertakings and others who plan on requesting capacity of the public use railway infrastructure managed by LDz (LDz infrastructure, also LDz network) in Latvia. The Network Statement contains information about the LDz infrastructure, ir includes information concerning the connected infrastructure and service facilities, as well as institutions that take part in the decision-making processes concerning the use of LDz infrastructure.

Appeal Body	Court (according to Article 31 part 3 of the Railway law)
Railway Regulatory body	The State Railway Administration of Latvia
Performer of infrastructure manager's Essential functions	Joint stock company "LatRailNet"
Infrastructure manager	State joint stock company "Latvijas dzelzceļš"

1.2. Purpose of the Network Statement

The purpose of this Network Statement is to make applicants, authorities, and other interested parties aware of the general rules, deadlines, procedures, and criteria regarding schemes for charging and allocating capacity, including additional information, necessary for submitting infrastructure capacity requests. The Network Statement also contains information on the conditions for access to railway lines, service facilities and services provided in these facilities.

1.3. Legal Aspects

1.3.1. Legal Framework

The Network Statement is produced with reference to the EU railway legislation as well as the Latvian Republic legislation. Below is a list of the most important legislation related to the operation and use of the railway infrastructure in Latvia. The list is not exhaustive.

1.3.1.1. EU law

- REGULATION (EU) No. 913/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 22 September 2010 concerning a European rail network for competitive freight;
- REGULATION (EU) No 2021/782 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 29 April 2021 on rail passengers' rights and obligations;
- REGULATION (EC) No. 1370/2007 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70;
- COMMISSION IMPLEMENTING REGULATION (EU) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014;

- COMMISSION IMPLEMENTING REGULATION (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service;
- COMMISSION IMPLEMENTING REGULATION (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings;
- COMMISSION IMPLEMENTING REGULATION (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services;
- COMMISSION IMPLEMENTING REGULATION (EU) 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EC) No 653/2007.
- DIRECTIVE (EU) 2012/34 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 on establishing a single European railway area (recast);
- DIRECTIVE (EU) 2016/2370 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure.

1.3.1.2. National law

- Railway Law of Latvian Republic;
- Cabinet of Ministres Regulation No.244 of 19 April 2016 on the Content of the Public-Use Railway Infrastructure Network Statement (link in Latvian);
- Cabinet of Ministres Regulation No.472 of 15 July 2016 on the Allocation of Public-Use Railway Infrastructure Capacity (link in Latvian);
- Cabinet of Ministres Regulation No 680 of 28 November 2023 "Regulations for Railway Operation" shall enter into force from 2024. January 1 (link in Latvian);
- Cabinet of Ministres Regulation No. 558 Adopted 16 August 2016 on the Regulations on the Licensing of Railway Operators (link in Latvian).
- Cabinet of Ministres Regulation No. 1005 Adopted 07 September 2004 “The order, in which the railway undertakings hand over their resources to the railway infrastructure manager in order restore traffic after an accident, and the order, in which the railway undertakings receive compensation for their resources” (link in Latvian).
- Cabinet of Ministres Regulation No. 375 of June 9, 2020, "Railway safety regulations".

Other national legal acts issued in accordance with the Railway Law can be found on the website: www.likumi.lv/

1.3.1.3. Binding acts issued based on the Railway Law by the performer of essential functions

- JSC “LatRailNet” 11.06.2026. regulations No.JALP-7.6./3-2026 "The Charging Scheme";
- JSC “LatRailNet” 11.06.2026. regulations No.JALP-7.6./4-2026 "The Collection Scheme";
- JSC “LatRailNet” 11.06.2026 regulations No.JALP-7.6./5-2026 "The public-use railway infrastructure network performance scheme";
- JSC “LatRailNet” 11.06.2026. regulations No.JALP-7.6./6-2026 "The scheme for the allocation of the public-use railway infrastructure capacity".

1.3.1.4. Agreements signed based on the railway law

The contract referred to in Part 2 of Section 10.[1] of the Railway Law is being developed and after it is signed, it will be attached in Annex 1.3.A of the Network Statement.

1.3.2. Legal status and liability

(1) The content of the Network Statement, the date of publication is described in Article 27 and Annex IV of the Directive 2012/34/EU of the European Parliament and and in the framework of the Railway Law of the Republic of Latvia in Cabinet of Ministres Regulation No.244 Adopted of 19 April 2016 on the Content of the Public-Use Railway Infrastructure Network Statement.

(2) Sections of the Network Statement that contain the list and summary of legal regulations included in normative acts are informative. The applicants are obliged to familiarize themselves with the respective regulations and their amendments in the Official Journal of the European Union and the Official Publisher of the Republic of Latvia (Latvijas Vestnesis). The normative acts are applied in the version that is in force at the moment or the documents that replace them are applied.

(3) The Network Statement contains information provided by essential functions performers[1] or operators of service facilities[2] or references to their websites, that LDz publishes in accordance with the requirements of the Railway Law of the Republic of Latvia and related regulatory legislation requirements. The information providers ensure completeness and credibility of the provided information.

(4) LDz shall not be responsible if the provider of significant functions of operators of service facilities do not provide the necessary information to be included in the Network Statement or for completeness and credibility of the provided information.

(5) LDz has no obligation to inform every applicant on the amendments to the Network Statement, as all of them can be found on LDz website www.ldz.lv.

1.3.3. Appeals procedure

(1) Applicants can appeal infrastructure manager's operations or decisions according to Railway Law in areas of public use railway management and rail raleted services, including the content of the Network Statement itself, by addressing the infrastructure manager with an application form. The application form should be sent to the email specified in paragraph 1.6 of the Network Statement.

(2) The applicant in accordance with Point 8 of Part 1 of Section 31 of the Railway Law has the rights to file a complaint with the State Railway Administration in cases stipulated by the Railway Law.

1.4. Structure of the Network Statement

(1) The structure of this Network Statement follows the Network Statement Common Structure and Implementation Guide, adopted by European Infrastructure Managers belonging to RailNetEurope (RNE) (see 1.7.2), based on the applicable European legal framework. The document is revised when needed and the most recent version is available on the RNE website (http://rne.eu/organisation/network-statements/). The goal of the Common Structure and Implementation Guide is that all applicants and interested parties can find the same information at the same place in each Network Statement.

---

[1] The information provided by essential functions performers shall be found in the following sub-sections of the Network Statement and Annexes: 1.6., 1.7.3.(8), 3.3.2.(5), 3.3.3.(3), 4., 4.1., 4.2., 4.2.1., 4.2.2., 4.2.3., 4.3., 4.3.1., 4.3.2., 4.4., 4.5., 4.5.1., 4.5.2., 4.5.3., 4.5.4., 4.5.5., 4.6., 4.6.1., 4.6.2., 4.7., 4.8., 4.8.1., 4.8.2., 4.8.3., 4.8.4., 4.10., 5., 5.1., 5.2., 5.2.1., 5.2.2., 5.2.3., 5.2.4., 5.2.5., 5.2.6., 5.2.7., 5.2.8., 5.2.9., 5.2.10., 5.2.11., 5.3., 5.6., 5.6.1., 5.6.2., 5.6.3., 5.6.4., 5.6.5., 5.7., 5.7.1., 5.7.2., 5.7.3., 5.7.4, 5.8., 5.9., Annex 3.3.2.C, Annex 3.3.3.A, Annex 4.2.A, Annex 4.2.B, Annex 4.2.C, Annex 4.2.D, Annex 4.3.A .

[2] The information of the service facilities operators shall be located in sub-section 7.4. of the Network Statement.

(2) The Network Statement is thus structured in 7 sections constituting the main body of the document and appendixes giving further details:

- Section 1 provides general information about the Network Statement and contacts.
- Section 2 describes the main technical and functional characteristics of the LDz network.
- Section 3 defines the legal requirements and access conditions to the LDz network.
- Section 4 sets the procedure for the allocation of the train paths.
- Section 5 gives an overview of the services provided by LDz, as well as the charges for these services. Financial stimulation and network performance improvement schemes are described.
- Section 6 describes the traffic management procedures, including the procedures to be followed in the event of incidents.
- Section 7 provides an overview of the service facilities connected to the LDz network.

1.5. Validity period, updating and publishing

1.5.1. Validity Period

The Network Statement applies to capacity requests and execution of planned transport operations (traffic movements) during the 2027 timetable starting on 13 December 2026 at 00:00 and ending on 12 December 2027 at midnight.

1.5.2. Updating

(1) The Network Statement has been prepared considering the legal acts that were in force or adopted until December 1, 2025.

(2) If, after the approval of the Network Statement, any amendments are made to the legislation regulating the issues that are described in the Network Statement and that amend the scope of the rights/obligations of LDz, as well as to other legislation to which reference is made in this Network Statement, the respective legislation should be applied. In this case, the Network Statement may be amended within a reasonable time limit.

(3) The Network Statement shall be amended and/or supplemented by including therein the information to be included in the Network Statement which has been received from third parties.

(4) LDz may amend the Network Statement also in other justified cases.

1.5.3. Publishing

(1) LDz publishes the Network Statement only as an electronic document on LDz's website, from which it can be downloaded free of charge.

(2) The Network Statement is available in Latvian and English In the event of discrepancies between the two versions of the Network Statement, the Latvian version shall apply.

1.6. Contacts

LDz railway infrastructure manager (IM):	State Joint Stock Company "Latvijas dzelzceļš", registration number: 40003032065, registered office: 3 Emilijas Benjaminas Street, Riga, Latvia, LV-1547, e-mail: info@ldz.lv.
Functions to be performed:	The management of the railway infrastructure (railway infrastructure maintenance, development), planning, organizing, and supervising the traffic of trains and other rolling stock on the railway tracks within the managed infrastructure, and liability for the management of the control and safety systems.
Performer of the essential functions (AB):	Joint Stock Company "LatRailNet", registration number: 40103361063, registered office: Perses street 8, Riga, Latvia, LV-1011, e-mail: latrailnet@ldz.lv or info@lrn.lv.
Functions to be performed:	— decision-making on infrastructure capacity allocation, the allocation or assignment of train paths, including both the determination and evaluation of access and the assignment of individual train paths, and — decision-making on infrastructure charges, including the determination and collection of the charges.

1.7. Cooperation between European infrastructure managers IMs/Abs

1.7.1. Rail freight corridors

Corridor name	Corridor number	Countries crossed by the corridor	Corridor route	Lines in Latvia	Reference
Nordic sea - Baltic Sea	RFC8	NL–BE–DE–PL–LT–LV–EE	Wilhelmshaven/ Bremerhaven/ Hamburg/Amsterdam/ Rotterdam/Antwerpen – Aachen/ Warsaw – Terespol/Kaunas – Riga (Ventspils) – Tallinn	State border– Meitene – Jelgava – Riga (Rigas Pasazieru and Skirotava) – Lugazi – State border, Daugavpils/Rezekne* – Krustpils* – Riga (Rigas Pasazieru and Skirotava)* Jelgava - Ventspils	https://rfc8.eu/

* the sections from Daugavpils and Rezekne to stations, where are organized border crosing places, are organised must be assessed in accordance with Article 5 of Regulation (EU) No. 913/2010.

Detailed information on railway freight corridors has been published in English on the website http://rfc8.eu/cid/. The rules governing the use of railway freight corridors are provided by the CID published on the abovementioned website.

1.7.2. RailNetEurope and other international cooperation

(1) LDz and JSC "LatRailNet" are members of RNE, which is an umbrella organisation of European railway Infrastructure Managers and Allocation Bodies. RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools.

(2) Cooperation within the RNE allows for joint development of harmonised EU rail corridor management procedures and tools (IT systems) for freight carriage, infrastructure management, and capacity allocation.

(3) RNE was established in 2004 to help meet the challenges faced by the international railway by providing support for compliance with the European regulatory framework through the development of harmonised international business processes, templates, manuals, guidelines and systems.

Internet website of the organisation: https://rne.eu/.

(4) Information on international cooperation between railway infrastructure managers of the RNE members is published in English at:http://rne.eu/organisation/rne-approach-structure/.

1.7.2.1. One Stop Shop (OSS)

(1) A network of OSS represents the infrastructure managers in international traffic. They constitute a single point of contact for the entire international route of a rail service, from the initial questions related to network access to international path requests and performance review after a train run. LDz and performer of the essential functions JSC "LatRailNet" also operates an OSS:

(a) working hours 8:00-17:00 from Monday till Friday (except national holidays)
(b) a list of OSS contact points and detailed information on RNE IT tools are available at: http://www.rne.eu/
(c) contact details of foreign OSS units are published in English at: http://rne.eu/organisation/oss-c-oss/

Function	Responsible	Contact
OSS	Handling of capacity requests	Aleksejs Čerepaha phone: +371 2953 2364, e-mail:aleksejs.cerepaha@ldz.lv
	Access to infrastructure (timetable and TCR)	Olegs Zelenkovs phone: +371 67234138, e-mail: olegs.zelenkovs@ldz.lv
Sales	Infrastructure Charges	Māris Andiņš phone: +371 2964 4550, e-mail: maris.andins@ldz.lv
	Invoicing	Oskars Stūrmanis phone: +371 29532175, e-mail: oskars.sturmanis@ldz.lv
Allocation and timetable	Short time – ad hoc trains	Aleksejs Čerepaha phone: +371 2953 2364, e-mail: aleksejs.cerepaha@ldz.lv
	Timetable changes	Oļegs Zeļenkovs phone: +371 6723 4138, e-mail: olegs.zelenkovs@ldz.lv
Legal	Capacity allocation	Juris Šulcs phone: +371 2029 7729, e-mail: juris.sulcs@ldz.lv
	Infrastructure management	Olita Lipska phone: +371 67234721, e-mail: olita.lipska@ldz.lv

1.7.2.2. RNE Tools

(1) **The Path Coordination System** (**PCS**) is an international path request coordination system for railway undertakings and other applicants, infrastructure managers, the performer of the essential functions and RFCs. The Internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding pre-arranged paths and infrastructure capacity offer and for managing international path requests on RFCs. Access to PCS is free of charge for RNE members. A user account can be requested via the PCS support: support.pcs@rne.eu. More information can be found on http://pcs.rne.eu.

(2) **The Charging Information System** (**CIS**) is an infrastructure charging information system for applicants, provided by infrastructure managers and performers of the essential functions. The web-based application provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths, stations and shunting. It is an umbrella application for the various national rail infrastructure charging systems. Access to the CIS is free of charge without user registration. More information can be found on http://cis.rne.eu or can be requested via the RNE CIS support: support.cis@rne.eu.

(3) **The Train Information System** (**TIS**) delivers real-time train data concerning international trains. The relevant data are obtained directly from infrastructure managers' systems and all the information from the different infrastructure managers is combined into one train run from departure at origin to final destination. In this manner, a train can be monitored from start to end, including across borders. Railway undertakings and terminal operators may also be granted access to the TIS and they can join the RNE TIS Advisory Board. All members of this Board grant all other members full access to TIS data if they are involved in the respective train runs. Without it, mutual agreements have to be signed between railway undertakings and between railway undertakings and terminal operators. Access to the TIS is free of charge for RNE members. A user account can be requested via the RNE TIS support: support.tis@rne.eu. More information can be found on http://tis.rne.eu.

1.7.3. Other International Cooperation

(1) **The International Rail Transport Committee (CIT)** was founded in 1902 its members are railway and shipping companies. The CIT ensures uniform application and practical implementation of the provisions of the Convention concerning International Carriage by Rail (COTIF), the Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM) and the Uniform Rules concerning the Contract of International Carriage of Passengers by Rail (CIV) - the CIT develops the legal basis for contractual relationships between customers and carriers and for legal relationships between railway undertakings.

Internet website of the organisation: https://www.cit-rail.org/en/.

(2) **The Community of European Railway and Infrastructure Companies (CER)** represents the interests of its members towards EU policymakers to support and promote a more efficient business and regulatory environment for the sector. The organisation brings together more than 70 members and associates.

The organisation's focus is on environmental, infrastructure, customs and application of legal regulations, passenger and freight transport, as well as personnel management issues.

The main priorities of the CER include the introduction of the Technical Pillar of the 4th Railway Package, attaining the Green Deal objectives, ensuring a level playing field for all modes of transport, long-term funding for the maintenance and development of railway infrastructure, development of digitisation.

Internet website of the organisation: https://www.cer.be/.

(3) **International union of railways (UIC)** is the oldest international railway organisation, established in response to geopolitical changes after World War I. It was founded in 1922, and the Latvian Railway Central Board joined the organisation as a full member shortly thereafter. LDz renewed Latvia's membership in the UIC in 1992.

The UIC coordinates cooperation on topical matters between railways worldwide, promoting a smooth operation of the railway system. The organisation brings together 194 members globally. The UIC develops standards and promotes innovation in the development of the railways. The key matters on the UIC agenda are the development of the trans-European rail corridors, funding for infrastructure development, the digitalisation of the railways and convenient, connected mobility. Work on developing common standards, research and sustainable development programs, and security issues continues.

Internet website of the organisation: https://uic.org/.

(4) **Collaboration of Railway Police and Security Services (COLPOFER)** The International Cooperation Organization for Railway Police and Security Services brings together railway companies and railway police forces to develop a common approach to security in the European railway system.

The organization's common task is to protect people, property and assets on railway territory from disruptive and criminal activities. LDz experts participate in the work of this organization.

Internet website of the organisation: http://www.colpofer.org/.

(5) **Platform of Rail Infrastructure Managers in Europe (PRIME)** was established by the European Commission in 2013 with the aim to bring together the main railway infrastructure managers (companies) in the European Union to discuss, coordinate, develop and take decisions for the development of the Single European Rail Area and the railway sector, thus improving decision-making in the European Commission in accordance with the Member States' interests and facilitating implementation of directives in the railway sector.

The organisation deals with digitalisation (IT) matters, railway financing, infrastructure charges, KPI&Benchmarking, legal matters, as well as railway safety issues.

Internet website of the organisation: https://webgate.ec.europa.eu/multisite/primeinfrastructure/prime-news_en.

(6) **The Railway Transport Council** Commonwealth Member State Rail Transport Council (hereinafter the Council) is an institution of the Commonwealth of Independent States member states that coordinates railway transport activities at the interstate level. At the state level, the work of the Council is participated by railway administrations of 11 countries.

LDz participates in the work of the Council as an associated member - which gives the opportunity to participate in the meetings of the Council and its institutions, use the documents adopted and solutions developed within the Council, and implement the authorizations granted to the railway administration within the Council. Based on the regulations developed by the Council, freight transportation in the eastern direction is organized, including transportation with the Central Asian states.

Internet website of the organisation: https://www.sovetgt.org/.

(7) **The Organisation for Cooperation of Railways (OSJD)** was founded in 1950 to regulate the legal and economic aspects of international transport. The governing body of the organisation is made up of the Ministries of Transport of the member states, while the executive body consists of the national railway companies of the member states. The organisation has 29 member states**.**

The OSJD ensures the development, conclusion and improvement of international agreements and other documents governing international passenger and freight transport. The organisation also fosters the development of rail transport between Europe and Asia, including combined transport, promotes the development of coherent transport policy in the field of international rail transport, develops rail transport operational strategies and lobbies for railways in competition with other modes of transport.

Internet website of the organisation: https://osjd.org/.

(8) Cooperation of the performer of essential functions in the infrastructure capacity allocation.

JSC "LatRailNet" cooperates with the Lithuanian and Estonian capacity allocation bodies (agreements on cooperation concluded) in the infrastructure capacity allocation in railway transportation between Latvia and Lithuania, and Latvia and Estonia. More information is available here: https://www.lrn.lv/legislative-acts/international-agreements/?lang=en

2

INFRASTRUCTURE

2. INFRASTRUCTURE

2.1. Introduction

(1) This chapter contains a description of the functional and technical characteristics of the railway infrastructure managed by LDz. It is formulated for the purpose of meeting existing and new Railway Undertakings information needs in connection with their planning of railway traffic.

(2) The organisation of Latvian railway train scheme of the LDz network is provided in Annex 2.1.A of the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

(3) Information on technical development of LDz infrastructure is provided in Annex 2.1.B of the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

2.2. Extent of network

2.2.1. Limits

(1) LDz infrastructure network is located within the geographical borders of the Republic of Latvia.

(2) The LDz infrastructure lines are registered in the register of the State railway administration in accordance with Cabinet of Ministers Regulation No. 489 Adopted of 29 December 1998 National Registration and Inventory Procedure of the Railway Infrastructure (Railway Tracks) (link in Latvian). The registry administrator is the State Railway Administration.

(3) Based on the Cabinet of Ministers Order No. 215 of 15 March 2018 "On Granting the Status of Public Use Railway Infrastructure" (link in Latvian), the status of public use railway infrastructure has been granted to the following railway sections:

National registration index of the railway infrastructure	Railway line	National registration index of the railway infrastructure	Railway line
01	Ventspils – Tukums II	17	Riga Pasazieru – Lugazi – State border
02	Tukums II – Jelgava	18	Tornakalns – Tukums II
03	Jelgava – Krustpils	19	Zemitani – Skulte
04	Krustpils – Daugavpils	20	Ciekurkalns – Road post 3.km
05	Daugavpils – Indra – State border	21	Gluda – Renge – State border[2)]
06	Riga Pasazieru – Krustpils	22	Zasulauks – Bolderaja[3)]
07	Krustpils – Rezekne II	23	State border – Vainode – Priekule – State border[4)]
08	Rezekne II – Zilupe – State border	24	Riga Precu – Sauriesi[5)]
09	State border – Karsava – Rezekne I	25	Zemitani – Skirotava
10	Rezekne I – Daugavpils	26	Track post on the 191st km – Track post on the 524th km[6)]
11	Daugavpils – Kurcums – State border[8)]	27	Plavinas – Gulbene
12	State border – Eglaine – Daugavpils	32	Gulbene – Aluksne[7)]
13	Track post on the 524th km – Track post on the 401st km	36	Jaunkalsnava – Veseta
14	Riga Pasazieru – Jelgava	37	Daugavpils junction branch lines
15	Jelgava – Liepaja	38	Rezekne junction branch lines
16	Jelgava – Meitene – State border[1)]	42	Bolderaja – Krievu sala

[1)] - Jelgava – Meitene - state border section is open for train traffic every day from 08:00 to 20:00;

[2] - Gluda - Renge - state border section is open for train traffic every day from 8:00 to 20:00 except Wednesday and Saturday;
[3] - Lacupe – Ilguciems Kravas stacija line is Zasulauks - Bolderaja part of a district is open only for shunting operations;
[4] – train traffic is closed;
[5] – train traffic is open in the section between stations Skirotava (A and J parks) and Riga Precu.
The section between stations Riga Precu and Sauriesi is open only for shunting operations.
[6] – train traffic is open in the section between the Track post on the 191st km and Track post on the 8 km;
[7] – narrow gauge railway line;
[8] - on the Daugavpils–Kurcums–state border section, train traffic operates with prior coordination, based on an application submitted by the carrier, which must be provided to LDz at least 7 days before the planned trip.

2.2.2. Connecting railway networks

(1) LDz infrastructure border points with neighbouring railways and railway infrastructure managers of neighbouring countries:

Registered border point	FNeighboring rail infrastructure manager
Lugazi-eksp. (km 166.3)	Estonian Railway – AS “Eesti raudtee” (EVR) https://www.evr.ee
Karsava-eksp. (km 396.1)	Russian Railways – JSCO "Российские железные дороги" (РЖД) http://www.rzd.ru/
Zilupe-eksp. (km 283.3)	Russian Railways – JSCO "Российские железные дороги" (РЖД) http://www.rzd.ru/
Indra-eksp. (km 466.6)	Belarusian Railway – State Association "Белорусская железная дорога" (БЧ) https://www.rw.by/
Kurcums-eksp. (km 553.5)	Lithuanian Railway - JSC "Lietuvos geležinkeliai" (LG) https://ltg.lt/
Eglaine-eksp. (km 168.0)	Lithuanian Railway - JSC "Lietuvos geležinkeliai" (LG) https://ltg.lt/
Meitene-eksp. (km 75.9)	Lithuanian Railway - JSC "Lietuvos geležinkeliai" (LG) https://ltg.lt/
Renge-eksp. (km 118.4)	Lithuanian Railway - JSC "Lietuvos geležinkeliai" (LG) https://ltg.lt/

(2) The state border crossing points where border control, customs control, veterinary, phytosanitary, food safety, non-food product safety, quality and classification control and radiometric control are defined in accordance with Cabinet of Ministres Regulation No. 704 of 27 July 2010, Regulations on the Border Crossing Points and Check-ups to be Performed Therein.

(3) Border crossing points:

(a) on the state border with the Russian Federation:
- Karsava;
- Zilupe;
- Rezekne Precu station (only for goods transported in freight trains);
- Luggage office of the Riga Railway Passenger station (only for goods transported in the luggage wagons of passenger trains);

(b) on the state border with the Republic of Belarus:

- Indra;
- Daugavpils Precu station (only for goods transported in freight trains);
- Luggage office of the Riga Railway Passenger station (only for goods transported in the luggage wagons of passenger trains).

(c) border crossing points where customs control is carried out:

- for freight trains: Indra, Karsava, Zilupe, Daugavpils Precu, Rezekne Precu stations,
- for passenger trains: Indra, Karsava, Riga Pasazieru, Zilupe stations.

(d) border crossing points where radiometric control is carried out: stations Indra, Kārsava, Zilupe.

(4) LDz infrastructure border crossing points with other public use railway infrastructure managers in the territory of the Republic of Latvia:

Registered border point	Railway infrastructure manager
Track post 3rd km-(to Kundzinsala) (km 2,8)	Freeport of Riga administration

2.2.3. LDz railway infrastructure lines for capacity allocation

LDz railway infrastructure lines where infrastructure capacity can be allocated and which are comparable to railway infrastructure lines within the meaning of the Cabinet Regulation No. 472 of 15.07.2016, Rules for Allocation of Public Use Railway Infrastructure Capacity:

Riga railway junction[1)] – Krustpils;

Plavinas – Gulbene;

Riga railway junction[1)] – Jelgava;

Riga railway junction[1)] – Tukums II;

Riga railway junction[1)] – Skulte;

Riga railway junction[1)] – Lugazi – State border;

Jelgava – Liepaja;

Jelgava – Ventspils;

Jelgava – Meitene – State border;

Jelgava – Renge – State border;

Jelgava – Krustpils;

Daugavpils railway junction[2)] – Krustpils;

Daugavpils railway junction[2)] – Indra – State border;

Daugavpils railway junction[2)] – Eglaine – State border;

Daugavpils railway junction[2)] – Kurcums – State border;

Rezekne railway junction[3)] – Krustpils;

Rezekne railway junction[3)] – Karsava – State border;

Rezekne railway junction[3)] – Zilupe – State border;

Rezekne railway junction[3)] – Daugavpils railway junction[2)];

Gulbene – Aluksne[4)].

[1)] – from a station/park bordering Riga railway junction or from a separately specified station/park that is part of Riga railway junction. The boundaries of Riga railway junction are defined in Section 2.3.3 of the Network Statement.

[2)] – from a station/park bordering Daugavpils railway junction or from a separately specified station/park that is part of Daugavpils railway junction. The boundaries of Daugavpils railway junction are defined in Section 2.3.3 of the Network Statement.

[3)] – from a station/park bordering Rezekne railway junction or from a separately specified station/park that is part of Rezekne railway junction. The boundaries of Rezekne railway junction are defined in Section 2.3.3 of the Network Statement.

[4)] – Narrow gauge railway line.

2.3. Network description

2.3.1. Track typologies

The total length of railway tracks is 1779 km.

Of which:

(a) for the number of tracks in sections:

- single track lines – 1421 km;
- double tracks lines – 350 km;
- multi-tracks lines – 8 km.

(b) for track gauge:

- track sections whit main gauge – 1746 km;
- track sections whit narrow gauge – 33 km.

(c) for electrification:

- sections whit electrified tracks – 251 km (expanded length of electrified tracks – 630 km);
- sections whit not electrified tracks – 1529 km.

(d) for interlocking system:

- tracks sections whit dispatcher centralisation whit automatic locking system – 846 km;
- tracks sections whit automatic locking system – 1348 km;
- tracks sections whit semi-automatic locking system – 368 km;
- movement is organised by the dispatcher orders or with shunting trainsets – 60 km.

2.3.2. Track gauges

(1) The railway width in the LDz infrastructure is 1520 mm, with the exception of the Gulbene – Aluksne railway line, where the rail width is 750 mm.

(2) These dimensions match the dimensions specified in Latvian standard LVS 282:2021, “Construction and rolling stock clearance diagrams for railways”.

2.3.3. Stations and nodes

(1) The LDz infrastructure contains:

- 140 stations, of which 70 stations are open to freight operations (reception and delivery of freight, loading/unloading, etc), (presented in Annex 2.3.3.A of the Network Statement). The information in the Annex is constantly updated in accordance with ongoing processes;
- 21 passing posts (railway block posts and track posts) (presented in Annex 2.3.3.B of the Network Statement). The information in the Annex is constantly updated in accordance with ongoing processes;
- 137 stop points, 67 of which are opened for passenger alighting and boarding operations (presented in Annex 2.3.3.C of the Network Statement). The information in the Annex is constantly updated in accordance with ongoing processes.

(2) LDz stations and stops points are equipped with passenger platforms. The list of passenger platforms is provided in Annex 2.3.3.D of the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

(3) The following railway junctions are part of LDz infrastructure:

Riga railway junction – a unified complex of railway infrastructure facilities (registered points), including for capacity allocation purposes, which comprises stations/track posts/block posts/passing places technologically connected to Skirotava and Riga Passenger Stations, as well as Skirotava and Riga Passenger Stations themselves, way stations and infrastructure sections that ensure physical connection of the main components of the junction. Riga railway junction includes the following sections: Slirotava – Riga Precu – Sauriesi; Skirotava – Zemitani – Sarkandaugava – Mangali – Ziemelblazma; Riga Pasazieru – Zemitani – Jugla; Ciekurkalns – Track post 3.km; Skirotava – Riga Pasazieru – Zasulauks – Lacupe – Bolderaja – Krievu Sala; Lacupe – Ilguciems Freight Station; Riga Pasazieru – Track post 8.km;

Daugavpils railway junction – a unified complex of railway infrastructure facilities (registered points), including for capacity allocation purposes, which comprises stations/track posts/block posts/passing places technologically connected to Daugavpils Station, as well as Daugavpils Station itself, way stations and infrastructure sections that ensure physical connection of the main components of the junction. Daugavpils railway junction includes the following infrastructure sections: Daugavpils – Track post 387.km – Track post 383.km; Daugavpils – Krauja – Track post 401.km; Track post 401.km – Track post 14.km – Track post 524.km; Zalumi – Track post 524.km – Daugavpils; Daugavpils – Passing place 3.km – Track post 5.km – Track post 192.km – Track post 191.km; Track post 3.km – Griva – Track post 5.km; Track post 192.km – Track post 1.km; Track post 191.km – Track post 1.km – Block post 8.km – Track post 383.km;

Rezekne railway junction – a unified complex of railway infrastructure facilities (registered points), including for capacity allocation purposes, which comprises stations/track posts/block posts/passing places technologically connected to Rezekne I and Rezekne II stations, as well as Rezekne I and Rezekne II stations themselves, way stations and infrastructure sections that ensure physical connection of the main components of the junction. Rezekne railway junction includes the following infrastructure sections: Rezekne II – Track post Kleperova; Track post Kleperova – Rezekne I; Rezekne II – Rezekne I; Rezekne I – Block post 223.km (Rezekne II station track switch 701).

2.3.4. Loading gauge

The LDz infrastructure network has a loading gauge – 25 t/axle specified after LVS NE 15528 class E4 type cars, tensile load not more than 8,5 t/m for six- and eight-axle wagons and tank wagons.

2.3.5. Weight limits

(1) The train weight standards are provided in Annex 2.3.5.A of the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

(2) Types of freight wagons that are allowed in the LDz infrastructure without additional approval are listed in Annex 2.3.5.B of the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

2.3.6. Line gradients

The basic gradients of the lines are presented in Annex 2.3.6.A of the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

2.3.7. Maximum line speed

(1) The maximum permitted train speed in the LDz infrastructure for passenger trains is 120 km/h, for freight trains — up to 90 km/h. In 2027, passenger trains will be allowed to move at a maximum permissible speed of 140 km/h on certain sections of the Lielvarde-Skriveri and Tornakalns-Jelgava railway sections.

(2) LDz infrastructure train speed limits and specifics have been determined on 20.04.2021. in order No. D-1.14./51-2021 "On determination of train movement speeds" (with amendments).

(3) The Order is published on the LDz website www.ldz.lv, in the section "Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti" (link in Latvian)

2.3.8. Maximum train lengths

Standards for the length of trains are provided in the Annex 2.3.5.A of the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

2.3.9. Power supply

(1) The LDz infrastructure has the following electrified lines:

- Riga Pasazieru – Jelgava;
- Tornakalns – Tukums II;
- Riga Pasazieru – Zemitani – Skulte;
- Riga Pasazieru – Aizkraukle;
- Zemitani – Skirotava.

(2) The voltage of the direct current in the electrified lines is 3.3 kV.

2.3.10. Signalling systems

(1) In the LDz infrastructure, a field traffic light and automatic locomotive signaling system (ALSN) is used on the 1520 mm track gauge railway network.

(2) The types, construction, designation, basic meaning of signals and operating principles of traffic lights are set out in Cabinet of Ministers Regulation No. 680 of 28 November 2023 "Railway Operation Regulations".

(3) In accordance with Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023 on the technical specification for interoperability relating to the control-command and signalling subsystems of the rail system in the European Union and repealing Regulation (EU) 2016/919 (TSI CCS), the automatic locomotive signalling system (ALSN) is a Class B train protection system.

(4) Lines: Rezekne II – Krustpils; Daugavpils – Krustpils; Jelgava – Ventspils; Ventspils – Jelgava; Rezekne II – Daugavpils; Jelgava – Krustpils; Riga Pasazieru – Skirotava – Krustpils; Jelgava – Riga Pasazieru; Riga Pasazieru – Lugazi – border crossing points; Daugavpils – Indra – border crossing points; Rezekne II – Zilupe; Rezekne II – Karsava – border crossing points; T.p. Kleperova – Rezekne I; Tornakalns – Tukums II; Riga Pasazieru – Skulte; are equipped with a 50 Hz continuous automatic locomotive signaling (ALSN) system.

(5) The ALSN system is described in the CCS Annex of the TSI as a class "B" system. The technical requirements of the STM module are published in the document "European Train Movement Management System (ERTMS) National Implementation Plan" on the website of the State Railway Technical Inspectorate www.vdzti.gov.lv in the section "EU regulatory acts" in the subsection "Interoperability technical specifications" in the point "IMPLEMENTATION PLANS".

(6) In accordance with the requirements of Section 5 of Cabinet Regulation No. 680 of 28.11.2023, Railway Operating Regulations, and Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU, the procedure for the use of the ALS devices is defined:

- Instructions approved 9 April 2025 by the Management Board of LDz No. VL-1.6/131-2025 “Instruction on action in cases of malfunction of radio communications and safety devices of traction vehicles”, published on the website of LDz available at www.ldz.lv under section “Laws and regulations for public-use railway infrastructure manager”.

(7) The technical equipment with signalling and locking communication systems of the LDz infrastructure as well as the locations of the train control units are provided in Annex 2.3.10.A of the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

2.3.11. Traffic control systems

(1) The railway signalling systems ensures safe train traffic with a speed of up to 120 km/h.

(2) Signalling systems are allocated to station signallings and into open line blocks.

(a) Station signalling systems are divided into:

- **Relay interlockings of type EC8, EC9, MRC12, MRC13.** All outdoor objects (depends on signalling type of each station): switches, traffic lights, track circuits are relay controlled.
- **Locking equipment for switches and signals RCCM.** The oldest type of interlocking system. Stations have control panels to monitor the movement of trains, the traffic is managed through the repay interlocking, however the devices (switches) are handled manually.
- **Microprocessor interlocking.** Microprocessor signalling systems are installed on upgraded railway lines. Microprocessor interlocking systems of two types are used in the Latvian railways: Ebilock 950 installed in the upgraded stations of lines on Krustpils-Daugavpils (excluding Daugavpils), Krustpils-Rezekne II (excluding Rēzekne II), Riga-Zasulauks-Bolderaja; s.p. Brasa (except s.p. Brasa) – Vecaki (except Vecaki). ESTW L90 5 installed in the upgraded stations of lines on Ventspils2 - Jelgava (excluding Jelgava, where Ebilock 950 is installed), Jelgava (excluding Jelgava, where Ebilock 950 is installed) – Krustpils (excluding Krustpils, where Ebilock 950 is installed) and Naujene – Indra.

(b) Signalling blocks are the following:

- **Automatic blocks (AB).** AB regulates train traffic on the line sections between stations (on the line section between stations, depending on the number of blocked sections, several trains may run at the same time on such sections). The following AB types are used in LDz infrastructure network:
  - **AB with axle counters, without intermediate signals.** They are used on railway sections with less heavy traffic, where equipping the section with track circuits is not possible or feasible. Only one train may occupy the section at a time. Whether the section is occupied by a train is determined by axle counters. Not equipped with intermediate signals and ALSN (continuous automatic train signalling) in the given section.

- **AB without intermediate signals**. They are used on short or light-traffic sections. Whether the section is occupied by a train and track integrity is monitored via track circuits. Not equipped with intermediate signals. May be equipped with ALSN.
- **AB with intermediate signals and ALSN.** It is used in conjunction with the ALSN (continuous automatic train signalling) train control system. Automatic train stop technology is installed in the cab, which automatically stops the train in the event of a restricting aspect if the driver does not stop the train in time. The ALSN continuously transmits signals from the railway signals that the train is approaching to the driver's cab through a coded track circuit.

— **Semi-automatic block signalling.** It regulates train traffic online sections between two stations (with only one train allowed to run on such section at a time) and is used on light traffic sections without having to use side track traffic lights. For a train to move, permission must be received from the neighbouring station. Whether the section is unoccupied (for an entire train set to pull in) is controlled by on-duty staff.

— **Microprocessor semi-automatic block system.** Regulates the movement of trains on sections with light traffic. It works similarly to semi-automatic block signalling, but whether the section is unoccupied by a train is controlled by axle counters.

(c) **Centralized traffic control CTC.** A traffic management centres are located in Riga and Daugavpils. These centeres are responsible for the traffic safety in the entire country, the data is centrally collected from the rail facilities and information systems and processed, 117 stations are connected to the CTC. Devices of the traffic management centre make it possible to manage and control, from one place, switches and signals of stations and side tracks within a section. The centres are responsible for the organisation and management of country train traffic, compilation and adjustment of train schedules, coordination of traffic breaks required for maintenance and repair of railway infrastructure, fast responding to situations affecting traffic safety and efficiency.

(3) LDz controls the technical condition of the rolling stock technically (FUES control posts, WILD control posts, gauge control devices) and visually (safety posts).

(a) **Technical control posts** - Automatically control vehicles of the train during movement. Posts consist of FUES and WILD control devices, and they are auxiliary devices for improving the safety of trains.

— **FUES control devices** (hot-box detectors) - A set of systems that indicates overheated boxes of vehicles and braked rolling stock wheelsets on a running train and transmits this information to the traction vehicle driver via vehicle signals and by radio, also to the station attendant (train dispatcher) and to the other users via the RAD system.

— **WILD control devices** (wheel damage detectors) - A system which detects wheel-rolling pattern surface defects on a running train and provides information to system users via the RAD system.

(b) **Vehicle gauge control devices** - devices that stop the movement of trains if there is a shift of the load or other gauge disturbances.

(c) **Means of visual control** (safety posts) - are defined in the LDz instruction No. D-3/39-2011 of 25 January 2011, "Instruction of how to control the technical conditions of the running rolling stock on public infrastructure tracks".

(4) A total of 58 control posts are installed at the railway infrastructure sections of LDz, with 47 FUES systems for one track sections, 11-FUES systems for two track sections and 7 WILD systems.

(5) The technical condition inspection of rolling stock using LDz control equipment is determined in accordance with the procedure approved by LDz Order No. D-1.14/169-2025 dated 13 October 2025, "Procedure for the technical condition inspection of wheelsets in a train consist".

(6) The LDz documents referred to in subsection 2.3.1 of the Network Statement are published on the LDz website. www.ldz.lv under section "Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti" (link in Latvian)

(7) The technical equipment with signalling and locking communication systems of the LDz infrastructure as well as the locations of the train control units are provided in Annex 2.3.10.A of the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

2.3.12. Communication systems

(1) Radio communication devices installed in trains ensure continuous and safe two-way communication between the traction unit driver (locomotive driver) and train dispatcher (within the range of dispatcher sections), stationmasters on duty (within the range of track sections adjacent to the station) and other traction unit drivers (locomotive drivers) located in the same section.

(2) Railway lines are equipped with train dispatcher and station radio communications and other internal LDz communications. Train digital radio communications (DMR) operate in the 154-174 MHz range together with the GPS system and ensure continuous and reliable two-way communications of the traction vehicle driver (driver) in half-duplex mode (transmission and reception occur on separate frequencies) with train dispatcher station attendants (within the boundaries of the sections adjacent to the station) and other traction vehicle drivers (drivers) who are located on the same section and the station radio communications operate in the 150 MHz or 450 MHz range. On the sections Rezekne-Zilupe-State Border and Daugavpils – Indra - State Border, train analog radio communications operate in the 2.13-2.15 MHz range in parallel with digital radio communications.

(3) In accordance with the requirements of Section 5 of Cabinet Regulation No. 680 of 28.11.2023, Railway Operating Regulations, and Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU, the procedure for the use of the ALS devices is defined:

- Regulations Regarding the Use of Train and Station Radio Communication Equipment, Two-way Park Loudspeaker Equipment, approved by 18 December 2014 decision No. PP-31/494 of the LDz Council of PresidentsI
- "DMR train radio communication system operating rules" approved by 15 August 2023 decision No. VL-1.6/266-2023 of the LDz Management Board;
- "Instructions on actions to be taken in the event of malfunctions in the radio communications and safety devices of traction vehicles" approved by the LDz Management Board decision No. VL-1.6/131-2025 of April 9, 2025.

2.3.13. Train control systems

(1) The on-board equipment of traction units' signalling and safety system is compatible with the 50Hz continuous automatic train signalling (ALSN) system.

(2) The technical requirements of STM module are published in document The National Implementation Plan for the European Rail Traffic Management System (ERTMS) (link in Latvian) on the internet website of the State Railway Technical Inspectorate https://www.vdzti.gov.lv/en, point IMPLEMENTATION PLANS in section's EU Legal Acts subsection Technical Specifications for Interoperability.

2.4. Traffic restrictions

2.4.1. Specialised infrastructure

Currently, the specialised infrastructure status pursuant to Section 27³ of the Railway Law and the Capacity Regulations has not been assigned.

2.4.2. Environmental restrictions

(1) In Latvia, environmental noise is regulated by the Law on Pollution of 15 March 2001, which determines the following: the need to develop strategic noise maps; the need to develop an action plan to reduce noise; deadlines for the development of strategic noise maps and action plans for noise reduction and persons responsible for the development thereof.

(2) Cabinet Regulation No. 16 of 7 January 2014, Procedures for Noise Assessment and Management (in Latvian), which determines the following: noise indicators, the procedure for the application and assessment thereof; requirements and deadlines for noise mapping, as well as for the development of strategic noise maps and noise reduction action plans; methods for the assessment of the harmful effects of environmental noise.

(3) According to Section 18.1 of the Law on Pollution, LDz, as the manager of the public use railway infrastructure, is obliged to develop strategic noise maps for railway lines upon which the traffic intensity is more than 30,000 trains per year. Environmental noise assessment was carried out for railway lines upon which the traffic intensity was more than 30,000 trains per year in 2021. Strategic noise maps were developed in 2022. The total length of railway lines upon which the traffic intensity was more than 30,000 trains per year in 2021 is 50.3 km. The railway lines cross the territories of the Riga agglomeration, Ropazi, Salaspils and Ogre municipalities. Approximately half of the total length of railway lines upon which the traffic intensity was more than 30,000 trains per year in 2021 are in the territory of Riga agglomeration.

(4) During the development of the strategic noise maps, information was analysed on the areas, populations, numbers of dwellings, educational institutions and inpatient hospitals of the territories exposed to certain noise levels, as well as information on exceeded noise limits and residents living in dwellings with special sound insulation and dwellings with quiet facades.

The maps have been developed in accordance with the requirements of the Cabinet Regulation No. 16 of 7 January 2014, Noise Assessment and Management Procedure and approved by the Ministry of Transport on 09.12.2022.

(5) Chapter II, Section 4, Paragraph one of the Law on Pollution sets out requirements for performing a polluting activity, including the need for a Category B permit for the performance of polluting activities.

(6) Cabinet Regulation No. 1082 of 4 December 2010, Procedures by Which Polluting Activities of Category A, B and C Shall Be Declared and Permits for the Performance of Category A and B Polluting Activities Shall Be Issued (hereinafter referred to as Regulation No. 1082), determines polluting activities (installations) requiring a permit. According to Annex 1, paragraph 8.4 of Regulation No. 1082, a Category B permit is required for railway depo and stations that perform the functions of a freight station, marshalling station or district station.

(7) A merchant intending to carry out freight operations (loading/unloading, storage) on station tracks, which are classified as a polluting activity according to Regulation No. 1082, has to receive a permit for the performance of a Category B polluting activity from the State Environmental Service.

(8) When planning freight operations, a merchant must comply with the requirements of the Environmental Protection Law and the Law on Pollution insofar as they are applicable and relevant to the planned activity.

2.4.3. Dangerous goods

(1) In LDz Order No. D-1.14/2-2026 of January 8, 2026, “On the Transportation of Particularly Dangerous Goods” it is stipulated:

- list of particularly dangerous goods;
- stations where train consists with wagons loaded with particularly dangerous goods may be temporarily stationed during the interval between assignments.

(2) The ordinance No. D-1.14/2-2026 is published on the LDz website www.ldz.lv, in section “Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti” (link in Latvian).

2.4.4. Tunnel restrictions

LDz network does not include tunnel objekts.

2.4.5. Bridge restrictions

(1) LDz infrastructural restrictions and specific characteristics on bridges are specified in the. 20 of June 2017 ordinance No. D–1.14./128–2017 “Train movement speed determination” (with changes) on the 3rd annex.

(2) The ordinance is published on the LDz website www.ldz.lv, in section “Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti” (link in Latvian).

2.5. Availability of the infrastructure

(1) Train throughput capacity of LDz railway infrastructure lines for allocation of railway infrastructure capacity for the 2027 timetable are provided in Annex 2.5.A to the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

(2) Information regarding Temporary Capacity Restrictions pursuant to Chapter V1 of Cabinet of Ministers Regulation No.472 of 15 July 2016 on the Allocation of Public-Use Railway Infrastructure Capacity is provided in Annex 2.5.B to the Network Statement. The information in the Annex is constantly updated in accordance with ongoing processes.

2.6. Infrastructure development

The indicative rail infrastructure development strategy referred to in Part 2 of Section 9 of the Railway Law is being developed and after it is adopted by the Cabinet of Ministers, reference to this document shall be added.

3

ACCESS CONDITIONS

3. ACCESS CONDITIONS

3.1. Introduction

(1) Section 3 of this Network Statement describes the terms and conditions related to access to the LDz infrastructure for the minimum package of access services probided by LDz.

(2) These terms and conditions also apply to the part of the freight corridors which pass through the LDz infrastructure.

3.2. General access requirements

3.2.1. Conditions for applying for capacity

(1) The procedures for allocation of capacity are laid down by the Railway Law Article 27.

(2) The performer of the essential functions is responsible for the allocation of infrastructure capacity and allocation of train paths in a fair and non-discriminatory manner. The applicant is required to conclude an agreement with the performer of the essential functions aboutbilling details, official means of communication, as well as payments for performing essential functionsas specified in Section 6. Capacity allocation process is described according to the conditions specified in Section 4.

(3) Requests for infrastructure capacity may be made:

(a) by railway undertakings - in case when carriage is taking place from the third country or to the third country;
(b) by railway undertakings and applicants that are not railway undertakings but persons with a public-service or commercial interest in procuring infrastructure capacity for conducting carriage in other cases.

(4) Applications for capacity allocations are submitted and examined in accordance with the rules specified in subsections 4.1.,4.2.,4.3.,4.4.

(5) The capacity allocated to the applicant cannot be used for any other type of transport services than those indicated in the capacity application.

(6) The applicant who has been granted a specific infrastructure capacity has no right to transfer such capacity to others in return for payment or free of charge, except for the case when this capacity is used by the railway undertaking upon assignment from the applicant which is not a railway undertaking. A different transfer of infrastructure capacity is prohibited and leads to exclusion from the further infrastructure capacity allocation process.

3.2.2. Conditions for access to the railway infrastructure

Article 5.[1] of the Railway Law provides rules for access to railway infrastructure.

(1) A railway undertaking shall be granted, under equitable, non-discriminatory and transparent conditions, the right to access the public-use railway infrastructure for the purpose of operating all types of rail freight services. That right shall include also access to the infrastructure connecting maritime and inland ports and other service facilities referred to in Section 12.[1] paragraph two of Railway Law, and to the infrastructure serving or potentially serving more than one final customer.

(2) Without prejudice to the provisions of Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulation (EEC) No 1191/69 and Council Regulation (EEC) No 1107/70, a railway undertaking shall be granted with the right to access the public-use railway infrastructure, so that it could provide passenger services, on fair, non-discriminatory and transparent terms. The carrier has the right to pick up and set down passengers at any station or stop. That right shall include also access to the infrastructure connecting the service facilities referred to in Section 12.[1], Paragraph two of Railway Law.

3.2.3. Licences

(1) In order to obtain the right to carry out transportation using LDz railway infrastructure, a merchant must obtain a railway undertaking licence.

(2) The requirements for obtaining an railway undertaking licence are determined by the Railway Law and the legal act issued on the basis of this law Cabinet of Ministres Regulation No. 558 Adopted 16 August 2016 on the Regulations on the Licensing of Railway Operators (link in Latvian)

3.2.4. Safety certificate

(1) Issuing of single safety certificates to railway undertakings is regulated by the Commission Implementing Regulation (EU) 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No. 653/2007 (hereinafter Regulation 2018/763).

(2) The procedures for applying Regulation 2018/763 in Latvia are specified in Cabinet Regulation No. 375 of 9 June 2020, Railway Safety Regulations.

3.2.5. Insurance

In accordance with Cabinet of Ministres Regulation No. 558 Adopted 16 August 2016 on the Regulations on the Licensing of Railway Operators (link in Latvian) requirements:

“6. The civil liability coverage requirement is fullfilled if the commercial company has adequate insurance or market-based guarantees for its liabilities in the event of a railway accident and for civil liability towards passengers, baggage, cargo, mail and third parties. The level of civil liability coverage shall be sufficient for providing rail freight services if the coverage is at least EUR 3 000 000, for passenger rail services of at least EUR 2 000 000 and rail services on the narrow gauge (750 mm) network if the coverage is at least EUR 150000.”

3.3. Contractual arrangements

3.3.1. Framework agreement

A sample for concluding the framework agreement referred to in Section 27.2 of the Railway Law between the performer of essential functions (also the infrastructure manager, if its area of activity is concerned) and the applicant is not included, because the infrastructure manager and the performer of essential functions do not offer such an agreement. A proposal of an individual agreement and the need to conclude such an agreement will be considered in accordance with the procedure laid down in laws and regulations.

3.3.2. Contracts with RUs

(1) Section 12.[1] of the Railway Law. "Services provided to carriers.

(a) The railway infrastructure managers shall supply to all railway undertakings, in a non-discriminatory manner, the minimum access package services
(b) Operators of service facilities grant to railway undertakings access to the service facilities, if any, and to the services supplied in these facilities."

(2) The right of the railway undertaking to use the public railway infrastructure (access to the railway infrastructure) may be granted after having obtained the safety certificate and the contract with the railway infrastructure manager for the use of a minimum access package and access infrastructure to service facilities.

(3) Sample agreements have been attached as:

- Annex 3.3.2.A – for passenger transportation (in Latvian);
- Annex 3.3.2.B – for cargo transportation (in Latvian).

(4) In accordance with Article 27.[1] of the Railway Act, the railway undertaking shall enter into the necessary contracts with the manager of the public railway infrastructure used. The terms of such contracts shall be non-discriminatory and transparent.

(5) Pursuant to the Collection Scheme the performer of the essential functions concludes an agreement (arrangement) with railway undertakings providing billing details and indicating official means of communication for the collection of payments to be made by the applicant for the allocated part of the railway infrastructure capacity prior to applying for a train path. The agreement (arrangement) template is attached as Annex 3.3.2.C to the Network Statement and concluding the agreement (arrangement) is compulsory.

3.3.3. Contracts with non-RU applicants

(1) Under Article 27 (2) of the Railway Law, "requests for infrastructure capacity may be made by applicants. In order to use the infrastructure capacity, applicants other than carriers shall designate a carrier which shall conclude a contract with the infrastructure manager in accordance with Article 27.[1] of the Railway Law. The applicant may request the infrastructure manager to conclude a contract granting the applicant the right to pay for the use of the railway infrastructure."

(2) Pursuant to the Railway Law Article 13.[1](3) and Collection Scheme, the performer of the essential functions concludes an agreement with applicants providing for billing details and indicating official means of communication in connection with payments to be made by the applicant for the part of the allocated railway infrastructure capacity prior to allocation of a train path if the applicant, who is not an railway undertaking, requests the right to pay for the use of railway infrastructure itself according to the Railway Law Article 27(2).

(3) Pursuant to the Collection Scheme the performer of the essential functions concludes an agreement (arrangement) with applicants providing billing details and indicating official means of communication for the collection of payments to be made by the applicant for the allocated part of the railway infrastructure capacity prior to applying for a train path. The agreement (arrangement) template is attached as Annex 3.3.3.A to the Network Statement and concluding the agreement (arrangement) is compulsory.

(4) In accordance with Section 34[1] (13) of the Railway Law, and the Regulations of the Cabinet of Ministers No. 540 "Regulations on Services Provided by the Public Use Railway Infrastructure Manager in Border Sections" (issued in accordance with Section 5.1 (7) of the Railway Law), approved procedures for ensuring registration of wagons and cross-border transportation in the territory of Latvia in border sections until a cargo transfer stations.

3.3.4. General terms and conditions

(1) Obligations and responsibilities in the field of use of public railway infrastructure are regulated by the Railway Law.

(2) LDz does not aplly RNE/CIT agreement No. E-GTC-I of 1 September 2014, “European General Terms and Conditions of Use of Railway Infrastructure”.

3.4. Specific access requirements

3.4.1. Rolling stock acceptance

(1) The railway vehicle authorisation and railway vehicle type authorisation process is determined by the following:

Commission Implementing Regulation (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council.

Cabinet Regulation No. 374 of 9 June 2020 “Regulations Regarding Railway Interoperability,” which determine the following:

- The procedures by which Commission Implementing Regulation (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council (hereinafter - Regulation (EU) 2018/545) is applied in Latvia;
- The procedures by which the State Railway Technical Inspectorate issues, suspends, renews, amends, or revokes an authorisation for the placement on the market of freight wagons and passenger wagons on a track gauge of 1520 mm.

(2) The procedure of registration of the rolling stock is stipulated by the COMMISSION IMPLEMENTING DECISION (EU) 2018/1614 of 25 October 2018.

(3) Based on COMMISSION IMPLEMENTING DECISION (EU) 2018/1614 of 25 October 2018, Cabinet of Ministers Regulation No. 441 of 9 July 2024 was approved. “Procedures for registering railway vehicles in the European Vehicle Register”.

(4) The regulations on railway rolling stock registration have been published in the section National Register of Rolling Stock on the internet website of the State Railway Administration.

3.4.2. Staff acceptance

- Points 4.6 and 4.7 of the Annex to the COMMISSION IMPLEMENTING REGULATION (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management.
- Cabinet of Ministers Regulation No. 873 Adopted 14 September 2010 on the Regulations Regarding Obtaining a Train Driver’s Qualification and Licence to Drive a Traction Vehicle;
- Cabinet of Ministers Regulation No. 219 Adopted 10 March 2009 on the Procedures for the Performance of Mandatory Health Examinations;
- Cabinet of Ministers Regulation No. 499 Adopted 19 August 2014 on the Regulations Regarding Building Inspectors;
- Cabinet of Ministers Regulation No. 157 Adopted 8 March 2022 “Regulations Regarding the Extent of the Knowledge of the Official Language and the Procedures for Examining the Proficiency in the Official Language”.

3.4.3. Exceptional transport

Transport of oversized freight with 1st-2nd stage bottom, 1st-3rd stage side and 1st-2nd stage top oversize on platforms and gondolas does not require the consent of LDz. On all other occasions, the company must obtain consent for oversized and heavy load transportation from LDz. Contact person - senior civil defence engineer Ruslans Ivanovs. Tel.: +371 67234488, email: ruslans.ivanovs@ldz.lv

3.4.4. Dangerous goods

(1) The following legislation regulating the transport of dangerous goods by rail has been adopted in the EU and the Republic of Latvia:

- DIRECTIVE 2008/68/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 24 September 2008 on the inland transport of dangerous goods;
- Carriage by Rail Law;
- Law on the Movement of Dangerous Goods;
- Cabinet of Ministres Regulation No. 226 Adopted 29 April 2003 on the Regulations Regarding Carriage of Dangerous Goods by Rail;
- Cabinet Ministeres Regulation No. 363 Adopted 4 July 2023, on the Regulations of Security advisers (advisers) in the field of Road Transport of dangerous goods and Carriage by rail;
- Cabinet of Ministres Regulation No. 500 Adopted 28 June 2011 on the Regulations Regarding Transportable Pressure Equipment;
- Cabinet of Ministres Regulation No. 377 Adopted 22 April 2004 on the Regulations Relating to the Carriage of Liquid Cargo in Tanks and Bunker Wagons (link in Latvian);
- Cabinet of Ministres Regulation No. 539 Adopted 17 June 2009 on the Regulations of Conformity Assessment for tanks and containers for the transport of dangerous goods by rail (link in Latvian);
- Cabinet of Ministres Regulation No. 464 Adopted 21 June 2011 on the Procedures for the Planning, Implementation and Control of Security Measures for the Movement of High Consequence Dangerous Goods;
- Cabinet of Ministres Regulation No. 541 Adopted 5 July 2011 on the Procedures for Control of the Movement of Dangerous Goods

(2) Conventions and Agreements binding to the Republic of Latvia:

- Convention concerning International Carriage by Rail (COTIF) Appendix C “Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)”. Other languages available on OTIF website;
- Agreement Concerning the International Carriage of Goods by Rail (SMGS), Annex 2, Dangerous Goods Regulations (link in Latvian). The official version is available on the Organisation for co-operation between railways (OSJD) website.

3.4.5. Test trains and other special trains

(1) Test runs are organised and carried out in accordance with the Cabinet Regulation No. 374 of 9 June 2020, Railway Interoperability Regulations. Information about the LDz service is available on the LDz website https://www.ldz.lv in the section for Business Vehicle test ride and transfer vehicle inspection service (link in Latvian).

(2) LDz takes decisions on appointing special (technological) trains in each individual case upon receiving an application from the railway undertaking or other stakeholder in accordance with the regulations of State Joint Stock Company “Latvijas Dzelzceļš” vehicle test drive and provision of inspection service of the transferable vehicle. The regulations are available on the internet website of LDz https://www.ldz.lv/en section for Business Vehicle test ride and transfer vehicle inspection service (link in Latvian).

4

CAPACITY ALLOCATION

4. CAPACITY ALLOCATION

The information in this section covers capacity allocation both for domestic and international traffic.

4.1. Introduction

The capacity allocation procedures and related time frames are laid down in Article 27 of the Railway Law, in Capacity Regulations and Capacity Allocation Scheme, as well Annex VII (approved by Commission Decision).

4.2. General description of the process

4.2.1. Annual capacity allocation

(1) The annual capacity is allocated based on infrastructure capacity requests submitted by the applicants to the performer of the essential functions by the official means of communication:

(a) adress: Perses street 8, Riga, Latvia, LV-1011;
(b) e-mail: info@lrn.lv;
(c) requests for international freight train traffic within RFC NSB via PCS software made available by RNE;
(d) JSP digital tool (capacity application system) within portal of the performer of the essential functions.

(2) The application form for infrastructure capacity requests is available in Annex 4.2.A. The applications are supplemented with:

(a) an analysis of the use, if any, of the infrastructure capacity granted during the previous year;
(b) information on the payment for railway infrastructure services in the previous infrastructure capacity allocation period, payment guarantees if the previous obligations regarding the use of railway infrastructure have not been fulfilled;
(c) a document that guarantees the infrastructure manager's reasonable expectations regarding future revenues and use of the infrastructure;
(d) acknowledgement of the railway service priority, if the infrastructure capacity is requested for the provision of railway services, which according to the third paragraph of Article 27 of the Railway Law have priority in the allocation of infrastructure capacity;
(e) the grounds of feasibility of the requested volume of capacity.
(f) an applicant other than a licensed railway undertaking is required to indicate in its application a railway undertaking which will carry out the related transportation operations.
(g) If the applicant is a licensed railway undertaking, it must confirm it possesses all required licenses, permits, contracts, insurance, certificates, and other documentation for the entire requested infrastructure capacity period. Any missing documents at the time of application must be disclosed.

(3) The infrastructure capacity requests can be placed both in Latvian and in English.

(4) Applications for capacity allocation are only considered if they contain information indicated in the form provided in Annex 4.2.A (for every market segment). If the application requires amendments, the performer of the essential functions informs the applicant thereof by the official means of communication. The applicant submits the necessary amendments in writing to the performer of the essential functions within five working days of the date of notification.

(5) Special conditions are required for capacity allocation for certain types of traffic:

(a) The contract on cooperation in the allocation of railway infrastructure capacity on more than one network between Latvia and Lithuania has been prepared between the performer of the essential functions and the Lithuania public-use railway infrastructure manager “LG infrastructure”, who shall perform the essential functions in Lithuania (2022).
(b) The contract on cooperation in the allocation of railway infrastructure capacity on more than one network between Latvia and Estonia has been prepared between the performer of the essential functions and the Estonia the performer of the essential functions “Eesti Raurtee”, who shall perform the essential functions in Estonia (2023).

(c) On lines included in RFC NSB referred to in subsection 1.7.1, the preliminary international train paths and reserve capacity are allocated by C-OSS. The rules and procedures for allocating train paths via C-OSS are published in CID. Detailed information is available in English at www.rfc8.eu.

(6) 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:

(a) 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 paragraph 4 of the table in subsection 4.5.1 of the Network Statement as the deadline for the publication of the draft annual working timetable;

(b) amendments to capacity request applications, which are related to the development of the annual working timetable, submitted after the deadline stated in paragraph 4 of the table in subsection 4.5.1 of the Network Statement but until the date specified in paragraph 6 of the table in subsection 4.5.1 of 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;

(c) modifications to applications submitted less than two months before the start of the working timetable specified in subsection 4.5.1.(9) are considered as applications for the modification of the working timetable;

(d) amendments to the capacity request applications that are not related with development of the annual working timetable, as well as amendments of applications that do not require changes in the annual working timetable (for instance: the change of market segment name), are considered within 10 working days.

(7) Infrastructure capacity allocation to the performers of technological processes:

(a) Performers of technological processes, whose infrastructure capacity is not reserved in the infrastructure manager's maintenance notice, can submit capacity applications before the date specified as the deadline for late submission in the Network Statement, subsection 4.5.1, Table 6;

(b) Performers of technological processes are assigned those train paths which are not requested by applicants.

4.2.2. Ad-hoc capacity allocation

(1) Ad-hoc requests must be submitted via e-mail to latrailnet@ldz.lv and the copy of the request to aleksejs.cerepaha@ldz.lv or by using JSP digital tool (capacity application system) within portal of the performer of the essential functions. The deadline for the submitting ad-hoc trains requests will come into effect after the deadline specified in paragraph 6 of the table in subsection 4.5.1. of the Network Statement.

(2) The application form for ad-hoc requests is available in Annex 4.2.D. An infrastructure capacity request application for Ad-hoc trains is supplemented with:

(a) documents confirming the priority of the railway service, where infrastructure capacity is required for the provision of rail transport services, which, according to the third paragraph of Article 27 of the Railway Law have priority in the allocation of infrastructure capacity;

(b) for an applicant which is non-railway undertaking – documents confirming that the railway undertakings designated by the applicant agrees to carry out the transportation.

(3) If the applicant has a sudden need, the capacity request application for Ad-hoc trains for allocating infrastructure capacity is submitted electronically by sending it to the e-mail addresses lrnjsd1@ldz.lv and aleksejs.cerepaha@ldz.lv or using the JSP electronic solution.

(4) Performers of technological processes must submit capacity applications for ad-hoc trains according to the form provided in the Capacity Allocation Scheme electronically to the capacity allocation body via emails: LRNjsd1@ldz.lv and aleksejs.cerepaha@ldz.lv.

4.2.3. Operational capacity allocation

(1) If the application form for infrastructure capacity requests does not specify the time of departure or arrival of the trains, the performer of the essential functions decides on the requests, by taking the decision on the number of train paths per day. The specific time of departure of the trains for such infrastructure capacity requests is assigned by the performer of the essential functions during operational capacity allocation.

(2) If the specific train paths were not allocated during the annual capacity allocation process, the applicant is required to submit train path allocation proposals (if any) to LRNjsd1@ldz.lv using the application form available in Annex 4.2.B, specifying the train path routes according to the railway line route timetables found in the Network Statement's Annex 4.2.C.

(3) Performers of technological processes submit proposals (if any) about assignment of train paths according to the form provided in the Capacity Allocation Scheme to the capacity allocation dispatcher electronically.

4.3. Reserving capacity for temporary capacity restrictions

4.3.1. General principles

(1) The infrastructure manager submits the maintenance notice notice about the planned maintenance works for the following period to the performer of the essential functions not later than eight months before the change of the annual working timetable in accordance with the form set out in Annex 4.3A to the Network Statement.

(2) During the development of the capacity allocation plan, the performer of the essential functions defines/determined the railway infrastructure capacity to be allocated, assigning a part of railway infrastructure capacity for the maintenance planned by the infrastructure manager based on the maintenance notice.

(3) Information regarding Temporary Capacity Restrictions pursuant to point 15 of Annex VII (approved by Commission-delegated decision (EU) 2017/2075 of 4 September 2017) to Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area are collected and provided LDz.

(4) According Cabinet of Ministres Regulation No.244 of 19 April 2016 on the Content of the Public-Use Railway Infrastructure Network Statement (link in Latvian) LDz publish information on Temporary Capacity Restrictions in the Network Statement.

4.3.2. Deadlines and Information provided to applicants

All applicants who plan to carry out their construction works related to train movement restrictions within the LDz infrastructure must inform LDz about this using official means of communication no later than 1 month before the publication deadlines set out in paragraphs 8 and 12 of the Commission Decision, as well as in the Capacity Regulations.

4.4. Impact of framework agreements

Sample agreement for the conclusion of a framework agreement mentioned in the Article 27.2 of the Railway Law between the performer of the essential functions as well as the infrastructure manager, if their scope of activity is concerned, and the applicant is not provided due to the reason that the infrastructure manager and performer of the essential functions does not offer the conclusion of such agreement. The proposal of concluding a separate agreement and the necessity for concluding such agreement is reviewed in accordance with the procedures laid down in laws and regulations.

4.5. Path allocation process

The capacity allocation procedures and related time frames are laid down in Section 27 of the Railway Law, in Capacity Regulations and in the Capacity Allocation Scheme and Directive 2012/34/EU Article 43 and Annex IV 3.c) and Commission Decision.

4.5.1. Annual timetable path requests

The annual working timetable is prepared based on infrastructure capacity applications complying with the requirements of subsection 4.2.1, in accordance according to the following schedule:

No.	Description of activities	Date in XSystem *	Date
1.	Infrastructure Capacity Application Submission	from X-12 to X-8	from 14.12.2025 to 13.04.2026
2.	The provisional international train paths (in cooperation with other EU infrastructure managers)	X-11	12.01.2026
3.	Draft Working Timetable; Capacity Allocation Project	X-5	06.07.2026
4.	Consultations with Applicants on the draft Working Timetable	until X-4	from 07.07.2026 to 07.08.2026
5.	Infrastructure capacity allocation (according to the infrastructure capacity requests indicated in Paragraph 1). Capacity allocation plan	X-3,5	24.08.2026
6.	The deadline for late submission	X-3	13.09.2026
7.	Allocation of unrequested and unallocated infrastructure capacity (according to the infrastructure capacity requests indicated in Paragraph 6)	X-2	19.10.2026
8.	Adjusting the draft annual working timetable; Adjusting of the capacity allocation plan	X-1	13.11.2026
9.	Start of annual working timetable	X	13.12.2026

** - X is the date of entry into force of the annual timetable and the number of months.*

4.5.2. Late annual timetable path requests

(1) Applicants have a possibility to submit infrastructure capacity request applications during the period after the submission deadline specified in paragraph 1 of the table in subsection 4.5.1 of the Network Statement until the deadline specified in paragraph 4 of the table in subsection 4.5.1 of the Network Statement as the deadline for late submission, in this case, applicants may claim a part of infrastructure capacity that has not been requested by the applicants who submitted infrastructure capacity request applications within the time limits specified in the schedule above.

(2) Applicants who are interested in performing regular* freight transportation but have not requested the infrastructure capacity necessary for this transportation in accordance with the schedule for submitting infrastructure capacity applications set out in the table of Subsection 4.5.1. of the Network Statement, may submit a capacity application for regular transportation after the date specified in point 6 of the table in Subsection 5.4.1. of the Network Statement as the deadline for late submission of applications, which are examined in the following manner and under the following conditions.

(a) the earliest time when applicants may submit capacity applications for regular transportation is 4 (four) months before the first train journey;

(b) the deadline for applicants to submit capacity applications for regular transportation is 1 (one) month before the first train journey;

(c) the minimum period for which capacity can be requested for regular transportation is 2 (two) months after the first train journey;

(d) the maximum period for which capacity for regular transportation can be requested is until the end of the validity period of the working timetable;

(e) the applicant may only claim an unclaimed and unallocated part of the infrastructure capacity and may not affect the interests of other applicants;

(f) if it is necessary to amend the annual working timetable during the process of allocating infrastructure capacity, then the conditions and deadlines specified in Subsection 4.8.1. of the Network Statement must also be observed.

* regular transportation – transportation on a specific route at a specific time of day (the time of departure or arrival of trains on the train movement route is specified), at least twice a week and for at least two consecutive months.

4.5.3. Ad-Hoc path requests

(1) The performer of the essential functions responsible for capacity allocation answers to ad-hoc requests within five working days by using official electronic means of communication. In the event of conflicting capacity request applications for ad-hoc trains with the same priority, infrastructure capacity shall be allocated in accordance with the chronological order of submission of capacity requests.

(2) If the requested infrastructure capacity corresponds to the infrastructure capacity reserved for ad-hoc trains, then the infrastructure capacity is allocated without the dispute settlement procedure. In this case, the performer of the essential functions responsible for capacity allocation as soon as possible, but not later than ten working days, decides on the allocation of infrastructure capacity to ad-hoc trains, informing the applicant and the infrastructure manager about it through official electronic means of communication.

(3) If the requested infrastructure capacity for ad-hoc trains affects the interests of other applicants, then the decision on the allocation of infrastructure capacity is taken after the dispute settlement procedure in accordance with subsection 4.5.4. In this case, the performer of the essential functions responsible for capacity allocation as soon as possible, but not later than fourteen working days, decides on the allocation of infrastructure capacity to ad-hoc trains, informing the applicant and the infrastructure manager about it though official electronic means of communication.

(4) The conditions for evaluating a capacity request for an ad-hoc train when request may be considered operationally as the path allocation process are detailed in the Capacity Allocation Scheme.

4.5.4. Coordination process

(1) Pursuant to Article 23 of Capacity Regulations in the case of conflict having occurred between submitted applications and technical ability of the infrastructure the performer of the essential functions responsible for capacity allocation asks applicants:

(a) to select another time for the route;
(b) to select a route other than that specified in the application;
(c) either to reduce time taken by a passenger train or to reduce stop quantity;
(d) to use other traction facility to provide a better performance;
(e) to cancel a part of requested infrastructure capacity.

(2) If applicants do not agree with the infrastructure capacity allocation proposed by the performer of the essential functions responsible for capacity allocation, then the performer of the essential functions responsible for capacity allocation:

(a) immediately notifies the known applicants and the infrastructure manager that over the course of coordination it has not been possible to adequately meet the requests and the specific infrastructure section is overloaded;
(b) reduces or does not grant infrastructure capacity for those applicants, whose technical train characteristics do not ensure efficient use of the infrastructure;
(c) allocates the infrastructure capacity according to the order set forth in Article 27(3) of the Railway Law:
   - provided on the basis of State or local government contract for public procurement of carriage by rail;
   - that support of foreign armed forces or National Armed Forces;
   - fully or in part are provided by using the infrastructure intended or constructed for special purposes (express, freight and similar carriage).
(d) complies with international agreements for cooperation and utilization of infrastructure sections and following criteria:
   - the importance of a service to the society, relative to any other service, which will no longer be available;
   - within a specialized infrastructure the priority may be given to a specialized type of traffic. Such designation does not hinder the use of this infrastructure by other types of traffic, if there is sufficient infrastructure capacity;
   - the experience of a railway undertaking and the infrastructure manager, if any;
   - the planned regularity, intensity and duration of use of the infrastructure;
   - the compliance of technical characteristics of trains with efficient use of the infrastructure;
   - the information about payments for infrastructure services during the previous infrastructure capacity allocation period, if such information exists.

(3) If applicants do not agree to the amended applications, then a dispute resolution process referred to in subsection 4.5.5. may be applied.

(4) The performer of the essential functions offers free infrastructure capacity to other applicants or for the needs of the infrastructure manager in order to achieve optimal usage of capacity.

4.5.5. Dispute resolution process

(1) The performer of the essential functions applies the dispute resolution procedure starting from the moment when the applicant has submitted complaints regarding the infrastructure capacity allocation in writing using the official, means of communication:

(a) adress: Perses street 8, Riga, LV-1011;
(b) e-mail: info@lrn.lv

(2) The performer of the essential functions responsible for capacity allocation reviews the complaints within two working days after the above-mentioned complaints are received and offers the applicant to take specific measures, and to amend the infrastructure capacity request application, if necessary, notifying the applicant about this in writing using the official means of communication.

(3) The applicant is obliged to submit a written response to the performer of the essential functions about agreeing or refusing to amend the infrastructure capacity request application within five working days from the submission of the complaints in writing using the official means of communication.

(4) The performer of the essential functions decides on the allocation of the infrastructure capacity within ten working days since the start of the dispute settlement proceedings (the receipt of complaints). The performer of the essential functions makes the decision on capacity allocation not later than the end of the period specified in paragraph 5 of the table in subsection 4.5.1 of the Network Statement.

(5) The discussions are carried out timely and confidentiality (without disclosing other applicants' identities unless the relevant applicants have agreed to the disclosure) through free-of-charge written or electronic means.

4.6. Congested infrastructure

4.6.1. Congested infrastructure

(1) Pursuant to Article 27 of the Railway Law, where, after coordination of the requested infrastructure capacity and consultation with applicants, it is not possible to satisfy requests for infrastructure capacity adequately the performer of the essential functions allocation immediately declares that the relevant section of infrastructure and infrastructure the capacity of which may become insufficient in the near future is congested. If this is a case, the performer of the essential functions responsible for capacity allocation notifies the known applicants, railway undertakings and the infrastructure manager that additional charges which reflect the scarcity of capacity referred to in Article 11 (3) of the Railways Law may apply.

(2) If no additional charge is applied or if it fails to deliver the expected result and the infrastructure is declared to be congested, the following criteria are additionally applied when allocating capacity:

(a) the social importance of the service over any other service that will consequently be no longer available;
(b) the experience of cooperation between the railway undertakings and the infrastructure manager, if any;
(c) the planned regularity, intensity and duration of the infrastructure usage;
(d) the adequacy of the technical characteristics of the trains to ensure the efficient usage of the infrastructure;
(e) information on the payment for infrastructure services during the previous capacity allocation period, if any.

(3) If the infrastructure section is declared as congested the performer of the essential functions performs a capacity analysis considering the infrastructure, the operating procedures, the nature of the different service operating and the effect of all these factors on infrastructure capacity. The performer of the essential functions involves the infrastructure manager in the capacity analysis by requesting proposals for methods and measures that could be taken to alleviate congestion in the short and medium term. Possible measures include, in particular, re-routing, change of service time, speeding and infrastructure improvements. The capacity analysis completes within six months of the identification of infrastructure as congested pursuant to Article 27 (9) of the Railway Law.

(4) Within six months of the completion of a capacity analysis, the infrastructure manager after consulting the users of the congested infrastructure and based on a cost-benefit analysis develops and approves the infrastructure capacity enhancement plan.

(5) The infrastructure manager may offer applicants to participate in infrastructure capacity enhancement activities.

4.6.2. Temporary insufficiency of infrastructure capacity

(1) Pursuant to Article 56 of Capacity Regulations specific measures can be applied in case of temporary insufficiency of the infrastructure capacity, when train path assignment proposals referred to in subsection 4.2.3 exceed the infrastructure capacity.

(2) In case of temporary insufficiency of the infrastructure capacity, the part of the infrastructure capacity of the railway undertakings not ready for shipment can be used for responsible for capacity allocation ready for shipment.

(3) If the performer of the essential functions receives the notification 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:

(a) to assign additional trains, if there is such a possibility;
(b) to provide train passage through bypasses and alternate routes, if any:
   - after coordinating with the railway undertaking, if the throughput capacity is limited due to a scheduled maintenance work;
   - after informing the railway undertaking in order to normalize the work of the hub station;
(c) to reduce the allocated railway infrastructure capacity down to the actually required for those railway undertakings that do not have trains ready for departure;
(d) 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;
(e) 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;
(f) 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;
(g) to review train dispatch sequence if cargo unloading is not provided;
(h) to decide on the moving sequence of trains with less weight and shorter length within the railway infrastructure;
(i) with the consent of the respective railway undertakings, to include the traction of one railway undertaking in the freight train of another railway undertaking;
(j) to identify other activities according to the laws and regulations.

(4) In case the set sequence of train movements needs to be changed, the performer of the essential functions updates the operational capacity allocation plan and informs railway undertakings about the changes by phone (providing recording of the conversation).

4.7. Exceptional transport and dangerous goods

No additional rules apply.

4.8. Rules after path allocation

(1) If the changes of the annual working timetable are required, they take place on:

(a) last Sunday of March;
(b) midnight on the second Saturday in June to Sunday– relating to seasonal fluctuation of passenger services;
(c) last Sunday of October;
(d) other dates – if necessary, when the need is related to changes made to the infrastructure (opening, closure, rebuilding, etc. of a station or section) or after application by the applicant, provided that the proposed amendments do not exceed 25% of the capacity indicated in the Network Statement for the infrastructure section concerned, but not more than five train paths, and do not affect the interests of other railway undertakings.

(2) When adjusting the annual working timetable, the priority sequence of requirements referred in the third paragraph of Article 27 of the Railway Law is complied with.

4.8.1. Rules for path modification by the applicant

(1) The applicants have rights to apply for an amendment to the annual working timetable (e.g. changes of routes or an extension of the existing route, change of stops and times) if the train concerned already included in the approved annual working timetable.

(2) Applications for amendments of the annual working timetable to the annual working timetable specialist by sending them electronically to the email addresses grafiks@ldz.lv and latrailnet@ldz.lv and the notifications of the amendments are made within the following deadlines:

Nr.	Type of train or traffic	Application submitting deadline	Amendment notifying deadline
		Days before the planned amendments	
1	**Modifications do not exceed 25% of of the total number of train paths in the annual timetable in the relevant infrastructure section**		
1.1	International Passenger Trains	75 calendar	60 calendar
1.2	Domestic Passenger Trains, except 1.3	30 calendar	10 calendar
1.3	Occasional Domestic Passenger Train, if it does not affect the movement of the trains of other railway undertakings	10 calendar	3 calendar
1.4	Freight Trains	25 calendar	5 calendar
2	**Modifications exceed 25% of of the total number of train paths in the annual timetable in the relevant infrastructure section**		
2.1	International Passenger Trains	75 calendar	60 calendar
2.2	Domestic Passenger Trains	75 calendar	10 calendar
2.3	Freight Trains	75 calendar	5 calendar

(3) If the approved infrastructure capacity allocation plan is not affected, the annual working timetable may be modified after related request from the applicant;

(4) When the change of the annual working timetable affects the approved infrastructure capacity allocation plan, the change of the annual working timetable shall be made only after the relevant changes of the capacity allocation plan have been made by the performer of the essential functions responsible for capacity allocation accordingly:

(a) if the proposed changes of the annual working timetable do not affect the interests of other applicants, the performer of the essential functions responsible for capacity allocation accepts them as soon as possible;
(b) if the proposed changes to the annual working timetable affect the train schedules of other railway undertakings or reduce their allocated capacity the performer of the essential functions responsible for capacity allocation takes coordination process pursuant to subsection 4.5.4.

4.8.2. Rules for path alteration by the IM

(1) If the approved infrastructure capacity allocation plan is not affected, the annual working timetable may be modified for scheduled maintenance.

(2) When the change of the annual working timetable affects the approved infrastructure capacity allocation plan, the change of the annual working timetable shall be made only after the relevant changes of the capacity allocation plan have been made by the performer of the essential;

(3) Notify changes made to the annual timetable in accordance with the requirements set out in paragraph (2) in subsection 4.8.1 of the Network Statement.

4.8.3. Non-usage rules by the applicant

Non-use of pre-reserved train paths is considered as the fault of applicants:

(a) railway undertakings untimely (four or more hours before the start of the train path allocation planning period) inform or do not inform the capacity allocation dispatcher at all about the cancellation (non-use) of train paths allocated in the annual infrastructure capacity allocation process);
(b) if a train path is allocated within the operational capacity allocation process, the train delays dispatch from the starting point of the route in any case more than one hour from the time specified in the operational capacity allocation plan, or as a result of the delay was not dispatched until the next train path dispatch time in accordance with the annual timetable, and the railway undertaking does not inform the capacity allocation dispatcher about changes in train dispatch).

If this is a case, the charges referred to in subsection 5.3.(5) (e) are not refundable.

4.8.4. Rules for cancellation by the applicant

In case of a particularly overloaded infrastructure, the capacity allocation body requests the cancellation of a previously assigned train path that has been used less than five calendar days in at least one month (or according to the threshold quota specified in the infrastructure network report) unless it has happened for reasons, which are not of an economic nature, and which could not have been affected by the applicant.

4.9. TTR for smart capacity management

(1) RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA) are currently working on a Redesign of the International Timetabling Process (TTR). The objective of TTR is to harmonise and improve the European rail timetabling system to significantly increase the competitiveness of railway transports.

(2) TTR consists of different components, including in particular an improved planning of the distribution of infrastructure capacity (including temporary capacity restrictions) and the introduction of new capacity allocation processes.

(3) The purpose is to better serve all market needs and achieve an optimised use of existing infrastructure capacity. In particular for passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For the majority of freight traffic, it will mean more possibilities for short-term path requests and thus more flexibility to better meet customers' needs.

(4) Detailed information on the project can be found ttr.rne.eu and http://www.forumtraineurope.eu/services/ttr/.

4.10. Capacity allocation principles for the RFC NSB

The information of the capacity allocation principles for the RFC NSB is available in the RNE official website in the following link: Network_Statement_Annex_4.10_RFC_Capacity_Allocation

5

SERVICES AND CHARGES

5. SERVICES AND CHARGES

5.1. Introduction

The following subsections contain information on the LDz infrastructure services, charging principles, overview of the charging system and charges for the use of services provided by the infrastructure manager. Information on charging principles, schemes and charges of the service facilities is available in Section 7 of the Network Statement.

5.2. Charging principles

5.2.1. Basis of the infrastructure charges

(1) Except cases where cooperation agreements is signed with a purpose to establish specific charging systems for services in relation to more than one infrastructure network of the rail system within the European Union, the performer of the essential functions shall ensure, that the Charging Scheme in use is based on the same principles over the whole network and that the application of the Charging Scheme to different railway undertakings that perform services of an equivalent nature in a similar part of the market results in equivalent and non-discriminatory charges (Article 11(1) of the Railway Law). For the current Network Statement period, no cooperation agreements to establish specific charging systems have been signed.

(2) Given that the values or technical parameters referred to in Article 5 (2) of Regulation 2015/909 are significantly different in different parts of the network managed by the infrastructure manager - the narrow gauge (750mm) Gulbene - Aluksne and wide gauge (1520mm) core network, track access charges in the above-mentioned parts of the network are defined separately.

(3) The performer of the essential functions sets track access charges in accordance with the direct cost in compliance with the Article 11(2) of the Railway Law and Regulation 2015/909, and levies mark-ups, if the market can bear this, and provides differentiation so that different railway undertakings providing comparable services in similar market segments are subject to equivalent and non-discriminatory track access charges.

(4) The performer of essential functions after consultations with applicants and the infrastructure manager develops and adopts the Charging Scheme regarding track access charges as well as the Collection Scheme stipulating terms for collection of the above-mentioned charges. Full texts and the respective amendments of the Charging Scheme and Collection Scheme currently in force are available in the official website of the performer of the essential functions in the following link: https://tiesibuakti.lrn.lv/en.

(5) The infrastructure manager in accordance with the method of cost allocation to the various categories of services provided to the railway undertakings, from its total costs to the minimum access package and to the access to infrastructure connecting service facilities, allocates the full costs necessary to ensure common access rights throughout the infrastructure to the freight and passenger service groups using the cost drivers referred to in Annex 1 of the Charging Scheme. The network-wide direct costs of the infrastructure are calculated as the difference between the full costs of each parameter of freight and passenger service groups mentioned in Annex 1 of the Charging Scheme and each cost parameter included costs, that according to the Regulation 2015/909 are considered as noneligible costs. The above-mentioned cost parameters according to the Charging Scheme and its Annex 1 are the following:

(a) full infrastructure maintenance and overhead costs ($_{\text{ceļ uztur}}$);

(b) maintenance and train operating costs of infrastructure that provides an access to the infrastructure connecting service facilities ($_{\text{mez uztur}}$);

(c) renewal costs of infrastructure that provides a minimum access package and an access to the infrastructure connecting service facilities ($_{\text{atj}}$);

(d) electric traction supply equipment costs ($_{\text{elektr}}$);

(e) costs of performing essential functions of the infrastructure manager ($_{\text{bfv}}$).

(6) The performer of the essential functions sets the levels of network-wide unit direct costs and specific segment (s) mark-up levels for each of the above-mentioned cost parameters which results in the multi-parameter track access charges (exclusive of VAT) for different unit performance indicators:

(a) $\mathbf{M}_{\text{ceļ uztur gr s}}$ – EUR / train-kilometer;
(b) $\mathbf{M}_{\text{mez uztur gr s}}$ – EUR / wagon;
(c) $\mathbf{M}_{\text{atj gr s}}$ – EUR / gross tonne kilometer;
(d) $\mathbf{M}_{\text{elektr gr s}}$ – EUR / train-kilometer;
(e) $\mathbf{M}_{\text{bfv gr s}}$ – EUR / route of railway lines.

(7) To modify or adapt the levels of track access charges to the specific conditions the performer of the essential functions according to the Charging Scheme to any of the charging parameter components may apply specific differentiation instruments mentioned in subsection 5.2. of the Network Statement.

5.2.2. Scarcity charges

The performer of the essential functions may decide to add a charge which reflects the scarcity of railway infrastructure capacity to the existing level of track access charge in a specified railway infrastructure part during congestion periods by setting a scarcity charge. Level of scarcity charges shall be set in accordance with the changes in the railway infrastructure costs caused by the maintenance costs associated with the capacity-enhancement plan and the costs of attracting borrowed capital for long-term investments foreseen by the infrastructure manager. For the current Network Statement period, no scarcity charges have been applied.

5.2.3. Environmental charges

Track access charges may be modified to take into account the costs of environmental effects caused by the operation of the train. The decision on the environmental charge is made in accordance with user-oriented performance targets in environmental protection foreseen in the multi-annual contract, the decision of the Cabinet of Ministers (referred to in the Article 11(11) of the Railway Law) on the assignation of compensation, its value and payment conditions, as well as the railway environment policy and its action program issued by the regulatory body. For the current Network Statement period, no environmental charges have been applied.

5.2.4. Specific investment project charges

The performer of the essential functions may set higher track access charges in case of specific investment projects that are not mentioned in the multi-annual contract but increase efficiency or cost effectiveness of applicants and if it could not otherwise be or have been achieved. Level of specific investment project charges shall be set in accordance with the changes in the railway infrastructure costs caused by the specific investment project (e.g. the amortization of the part of the long-term investment in the programming period that does not exceed the efficiency of the applicant's savings). For the current Network Statement period, no specific investment project charges have been applied.

5.2.5. Discounts

The performer of the essential functions may levy the following discounts:

(a) volume discount to a specific market segment if during the programming period the volume of traffic for a specific market segment exceeds the forecasted train kilometers (determined according to the level of the respective market segment mark-up);

(b) network loading optimization discount for a specific part of the railway infrastructure where demand for the railway infrastructure capacity does not reach the optimal load and where it can be ascertained that the discount can stimulate the usage of the railway infrastructure capacity.

(c) discounts directly provided for by EU law.

5.2.6. Network performance supporting charges

The performer of the essential functions may apply penalties for actions which disrupt the operation of the railway network, compensations for the infrastructure manager or railway undertakings which suffer from disruption and bonuses, if delay exceeds the allowable delay limits specified in the Network Performance Scheme and if delay causes other railway undertakings train delay. Currently the infrastructure manager accumulates information about the delays and their causes but does not apply payments for them.

5.2.7. Charges for capacity used for infrastructure maintenance and for railway technological processes

(1) Track access charges are not applied to the trains and rolling stock designated by the infrastructure manager that are not involved in freight or passenger transportation by rail, but are related to the prevention or elimination of the consequences of disruption, the maintenance of the infrastructure, the performance of all repair operations, if the provisions of the Capacity Allocation Scheme regarding requests for infrastructure capacity to enable maintenance work are complied, otherwise applying rules set out in the Network Performance Scheme.

(2) Track access charges for infrastructure capacity used by railway undertakings and technical processes performer rolling stock and trains that are not involved in freight or passenger transportation by railway but provide technological processes (construction, renewal and maintenance of railway infrastructure equipment, modernization and repairs of railway rolling stock, preparation of trains and locomotives for transportation, locomotive movements, etc.) are determined at the level of direct unit maintenance and train operating costs of railway infrastructure that provide the minimum access package.

5.2.8. Application assurance payment

The performer of the essential functions determines application assurance payment for the infrastructure capacity that is allocated in the capacity allocation plan (regardless of whether the capacity is utilized), according to the level of the unit full costs of performing infrastructure manager essential functions defined in the Paragraph 23 of Article 1 of the Railway Law.

5.2.9. Mark-ups

(1) Mark-ups are applied on the basis of efficient, transparent and non-discriminatory principles, while guaranteeing optimal competitiveness of rail market segments. The charging system shall respect the productivity increases achieved by railway undertakings. The level of track access charges shall not, however, exclude the use of infrastructure by market segments which can pay at least the cost that is directly incurred as a result of operating the railway service, plus a rate of return which the market can bear.

(2) The performer of the essential functions evaluates the relevance of the mark-ups for the specific market segments and also assesses the need for further distinguishing of market segments according to the commodity or passengers transported, if:

(a) applicants in the capacity requests specify specific conditions of utilization of the infrastructure that allow them to adapt to the final customers preferences (obtaining additional competitive advantages) or to their technological failures that causes the infrastructure manager costs which would otherwise be eliminated and not included in the track access charges;
(b) infrastructure manager services improve the criteria of final customers preferences compared to competing transport modes and infrastructure networks;
(c) environmental, accident and infrastructure costs that are not paid by competing transport modes can be observed and there is a decision of the Cabinet of Ministers (referred to in the Article 11(11) of the Railway Law) on the assignation of compensation, its value and payment conditions.

5.2.10. Principles of market segmentation and segmentation criteria

(1) Current market segmentation is based either on the impact of different types of utilization of the infrastructure on the cost of railway infrastructure, on the productivity achieved by railway undertakings or on the impact of the allowable mark-up value on the competitiveness of the final consumer market.

(2) Applicants not later than 4 months before publishing the Network Statement may submit evidence to the performer of the essential functions that market segmentation criteria set out in the Charging Scheme is not equal for different types of utilization of the infrastructure, market situation does not allow to cover existing track access charges or specific market segments do exist in which railway undertakings currently are not operating but may provide their services.

(3) Criteria for market segmentation is set out in Annex 3 of the Charging Scheme.

5.2.11. The list of market segments

According to the Charging Scheme, the current list of market segments includes the following market segments:

(a) passenger services within the framework of a public service contract (within wide gauge network);

(b) international passenger services within the European Economic Area (within wide gauge network);

(c) other passenger services (within wide gauge network);

(d) passenger services within the framework of a public service contract (within narrow gauge network);

(e) other passenger services (within narrow gauge network);

(f) grain freight services within domestic network and European Economic Area;

(g) cement freight services within domestic network and European Economic Area;

(h) freight services of intermodal transport units within domestic network and European Economic Area (without the use of node infrastructure);

(i) freight services of intermodal transport units within domestic network and European Economic Area;

(j) wood chips freight services within domestic network and European Economic Area;

(k) wood pellets freight services within domestic network and European Economic Area;

(l) building materials delivery freight services for the construction of *Rail Baltica* infrastructure (without the use of node infrastructure);

(m) petroleum products freight services within domestic network and European Economic Area;

(n) other freight services within domestic network and European Economic Area;

(o) new freight services within domestic network and European Economic Area;

(p) freight services between Riga railway node stations;

(q) empty wagons freight services (platforms);

(r) empty wagons freight services (other wagons);

(s) unidentified freight services throughout the entire LDz network;

(t) freight services of intermodal transport units within international 1520 traffic;

(u) coal freight services within international 1520 traffic;

(v) other freight services within international 1520 traffic.

5.3. Minimum access package and charges

(1) The minimum access package comprises of:

(a) handling of requests for infrastructure capacity: decision-making on infrastructure capacity allocation, the allocation of train paths, including both the determination and evaluation of access and the allocation of individual train paths, as well as the decision-making on infrastructure charges, including the determination and collection of the charges;

(b) the right to utilize capacity which is granted: rail sector administration by the standard regulation;

(c) use of in particular: tracks including track points and junctions, platforms, civil infrastructure and related fixed installations and security objects used for the train acceptance, passing and dispatching, passenger mentioned in the Annex 2.3.3.D of the Network Statement and related external illumination equipment. The information in the Annex is constantly updated in accordance with ongoing processes;

(d) train and traction vehicle control including signaling, regulation, dispatching and the communication and provision of information on train movement;

(e) use of electrical supply equipment for traction current, where available – optional;

(f) all the other information required to implement or operate the service for which infrastructure capacity has been granted.

(2) The performer of the essential functions has set track access charges for maintenance of the infrastructure and traffic control within the minimum access package. In addition to minimum access package track access charges include other cost parameters (charges for maintenance of the infrastructure and traffic control within the infrastructure network hubs, renewals of the infrastructure and maintenance and renewals of the electric traction supply equipment for trains using electric traction).

(3) The total final payment includes at least direct costs of the cost parameter components mentioned in the subsection 5.2.1.(5) and different mark-ups (where applied). Differentiation instruments (discounts, network performance supporting charges and/or other) mentioned in subsection 5.2. of the Network Statement may be applied to the final amount of track access charge of the given market segment to modify or adapt track access charges to the specific market conditions.

(4) Current track access charges in force are set out in the following board decisions of the performer of the essential functions:

(a) JSC "LatRailNet" 02.07.2025. board decision Nr.JALP-1.3./5-2025 (prot.Nr.JALP-1.2./27-2025) "Par vienības vidējo tiešo izmaksu, maksas par minimālo piekļuves pakalpojumu kompleksu un piekļuvi infrastruktūrai, kas savieno infrastruktūru ar apkalpes vietām, un citu saistīto maksas lielumu noteikšanu periodam no 2026.gada 1.janvāra, un maksas aprēķināšanas shēmas un maksas iekasēšanas shēmas grozījumu apstiprināšanu";

(b) JSC " LatRailNet" 19.11.2025. board decision Nr.JALP-1.3./7-2025 (prot.Nr.JALP-1.2./43-2025) "Par maksas par būtisko funkciju veikšanu periodam no 2025.gada 14.decembra līdz 2026.gada 12.decembrim noteikšanu" and amendments to this decision adopted by JSC "LatRailNet" 01.12.2025. board decision Nr.JALP-1.3./8-2025 (prot.Nr.JALP-1.2./46-2025) "Par grozījumiem AS "LatRailNet" 2025.gada 19.novembra valdes lēmumā Nr.JALP-1.3./7-2025 "Par maksas par būtisko funkciju veikšanu no 2025.gada 14.decembra līdz 2026.gada 12.decembrim noteikšanu";

(c) JSC "LatRailNet" 29.12.2025. board decision Nr.JALP-1.3./9-2025 (prot.Nr.JALP-1.2./47-2025) "Par grozījumu apstiprināšanu maksas aprēķināšanas shēmā un maksas iekasēšanas shēmā, un maksas par minimālo piekļuves pakalpojumu kompleksu un piekļuvi infrastruktūrai, kas savieno infrastruktūru ar apkalpes vietām, noteikšanu tirgus segmentam "kravu pārvadājumi starp stacijām Rīgas dzelzceļa mezgla ietvaros";

(d) JSC "LatRailNet" 25.05.2026. board decision Nr.JALP-1.3./2-2026 (prot.Nr.JALP-1.2./18-2026) " Par maksas par minimālo piekļuves pakalpojumu kompleksu un piekļuvi infrastruktūrai, kas savieno infrastruktūru ar apkalpes vietām noteikšanu tirgus segmentam "labības kravu pārvadājumi iekšzemē un Eiropas Ekonomikas zonas ietvaros".

(5) Current track access charges in force are set at the following amounts:

(a) Network-wide average unit direct costs (**$TI_{param\ gr\ s}$**) of all cost parameters in force for freight and passenger service groups for the period from 1 January 2026 (*euro* per unit without value added tax):

Service group	**Parameter of the Track Access Charges**	**Maintenance of the railway infrastructure and traffic control within minimum access package**	**Maintenance of the railway infrastructure and traffic control within infrastructure network hubs**	**Renewals of the railway infrastructure**	**Maintenance and renewals of the electric traction supply equipment** (for trains using electric traction)
		EUR / train km	EUR / 1 wagon	EUR / gross tonne-km	EUR / train km
Freight services		**1,23**	**4,43**	**0,00070720**	**not applied**
Passenger services		**1,23**	**not applied**	**0,00104397**	**0,15**
Passenger services (within narrow gauge network)		**2,06**	**not applied**	**not applied**	**not applied**

(b) Amounts of the infrastructure charges in force for all cost parameters in specific market segments for the time period from 1 January 2026 (*euro* per unit without value added tax):

Market segment	Abbreviation of the track acces charge	Charging unit	Amount of the track access charge, EUR per unit
Passenger services within the framework of a public service contract (within wide gauge network)	M cel uzt pas sab pak pas	train km	1,23
	M atj pas sab pak pas	gross tonne km	0,00104397
	M elektr pas sab pak pas	train km for electric trains	0,15
International passenger services within the European Economic Area (within wide gauge network)	M cel uzt pas starpt pas	train km	1,30
	M atj pas starpt pas	gross tonne km	0,00106848
Other passenger services (within wide gauge network)	M cel uzt pas citi pas	train km	1,23
	M atj pas citi pas	gross tonne km	0,00104397
	M elektr pas citi pas	train km for electric trains	0,15
Passenger services within the framework of a public service contract (within narrow gauge network)	M cel uzt pas sab pak pas šs	train km	2,06
Other passenger services (within narrow gauge network)	M cel uzt pas citi pas šs	train km	2,06
Grain freight services within domestic network and European Economic Area (until 23 August 2026)	M cel uzt krav lab krav	train km	6,83
	M mez uzt krav lab krav	number of wagons	17,86
	M atj krav lab krav	gross tonne km	0,00197476
Grain freight services within domestic network and European Economic Area (starting from 24 August 2026)	M cel uzt krav lab krav	train km	6,09
	M mez uzt krav lab krav	number of wagons	16,07
	M atj krav lab krav	gross tonne km	0,00180575
Cement freight services within domestic network and European Economic Area	M cel uzt krav cmt krav	train km	1,83
	M mez uzt krav cmt krav	number of wagons	5,86
	M atj krav cmt krav	gross tonne km	0,00084241
Freight services of intermodal transport units within domestic network and European Economic Area (without the use of node infrastructure)	M cel uzt krav kont bm krav	train km	1,23
	M mez uzt krav kont bm krav	number of wagons	0,41
	M atj krav kontein krav	gross tonne km	0,00070720
Freight services of intermodal transport units within domestic network and European Economic Area	M cel uzt krav kont am krav	train km	1,23
	M mez uzt krav kont am krav	number of wagons	0,41
	M atj krav kont am krav	gross tonne km	0,00070720
Wood chips freight services within domestic network and European Economic Area	M cel uzt krav skeld krav	train km	1,23
	M mez uzt krav skeld krav	number of wagons	4,43
	M atj krav skeld krav	gross tonne km	0,00070720
Wood pellets freight services within domestic network and European Economic Area	M ceļ uzt krav gran krav	train km	4,37
	M mez uzt krav gran krav	number of wagons	11,95
	M atj krav gran krav	gross tonne km	0,00141703

Market segment	Abbreviation of the track acces charge	Charging unit	Amount of the track access charge, EUR per unit
Building materials delivery freight services for the construction of *Rail Baltica* infrastructure (without the use of node infrastructure)	**M** cel uzt krav rb krav	train km	**8,10**
	M mez uzt krav rb krav	number of wagons	**6,93**
	M atj krav rb krav	gross tonne km	**0,00226207**
Petroleum products freight services within domestic network and European Economic Area	**M** cel uzt krav np krav	train km	**8,10**
	M mez uzt krav np krav	number of wagons	**20,91**
	M atj krav np krav	gross tonne km	**0,00226207**
Other freight services within domestic network and European Economic Area	**M** cel uzt krav citi krav	train km	**5,56**
	M mez uzt krav citi krav	number of wagons	**14,82**
	M atj krav citi krav	gross tonne km	**0,00168745**
New freight services within domestic network and European Economic Area	**M** cel uzt krav jaun krav	train km	**1,23**
	M mez uzt krav jaun krav	number of wagons	**4,43**
	M atj krav jaun krav	gross tonne km	**0,00070720**
Freight services between Riga railway node stations	**M** cel uzt krav rgmz krav	train km	**22,73**
	M mez uzt krav rgmz krav	number of wagons	**0,00**
	M atj krav rgmz krav	gross tonne km	**0,00000000**
Empty wagons freight services (platforms)	**M** cel uzt krav tuks pf krav	train km	**1,23**
	M mez uzt krav tuks pf krav	number of wagons	**4,43**
	M atj krav tuks pf krav	gross tonne km	**0,00070720**
Empty wagons freight services (other wagons)	**M** cel uzt krav tuks krav	train km	**4,37**
	M mez uzt krav tuks krav	number of wagons	**11,95**
	M atj krav tuks krav	gross tonne km	**0,00141703**
Unidentified freight services throughout the entire LDz network	**M** cel uzt krav neid krav	train km	**8,10**
	M mez uzt krav neid krav	number of wagons	**20,91**
	M atj krav neid krav	gross tonne km	**0,00226207**
Freight services of intermodal transport units within international 1520 traffic	**M** cel uzt krav kont 1520	train km	**4,37**
	M mez uzt krav kont 1520	number of wagons	**11,95**
	M atj krav kont 1520	gross tonne km	**0,00141703**
Coal freight services within international 1520 traffic	**M** cel uzt krav ogl 1520	train km	**3,10**
	M mez uzt krav ogl 1520	number of wagons	**8,91**
	M atj krav ogl 1520	gross tonne km	**0,00112972**
Other freight services within international 1520 traffic	**M** cel uzt krav citi 1520	train km	**6,83**
	M mez uzt krav citi 1520	number of wagons	**17,86**
	M atj krav citi 1520	gross tonne km	**0,00197476**

(c) Track access charges for capacity used for infrastructure maintenance and for railway technological processes for the period from 1 January 2026 (*euro* per train km without value added tax):

Type of traffic	Amount of the track access charge ($M_{tehpr\ gr}$) EUR per train km
Passenger traffic (within wide gauge network)	**1,23**
Passenger traffic (within narrow gauge network)	**2,06**
Freight traffic (within wide gauge network)	**1,23**

(d) Track acces charges for performing essential functions of the infrastructure manager (application assurance charge) for the period from 14 December 2025 to 12 December 2026:

Type of traffic	Amount of the track access charge for the allocated portion of the capacity in the capacity allocation plan for the specific service group *euro* per 1 allocated route of railway lines	Amount of the track access charge for reviewing ad-hoc capacity requests for the specific service group, *euro* per 1 allocated route of railway lines	Amount of the track access charge for the coordination procedure for the specific service group, *euro* per application
Freight traffic	$M_{rezer\ bfv\ krav}$	$M_{ārpus\ rezer\ bfv\ krav}$	$M_{koord\ rezer\ bfv\ krav}$
	20,16	**30,87**	**549,42**
Passenger traffic	$M_{rezer\ bfv\ pas}$	$M_{ārpus\ rezer\ bfv\ pas}$	$M_{koord\ rezer\ bfv\ pas}$
	5,45	**30,87**	**549,42**

(e) Infrastructure capacity assurance charges are not applied during the period of this Network Statement;

(f) Discounts are not applied during the period of this Network Statement.

5.4. Additional services and charges

(a) The following equipment is available at passenger stations and stopping points:

1) Passenger luggage storage is available at the Riga pasazieru station.

2) Premises in the following stations and stop points are equipped with baby changing tables: Riga pasazieru, Olaine, Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Asari, Vaivari, Sloka, Koknese.

3) The following stations and stops are equipped with video surveillance systems in the passenger area: Riga pasazieru, Olaine, Jelgava, Cukurfabrika, Liepaja, Sigulda (owned by the local authority), Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Ikskile, Ogre, Lielvarde, Saulkrasti, Ventspils, Koknese, Krustpils.

4) Physical security provision at the following stations: Riga pasazieru station.

5) Accessible environment for people with reduced mobility:

- wheelchair ramps in stations and stop points: Krustpils, Daugavpils, Parogre, Dendrarijs, Muldakmens, Aizkraukle, Koknese, Alotene, Plavinas, Ozolsala, Rezekne II, Olaine, Cukurfabrika, Jelgava, Zemitani, Ciekurkalns, Incukalns, Sigulda, Cesis, Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Ziemelblazma, Saulkrasti, Liepaja, Riga Pasazieru, Vagonu parks, Janavarti, Daugmale, Rumbula, Darzini, Salaspils, Saulkalne, Kaibala, Tornakalns, Cena, Valmiera, Zasulauks, Depo, Kudra, Incupe;
- tactile warning surface on platforms in following stations and stop points: Jelgava, Ikskile, Aizkraukle, Muldakmens, Koknese, Plavinas, Ozolsala, Krustpils, Olaine, Cukurfabrika, Sigulda, Cesis, Zolitude, Imanta, Babite, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Ziemelblazma. Under construction: Bierini/Bernu slimnica, Medemciems, BA Turiba, Tiraine, Jaunolaine, Dalbe, Ozolnieki, Priedaine, Jaundubulti, Kemeri, Smarde, Milzkalne, Tukums-1, Tukums-II, Zemitani, Brasa, Sarkandaugava, Mangali, Ziemelblazma, Vecdaugava, Vecaki, Kalngale, Garupe, Garciems, Carnikava, Gauja, Lilaste, Pabazi, Saulkrasti, Kisupe, Zvejniekciems, Skulte, Skirotava, Gaisma, Dole, Ikskile, Jaunogre, Ogre, Parogre, Ciemupe, Kegums, Lielvarde, Jumprava, Skriveri, Bolderāja, Ilguciems, Smerlis, Dauderi.
- movement assistance service, ensuring passengers boarding or unboarding: Riga pasazieru stacija, Krustpils, Daugavpils, Rezekne II, Jelgava, Dubulti, Vaivari, Sigulda, Saulkrasti.

6) The ticketing offices at the Riga pasazieru stacija are equipped with installations for people with hearing impairment, thus making the station even more accessible for people with disabilities.

7) The following stations and stop points are equipped with bicycle parking: Riga pasazieru, Ikskile, Jaunogre, Ogre, Lielvarde, Skriveri, Aizkraukle, Tornakalns, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Kemeri, Mangali, Pabazi, Saulkrasti, Skulte, Zemitani, Cesis, Valmiera, Olaine, Cukurfabrika, Skrunda, Liepaja, Broceni. Under construction: Bierini/Bernu slimnica, Medemciems, BA Turiba, Tiraine, Jaunolaine, Dalbe, Ozolnieki, Priedaine, Jaundubulti, Smarde, Milzkalne, Tukums-1, Tukums-II, Brasa, Sarkandaugava, Ziemelblazma, Vecdaugava, Vecaki, Kalngale, Garupe, Garciems, Carnikava, Gauja, Lilaste, Kisupe, Zvejniekciems, Skirotava, Gaisma, Dole, Ikskile, Parogre, Ciemupe, Kegums, Jumprava, Bolderaja, Ilguciems, Smerlis, Dauderi.

At the request of the railway undertaking or in accordance with the state budget programme, the infrastructure manager may provide additional equipment in the respective station of railway point (for example, power or data cables, wi-fi, security systems, bicycle parking equipment). Expenses for such equipment are covered by the railway undertaking upon an agreement with the infrastructure manager if the costs are not covered from the state budget.

(b) Electronic communications services:

1) voice telephony services for the public fixed electronic communications network

The effective version of Public Telecommunication services description is available on the website of LDz https://www.ldz.lv/en under section "For Business. Public Electronic Communications Services"

2) other electronic communications services

- Data transmission service;
- Leased line service;
- Access to LDz telecommunication infrastructure (optical fiber network, cable ducting and radio relay towers inc.).

The services referred to in this paragraph are offered only in wholesale and are not provided to end users.

(c) Suplementary Information services:

1) Information about freight wagons (as of consignee code);
2) Information about freight wagons (as of wagon/containers number);
3) Freight wagon technical charasteristics and millage;
4) Information about freights wagons within train (as of consignee code).

The actual version of Supplementary Information services is available on the website of LDz www.ldz.lv/en under section "Biznesam. IT pakalpojumi" - LDz_Informatiivo__pakalpojumu_sniegsanas_noteikumi.pdf (link in Latvian).

(d) Various types of information technology services:

1) "Acess to Automated Operative Freight Management System";
2) "Acess to Rai incident database – KVC";
3) "Acess to Station plan and operational documentation database - SPDB";
4) "Acess to Stationary breath analyser (alcometer) system/infrastructure (SAIS)";
5) "Acess to Freight Management Portal (KPS)";
6) "Acess to the Alert Information System – BISK".
7) Additional services of the IT&T Directorate.

The actual version of Supplementary Information services is available on the website of LDz www.ldz.lv/en under section "Biznesam. IT pakalpojumi" – LDz_Informatiivo__pakalpojumu_sniegsanas_noteikumi.pdf (link in Latvian).

(e) Vehicle test ride and transfer vehicle inspection services:

1) Vehicle test drive service;
2) Inspection service for a vehicle being transferred.

The latest version of the description of the services is available on the LDz website www.ldz.lv in the section for Business Vehicle test ride and transfer vehicle inspection service (link in Latvian).

(f) "Maintenance of freight cars" service:

The current version of the terms of service provision of freight wagon technical maintenance is available on the LDz website at https://www.ldz.lv/en in the "Business. LDz crew station operator services" (link in Latvian).

5.5. Ancillary services and charges

Pursuant to the Cabinet of Ministers regulations No.540 of August 25, 2020, "Regulations on services provided by public-use railway infrastructure manager in border districts", LDz provides services in border districts. Services are provided in line with the Board's decision No. VL-25/2021 of 24 May 2021 on "The procedure of inventory of wagons and cross-border transportation in the border districts of the territory of Latvia to the delivery/acceptance stations" that is available on LDz website www.ldz.lv, section "For business. Freight transportation" (link in Latvian).

5.6. Financial penalties and incentives

5.6.1. Penalties for path modification

For the current Network Statement period no penalties for path modification have been applied.

5.6.2. Penalties for path alteration

For the current Network Statement period no penalties for path alteration have been applied.

5.6.3. Penalties for Non-usage

Track access charges mentioned in subsection 5.3.(5)(d) of this Network Statement (application assurance charges for the allocated portion of the infrastructure capacity in the capacity allocation plan) and in subsection 5.3.(5)(e) (capacity assurance charges) shall be paid by applicants when applying for infrastructure capacity and are non-refundable in case of non-usage. Capacity assurance charges mentioned in subsection 5.3.(5)(e) of this Network Statement are refundable only in cases where train paths are cancelled due to the fault of the infrastructure manager and the respective applicant has not agreed to move those paths to another time or different route offered by the infrastructure manager. The applicant has rights to request the cancellation of the pre-reserved train paths in the following calendar month for which payment has been made in accordance with the Collection Scheme by sending through the official means of communication a relevant application for the cancellation of the specific train paths in the following calendar month to the capacity allocation body and the infrastructure manager not later than 15 calendar days before the first date of the following calendar month in which the use of pre-reserved train paths was planned, and infrastructure manager compensates the initial capacity assurance payment in accordance with the Collection Scheme.

5.6.4. Penalties for path cancellation

For the current Network Statement period no penalties for path cancelation have been applied.

5.6.5. Incentives / Discounts

Discounts are not applied during the period of this Network Statement.

5.7. Network Performance Scheme

5.7.1. General principles and objectives

(1) The Charging Scheme provides an incentive for railway undertakings and the infrastructure manager to minimise disruption and improve network performance through a Network Performance Scheme approved by the performer of the essential functions.

(2) Purpose of the Network Performance Scheme is to define penalties for actions which disrupt the operation of the network, compensation for undertakings which suffer from disruption and bonuses that reward better-than-planned performance. Full text and the respective amendments of the Network Performance Scheme currently in force is available in the official website of the performer of the essential functions in the following link https://tiesibuakti.lrn.lv/en.

5.7.2. Train performance monitoring

The infrastructure manager collates information on train delays and the causes thereof. Information about train delays and the causes thereof is analysed and taken into consideration in the process of developing the next annual train timetable.

5.7.3. Financial model

LDz does not apply payments for train delays.

5.7.4. Govenance and dispute resolution system

(1) If a railway undertaking, applicant or performer of certain technological processes does not agree with an invoice issued by the infrastructure manager or performer of the essential functions, their billing information and information about delays and their causes, the railway undertaking or performer of certain technological processes shall have the right to submit substantiated objections by using official electronic means of communication within 5 working days. Submitting objections shall not release a railway undertaking, applicant or performer of certain technological processes from the payment of the invoice within the time and in the amount specified in the Collection Scheme.

(2) If a railway undertaking or performer of certain technological processes does not agree with the detailed substantiation of an invoice or settlement information, it shall have the right to submit a complaint to the State Railway Administration in accordance with the provisions of the Railway Law.

5.8. Changes to charges

(1) The performer of the essential functions for its decisions regarding charges (including changes to charges) shall meet deadlines mentioned in the Charging Scheme.

(2) Normalization coefficients indicated in Annex 2 of the Charging Scheme may be applied for cost indexation to relate the expenses of the reference period to the planning period.

(3) Changes or modifications of track access charges or Charging, Collection and Network Performance Schemes shall be published in the official website of the performer of the essential functions in the following link: https://www.lrn.lv/.

5.9. Billing arrangements

(1) The performer of the essential functions has adopted Collection Scheme that lays down the procedure in which the infrastructure manager collects track access charges from railway undertakings, applicants and performers of the relevant technological processes. Full text and the respective amendments of the Collection Scheme currently in force are available in the official website of the performer of the essential functions in the following link: https://tiesibuakti.lrn.lv/en.

(2) Overview of the invoice release and payment terms set out in the Collection Scheme is reflected in the following table:

Payment (abbreviation)	Issuer of the invoice	Invoice issue terms	Billing period	Payment terms
Payment for minimum access package for passenger services (**KM** $_{pas\ s}$)	LDz	until 10th date of the relevant month (inclusive) or next working day (if in weekend or holiday)	time period starting from 20th date of the previous month till last date of the previous month (inclusive)	within 5 working days after receiving the invoice
		until 15th date of the relevant month (inclusive) or next working day (if in weekend or holiday)	time period starting from 1st date of the relevant month till 10th date of the relevant month (inclusive)	within 5 working days after receiving the invoice
		until 25th date of the relevant month (inclusive) or next working day (if in weekend or holiday)	time period starting from 11th date of the relevant month till 20th date of the relevant month (inclusive)	within 5 working days after receiving the invoice
Payment for minimum access package and for access to the infrastructure connecting infrastructure to service facilities for freight services (**KM** $_{krav\ s}$)	LDz	every Monday of the calendar week or next working day (if in weekend or holiday)	time period starting from Monday of the previous week till Wednesday (inclusive)	within 5 working days after receiving the invoice
		every Wednesday of the calendar week or next working day (if in weekend or holiday)	time period starting from Thursday of the previous week till Sunday (inclusive)	within 5 working days after receiving the invoice
Payment for the capacity used for provision of technological processes (**KM** $_{tehpr\ gr}$)	LDz	once a month but not later than 10th date of the next calendar month	time period of the previous calendar month	within 5 working days after receiving the invoice
Application assurance payment by applicants (**NKM** $_{rezer\ bfv\ gr}$)	LRN	one calendar month before entry into force of the annual working timetable to which the decision of the railway infrastructure capacity allocation is related	time period of the annual working timetable to which the decision of the railway infrastructure capacity is related	within 15 working days after receiving the invoice
Application assurance payment by performers of ind. tech. processes (**NKM** $_{rezer\ bfv\ atpv}$)	LRN	one calendar month before entry into force of the annual working timetable to which the decision of the railway infrastructure capacity allocation is related	time period of the annual working timetable to which the decision of the railway infrastructure capacity is related	within 15 working days after receiving the invoice
Application assurance payment after assignment of infrastructure status (**NKM** $_{infrstat\ rezer\ bfv\ gr}$)	LRN	within 5 working days after the relevant decision of the railway infrastructure capacity allocation	time period to which the decision of the railway infrastructure capacity is related	within 15 working days after receiving the invoice
Application assurance payment for reg. freight services (**NKM** $_{reg\ rezer\ bfv\ krav}$)	LRN	within 5 working days after the relevant decision of the railway infrastructure capacity allocation	time period to which the decision of the railway infrastructure capacity is related	within 15 working days after receiving the invoice

Payment (abbreviation)	Issuer of the invoice	Invoice issue terms	Billing period	Payment terms
Payment for the ad-hoc capacity requests by applicants **(ĀKM $_{rezer\ bfv\ gr}$)**	LRN	not later than by the 15th day of the following calendar month after the current calendar month	the period of the previous calendar month in which ad-hoc infrastructure capacity was allocated	within 15 working days after receiving the invoice
Payment for the ad-hoc capacity requests by performers of ind. tech. processes **(ĀKM $_{rezer\ bfv\ atpv}$)**	LRN	not later than by the 15th day of the following calendar month after the current calendar month	the period of the previous calendar month in which ad-hoc infrastructure capacity was allocated	within 15 working days after receiving the invoice
Recalculated application assurance payment for the allocated portion of the capacity **(NKM $_{rezer\ bfv\ gr}$** and **ĀKM $_{rezer\ bfv\ gr}$)**	LRN	not later than by the 15th day of the following calendar month after the current calendar month	the period of the previous calendar month in which ad-hoc infrastructure capacity was allocated	within 15 working days after receiving the invoice
Initial infrastructure capacity assurance payment for the use of pre-reserved train paths **(NKM $_{rezer\ gr\ s}$)**	LDz	20 calendar days before entry into force of the annual working timetable to which the decision of the railway infrastructure capacity allocation or its amendments is related (in relation to international 1520 traffic not later than 5 days before the first day of the following calendar month)	time period of the annual working timetable to which the decision of the railway infrastructure capacity is related	within 15 calendar days after the invoice release date
Final railway infrastructure capacity assurance payment for market segments of pre-reserved train paths **(KM $_{rezer\ gr\ s}$)**	LDz	every Monday of the calendar week or next working day (if in weekend or holiday)	time period starting from Monday of the previous week till Wednesday (inclusive)	within 5 working days after receiving the invoice
		every Wednesday of the calendar week or next working day (if in weekend or holiday)	time period starting from Thursday of the previous week till Sunday (inclusive)	within 5 working days after receiving the invoice

(3) A railway undertaking, an applicant or a performer of individual technological processes pays a fine to LDz for failure to comply with the payment deadline indicated in the LDz invoice, in accordance with the Collection Scheme, in the amount of 0,1% a day for the time period from the day determined for making the relevant payment (including the day) until the day (not including the day) when such payment for the services mentioned in Subparagraphs 6.1. and 6.2. of the Charging Scheme is made, but not more than 10% of the payment amount indicated in the respective invoice. For non-compliance with the payment deadline specified in the performer of essential functions's invoice, the applicant or performer of individual technological processes pays to the performer of essential functions interest on arrears in the amount of 0,05% per day for the period from the date set for making the relevant payment (inclusive) to the date the payment is made (excluding), but not more than in the amount of 10% of the payment amount indicated in the relevant performer of essential functions's invoice. If the performer of essential functions determines that an applicant or a performer of individual technological processes has failed to settle an invoice by the payment due date specified by the performer of essential functions, and the payment is more than 30 calendar days overdue,

the performer of essential functions shall exclude the respective applicant or performer of individual technological processes from any further capacity allocation until all outstanding obligations towards the performer of essential functions have been fully settled. Payment of interest on arrears does not exempt the railway undertaking, the applicant or performer of individual technological processes from paying the principal amount of the debt. LDz or the performer of essential functions and the railway undertaking or the relevant applicant, or performer of individual technological processes may conclude a mutual agreement governing the mutual settlements for the use of the railway infrastructure agreeing on additional conditions related to the mutual settlement of payments for the use of the railway infrastructure and for performing the essential functions of the infrastructure manager, including the application of means of enforcement other than statutory interest on arrears. In the case provided for in Section 12.3, Paragraph 2. of the Railway Law, a railway undertaking that performs passenger transportation on the basis of a public transport service contract may in this case agree with LDz or the performer of essential functions not to apply interest on arrears. The provisions of the agreement concluded between LDz or the performer of essential functions and the railway undertaking or the performers of individual technological processes regarding mutual settlements may not be in conflict with the procedures included in the Collection Scheme. If the credit institution conducts the compliance check of the incoming payment, resulting in a delay of the payment term specified in the invoice, but the compliance of the payment is proven and a payment order confirming timely payment of the invoice and a certificate issued by the credit institution is submitted to LDz (or the performer of essential functions), LDz (or the performer of essential functions) does not apply the overdue interest for a period of time that does not exceed the time of the compliance check procedure of the respective payment carried out by the credit institution to the railway undertaking, the applicant or the performer of individual technological processes.

6

OPERATIONS

6. OPERATIONS

6.1. Introduction

This section contains information about the requirements and conditions that are determined in the organization of train movement.

The working language of LDz, which the staff uses to exchange messages related to operation or safety, is Latvian.

6.2. Operational rules

(1) The basic operating rules have been laid down in accordance with the railway safety or technical requirements provided for in the Railway Law, directly applicable European Union legislation and national requirements, including:

- Appendix B "Common operational principles and rules" of COMMISSION IMPLEMENTING REGULATION (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU
- Cabinet Regulation No. 680 of 28 November 2023, Railway Operating Regulations.

(2) Regulations for the operation of public railway infrastructure, approved by Order No. D-1.14/94-2023 of 28 December 2023. The regulations are available on the LDz website: www.ldz.lv, in the section "Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti". (link in Latvian)

6.3. Operational measures

6.3.1. Principles

(1) LDz organises train traffic in accordance with the provisions of the Railway Law and legal acts issued on the basis thereof, as well as in accordance with the delegation received pursuant to Section 5, Clause 2.1 of the Railway Law and documents approved by LDz as an infrastructure manager, which regulate use of infrastructure (train formation and movement procedures, traffic safety, as well as certain transportation cases where specific traffic conditions are required, etc.). The documents have been published on the website of LDz available at www.ldz.lv under section "Laws and regulations for public-use railway infrastructure manager".

(2) The movement of trains on a railway line is managed only by the train dispatcher. All railway specialists who are directly involved in organisation of train movement must promptly execute orders of the train dispatcher.

Regulations for the operation of public railway infrastructure, approved by Order No. D-1.14/94-2023 of 28 December 2023. The regulations are available on the LDz website: www.ldz.lv, in the section "Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti". (link in Latvian)

6.3.2. Operation regulation

(1) The organisation of train traffic is based on the annual timetable. The assignment of passenger trains is implemented on the basis of LDz instructions, observing the annual train timetable. The assignment of freight trains is carried out on the basis of the operational plan of infrastructure capacity allocation approved by the performer of the essential functions.

(2) Assignment and passage of other trains is organised in accordance with LDz instructions.

Regulations for the operation of public railway infrastructure, approved by Order No. D-1.14/94-2023 of 28 December 2023. The regulations are available on the LDz website: www.ldz.lv, in the section "Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti". (link in Latvian)

6.3.3. Disturbances

(1) Regulations for the operation of public railway infrastructure, approved by Order No. D-1.14/94-2023 of 28 December 2023.

(2) Regulations for the notification, registration, investigation and accounting of railway accidents, approved by Order No. D-1.14/23-2024 of 29 February 2024.

(3) Instructions on the organization of work to eliminate the consequences of a railway traffic accident, approved by Order No. D-1.14/12-2025 of January 10, 2025.

(4) The documents are available on the LDz website: www.ldz.lv, in the section "Publiskās lietošanas dzelzceļa infrastruktūras pārvaldītāja normatīvie dokumenti".

(5) If a non-standard situation occurs on a train, the train dispatcher takes all necessary actions to restore train movement.

(6) The elimination of the consequences of train disruptions is organized by the station master, who coordinates the work of other railway specialists and ensures that state institutions are informed.

6.4. Tools for train information and monitoring

The railway undertaking, in accordance with the contract on use of infrastructure, provides LDz information about the train, following the regulations on train wheel reports (approved with Decree No. D-1.14./89-2021 of 5 July 2021 on Approving Regulations on Filling Out Train Wheel Reports, effective as of 1 August 2021). The train controller, using the IT systems at the disposal of LDz, controls the information submitted by the railway undertaking and compares it with the actual transported train data.

7

SERVICE FACILITIES

7. SERVICE FACILITIES

7.1. Introduction

Service facilities and services provided therein are regulated by the Railway Law and Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services.

Operators of service facilities supply in a non-discriminatory manner to all railway undertakings access (including track access) to the service facilities, if any, and to the services provided at stations and stopping places.

7.2. Service facility overview

The service package of the service point is determined by the Railway Law Article 12.1.

1) Service package in passenger stations:
   (a) Ticket offices;
   (b) Premises for passengers;
   (c) Equipment for providing information on train timetable;
2) Service "Sorting and assembly of freight wagons";
3) "Maneuver service";
4) Service “Technical maintenance of freight wagons”;
5) Service ”Traction power supply”;
6) Service “Repair works of traction unit ALS board devices”, “Repair works of traction unit radio communication board devices”.

7.3. Service facillities managed by LDz

7.3.1. Common provisions

Tariff for the use of the track access at LDz service facilities and services provided at such facilities is determined in accordance with Section 11.[2] of the Railway Law and is not included in the payment for minimum access package.

7.3.2. Passenger stations

7.3.2.1. General Information

LDz passenger service points are equipped with:

(a) ticket offices in the following stations and stop points: Riga Pasazieru, Krustpils, Livani, Daugavpils, Janavarti, Skirotava, Salaspils, Saulkalne, Ikskile, Jaunogre, Ogre, Parogre, Kegums, Lielvarde, Jumprava, Skriveri, Aizkraukle, Koknese, Plavinas, Rezekne II, Ludza, Tornakalns, Olaine, Cukurfabrika, Jelgava, Liepaja, Zemitani, Incukalns, Cesis, Zasulauks, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Pumpuri, Melluzi, Asari, Vaivari, Sloka, Kemeri, Tukums I, Sarkandaugava, Mangali, Ziemelblazma, Vecaki, Carnikava, Saulkrasti.

(b) premises for passengers in the following stations and stop points: Riga Pasazieru, Krustpils, Livani, Nicgale, Liksna, Daugavpils, Skirotava, Salaspils, Saulkalne, Ikskile, Ogre, Parogre, Kegums, Lielvarde, Jumprava, Skriveri, Aizkraukle, Koknese, Plavinas, Stirniene, Vilani, Rezekne II, Ludza, Nerza, Zilupe, Tornakalns, Olaine, Cena, Dalbe, Cukurfabrika, Jelgava, Dobele, Biksti, Saldus, Skrunda, Liepaja, Zemitani, Garkalne, Krievupe, Vangazi, Incukalns, Ligatne, Cesis, Lode, Valmiera, Zasulauks, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Jaundubulti, Pumpuri, Melluzi, Asari, Sloka, Kemeri, Tukums I, Tukums II, Sarkandaugava, Mangali, Ziemelblazma, Vecaki, Carnikava, Lilaste, Saulkrasti, Skulte, Jaunkalsnava, Madona, Indra, Kraslava.

(c) equipment for providing traffic information (automatic audio announcements and electronic displays on platforms for information on the movement of passenger trains) at the following stations and stopping points: Riga pasazieru , Tornakalns, Bierini/Bernu slimnica, BA Turiba, Tiraine, Balozi, Jaunolaine, Olaine, Dalbe, Ozolnieki, Cukurfabrika, Jelgava, Zolitude, Imanta, Babite, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Jaundubulti, Bulduri, Melluzi, Asari, Vaivari, Sloka, Kemeri, Smarde, Milzkalne, Tukums I, Tukums II, Sirotava, Gaisma, Dole, Iksikile, Jaunogre, Ogre, Parogre, Ciemupe, Kegums, Lielvarde, Jumprava, Skriveri, Daugavpils, Zemitani, Brasa, Sarkandaugava, Dauderi, Mangali, Ziemeblazma, Vecdaugava, Vecaki, Kalngale, Garciems, Garupe, Carnikava, Gauja, Lilaste, Pabazi, Saulkrasti, Kisupe, Zvejniekciems, Skulte, Bolderaja, Ilguciems, Smerlis.

7.3.2.2. Services

LDz provides the following services:

(a) Use of ticket offices.

The service is available in the sites listed in Subclause (a) of Subsection 7.3.2.1. of the Network Statement.

The set of services together with the right to use ticket office, includes all maintenance work – sanitary cleaning and technical maintenance, including provision of utilities – power, heating, water supply and sewage. The access time depends on the orders of the railway undertaking.

In addition, at stations and stop points, depending on equipment available at each given station, the use of a ticket selling device space in the area meant for the station or stop point passengers, in the self-service area of the station or on the station or stop point passenger platform is offered. For the provision of electricity for ticketing devices, see paragraph 7.3.2.4 of the Network Statement.

(b) Use of passenger premises.

The service is available in the sites listed in Subclause (b) of Subsection 7.3.2.1. of the Network Statement.

The service includes the right to use the station's premises, as well as to ensure access of passengers to ticket offices.

Passenger premises are available at least at the time of the day when the trains run (from arrival of the first train until departure of the last train) and at least 30 minutes before departure of the first train.

(c) Provision of equipment and provision of traffic information

The service is available at the objects listed in (c) sub-point of 7.3.2.1. subsection of the Network Statement. Provision of equipment and provision of traffic information is ensured based on the signed contracts and the regulations of SJSC Latvijas Dzelzcels published on section For Business => Services of LDz operators of service facilities (link in Latvian) on the internet website of LDz https://www.ldz.lv/en

7.3.2.3. Service facility description

Information on the equipment of passenger stations where service point services are provided is specified in Section 7.3.2.2 of the Network Statement.

7.3.2.4. Charges

LDz shall charge the following:

(a) use of ticket office premises at a specific passenger station and stopping point of one square meter per month.

Charge for service Full-range Service of Use of Ticket Offices with the right to use the premises for ticket sales has been set per one square meter per month in accordance with the floor space of the ticket office premises for each particular station and service point. The price of the square meter is formed by the maintenance costs of the premises used for ticket sales and the profit share, as well as a reasonable rental payment decided by a certified assessor, and payment for the utilities. The profit share is calculated for each specific station and stopping place, where the total cost of sanitary and technical maintenance services is multiplied by 7.5% (seven point five percent).

Full-range service of Use of Ticket Sales Location with the right to use the ticket offices includes full-scale cleaning services, sanitary measures at and technical maintenance of the premises and passenger service buildings and the area adjacent thereto, and furnishing of public utilities – power, heating, water supply and sewage.

Charge depends on maintenance costs of the station and stop point.

Service-related issues are addressed by: e-mail info@ldz.lv, LDz customer service phone No. 80021181

*) **Partial service** Use of Ticket Offices is being offered separately in accordance with a prior agreement with the railway undertaking when the recipient of the service ensures sanitary cleaning at the ticket offices on its own account, and the cost of sanitary maintenance is not included in the service charge.

A fee for the use of ticket sales points (cash registers) at service points at stations and stops is added to Annex 7.3.2.A of the Network Statement.

Fee of 1 m^2 of the place of use service for the ticket trading device:

Location	Space for use of ticketing device 1 m^2 fee (EUR) per month
Space for passengers at a station or stopping point	**73,17**
Self-service area of passengers in the station area	**41,58**
Station or stop-point passenger platform	**39,58**

The passenger railway carrier shall separately pay the service provider to the service site operator, LDz, a one-off fee for establishing an electricity connection for the relevant ticket trading venue, on the basis of a calculation submitted by LDz, agreed with the Passenger Rail Carrier, and an invoice.

The cost of electricity consumed by a ticket trading facility will be calculated as a separate service, subject to the technical specification and capacity of a particular ticket trading device. In agreement with the LDz as a service site operator, the cost of electricity consumed by the ticket trading device may be included in the 1 m2 of use of the ticket trading device, subject to a corresponding review.

(b) service for the use of passenger premises per stop of a passenger train, according to the category of station or stopping point.

Charge for service Use of Passenger Premises is set per one stopping of a passenger train in accordance with the category of the station or stop point.

Categories of stations or stop points depend on the average annual passenger flow at the station or stop point. The charge of the service is a payment at the end station of the train upon arrival and departure of the train.

The service charge includes a sum of total maintenance costs a year for the passenger premises of the respective stations and stop points, security charges to ensure opening and closing of the premises for passengers in the respective stations, the proportionate profit share, depending on the category of the station and service point, and the cost of their sanitary and technical maintenance, which is multiplied by 7.5% (seven point five percent).

There are 6 charge tariffs, depending on the category of the stations and service points from EUR 0.26 – 1.30, excluding VAT, for a stop at the service points. Charge tariffs per one stop at a service point (station or stop point) has been estimated as follows:

Service point category 0	Service point category 1	Service point category 2	Service point category 3	Service point category 4	Service point category 5
0,26 EUR	**0,50 EUR**	**0,40 EUR**	**0,80 EUR**	**1,00 EUR**	**1,30 EUR**

The service will be provided in the following stations:

a) up to 7,000 passengers a year - Liksna, Stirniene, Nerza, Biksti, Saldus, Skrunda, Strenci, Jaunkalsnava, Madona, Indra, Kraslava (Category 5);

b) from 7,000 to 57,000 passengers a year - Nicgale, Vilani, Ludza, Zilupe, Cena, Dobele, Liepaja, Garkalne, Krievupe, Vangazi, Ligatne, Lode, Valmiera (Category 4);

c) from 57,000 to 157,000 passengers a year - Livani, Saulkalne, Jumprava, Koknese, Plavinas, Rezekne II, Incukalns, Cesis, Jaundubulti, Pumpuri, Tukums II, Lilaste, Skulte (Category 3);

d) from 157,000 to 570,000 passengers a year - Daugavpils, Krustpils, Skirotava, Parogre, Kegums, Skriveri, Aizkraukle, Ozolnieki, Cukurfabrika, Babite, Priedaine, Lielupe, Melluzi, Asari, Kemeri Tukums I, Sarkandaugava, Mangali, Ziemelblazma, Vecaki, Carnikava, Saulkrasti (Category 2);

e) from 570,000 to 1,570,000 passengers a year - Salaspils, Ikskile, Ogre, Lielvarde, Jelgava, Olaine, Tornakalns, Zasulauks, Zolitude, Imanta, Bulduri, Dzintari, Majori, Sloka, Zemitani (Category 1);

f) over 1,570,000 passengers a year - Rigas pasazieru (Riga Passenger) station (Category 0).

7.3.2.5. Access conditions

Terms for provision of services at service points

The railway undertaking shall submit an application to LDz (hereinafter – application) about access to service point(s), sending it by mail to Emilijas Benjaminas Street 3, Riga, LV-1547, or to an e-mail: info@ldz.lv, signed with a secure electronic signature:

(a) for an agreement on use of ticket offices at service points. A sample application has been added in Annex 7.3.2.B of the Network Statement (in Latvian);
(b) for an agreement on use of passenger premises at service points. A sample application has been added in Annex 7.3.2.C of the Network Statement (in Latvian);

LDz shall revise the application and provide a reply in a procedure set in the regulations (in a month).

LDz and railway undertaking shall sign a written agreement on access and provision of services at service point(s).

Sample agreements have been added:

(a) an agreement on use of ticket offices at service points – Annex 7.3.2.D of the Network Statement (in Latvian);
(b) an agreement on use of passenger premises at service points – Annex 7.3.2.E of the Network Statement (in Latvian);

If LDz introduces amendments to the service description and/or terms of payment, amendments and the date they come into force shall be published in the Network Statement.

For agreements that are in force, amendments are not applied earlier than 30 (thirty) calendar days from the day the amendments come into force if LDz and the railway undertaking have not agreed on earlier application of the amendments.

7.3.2.6. Capacity allocation

The services are provided in accordance with the laws and regulations, depending on the possibility of providing a service.

7.3.3. Freight terminals

LDz has no cargo terminal facilities related with operations of railway and does not provide services ar freight terminals and does not provide services ar freight terminals.

7.3.4. Marshalling yards and train formation facilities, including shunting facilities

LDz provides crew station operator service:

(a) "Freight wagon sorting and assembly services" using LDz infrastructure equipment at the following stations:

— Daugavpils; Rezekne; Jelgava; Skirotava; Bolderaja; Krievu sala, Zemitani (including the 3rd km track post); Mangali, Krustpils, Ventspils, Liepaja;

(b) "Shunting service" using LDz infrastructure equipment to the following stations:

— Daugavpils, Rezekne, Jelgava, Skirotava, Zemitani (including the 3rd km track post), Liepaja, Ventspils, Bolderaja, Riga pasazieru, Mangali, Riga Precu.

Information regarding LDz service is available on the website of LDz available at www.ldz.lv under section "Biznesam => LDz apkalpes vietas operatora pakalpojumi" (link in Latvian).

7.3.5. Storage sidings

LDz does not provide storage services.

7.3.6. Maintenance facilities

LDz provides the service of the maintenance point operator "Maintenance of freight wagons". The services are provided until November 1, 2025. As of November 1, 2025, LDz will terminate the provision of services.

Information regarding LDz service is available on the website of LDz available at www.ldz.lv under section "Biznesam => LDz apkalpes vietas operatora pakalpojumi" (link in Latvian).

7.3.7. Other tehnical facilities

LDz does not provide other technical services.

7.3.8. Maritime and inland port facilities

LDz does not provide services at maritime and inland port facilities.

7.3.9. Relief facilities

LDz does not provide relief services that are not related with preservation, renewal, maintenance or reconstruction of LDz infrastructure.

7.3.10. Refuelling facilities

LDz does not provide refuelling services.

7.3.11. Traction power supply services

LDz infrastructure has 11 traction current substations that provide 3.3 kV direct current voltage power supply in the contact network in the electrified lines mentioned in subsection 2.3.9. of the Network Statement.

Information about LDz services is available on LDz internet website www.ldz.lv section "Biznesam => LDz apkalpes vietas operatora pakalpojumi" (link in Latvian).

7.3.12. Service "Repairs of Automatic Locomotive Signalling (ALS) Devices of Traction Units"

(1) Carried out in accordance with Regulations on Provision of Services "Repairs of Radio Communication Devices of Traction Units" and "Repairs of Automatic Locomotive Signalling (ALS) Devices of Traction Units", approved by LDz Management Board's decision No. VL-1.6/134 of 3 April 2024. The current version of the regulations is available on LDz website https://www.ldz.lv/en under section Biznesam => LDz apkalpes vietas operatora pakalpojumi (in Latvian).

(2) Repairs of automatic locomotive signalling devices are serviced by LDz Electrotechnical Administration (EP) at the regional points at the following addresses:

Krustpils iela 24, Riga, LV-1057;

Kandavas iela 42a, Riga, LV-1083;

Kalna iela 76, Riga, LV-1003;

2.Precu iela 30, Daugavpili, LV- 5401;

Lokomotivju iela 23, Rezekne, LV-4601;

Prohorova iela 10k -12, Jelgava, LV-3002;

Brivibas iela 103A, Liepaja, LV-3401. (The service is provided by prior agreement).

EP address: Emilijas Benjaminas street 3, Riga, LV-1547, phone 67232240, fax: 67233444, e-mail: ep@ldz.lv

7.3.13. Service “Repairs of Radio Communication Devices of Traction Units”

(1) Carried out in accordance with Regulations on Provision of Services “Repairs of Radio Communication Devices of Traction Units” and “Repairs of Automatic Locomotive Signalling (ALS) Devices of Traction Units”, approved by LDz Management Board’s decision No. VL-1.6/134 of 3 April 2024. The current version of the regulations is available on LDz website https://www.ldz.lv/en under section Biznesam => LDz apkalpes vietas operatora pakalpojumi (in Latvian)

(2) Repairs of radio communication devices are serviced by the LDz Electrotechnical Department (EP) at regional points at the following addresses:

Krustpils iela 24, Riga, LV-1057;

Kandavas iela 42a, Riga, LV-1083;

Kalna iela 76, Riga, LV-1003; 2.Precu iela 30, Daugavpili, LV- 5401;

Lokomotivju iela 23, Rezekne, LV-4601;

Prohorova iela 10k -12, Jelgava, LV-3002;

Brivibas iela 103A, Liepaja, LV-3401.

EP adress: Emilijas Benjaminas iela 3, Riga, LV-1547, phone number +371 6723 2240, fax: +371 6723 3444, e-pasts: ep@ldz.lv.

7.4. Service facilities not managed by LDz

The following information about the crew positions and the services provided was received from the operators of the crew positions:

(a) **Service facility operator – Joint Stock Company "Daugavpils Lokomotivju Remonta Rupnica"**, registration number: 40003030219, registered office: Marijas iela 1, Daugavpils, Latvia, LV-5404, e-mail: info@dlrr.lv home page www.dlrr.eu

JSC "Daugavpils Lokomotivju Remonta Rupnica" provides the following service facility services:

- technical maintenance of diesel locomotives;
- ongoing repair of diesel locomotives.

The services are provided at JSC "Daugavpils Lokomotivju Remonta Rupnica" address: Marijas iela 1, Daugavpils, LV-5404.

Service price list:

Nr.	Type of service	Rolling stock series *	Price, euro/section (without value added tax)
1.	Technical maintenance in the amount of TA-2	2M62	233.00
2.	Technical maintenance in the amount of TA-3	2M62	2 583.00
3.	Ongoing repair in the amount of TR-1	2M62	4 953.00
4.	Technical maintenance in the amount of TA-2	2TE116	300.00
5.	Technical maintenance in the amount of TA-3	2TE116	3 700.00
6.	Ongoing repair in the amount of TR-1	2TE116	8 500.00
7.	Technical maintenance in the amount of TA-2	ČME3	312.00
8.	Technical maintenance in the amount of TA-3	ČME3	2 936.42
9.	Ongoing repair in the amount of TR-1	ČME3	6 500.00

At the customer's request, JSC "Daugavpils Lokomotivju Remonta Rūpnīca" can also provide the specified services for other traction rolling stock series locomotives - TEM2, TEM7, TE10, TEP70, TGM6, BR232 and BR233, the prices are determined according to the detailed technical task of the customer.

In addition, JSC "Daugavpils Lokomotīvju Remonta Rūpnīca" can provide such services as ongoing repair in the amount of TR-3 or average repair and main repair in the amount. The price of the service is determined in accordance with the technical task after surveying the rolling stock.

Services are provided based on a written application. Applications for receiving appropriate services, indicating the type of service required and the desired term of service provision, please be addressed to: JSC "Daugavpils Lokomotīvju Remonta Rūpnīca" Marijas iela 1, Daugavpils, LV-5404, Latvia e-mail: info@dlrr.lv or sales@dlrr.lv

(b) **Service facility operator – Joint Stock Company "Baltijas Ekspresis",** registration number: 41203009997, legal address: Dzintaru iela 20A, Ventspils, Latvia, LV-3602, e-mail: be@asbe.lv.

Joint Stock Company "Baltijas Ekspresis" in the capacity of a service facility operator provides the following services at Depo iela 17, Ventspils:

- for ČME-3 type (series) diesel locomotives, technical maintenance in the amount of TA-2, TA-3, TA-5 and regular repairs in the amount of TR-1;
- 2M62 type (series) diesel locomotives in the scope of technical maintenance TA-2 and TA-5;
- 2TE116 type (series) diesel locomotives: technical maintenance in the amount of TA-2, TA-3 and TA-5 and regular repairs in the amount of TR-1 and TR-2;
- TEM-2 type (series) diesel locomotives technical repair TA-2;
- for TGM4 and TGM4A type (series) diesel locomotives, technical maintenance in the scope of TA-2, TA-3 and TA-5 and regular repairs in the scope of TR-1;
- external inspections and hydraulic checks of air reservoirs of rolling stock.

Pursuant to Sub-paragraph 5.6.3 of Cabinet Regulation No. 244 "Regulations On Contents of Network Overview of Public-Use Railway Infrastructure", information is available on the website of Joint Stock Company "Baltijas Ekspresis" available at www.asbe.lv under section "Services provided by the service facility operator".

(c) **Service facility operator – Limited Liability Company "LDZ CARGO",** registration number: 40003788421, legal address: Dzirnavu iela 147 k-1, Riga, Latvia, LV-1050, e-mail: cargo@ldz.lv.

The following services are provided at service facilities:

1) Technical maintenance of diesel locomotives;

2) Stabling of locomotives at the reserve depot;

3) Equipping of diesel locomotives.

Technical maintenance and equipping of diesel locomotives are provided at the following locations:

- Locomotive Repair Centre – 30 2. Preču iela, Daugavpils;
- Riga Workshop of the Locomotive Repair Centre – 24 Krustpils iela, Riga.

Stabling of locomotives at the reserve depot is provided at the following location:

- Rēzekne Depot of the Locomotive Repair Centre – 23 Lokomotīvju iela, Rēzekne.

Based on the second part of Article 12.1 of the Railway Law and in accordance with the requirements of subsection 5.6.3. of Cabinet of Ministers Regulation No. 244 of 19 April 2016 "Regulations On Contents of Network Overview of Public-Use Railway Infrastructure", information about the services is available on the CARGO website https://ldzcargo.ldz.lv/lv/content/lokomotivju-remonts

ANNEXES NUMBERING

Annex 2.1.A	ORGANISATION SCHEME OF LATVIAN RAILWAY TRAIN MOVEMENT AND CARGO OPERATIONS;
Annex 2.1.B	TECHNICAL DEVELOPMENT OF LDZ INFRASTRUCTURE;
Annex 2.3.3.A	LIST OF RAILWAY STATIONS;
Annex 2.3.3.B	LIST OF RAILWAY PASSING POSTS (RAILWAY BLOCK POSTS AND TRACK POSTS);
Annex 2.3.3.C	LIST OF RAILWAY STOP POINTS;
Annex 2.3.3.D	LIST OF PASSENGER PLATFORMS IN OPERATION IN LDZ INFRASTRUCTURE;
Annex 2.3.5.A	WEIGHT AND LENGTH STANDARDS OF LATVIAN RAILWAY FREIGHT TRAINS;
Annex 2.3.5.B	HANDBOOK FOR TYPES OF WAGONS (in Latvian);
Annex 2.3.6.A	LDZ LINE GRADIENTS;
Annex 2.3.10.A	EQUIPMENT OF LATVIAN RAILWAY SECTIONS;
Annex 2.5.A	CAPACITY OF LDZ FOR ALLOCATION OF RAILWAY INFRASTRUCTURE CAPACITY FOR THE 2022 TIMETABLE;
Annex 2.5.B	CAPACITY RESTRICTIONS;
Annex 3.3.2.A	SAMPLE AGREEMENT FOR PASSENGER TRANSPORTATION (in Latvian);
Annex 3.3.2.B	SAMPLE AGREEMENT FOR CARGO TRANSPORTATION (in Latvian);
Annex 3.3.2.C	BULLING DETAILS AGREEMENT;
Annex 3.3.3.A	BULLING DETAILS AGREEMENT;
Annex 4.2.A	CAPACITY REQUEST APPLICATION;
Annex 4.2.B	PROPOSALS FOR DRAFTING THE OPERATIONAL CAPACITY ALLOCATION PLAN;
Annex 4.2.C	THE LIST OF RAILWAY LINES;
Annex 4.2.D	APPLICATION FOR AD-HOC TRAINS;
Annex 4.3.A	MAINTENANCE NOTICE;
Annex 7.3.2.A	FEES FOR THE USE OF TICKET SALE SERVICES.
Annex 7.3.2.B	SAMPLE APPLICATION FOR AGREEMENT ON USE OF TICKET OFFICES (in Latvian);
Annex 7.3.2.C	SAMPLE APPLICATION FOR AGREEMENT ON USE OF PASSENGER PREMISES (in Latvian);
Annex 7.3.2.D	SAMPLE AGREEMENT ON USE OF TICKET OFFICES (in Latvian);
Annex 7.3.2.E	SAMPLE AGREEMENT ON USE OF PASSENGER PREMISES (in Lavian);

GLOSSARY

ALS	Automatic locomotive signalisation
Performer of essential functions	Joint Stock Company "LatRailNet", that in accordance with Paragraph 35 of the transitional Provisions of the Railway Law – performs essential functions of the infrastructure manager – decision-making on infrastructure charges, railway infrastructure capacity allocation and decision-making on the designation of a train for a specific undertaking
C-OSS	Freight Corridor One-stop-shop
CID	Corridor Information Document
CIS	information system, that provide information of infrastructure charging system
EU	European Union
ETCS	European Train Control System – a component of the European railway traffic control unit's alarm and control system
FUES	hot-box detectors detect the rolling stock's overheated axle boxes and worn-out (due to breakage) rolling stock's wheel pairs in a moving train
Infrastructure renewal	according to the Charging Scheme technological process that is necessary to return existing infrastructure to a specific state by substituting its elements with the same or similar items without changing its overall performance
Infrastructure	public-use rail infrastructure network
Infrastructure manager	public-use railway infrastructure manager – state joint stock company "Latvijas dzelzceļš"
Infrastructure maintenance	according to the Charging Scheme technological process that the infrastructure manager carries out in order to maintain the condition of the existing infrastructure or to return it to such condition without making any replacements
Capacity Regulations	Cabinet Regulations No. 472 of 15 July 2016 "Regulations on the Capacity Allocation of the Public-Use Railway Infrastructure"
Capacity Allocation Scheme	JSC "LatRailNet" 11.06.2026. regulations No.JALP-7.6./6-2026 "The scheme for the allocation of the public-use railway infrastructure capacity" adopted by the performer of the essential functions according to the Railway Law
track access charges	charges for the minimum access package and for the access to the services facilities and to services, that are supplied at such places using rail tracks
Commission Decision	Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area
LDz	state joint stock company "Latvijas dzelzceļš"
LDz infrastructure	The public-use railway infrastructure owned by the Joint Stock Company "Latvijas dzelzceļš" (LDz network)
Charging Scheme	JSC "LatRailNet" 11.06.2026. regulations No.JALP-7.6./3-2026 "The Charging Scheme" adopted by the performer of the essential functions according to the Railway Law
Collection Scheme	JSC "LatRailNet" 11.06.2026. regulations No.JALP-7.6./4-2026 "The Collection Scheme" adopted by the performer of the essential functions according to the Railway Law
Network Performance Scheme	JSC "LatRailNet" 11.06.2026. regulations No.JALP-7.6./5-2026 "The public-use railway infrastructure network performance scheme" adopted by the performer of the essential functions according to the Railway Law

Operational capacity allocation	daily planning process in which train paths for specific undertakings are assigned for a 24-hour period which starts at 0:00 and that is divided into two periods of operational planning.
period of operational planning	12-hour periods, which start at 0:00 and at 12:00
OSS	One-stop-shop
PCS	Path Coordination System
applicant	railway undertaking in the case of carriage from a third country or to a third country, in other cases, railway undertaking or any other person having a public service or commercial interest in acquiring infrastructure capacity to provide transport services
Regula 2015/909	Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service
Regula 913/2010	Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight
RFC	Rail Freight Corridor according to Regulation 913/2010
RFC NSB	North Sea – Baltic Rail Freight Corridor
RNE	non-profit organisation RailNet Europe, that has an interest to provide fast and easy access to the single European Rail Area
TIS	Train Information System of the RailNet Europe
Network Statement	statement detailing the general rules, deadlines, procedures and criteria for Charging, Collection and Capacity Allocation Schemes, including other information necessary to request infrastructure capacity
third country	country which is not a member state of the European Union
WILD	The Wheel Impact Load Detector detects wheel rolling arc defects while travelling.