

**PUBLIC RAILWAY INFRASTRUCTURE**

**NETWORK STATEMENT**

**FOR 2014-2015**

**INFORMATION PUBLICATION**

## I. GENERAL PROVISIONS

1. This Network Statement for Public Railway Infrastructure (“the Network Statement”) is an information document issued by Lietuvos geležinkeliai AB (“Lithuanian Railways”), a manager of public railway infrastructure.

1.1. The purpose of the Network Statement is to provide detailed information on the public railway infrastructure which is available for use by railway undertakings (carriers), the conditions of access to such infrastructure, the principles of setting charges for the use of the infrastructure, and the principles, procedures and criteria for the allocation of the infrastructure capacity.

1.2. The Network Statement is prepared and published by the Lithuanian Railways, which was appointed as manager of the public railway infrastructure under Article 23(1) of the Railway Transport Code of the Republic of Lithuania (“the Public Railway Infrastructure Manager”).

1.3. The Network Statement is valid from the date of its publication and applies to the *Working Timetable* during the period from 00.00 on 26 May 2014 until 23.59 on 25 May 2015.

1.4. This Network Statement is subject to amendment in case of amendments to the Lithuanian legal acts and/or changes in the technical characteristics of the public railway infrastructure or other circumstances during the period of validity of the Working Timetable.

1.5. This Network Statement is valid to the extent to which it does not contradict the Lithuanian laws and regulations.

1.6. The Network Statement has been prepared in accordance with *the Railway Transport Code of the Republic of Lithuania, the Regulations for the Allocation of Public Railway Infrastructure Capacity* and other legal acts of the Republic of Lithuania.

1.7. The main legal acts governing the railway transport operations:

1.7.1. Railway Transport Code of the Republic of Lithuania (Žin. 2004, No 72-2487; 2006, No 72-2672; 2011, No 121-5703);

1.7.2. Republic of Lithuania Transport Framework Law (Žin., 1994, No 30-804; 2002, No 29-1034, 2003, No 119-5403, 2004, No 73-2530, 2005, No 71-2560, 2006, No 82-3250; 2011, No 163-7746; 2012, No 136-6955);

1.7.3. Republic of Lithuania Law on Railway Traffic Safety (Žin., 2004, No 4-27; 2006, No 42-1505; 2010, No 12-557; 2011, No 52-2508);

1.7.4. Resolution of the Government of the Republic of Lithuania No. 783 of 17 June 2003 “On the Approval of Licensing Rules for the Carriage of Passengers, Luggage and Goods by Rail” (Žin., 2003, No 59-2677; 2006, No 136-5173; 2009, No 131-5688; 2011, No 110-5175);

1.7.5. Resolution of the Government of the Republic of Lithuania No 611 of 19 May 2004 “On the Approval of the Regulations on the Allocation of Public Railway Infrastructure Capacity” (Žin., 2004, No 83-3019; 2006, No 23-754; 2010, No 33-1555; 2011, No 6-224; 2011, No 110-5176; 2012, No 36-1790);

1.7.6. Resolution of the Government of the Republic of Lithuania No 610 of 19 May 2004 “On the Approval of the Rules for the Setting of Charges for the Services Provided by the Public Railway Infrastructure Manager” (Žin., 2004, No 83-3018; 2007, No 11-445; 2010, No 33-1554; 2012, No 143-7388);

1.7.7. Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-37 of 23 January 2003 “Concerning approval of Rules for the Safety Certification of Railway Undertakings (Carriers) and the Railway Manager” (Žin., 2003, No 13-520; 2006 No 107-4074; 2011, No 121-5730);

1.7.8. Order of the Minister of Transport and Communications of the Republic of Lithuania No 297 of 20 September 1996 “Concerning Approval of the Regulations on the Technical Use of Railways” (Žin., 1996, No 98-2251; 1997, No 33-840; 1998, No 113-3169; 2009, No 51-2037; 2009, No 84-3544; 2010, No 60-2977; 2011, No 83-4602; 2012, No 34-1636; 2013, No 9-387) (the document is available at the Technical Information Centre of the Lithuanian Railways);

1.7.9. Order of the Minister of Transport and Communications of the Republic of Lithuania No 452 of 30 December 1999 “Concerning approval of the Railway Traffic Regulations” (Žin.,

2000, No 2-47; 2006, No 10-386; 2006, No 81-3230) (the document is available at the Technical Information Centre of the Lithuanian Railways);

1.7.10. Order of the Minister of Transport and Communications of the Republic of Lithuania No 483 of 30 December 1997 “Concerning approval of the Railway Signalling Regulations” (Žin., 2001, No 93-3290; 2001, No 99-3567; 2002, No 6-251; 2003, No 45-2042; 2011, No 34-1607) (the document is available at the Technical Information Centre of the Lithuanian Railways);

1.7.11. Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-361 of 18 September 2006 “On the Approval of the Regulations on the Allocation of Public Railway Infrastructure Capacity in the Congested Part of the Public Railway Infrastructure” (Žin., 2006, No 105-4029);

1.7.12. Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-506 of 16 August 2010 “Concerning approval of the List of the National Traffic Safety Rules” (Žin. 2010, No 99-5154; 2012, No 125-6308);

1.7.13. Order of the Head of the State Railway Inspectorate under the Ministry of Transport and Communications No V-304 of 19 May 2011 “Concerning requirements for the content of the application for the allocation of public railway infrastructure capacity“ (Žin., 2011, No 62-2959);

1.7.14. Order of the Head of the State Railway Inspectorate under the Ministry of Transport and Communications No V-90 of 31 July 2007 “Concerning the principles of coordination of applications by railway undertakings (carriers) whereby same public infrastructure capacities are applied for and the approval of relevant procedures” (Žin. 2007, No 86-3458; 2011, No 38-1846);

1.7.15. Order of the Director General of Lithuanian Railways No Į-509 of 4 November 2003 “Concerning approval of the Rules for the Issue of the Train Sheet” (the document is available at the Technical Information Centre of the Lithuanian Railways);

1.7.16. Order of the Director General of Lithuanian Railways No Į-107 of 20 March 2003 “Concerning approval of the Railway Station Regulations” (the document is available at the Technical Information Centre of the Lithuanian Railways).

1.8. The Network Statement consists of the following sections:

1.8.1. General Provisions;

1.8.2. Conditions of Access to and Use of the Public Railway Infrastructure;

1.8.3. Main Characteristics of Public Railway Infrastructure Network;

1.8.4. Capacity allocation;

1.8.5. Services Provided by the Public Railway Infrastructure Manager;

1.8.6. Charges.

1.9. The Network Statement has been prepared in the Lithuanian and English languages. In case of discrepancies the Lithuanian text shall prevail. The applicants can find the text of the Network Statement in the Lithuanian Railways’ website [www.litrail.lt](http://www.litrail.lt).

1.9.1 The applicants can purchase a hardcopy and/or an electronic (CD) version of the Network Statement at the offices of the Lithuanian Railways, Railway Infrastructure Directorate, Sales Department, Service Unit at the address 12 Mindaugo Street, Vilnius, tel. 85 2692442. The price per copy of the Network Statement (hardcopy or CD format) is LTL 100 (one hundred Litass) including VAT.

1.10. Contact details:

*Table 1*

<b>Item No</b>	<b>Area</b>	<b>Institution</b>	<b>Responsible unit</b>	<b>Contact details</b>
1.10.1	Institution regulating the railway transport sector	Competition Council of the Republic of Lithuania	Division of Dominant Undertakings and Mergers	+370 5 2624788
1.10.2	Licensing of railway undertakings (carriers)	State Railway Inspectorate under	Legal Division	+370 5 2430776

		the Ministry of Transport and Communications		
1.10.3	Safety certification of the public railway infrastructure manager and railway undertakings (carriers)	State Railway Inspectorate under the Ministry of Transport and Communications	Legal Division	+370 5 2430776
1.10.4	Allocation of public railway infrastructure capacity, acceptance of Last Minute Applications and free public railway infrastructure capacity	State Railway Inspectorate under the Ministry of Transport and Communications	Strategic Planning Division	+370 5 2430577
1.10.5	Compilation and execution of the Working Timetable	Lithuanian Railways	Traffic Control Centre	+370 5 2693334
1.10.6	Charges for the use of public railway infrastructure	Lithuanian Railways	Railway Infrastructure Directorate, Commerce Department, Service Unit	+370 5 2692442
1.10.7	Distribution of local legal acts approved by orders of the Public Railway Infrastructure Manager and binding upon railway undertakings (carriers)	Lithuanian Railways	Technical Information Centre	+370 5 2692036

#### 1.11. Terms used in the Network Statement:

1.11.1. “Last Minute Application” means the application for capacity allocation filed during the period of validity of the Working Timetable.

1.11.2. Other terms used in this Network Statement have the meanings assigned to them in the Railway Transport Code of the Republic of Lithuania, Republic of Lithuania Law on Railway Traffic Safety, Regulations for the Allocation of the Public Railway Infrastructure Capacity, Rules for the Setting of Charges for the Use of Public Railway Infrastructure, Regulations on the Technical Use of Railways and other legal acts of the Republic of Lithuania.

## 2. CONDITIONS OF ACCESS TO AND USE OF PUBLIC RAILWAY INFRASTRUCTURE

### 2.1. Conditions of access to public railway infrastructure are governed by:

2.1.1. *Regulations on the Allocation of Public Railway Infrastructure Capacity* approved by Resolution of the Government of the Republic of Lithuania No 611 of 19 May 2004 (new version of Resolution No 315 of 21 March 2012) (“the Capacity Allocation Regulations”);

2.1.2. *Regulations on the Allocation of Public Railway Infrastructure Capacity in the Congested Part of the Public Railway Infrastructure* approved by Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-361 of 18 September 2006;

2.1.3. *Principles of coordination of applications by railway undertakings (carriers) whereby same public infrastructure capacities are applied for and the approval of relevant procedures* approved by Order of the Head of the State Railway Inspectorate under the Ministry of Transport and Communications No V-90 of 31 July 2007;

### 2.2. The right to use the public railway infrastructure is granted to:

2.2.1. Any railway undertaking (carrier) registered in the Republic of Lithuania or another European Union Member State (“the Applicant”) which has obtained the licence and the safety certificate under the procedure prescribed by the law and which has concluded the *Contract for the use of public railway infrastructure* with the Public Railway Infrastructure Manager;

2.2.2. an exclusive right to use the public railway infrastructure by providing rail transit services is vested in railway undertakings (carriers) which, or all shares in which, are owned by the State of Lithuania.

**2.3. The Applicant wishing to use or using the public railway infrastructure must meet the following requirements:**

2.3.1. hold the relevant license issued in accordance with the *Railway Transport Code of the Republic of Lithuania* and the *Licensing Rules for the Carriage of Passengers, Luggage and Goods by the Rail*.

Licences to carry passengers, luggage and goods by rail along international routes issued in any European Union Member State are valid in the Republic of Lithuania.

Companies wishing to engage in business/commercial railway operations and railway undertakings (carriers) must have good reputation, which means that no conviction has been handed down by a court with respect to the company/undertaking and members of management bodies of the company/undertaking, its management and persons authorised by them to be in charge of the passenger, luggage and/or goods carriage by rail have good reputation, the company/undertaking must be of good financial standing, its management structure must be such that traffic safety is ensured and conditions for the licensed activities are complied with, the civil liability requirements must be met, and the company/undertaking must own traction equipment, or control and use such equipment on other legitimate grounds;

2.3.2. hold a safety certificate issued in accordance with the *Railway Transport Code of the Republic of Lithuania* and the *Rules for the Safety Certification of Railway Undertakings (Carriers) and the Public Railway Infrastructure Manager*. The safety certificate consists of Part A and Part B. Part A is a certificate stating that the railway undertaking (carrier) has implemented the traffic safety control system meeting the EU requirements which have been transposed to the Republic of Lithuania Law on Railway Traffic Safety. This part of the safety certificate, issued in the Republic of Lithuania or another EU Member State, is valid in the Republic of Lithuania and other EU Member States. Part B is a certificate confirming that the railway undertaking (carrier) complies with the prescribed traffic safety requirements. This part of the safety certificate is issued and is valid only in the Republic of Lithuania.

Licences and safety certificates are issued in the Republic of Lithuania by the State Railway Inspectorate under the Ministry of Transport and Communications (“the State Railway Inspectorate”);

2.3.3. operate in accordance with the laws of the Republic of Lithuania, resolutions of the Government of the Republic of Lithuania, orders of the Ministry of Transport and Communications and the State Railway Inspectorate, and local legal acts governing carriers’ operations issued by the Public Railway Infrastructure Manager.

The list of the local legal acts governing carriers’ operations issued by the Public Railway Infrastructure Manager is available on the Lithuanian Railways’ website;

2.3.4. hold permits to start the operation of rolling stock, issued according to the procedure prescribed by legal acts of the Republic of Lithuania. The permits are issued by the State Railway Inspectorate;

2.3.5. ensure that the Applicant’s employees whose work is associated with train traffic have passed examinations according to the procedure prescribed by legal acts of the Republic of Lithuania and hold documents confirming their qualifications;

2.3.6. conclude the *Contract for the use of public railway infrastructure* with the Public Railway Infrastructure Manager according to the procedure prescribed by legal acts of the Republic of Lithuania;

2.3.7. submit a civil liability insurance contract, a bank guarantee or a surety agreement securing the Applicant’s obligation to indemnify for damage in case of a railway traffic accident;

2.3.8. enter into other agreements with the Public Railway Infrastructure Manager and (or) another entities if the necessity for such agreements is established during negotiations for the *Contract for the use of the public railway infrastructure* or for the capacity allocation;

2.3.9. for the purposes of international carriage, conclude any requisite contracts and agreements on the organisation of passenger, luggage and goods traffic, accounting for rolling stock, settlements, procedures, liability, participation in the activities of international organisations and other issues necessary for ensuring the safety of international train traffic and passengers, luggage or goods, should necessity for concluding such contracts/agreements be established during

the negotiations for the *Contract for the use of public railway infrastructure* or for the capacity allocation.

**2.4. Concluding the Contract for the Use of Public Railway Infrastructure (“the Contract”):**

2.4.1. the Contract is concluded for one period of validity of the *Working Timetable* and must be concluded or renewed on an annual basis even if the *Framework Agreement* has been concluded;

2.4.2 Negotiations between the Public Railway Infrastructure Manager and the railway undertaking (carrier) for the Contract are started within 4 months after expiration of the time limit for the submission of applications and are completed prior to the approval of the Working Timetable. If the railway undertaking (carrier) is planning to use the capacities of public railway infrastructure allocated under the Last Minute Application, it is proposed that negotiations with the Public Railway Infrastructure Manager for the Contract should be started in advance and that the application should be submitted only after reaching agreement on the draft Contract;

2.4.3 any agreements which were concluded by the Applicant and the necessity for which had been determined during the negotiations, or attested copies thereof, are appended to the Contract (except for confidential information), and such agreements form an integral part of the Contract;

2.4.4. The State Railway Inspectorate, the Public Railway Infrastructure Manager and the Applicant may conclude the *Framework Agreement*.

The *Framework Agreement* establishes the rights and obligations of the State Railway Inspectorate, the Public Railway Infrastructure Manager and the Applicant related to the allocation of the capacity for a period exceeding one period of the Working Timetable. The train line is not specifically described in the *Framework Agreement*; however, meeting of reasonable commercial needs of the Applicant is sought.

2.5. Relations between the Public Railway Infrastructure Manager and the railway undertakings (carriers) are governed by the Competition Council of the Republic of Lithuania, a market regulator. The market regulator examines, either based on complaints received from railway undertakings (carriers) or on its own initiative, decisions on restrictions on the use of public railway infrastructure, the Network Statement, allocation of public railway infrastructure capacity, and matters related to the charges for the use of such infrastructure adopted by the Public Railway Infrastructure Manager or other organisations or institutions. Decisions passed by the market regulator may be appealed against according to the procedure prescribed by the Lithuanian law.

**2.6. Carriage of bulky and heavy cargoes:**

2.6.1. carriage of bulky and heavy cargoes is governed by the *Instructions on the Carriage of Bulky and Heavy Cargoes by Rail in the CIS countries, Republic of Estonia, Republic of Latvia and Republic of Lithuania DC-1835* and *Procedure for the Carriage of Bulky and Heavy Cargoes* approved by Order of the Director General of Lithuanian Railways No Į-278 of 29 March 2012;

2.6.2. a cargo carriage and approval project must be prepared for the carriage of bulky and heavy cargoes and agreement on the project must be obtained from the Commission on Checking the Loading and Fixing of Cargoes formed by Lithuanian Railways;

2.6.3. additional information on the carriage of bulky and heavy cargoes is provided by phone No +370 5 2693324.

**2.7. Carriage of dangerous goods:**

2.7.1. Main legal acts governing carriage of dangerous goods by rail in the territory of Lithuania:

2.7.1.1. *Republic of Lithuania Law on Carriage of Dangerous Goods by Road, Rail and Inland Waterways* (Žin., 2001, No 111-4022; 2008, No 71-2705; 2010, No 137-6989; 2011, No 71-3368);

2.7.1.2. *Convention Concerning International Carriage by Rail* (COTIF), Annex C *Regulations concerning the International Carriage of Dangerous Goods by Rail* (RID) (the document is available at the Technical Information Centre of the Lithuanian Railways and on [www.litrail.lt](http://www.litrail.lt));

2.7.1.3. *Agreement on International Goods Transport by Rail (SMGS), Annex 2 Rules for Transportation of Dangerous Goods* as amended (Žin., 2002, No 88-3773; 2004, No 130-4698) (current version is published in [www.litrail.lt](http://www.litrail.lt));

2.7.1.4. Resolution of the Government of the Republic of Lithuania No 84 of 22 January 2002 “*Concerning carriage of dangerous goods by rail in the territory of the Republic of Lithuania*” (Žin., 2002, No 8-283; 2005, No 11-339; 2005, No 123-4387; 2007, No 100-4060, 2009, No 103-4291; 2011, No 71-3392; 2011, No 164-7812);

2.7.1.5. Resolution of the Government of the Republic of Lithuania No 1778 of 13 November 2002 “*Concerning approval of the procedures for controlling the carriage of dangerous goods by road, rail and inland waterways*” (Žin., 2002, No 111-4908, 2009, No 103-4290, 2010, No 76-3879; 2011, No 164-7808);

2.7.1.6. *Regulations Governing the Goods Carriage by Rail (ADV/6)* approved by Order of the Minister of Transport and Communications No 174 of 20 June 2000 (Žin., 2000, No 52-1507; 2008, No 52-1930, 2009, No 47-1878, 2010, No 4-179; 2011, No 92-4390);

2.7.2. Resolution of the Government of the Republic of Lithuania No 84 of 22 January 2002 establishes that carriage of dangerous goods by rail in the territory of the Republic of Lithuania is governed by:

2.7.2.1. carriage to/from countries that are contracting parties to the Convention Concerning International Carriage by Rail (COTIF) – the provisions of the current version of COTIF Annex C *Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)* and the Lithuanian law;

2.7.2.2. carriage to/from countries that are contracting parties to the Organisation for Cooperation between Railways (OSJD) – the provisions of the current version of *Agreement on International Goods Transport by Rail (SMGS), Annex 2 Rules for Transportation of Dangerous Goods* and the Lithuanian law;

2.7.2.3. within the country – the provisions of the current version of COTIF Annex C *Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)* and the Lithuanian law;

2.7.3. employees whose work is related to the carriage of dangerous goods must have passed the relevant examinations according to the procedure established by the State Railway Inspectorate and must hold documents proving their qualifications;

2.7.4. Legal acts provide for additional control by the Public Railway Infrastructure Manager over dangerous goods of certain hazard categories. Information on control services is provided by phone No +370 5 2693839.

### **3. MAIN CHARACTERISTICS OF THE PUBLIC RAILWAY INFRASTRUCTURE NETWORK**

3.1. Information provided in this chapter may not fully correspond to the actual condition of the network due to continuous technical improvements in the network. Additional information is provided by the Service Unit, Sales Department, Railway Infrastructure Directorate, Lithuanian Railways, by phone No 2692442.

#### **3.2. Geographical position of the public railway infrastructure:**

3.2.1. the geographical position of the public railway infrastructure network is shown in Annex 4 to this Network Statement;

3.2.2. associated railway networks:

3.2.2.1. of the Republic of Latvia (LDZ);

3.2.2.2. of the Republic of Belarus (BČ);

3.2.2.3. of the Republic of Poland (PKP);

3.2.2.4. of the Kaliningrad Region of the Russian Federation (RŽD).

3.3. The total length of the railways is 1767.6 km including:

3.3.1. single track 1377.2 km;

3.3.2. double track 388.3 km;

3.3.3. triple track 2.1 km.

3.4. The track gauges are 1520 mm (length 1745.8 km) and 1435 mm (length 21.8 km).

3.5. A dual gauge line of 1520 mm and 1435 mm gauge has been constructed from Mockava to Šeštokai railway station. An automatic gauge changing facility (1435/1520) has been installed at Mockava border station. A 21.8 km long line of 1435 mm gauge was constructed from the Lithuanian – Polish border to Šeštokai railway station.

3.6. **Railway stations** are grouped as follows according to their purpose or type of operations:

3.6.1. **Passenger station** - a station where passenger services is the main type of operations. In the Republic of Lithuania, such station is the Vilnius Station.

3.6.2. **Goods station** – a station where loading/unloading works and commercial activities are the main types of operations. There are 20 such stations in the Republic of Lithuania, the largest of them being Bugeniai, Draugystės, Kaunas, Klaipėda and Paneriai stations.

3.6.3. **marshalling yard** – a station at which goods trains are assembled and disassembled; Radviliškis and Vaidotai stations in Lithuania.

3.6.4. **Intermediate station** – a station at which passenger and goods trains are accepted and released, which is passed by trains, and at which trains pass or overtake one another.

3.6.5. **Transfer station** – a station with a developed railway track network and the necessary technical facilities and personnel who are responsible for ensuring that the rolling stock and containers transferred to/received from a foreign country are in good order technically and commercially and that the requisite cargo documentation is completed properly.

3.6.6. **Border station** – a station located closest to the border of the Republic of Lithuania at which state authorities conduct border control procedures related to international goods and passenger carriage. The list of such stations is provided below:

3.6.6.1. Kena, Stasylos – at the Lithuanian-Byelorussian border;

3.6.6.2. Pagėgiai, Kybartai – at the Lithuanian-Russian border (Kaliningrad region);

3.6.6.3. Draugystė – railway ferry lines connecting Lithuania with Sweden, Finland, Germany and Poland.

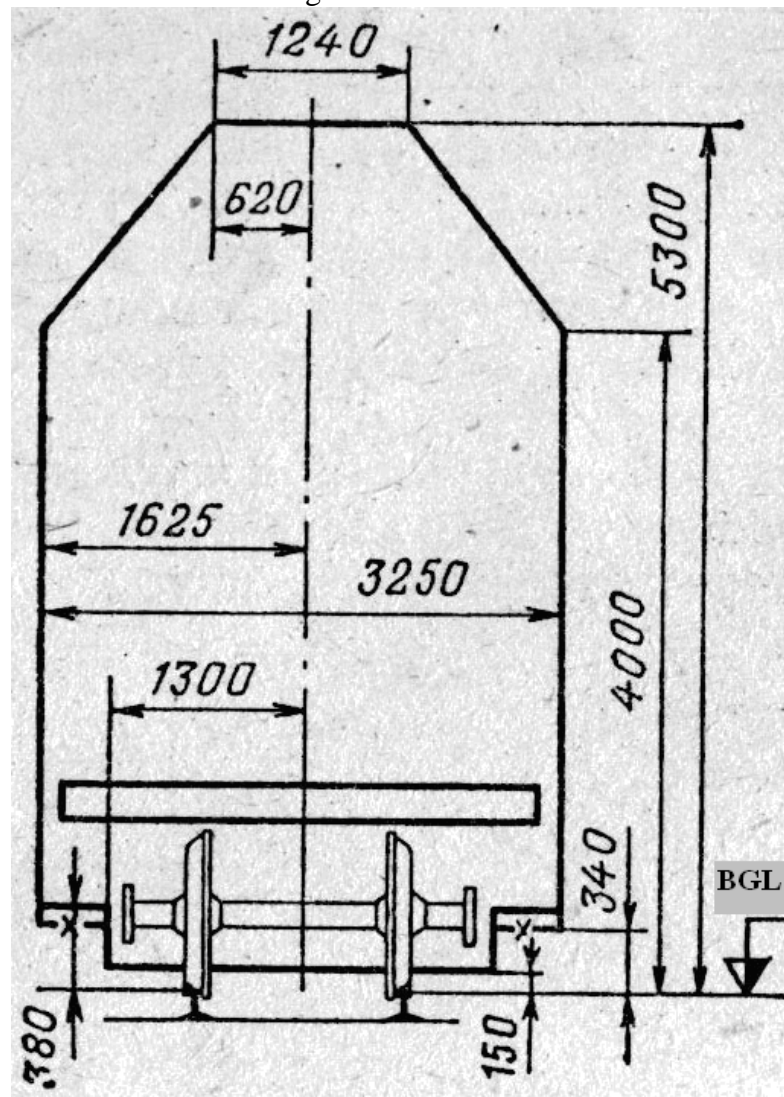
3.7. A list of stations at which cargo handling and other commercial operations are performed is included in the *Book of Import, Export and Local Cargo Tariff Rates 01-LG*. It is published in [www.litrail.lt](http://www.litrail.lt) and is provided in Annex 2 to this Network Statement.

**3.8. Clearance limits for all railway lines:**

3.8.1. The loading clearance limit is provided in Fig. 1 below:



Figure 1



BGL – rail head level

### 3.8.2. Rolling-stock clearance limits:

Rolling stock clearance limit	Area of application
T	Permitted on public railway tracks and sidings (from the connection point to the owner's territory) in which installations and structures conform to S and SP limits for the proximity of structures.
Tc	Tank wagons and self-discharging wagons are permitted on public railway tracks and sidings.
Tpr	Open wagons are permitted on public railway tracks and sidings
1-T	Permitted on public railway tracks, sidings and tracks within territories of enterprises
1-BM (0-T)	1435 mm gauge railway network used for international carriage
0-BM (01-T)	1520 mm gauge railway network, with main railway lines of 1435 mm gauge
02-BM (02-T)	1520 mm gauge railway network, with main railway lines of 1435 mm gauge
03-BM (03-T)	1520 mm gauge railway network, with main railway lines of 1435 mm gauge

The exact clearance data for rolling stock is provided in GOST 9238-83 standard.

### 3.9. Weight limits:

3.9.1. in 1520 mm railway lines, the maximum axle load is 23.5 t; by special permission of the Public Railway Infrastructure Manager it can be increased to 25 t;

3.9.2. in 1435 mm railway lines, the maximum wagon axle load is 20 t, for traction rolling stock 22.5 t;

3.9.3. the equivalent load (t/m) for each railway line is determined by the Public Railway Infrastructure Manager taking account of the allowable equivalent loads of railway structures. The equivalent load limits in the Lithuanian railway network range from 7.5 to 10.5 t/m.

### 3.10. Railway line gradients:

3.10.1. A gradient in the Lithuanian railway network is the part of the track's longitudinal section forming an angle with the horizon line. When the train goes uphill, the gradient is called the **upward gradient** and when the train goes downhill the gradient is called the **downward gradient**. The steepest gradient (including curve resistance), with the length not shorter than the braking distance, is called the **ruling gradient**.

3.10.2. The largest ruling gradient in the Republic of Lithuania (10.4 per mille) is on the railway line Lithuanian-Latvian border – Rokiškis – Radviliškis;

3.10.3. A list of other ruling gradients is provided in Annex 3 to this Network Statement.

3.11. **The highest allowable speeds of trains and locomotives** on railway station tracks, line sections between stations and sidings are established by Order of the Director General of Lithuanian Railways No Į-833 of 19 October 2012. The Order may be updated depending on the developments in the railways.

3.12. **The maximum weight of goods trains and the length of goods and passenger trains** are specified in an appendix to the Working Timetable for 2013 – 2014.

3.12.1. The lengths of goods trains by conventional wagons are provided in Annex 1 to this Network Statement.

### 3.13. Electrified railway lines:

3.13.1. electrified railway lines N. Vilnia–Vilnius, Vilnius–Kaunas and Lentvaris–Trakai;

3.13.2. 25 kV alternating current of 50 Hz frequency is used in the contact network of the electrified lines. The electrified lines are adapted only for the suburban train traffic;

3.13.3. operational length of the electrified railway lines is 122 km, including:

3.13.3.1. single track 4.98 km;

3.13.3.2. double track 117.02 km;

3.13.4. With alternating current, voltage in the electric rolling stock receivers in any contact network block section must be at least 21 kV and not higher than 29 kV. In line sections between stations and at stations, the wires of the contact network must be not lower than 5750 mm and at crossings not lower than 6000 mm over the rail head.

### 3.14. Railway signalling system:

3.14.1. The railway signalling system ensures safe train traffic with a speed of up to 120 km/h, and on the lines where signalling facilities have been upgraded – a speed up to 160 km/h;

3.14.2. Signalling facilities were upgraded (or are being upgraded) on the following railway lines:

3.14.2.1. Kaišiadorys - Radviliškis line (Corridor IXB) upgraded in 2004;

3.14.2.2. Šiauliai - Klaipėda line (Corridor IXB) upgraded in 2010;

3.14.2.3. Kaunas – Kybartai line (Corridor IXD) upgraded in 2012;

3.14.3. Signalling facilities of some railway lines of regional significance are upgraded using relay equipment.

3.14.4. Signalling facilities are divided into station signalling facilities and signalling facilities of line sections between stations:

3.14.4.1. Station signalling facilities:

3.14.4.1.1. Relay interlocking. Such interlocking is installed in the majority of Lithuanian railway stations. All outdoor objects (depending on the signalling type of each station): switches, traffic lights, rail chains, ALSN codes etc., and their condition are relay-controlled;

3.14.4.1.2. Microprocessor interlocking. Microprocessor signalling systems are installed on modernised railway lines. Microprocessor interlocking systems of three types are used in the

Lithuanian railways: Ebilock 950 installed in the stations of modernised Kaišiadorys-Radviliškis line, SIMID-IS was put into operation in the Šiauliai-Klaipėda line in 2010, and ESA 11-LG was put into operation in the Kaunas – Kybartai line in 2012;

#### 3.14.4.2. Signalling facilities in line sections between stations:

3.14.4.2.1. Automatic block signalling. It regulates train traffic on the line sections between stations (depending on the number of blocked sections, several trains may run at the same time on such sections). It is used together with ALSN (automatic locomotive signalling) train safety system. Automatic train stopping devices are installed in locomotives that stop a train automatically in case of restrictive signal if the driver does not stop the train on time. ALSN continuously transmits signals from the traffic lights that are approached by the train to the driver's cab throughout the blocked section and the main tracks of the stations. In the ALSN system, the function of communication channel between the track and the locomotive is performed by the rail circuits. Coded current power signals flowing in the rails are used in the system.

3.14.4.2.2. Semi-automatic block signalling. It regulates train traffic on line sections between two stations (with only one train allowed to run on such section at a time).

3.14.5. The allocation of signalling systems in the railway network is provided in Annex 4.

3.14.6. Until Class A signalling system is implemented in the lines of the public railway infrastructure in accordance with the *Specifications of Interoperability of Control, Management and Signalling Systems*, all traction rolling stock must be equipped with systems securing the interoperability with the systems described in Item 3.14 of this Network Statement, or the STM module must be installed. Technical specifications of the STM module are published in Lithuanian Railways' website [www.litrail.lt](http://www.litrail.lt): Infrastructure → Information for Railway Undertakings (Carriers) → Other Documents and Information.

### **3.15. Automated Rolling-Stock Control System (ARSCS):**

3.15.1. Locations of installation of the components of the automated rolling stock control system (ARSCS) are shown in Annex 5 to this Network Statement.

3.15.2. The information on the values of the rolling stock axle box and wheel temperatures and the wheel force impacting the rails must be prepared by the carriers operating the rolling stock. Such information must be submitted to the Public Railway Infrastructure Manager for agreement.

3.15.3. The procedure for checking the rolling stock defects recorded by the ARSCS must be established by the carriers operating the rolling stock. The procedure must be submitted to the Public Railway Infrastructure Manager for agreement.

### **3.16. Radio communication system used for organizing and managing the train traffic**

3.16.1. The radio communication system operates on the basis of GSM-R radio communication network. Specialised GSM-R radio communication equipment operating in the 876.1–879.9 MHz and 921.1–924.9 MHz radio frequency range is used in the GSM-R network.

The GSM-R radio communication system operates in all the railway stations in operation and the following line sections between stations:

- Vilnius – Kaišiadorys – Radviliškis – Šiauliai – Klaipėda – Rimkai – Draugystė;
- Rimkai – Pagėgiai – Jonaitiškiiai – Radviliškis;
- Pagėgiai – border;
- Radviliškis – Pakruojis;
- Kužiai – Bugeniai;
- Mažeikiai – border;
- Radviliškis – Joniškis – border;
- Radviliškis – Rokiškis – border;
- Paneriai – Valčiūnai – Kyviškės – Kena – border;
- Vilnius – Turmantas – border;
- Vilnius – Kirtimai - Valčiūnai – Stasylos – border;
- Vilnius – Lentvaris – Marcinkonys;
- Senieji Trakai – Trakai;
- Gaižiūnai – Palemonas – Rokai – Jiesia;
- Kaišiadorys – Palemonas – Kaunas – Kazlų Rūda – Kybartai – border;

– Kazlų Rūda – Šeštokai – Mockava – border.

3.16.2. Line hectometric radio communication system is used in line sections between stations in border areas for the communication between the train driver and the station duty officer of the relevant section and the persons on duty in the adjacent stations (and vice versa). The line hectometric radio communication system employs analog radio communication equipment operating at 2.13 MHz (standby channel: 2.15 MHz).

3.16.3. In individual railway areas, local radio communication networks, i.e. area radio communication systems are used. These networks are intended for the performance of key functions in certain areas and are isolated from other communication systems. The networks of an area radio communication system operate within the range of metric (150 – 154 MHz) and decimetric (445 – 450 MHz) waves.

3.17. Train traffic restrictions:

3.17.1. There is no special infrastructure restricting the train traffic;

3.17.2. There are no environmental restrictions on the train traffic;

3.17.3. There are no tunnels where the train traffic is restricted;

3.17.4. Traffic restrictions for bridges. All railway bridges, except for pedestrian bridges, are classified by the load bearing capacity. The bridge category by bearing capacity is a general indicator of the bridge strength. Bridges are categorised by load capacity as follows:

3.17.4.1. *Category I* – bridges calculated for N 8 and S 14 load, with no defects reducing the load capacity, and without speed limitation;

3.17.4.2. *Category II* – bridges for rolling stock with a longitudinal track load capacity of maximum 10.5 t f/m (tonne force per linear meter), with the track load by a wheel pair of a locomotive/wagon of 27 t, as well as all currently used transporter wagons up to 500 t, with some speed limitations;

3.17.4.3. *Category III* – bridges for any currently used rolling stock including eight-axle open wagons with a longitudinal track load of maximum 9 t f/m, with some speed limitation;

3.17.4.4. *Category IV* – bridges for four-axle wagons with a longitudinal track load of maximum 7.5 t f/m and transporter wagons of up to 300 t, with speed limitation;

3.17.4.5. *Category V* – all other bridges of smaller load capacity, with the speed limitations for heavy trains.

## 4. CAPACITY ALLOCATION

**4.1. Capacity** is allocated to the Applicants by the State Railway Inspectorate for a period of validity of the Working Timetable.

4.1.1. Capacity may be allocated for more than one period of validity of the Working Timetable provided that the Applicant has concluded the *Framework Agreement* stating the requested capacity with the State Railway Inspectorate and the Public Railway Infrastructure Manager.

**4.2. Applications** in the Lithuanian language must be submitted to the State Railway Inspectorate at:

*Jakšto g. 16-1 LT-01105, Vilnius, Lietuva.*

**4.3. The Application Form** and the list of documents to be appended is established in Order of the Head of the State Railway Inspectorate No V-304 of 19 May 2011 “*Concerning requirements for the content of the application for the allocation of public railway infrastructure capacity*“ (Žin., 2011, No 62-2959).

The Application Form is provided in Annex 6 to this Network Statement.

**4.4. The Application** for the capacity allocation is not examined and the documents are returned to the Applicant in cases referred to in Clause 11 of the *Regulations for the Allocation of Public Railway Infrastructure Capacities*.

4.5. Having established that the Application contains all the requisite data and all the requisite documents have been appended, the State Railway Inspectorate transfers them to the

Public Railway Infrastructure Manager for technical evaluation within one month from the expiration of the time limit for the submission of applications.

The Applicants have a right to submit the Applications to the State Railway Inspectorate for capacities crossing the railway networks of more than one European Union Member State. Such applications are forwarded to the Public Railway Infrastructure Manager, which will act on behalf of the Applicant and request the capacities by applying directly to public railway infrastructure managers or capacity-allocating authorities of other EU Member States.

Where the Applicant requests capacities for the provision of the services of passenger carriage by international routes, the Applicant must submit a copy of its Application also to the railway infrastructure managers or capacity-allocating authorities and market regulators of the relevant EU Member States, or may request that the State Railway Inspectorate submits a copy of its Application to the above entities.

#### 4.6. Deadlines for the completion of the capacity allocation procedures:

Table 2

Procedure	Deadline	Carried out by
Filing of applications for capacity	25-05-2013	Interested parties
Forwarding of applications to the Public Railway Infrastructure Manager	25-06-2013	State Railway Inspectorate
Drafting the Working Timetable and submitting to the State Railway Inspectorate and the Applicants	25-09-2013	Public Railway Infrastructure Manager
Submitting comments and proposals for the Draft Working Timetable	25-10-2013	State Railway Inspectorate and interested parties
Negotiations with the State Railway Inspectorate and the Applicants concerning the comments and proposals	25-12-2013	Public Railway Infrastructure Manager, interested parties, State Railway Inspectorate
Adopting decisions on capacity allocation	25-12-2013	State Railway Inspectorate
Approval of the Working Timetable	25-04-2014	Public Railway Infrastructure Manager
Working Timetable Effective date	25-05-2014	

4.7. *The Working Timetable* is subject to changes and updates taking account of seasonal, protocol or other changes (e.g. at the request of the neighbouring states' railway infrastructure managers, administrations or the applicants). If the Working Timetable is changed at the request of the Public Railway Infrastructure Manager or the Applicant, the capacities allocated to other Applicants are not reduced. The amendments and adjustments will come into effect on the date and at the time indicated by the Public Railway Infrastructure Manager.

4.8. Amendments to the Working Timetable are published according to the procedure established by the Public Railway Infrastructure Manager.

**4.9. Last Minute Applications** are submitted to the Public Railway Infrastructure Manager and are considered according to the procedure set out in Section IX of the *Regulations for the Allocation of Public Railway Infrastructure Capacities*.

The Public Railway Infrastructure Manager will examine such application and notify the results to the State Railway Inspectorate not later than within 3 working days after the application is received. The State Railway Inspectorate must adopt the decision on the allocation of capacities within 2 working days from the receipt of the Public Railway Infrastructure Manager's notice. In analysing the Last Minute Applications and allocating capacity, the State Railway Inspectorate takes guidance, *mutatis mutandis*, from Sections III and VIII of the *Regulations for the Allocation of Public Railway Infrastructure Capacities*.

It is suggested that those Applicants that have not concluded *the Contract for the use of the public railway infrastructure* with the Public Railway Infrastructure Manager should, prior to submitting the Last Minute Application:

4.9.1. start negotiations with the Public Railway Infrastructure Manager for the conclusion of such Contract;

4.9.2. prepare and agree on the draft Contract up to such point that only the entry of the data referred to in Clause 47.1 of the *Regulations for the Allocation of Public Railway Infrastructure Capacities* remains;

4.9.3. specify in the Last Minute Application the estimated date on which the Applicant will start the use of the allocated capacity, taking account of the period necessary for the completion of the Contract procedures.

**4.10. Applications for the allocation of the same capacities of the public railway infrastructure** are coordinated in accordance with the provisions of Order of the Head of the State Railway Inspectorate No V-90 of 31 July 2007 “*Concerning the principles of coordination of applications by railway undertakings (carriers) whereby same public infrastructure capacities are applied for and the approval of relevant procedures*” (new version of Oder No V-182 of 28 March 2011).

4.11. If, upon negotiations with the applicants, the Public Railway Infrastructure Manager cannot satisfy all the applications for capacity in any section of the public railway infrastructure due to insufficient capacity, it must inform the State Railway Inspectorate about congestion in that part of the public railway infrastructure.

**4.12. Capacity in the congested part of the public railway infrastructure is allocated in accordance with** the “*Regulations on the Allocation of Public Railway Infrastructure Capacity in the Congested Part of the Public Railway Infrastructure*” approved by Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-361 of 18 September 2006.

**4.13. Applications for capacities allocation for the maintenance and repairs of the public railway infrastructure** must be submitted to the State Railway Inspectorate before expiration of the time limit for the approval of the Working Timetable.

Should it be determined, during the drafting of the Working Timetable, that upon allocation of the capacity for the maintenance and repairs of the public railway infrastructure another applicant would be prevented for carrying out its railway business activities, the Public Railway Infrastructure Manager must offer the latter another capacity or compensate for the railway traffic disruptions according to the procedure prescribed by the law.

4.14. Where applications for allocation of capacities for the maintenance and repairs of the public railway infrastructure are submitted during the period of validity of the Working Timetable, such applications are examined as Last Minute Applications.

**4.15. Use of the public railway infrastructure:**

4.15.1. The capacity allocated to the Applicant must be used in accordance with the terms and conditions of the Contract and according to the Working Timetable.

4.15.2. Sale and/or other disposal of the allocated capacity is prohibited.

4.15.3. The Applicant must ensure that the intensity of use of the allocated capacity is not lower than  $\frac{3}{4}$  of the scope specified in the Contract.

4.15.4. The Public Railway Infrastructure Manager has the right to require that the Applicant refuses from a train line in the congested part of the infrastructure if the scope of its use during at least one month was smaller than  $\frac{3}{4}$  of the requested scope.

4.15.5. Should a train fail to leave at the time established in the Working Timetable due to the fault of the Applicant (the train or the documents not ready, locomotive failure etc.) or of the Public Railway Infrastructure Manager (failure of the traffic control equipment, track etc.), the Public Railway Infrastructure Manager will release the train in accordance with Item 15.5 of the *Regulations on the Technical Use of Railways*.

4.15.6. In case of accumulation of trains/wagons in railway stations due to a traffic accident, natural disasters, problems in the organisation of work of cargo handling companies etc., the Public Railway Infrastructure Manager will organise train traffic and release trains according to a plan drawn up by it.

**4.16. Refusal to use public railway infrastructure:**

4.16.1. Those Applicants which cannot use the allocated capacity must file to the State Railway Inspectorate and the Public Railway Infrastructure Manager a notice of refusal or a request to allocate other capacities.

4.16.2. If the Applicant has failed to use the allocated capacity, the initial payment is not refunded.

4.16.3. If the Applicant approaches the State Railway Inspectorate requesting to allocate different capacity, such application for different capacity is examined as the Last Minute Application.

4.16.4. Having received a notice of refusal from using the allocated capacity from a railway undertaking (carrier), the Public Railway Infrastructure Manager must submit to the State Railway Inspectorate, within 14 calendar days, a well-grounded proposal for the use of such capacity for the public railway infrastructure maintenance/repair works or for declaring it as free capacity.

4.16.5. The State Railway Inspectorate will adopt a decision on the allocation of the free capacity for the public railway infrastructure maintenance/repair works or declare it as spare capacity within 5 working days from the date of receipt of the proposal.

4.16.6. The State Railway Inspectorate will publish information on free capacity in its website.

#### **4.17. Railway traffic accident, emergency and incident response actions and investigation:**

4.17.1. Actions (information, response, investigation) to be taken by the Public Railway Infrastructure Manager and railway undertakings (carriers) in case of a railway traffic accident, emergency or error (“the accident”) are governed by the following legal acts:

4.17.1.1. *Regulations Governing the Railway Traffic Accident, Emergency and Error Response Actions and Investigation* approved by Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-79 of 20 February 2003 (Žin., 2003, No [26-1066](#); 2010, No [71-3605](#); 2012, No 52-2600; 2013, No 6-245);

4.17.1.2. Order of the Director General of Lithuanian Railways No I-636 of 3 August 2012 “*Concerning approval of the Procedure Governing Staff Actions in Case of a Traffic Accident and Reporting on the Accident*” (the document is available at the Technical Information Centre of the Lithuanian Railways).

4.17.2. In case of occurrence of the Accident as well as in case of a failure that temporarily prevents the use of the public railway infrastructure, the Public Railway Infrastructure Manager may restrict, without warning, the use of the allocated capacity for a period necessary for the restoration of the train traffic.

4.17.3. Upon restoration of the train traffic, the Public Railway Infrastructure Manager establishes the sequence of release of the trains based on the train numbers in the relevant directions in accordance with Item 15.5 of the *Regulations on the Technical Use of Railways* and the Working Timetable.

## **5. SERVICES PROVIDED BY THE PUBLIC RAILWAY INFRASTRUCTURE MANAGER**

### **5.1. The minimal access package consists of:**

5.1.1. processing of the applications for capacity;

5.1.2. the entitlement to use the allocated capacity;

5.1.3. use of tracks and switches, marshalling yards, train formation devices, classification tracks;

5.1.4. train traffic control including signalling, adjustment and train traffic management;

5.1.5. transmission and provision of information on train traffic (the scope of information to be established during negotiations);

5.1.6. use of the electric power supply equipment in order to secure traction current when such equipment is available;

5.1.7. any other information necessary for the launching / provision of a service for which the infrastructure capacity has been allocated.

### **5.2. Additional services provided at an extra charge:**

5.2.1. traction current (N.Vilnia–Vilnius–Kaunas; Lentvaris–Trakai);

5.2.2. control over carriage of dangerous goods;

- 5.2.3. assistance in cases when unusual trains are used;
  - 5.2.4. storage of rolling stock on the tracks forming part of the public railway infrastructure;
  - 5.2.5. other services provided by the Public Railway Infrastructure Manager which are required by railway undertakings (carriers) for the provision of the passenger and/or cargo carriage services.
- 5.3. Additional services are provided at the request of a railway undertaking (carrier).

## 6. CHARGES

**6.1. Railway undertakings (carriers) pay the following charges for the services provided by the Public Railway Infrastructure Manager as part of the minimal access package and for the access to the public railway infrastructure facilities:**

- 6.1.1. capacity reserving charge;
- 6.1.2. train traffic charge;
- 6.1.3. passenger transit charge;
- 6.1.4. cargo transit charge;
- 6.1.5. cargo carriage charge;
- 6.1.6. charge for the use of contact grid.

**6.2. Railway undertakings (carriers) pay the following charges for the additional services provided by the Public Railway Infrastructure Manager:**

- 6.2.1. use of fuel station equipment forming part of the public railway infrastructure and supply of fuel;
- 6.2.2. use of cargo terminals forming part of the public railway infrastructure;
- 6.2.3. use of maintenance facilities and other technical facilities forming part of the public railway infrastructure;
- 6.2.4. storage of rolling-stock on railway tracks forming part of the public railway infrastructure;
- 6.2.5. assistance in cases when unusual trains are used (bulky goods etc are carried);
- 6.2.6. shunting;
- 6.2.7. other services provided by the Public Railway Infrastructure Manager which are required by railway undertakings (carriers) for the provision of the passenger and/or cargo carriage services.

### **6.3. Charge rates**

6.3.1. The rates of charges for the services provided by the Public Railway Infrastructure Manager are set in Order of the Head of State Railway Inspectorate under the Ministry of Transport and Communications No V-67 of 28 January 2013 *"Concerning setting of rates of charges for the services provided by the public railway infrastructure manager"* (Žin. 2013, No 12-597):

- 6.3.1.1. capacity reserving charge rate: 4.7364 LTL/train km;
- 6.3.1.2. train traffic charge rate: 0.0058 LTL/GTK
- 6.3.1.3. passenger transit charge rate: 0.0210 LTL/GTK
- 6.3.1.4. cargo transit charge rate: 0.0368 LTL/NTK
- 6.3.1.5. cargo carriage charge rate:
  - 6.3.1.5.1. loaded and empty containers, semi-trailers and other containers of different types: 0.0062 LTL/NTK;
  - 6.3.1.5.2. dangerous goods: 0.0460 LTL/NTK;
  - 6.3.1.5.3. low-value goods: 0 LTL/NTK;
  - 6.3.1.5.4. other goods: 0.0104 LTL/NTK;
- 6.3.1.6. charge for the use of contact grid: 1.7293 LTL/train km.

**6.4. Methodology for determining the eligible expenditure of the Public Railway Infrastructure Manager for inclusion in the charge rates:**

- 6.4.1. The costs of services provided by the Public Railway Infrastructure Manager are determined by the activity-based cost accounting method. The Public Railway Infrastructure



Manager established the detailed procedure for the allocation of costs to the services forming the minimal access package, to access to the public railway infrastructure facilities, to additional services and to remaining services, taking account of its organisational structure, technologies of works, and accounting systems available. This procedure is updated by the Public Railway Infrastructure Manager on a periodic basis (at least once in 5 years) based on best international practice.

6.4.2. The Public Railway Infrastructure Manager incurs direct, indirect and operating costs in the service provision process.

6.4.3. The Public Railway Infrastructure Manager calculates costs of its services based on uniform cost allocation principles and valid cost allocation indicators.

6.4.4. The charges for the services forming the minimal access package and for the access to the public railway infrastructure facilities are based on direct costs incurred in the provision of such services. Such costs do not include depreciation of non-current assets of the public railway infrastructure, investment costs and loan service costs.

6.4.5. The rates of charges referred to in items 6.1.1 and 6.1.2 above are set in such a way that income earned from these charges are equal to the costs of the Public Railway Infrastructure Manager directly incurred in providing the minimal access package and the access to the railway infrastructure facilities (except for costs directly incurred in the provision of the contact grid). These costs include:

6.4.5.1. direct costs of operation, maintenance and repairs of the railway embankment, railway track structures, railway track equipment, and main, station tracks and sidings;

6.4.5.2. direct costs of operation, maintenance and repairs of automated/mechanical humps, automatic blocking equipment, centrally controlled switches, technical communication equipment, cable lines for data transmission, train radio communication equipment and other automation and communication equipment;

6.4.5.3. direct costs of operation, maintenance and repairs of power transmission lines and supply equipment; direct electricity and heat costs;

6.4.5.4. direct costs of operation, maintenance and repairs of buildings forming part of the public railway infrastructure as well as of the building services and engineering equipment therein;

6.4.5.5. direct costs of assembling trains, accepting and releasing trains, and other works related to organisation of train traffic.

6.4.6. The rate of the charge referred to in item 6.1.6 includes only direct costs incurred by the Public Railway Infrastructure Manager in providing the service of the contact grid. Such costs consist of the costs of operation, maintenance and repairs of the contact grid and the lines, traction substations and lighting equipment forming the grid.

6.4.7. Direct costs of the Public Railway Infrastructure Manager consist of salaries to its employees involved in the provision of the relevant services of the Public Railway Infrastructure Manager and related social security costs, costs of materials, fuel, electricity and heat, and costs of those public railway infrastructure operation, maintenance and repair works purchased from contractors which can be directly allocated to specific works/services in the accounting system.

6.4.8. The rates of the charges for additional services is based on the direct, indirect and operating costs of such services.

6.4.9. In planning its costs, the Public Railway Infrastructure Manager must plan cutting of its costs by applying measures to reduce the public railway infrastructure costs and the charge rates. The measures to reduce the public railway infrastructure costs and the charge rates must be such that safety of railway traffic and the quality of services provided by the Public Railway Infrastructure Manager to railway undertakings (carriers) are not deteriorated.

6.5. The procedure for the setting and approval of charges for the services provided by the Public Railway Infrastructure Manager is set out in Section X of the *"Rules for the setting of rates of charges for the services provided by the public railway infrastructure manager"*.

6.6. The procedure for the payment of charges is set out in Section XI of the *"Rules for the setting of rates of charges for the services provided by the public railway infrastructure manager"*.

6.7. The amounts of charges will be adjusted based on the amounts of any fines payable or compensations receivable for the train traffic disruptions as stated in the *Procedures for the Imposition of Fines on Train Traffic Disruptions and for the Payment of Compensations for such Disruptions to Suffered Undertakings* approved by Order of the Minister of Transport and Communications No 3-53 of 24 January 2012 (Žin., 2012, No 13-579).

Annex 1

### MAXIMUM LENGTH OF GOODS TRAINS BY RAILWAY LINES

Item No	Railway line		Railway line length, km	Train length based on length of tracks in stations in the section (in conv. wagons)	
				uneven traffic direction	even traffic direction
1	2		3	4	5
1	Molodecno – Kena		87.2	61	61
2	Kena – Vaidotai	via Nemėžis	39.3	61	61
		via Vilnius	46.3	61	61
3	Vaidotai – Lida		125.0	57	57
4	Kena – Vaidotai – Kybartai		217.1 184.7	61	61
5	Vaidotai – Palemonas		91.3	61	61
6	Palemonas – Radviliškis		129.1	61	61
7	Kena – Vaidotai – Radviliškis		222.8 190.5	61	61
8	Radviliškis – Klaipėda – Draugystė (via Kužiai station)		186.9 199.0	57	57
9	Daugavpils – Radviliškis		206.3	57	57
10	Jelgava – Radviliškis		87.5	57	57
11	Radviliškis – Sovetsk		152.0	53	48
12	Radviliškis – Klaipėda (via Pagėgiai st.)		229.3	53	48
13	Radviliškis – Bugeniai		114.6	57	57
14	Jelgava – Bugeniai (via Rengė station)		34.9	57	57
15	Mockava – Trakiškiai (1435 mm track)		18.4	600 m	600 m
16	Gaižiūnai – Klaipėda		286.5	57	57
17	Švenčionėliai – Turmantas		70.2	45	43
18	Švenčionėliai – Utena		48.1	45	50
19	Kirtimai – Vaidotai		11.0	45	45
20	Kirtimai – Jašiūnai		21.5	45	45
21	Vaidotai – Varėna		96.1	42	42
22	Vaidotai – Šilainiai		118.3	61	61
23	Vaidotai – Gaižiūnai		86.7	61	61

24	Šilainiai – Draugystė	266.9	57	57
25	Gaižiūnai – Klaipėda	286.5	57	57
26	Jonava – Rizgonys	22.7	50	50
27	Palemonas – Kybartai	93.5	57	57
28	Palemonas – Marijampolė	67.6	45	48
29	Palemonas – Šeštokai	100.5	42	42
30	Šeštokai – Mockava (1520 mm track)	7.5	49	49
31	Šeštokai – Mockava (1435 mm track)	7.5	600 m	600 m
32	Šeštokai – Alytus	38.1	42	42
33	Radviliškis – Panevėžys	55.1	57	57
34	Radviliškis – Joniškis	66.9	57	57
35	Radviliškis – Pakruojis	43.1	57	57
36	Radviliškis – Tauragė – Pagėgiai – Šilutė	182.0	54	53
37	Rimkai – Šilutė – Tauragė	108.4	42	42
38	Akmenė – Alkiškiai	19.5	40	40

Note. For more detailed information please see the Working Timetable.

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**LIST OF STATIONS AT WHICH COMMERCIAL OPERATIONS ARE PERFORMED**

It. No	Station	Operation symbol	Station code
1	Akmenė	1, 3, 4	126707
2	Alytus	3, 8H	123605
3	Bezdonys	1	128204
4	Bugeniai	3	126302
5	Darbėnai	3	107142
6	Draugystė	3, 8H, 10H	108200
7	Dūkštas	1, 4	128906
8	Gaižiūnai	1, 3	124504
9	Gubernija	1, 3	125808
10	Gustonys	3	127201
11	Ignalina	1, 3, 4	128609
12	Jašiūnai	1, 3	120503
13	Jonava	1, 3, 4	124701
14	Joniškis	1, 3, 4	126001
15	Kaišiadorys	1, 3, 4	122803
16	Kaunas	1, 3, 4, 5, 8, 10	123107
17	Kazlų Rūda	1, 3, 4	123408
18	Kėdainiai	1, 3, 4	125009
19	Kybartai	1, 3, 4	124307
20	Kirtimai	1, 3	120700
21	Klaipėda	1, 3, 4, 8	108003
22	Kretinga	1, 3, 4	107809
23	Kupiškis	1, 3, 4	127502
24	Kužiai	1	127004
25	Lentvaris	1, 3	120908
26	Marijampolė	1, 3, 4	124006
27	Matuizos	3	122208
28	Mauručiai	1, 3	123200
29	Mažeikiai	1, 3, 4	126406
30	Mockava	1, 3	123304
31	Naujoji Vilnia	1, 3	120402
32	Pabradė	1, 3, 4	128401
33	Pagėgiai	1, 3, 4	107000
34	Pakruojis	1, 3	106008

It. No	Station	Operation symbol	Station code
35	Paneriai	1, 3, 8, 10	120804
36	Panevėžys	1, 3, 4	127305
37	Pavenčiai	1, 3, 4	107208
38	Pilviškiai	1, 3	124104
39	Plungė	1, 3, 4	107509
40	Pravieniškės	1, 3	122903
41	Radviliškis	1, 3, 4	125507
42	Rimkai	1, 3, 8H	108408
43	Rizgonys	3	124805
44	Rokiškis	1, 3, 4	127803
45	Rūdiškės	1	122405
46	Senieji Trakai	3	122509
47	Subačius	3	127409
48	Šeduva	1, 3, 4	127108
49	Šeštokai	1, 3, 4, 10	123802
50	Šiauliai	1, 3, 4	125704
51	Šilainiai	1, 3	125206
52	Šilėnai	3	125600
53	Šilutė	1, 3, 4	108709
54	Švenčionėliai	1, 3, 4	128505
55	Tauragė	1, 3, 4	106703
56	Telšiai	1, 3, 4	107405
57	Tytuvėnai	1, 3, 4	106205
58	Turmantas	1, 3, 4	129103
59	Utena	1, 3	128702
60	Vaidotai	3	121008
61	Valčiūnai	3	120607
62	Valkininkai	3	122301
63	Varėna	1, 3, 4	121608
64	Viduklė	1, 3, 4	106402
65	Vievis	1, 3	122706
66	Vilkaviškis	1, 3, 4	124203
67	Vilkyčiai	1	108605
68	Vilnius	1, 3, 4, 5	120005

Meaning of symbols:

Operation symbols:

- 1 Acceptance and issue of wagon consignments that can be stored in open grounds of the station.
- 2 Acceptance and issue of small consignments that must be stored in covered warehouses of the station.
- 3 Acceptance and issue of wagon consignments and small consignments loaded onto a single wagon on the owner's sidings not in public use.

- 4 Acceptance and issue of wagon consignments that must be stored in covered warehouses of the station.
- 5 Acceptance and issue of goods loaded into universal 3 t and 5 t transport containers – in the station
- 6 Acceptance and issue of goods loaded into universal 3 t and 5 t transport containers – on sidings.
- 7 Acceptance and issue of flammable goods in the station is prohibited.
- 8 Acceptance and issue of goods loaded into universal 20' and 30' containers – in the station.
- 8H Acceptance and issue of goods loaded into universal 20' containers – on sidings
- 9 Acceptance and issue of small consignments that can be stored in open grounds of the station – in the station
- 10 Acceptance and issue of goods loaded into universal 40' containers – in the station
- 10H Acceptance and issue of goods loaded into universal 40' containers – on sidings.

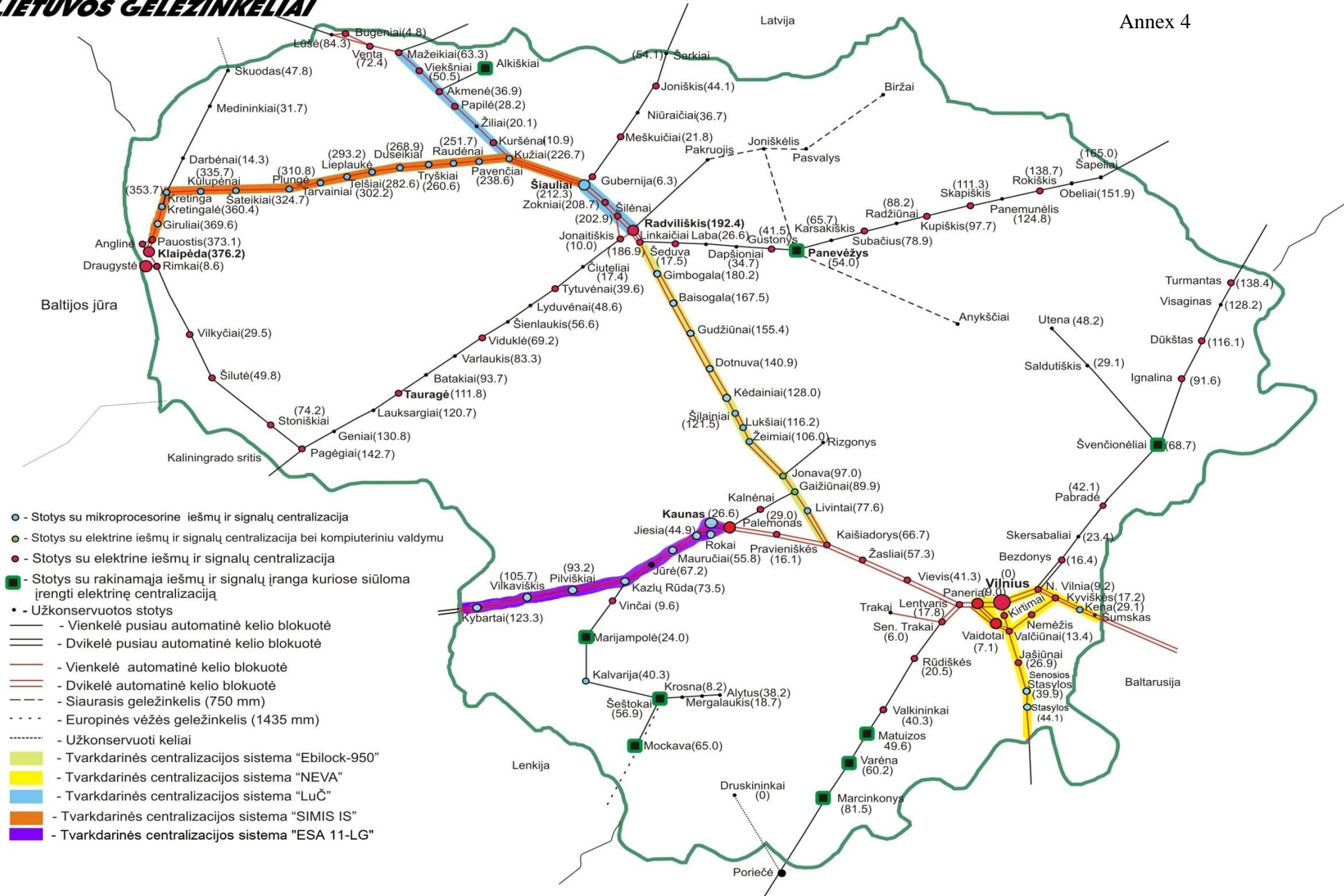
**For more detailed information on commercial operations at the stations please see the Goods Carriage Tariff Rates.**

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**LIST OF RULING GRADIENTS**

(Appendix 34 to Order of the General Director of Lithuanian Railways No 37 of 19 February 1997)

Item No	Section	Ruling gradients, pro mille	
		Uneven direction	Even direction
1.	Border-Obeliai-Radviliškis	10.4	9.4
2.	Border-Joniškis-Šiauliai	2.6	0.5
3.	Border-Bugeniai	3.5	5.8
4.	Border-Lūšė-Mažeikiai	8.1	7.6
5.	Radviliškis-Mažeikiai	7.3	4.4
6.	Radviliškis-Klaipėda	9.7	8.1
7.	Radviliškis-Pagėgiai (Sovetsk)	9.5	9.5
8.	Radviliškis-Kaišiadorys	7.0	8.1
9.	Klaipėda-Skuodas-border	9.4	7.3
10.	Border-Pagėgiai-Klaipėda	4.0	3.0
11.	Kaunas-Kybartai	5.4	5.0
12.	Palemonas-Rokai-Jiesia	7.0	5.5
13.	Palemonas-Gaižiūnai	3.0	4.1
14.	Kazlų Rūda-Alytus	7.1	8.8
15.	Kaunas-Vilnius	5.3	5.0
16.	Vilnius-Stasylos-border	6.0	9.2
17.	Lentvaris-Marcinkonys-border	4.8	3.8
18.	Vilnius-Kena-border	7.7	7.2
19.	Vilnius-Turmantas-border	5.1	4.8
20.	Paneriai-Valčiūnai	5.0	5.9
21.	Švenčionėliai-Utena	2.7	7.3
22.	Senieji Trakai-Trakai	6.0	1.0
23.	Valčiūnai-Kyviškės	7.0	5.7



	Stations with microprocessor switch and signal interlocking
	Stations with electric switch and signal interlocking and computer-aided control
	Stations with electric switch and signal interlocking
	Stations with locked switching and signalling equipment where electric interlocking is proposed
	Stations that are temporarily closed
	single-track semi-automatic track interlocking
	double-track semi-automatic track interlocking
	single-track automatic track interlocking
	double-track automatic track interlocking
	narrow gauge (750 mm) railway
	European gauge (1435 mm) railway
	tracks temporarily closed
	EBILOCK-950 interlocking system
	NEVA interlocking system
	LUC interlocking system
	SIMIS IS interlocking system
	ESA 11-LG interlocking system



**Allocation of ARSCS I (Automated Rolling-Stock Control System) Posts**

ARSCS post	Functions (*)	Track	Sleeper ordinate	FRSS 1 (*) ordinate	FRSS 2 (*) ordinate	Sensor 1 ordinate	Sensor 2 ordinate	WF (*) centre ordinate
<b>Kaišiadorys – Radviliškis – Klaipėda</b>								
1) Gaižiūnai – Jonava	AT-WT	-	93+801	92+300	95+300	93+740	93+860	-
2) Šilainiai – Kėdainiai	AT-WT	-	124+725	123+225	126+225	124+665	124+785	-
3) Dotnuva – Gudžiūnai	AT-WT	I	149+500	148+015	151+015	149+455	149+575	-
		II						
4) Gimbogala – Radviliškis	AT-WT-WF	-	183+692	182+192	185+204	183+632	183+752	183+683
5) Radviliškis – Šilėnai	AT-WT	I	197+300	195+745	199+010	197+240	197+360	-
		II			198+800			
6) Šiauliai – Kužiai	AT-WT	I	219+875	218+375	221+375	217+815	217+935	-
		II						
7) Raudėnai – Tryškiai	AT-WT	-	256+270	254+770	257+770	256+210	256+330	-
8) Telšiai – Lieplaukė	AT-WT	-	287+860	286+360	289+360	287+800	287+920	-
9) Plungė – Šateikiai	AT-WT	-	318+335	316+865	319+835	318+275	318+395	-
10) Kūlupėnai – Kretinga	AT-WT	-	349+475	347+874	350+955	349+415	349+535	-
11) Giruliai – Pauostis	AT-WT-WF	-	372+000	-	-	371+940	372+060	371+989
<b>Kena – Kybartai</b>								
12) Nemėžis – Valčiūnai	AT-WT	-	18+120	16+280	19+620	18+060	18+180	-
13) Lentvaris – Vievis	AT-WT	I	31+700	30+020	33+200	31+650	31+750	-
		II			33+350			
14) Žasliai – Kaišiadorys	AT-WT-WF	I	61+845	60+345	63+490	61+785	61+905	61+862
		II	61+843	60+343		61+783	61+903	61+860
15) Pravieniškės – Palemonas	AT-WT	I	21+300	19+789	22+815	21+240	21+360	-
		II						
16) Mauručiai – Jūrė	AT-WT	I	61+890	60+390	63+390	61+830	61+950	-
		II						
17) K.Rūda – Pilviškiai	AT-WT	I	84+323	82+700	85+823	84+263	84+383	-
		II						
18) Vilkaviškis – Kybartai	AT-WT-WF	I	117+277	115+788	118+827	117+210	117+337	117+285
		II			118+824	117+215		
<b>Kužiai – Bugeniai</b>								
19) Papilė – Akmenė	AT-WT	-	32+100	30+610	33+610	32+040	32+160	-
20) Mažeikiai – Venta	AT-WT	-	67+880	66+380	69+380	67+820	67+940	-

## Allocation of ARSCS II Posts

ARSCS post	Functions (*)	Sleeper ordinate	FRSS 1 (*) ordinate	FRSS 2 (*) ordinate	Sensor 1 ordinate	Sensor 2 ordinate	WF (*) centre ordinate
<b>Šiauliai – Joniškis – border and Klaipėda – Pagėgiai</b>							
1) Gubernija – Meškuičiai	AT-WT	14+600	13+200	16+000	14+540	14+660	-
2) Joniškis – border	AT-WT-WF	52+910	51+510	54+310	52+850	52+970	52+919
3) Rimkai – Vilkyčiai	AT-WT-WF	15+102	13+702	16+502	15+042	15+162	15+090
4) Vilkyčiai – Šilutė	AT-WT	44+283	42+883	45+683	44+232	44+343	-
<b>Kazlų Rūda – Mockava, Lentvaris – Marcinkonys, Vilnius – Stasylos – border, Kena – border</b>							
5) Marijampolė – Kalvarija	AT-WT	28+504	26+800	29+950	28+458	28+568	-
6) Rūdiškės – Valkininkai	AT-WT	30+003	28+503	31+403	29+943	30+063	-
7) Valčiūnai – Jašiūnai	AT-WT	21+100	19+700	22+510	21+040	21+160	-
8) Stasylos – border	AT-WT-WF	48+901	47+500	-	48+841	48+976	48+895
9) Kena – border	AT-WT-WF	33+774	32+270	-	33+714	33+834	33+754
<b>Radviliškis – Pagėgiai – border</b>							
10) Jonaitiškiei – Tytuvėnai	AT-WT	34+505	33+105	35+905	34+445	34+565	-
11) Viduklė – Batačiai	AT-WT	74+489	73+089	76+350	74+429	74+549	-
12) Batačiai – Tauragė	AT-WT	102+500	101+100	103+959	102+440	102+560	-
13) Tauragė – Pagėgiai	AT-WT	137+150	135+750	139+000	137+095	137+210	-
<b>Radviliškis – Obeliai – border</b>							
14) Radviliškis – Šeduva	AT-WT	11+168	9+768	12+588	11+108	11+228	-
15) Gustonys – Panevėžys	AT-WT	47+195	45+780	48+595	47+135	47+255	-
16) Subačius – Kupiškis	AT-WT	88+640	86+950	90+250	88+582	88+698	-
17) Skapiškis – Rokiškis	AT-WT	125+108	123+708	126+508	125+048	125+168	-
18) Obeliai – border	AT-WT-WF	158+500	157+100	160+002	158+440	158+560	158+489
<b>N.Vilnia – Turmantas</b>							
19) Bezdony – Pabradė	AT-WT	31+650	30+250	33+050	31+590	31+710	-
20) Pabradė – Švenčionėliai	AT-WT	60+950	59+300	62+405	60+890	61+010	-
21) Ignalina – Dūkštas	AT-WT	97+330	95+930	98+900	97+270	97+390	-
22) Dūkštas – Turmantas	AT-WT-WF	126+002	124+602	127+402	125+942	126+062	125+995

## Notes (\*):

AT – ARSCS subsystem controlling the temperature of axle boxes and axle journals in rolling stock

WT – ARSCS subsystem controlling the temperature of wheels in rolling stock

WF – ARSCS subsystem controlling the force by which the wheels impact the rails

FRSS – faulty rolling stock signal: white light in “V” shape warning about faulty rolling stock in the train.

Form approved  
 by Order of the State Railway Inspectorate  
 at the Ministry of Transport and Communications  
 No V-68 of 18 August 2006  
*Amendments to the Form:*  
 No [V-51](#) Žin. 2009-02-19, , No 21-841 (2009-02-24);  
 No [V-550](#) Žin., 2010-12-01, No 142-7331 (2010-12-04);  
 No [V-304](#) Žin., 2011-05-16, No 62-2959 (2011-05-24).

**(Model Application Form)**

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(name of the entity submitting the document)

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(details of the entity)

(addressee)

**APPLICATION  
 FOR THE ALLOCATION OF PUBLIC RAILWAY INFRASTRUCTURE CAPACITY**

**No** \_\_\_\_\_  
 (date)

**1. Type of application (please tick as appropriate):**

<input type="checkbox"/> for the Working Timetable	<input type="checkbox"/> Last Minute Application
--	--

**2. Application period (please specify):**

Period of the Working Timetable ..... – ..... (years)
---

**3. Train route characteristics:**

Item No	Train route (station of departure and station of destination)	Train type (please tick as appropriate)								Periodicity of the train (please specify: daily, on working days, on even days of the month etc.)	Start date and end date of the operation of the train	Preferred time of departure from the departure station (hour and minutes)	Daily number of trains	Length of train, in wagons	Gross weight of the train, t	Locomotive series
		International passenger	Domestic passenger	Postal and/or luggage	Other passenger trains	Goods train	Locomotive without wagons	Service train	Other							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>							
2.																

\_\_\_\_\_  
(Head of the undertaking or person authorised by him)

\_\_\_\_\_  
(signature)

\_\_\_\_\_  
(name)

\_\_\_\_\_  
(prepared by: name and telephone No)