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Legal basis:

Call for expressions of interest pursuant to Article 5(3)(b) of Regulation No 1370/2007.

The competent authority:

VSIA "Road Transport Administration", single registration number LV40003429317, address: Valņu iela 30, Rīga, LV-1050, telephone: +371 67356129, e-mail: atd@atd.lv. Official website: www.atd.lv.

Procurement object:

- services of the public transport railway operator (carrier) on electrified and non-electrified railway lines (list of planned railway lines (routes) in Annex 1).

- services on electrified railway lines and non-electrified railway lines where the service is intended to be provided by battery trains are provided using rolling stock at the disposal of the contracting party (VSIA "Road Administration").

- services on non-electrified railway lines, with the exception of railway lines in which the service is intended to be provided by battery trains, shall be provided with rolling stock at the disposal of the operator (the service provider) (the planned minimum rolling stock requirements in Annex 2).

CPV code:

60210000 Public transport services by rail.

Type of contract: Services.

Duration of the contract:

- total duration of the contract: 120 months.
- date of commencement of the service on 01.01.2025. - electrified and non-electrified railway lines.

Expression of interest (submission of an offer):

- an interested service provider of may submit a tender for the provision of the operator's services for:
 - the total volume of Annex 1 (electrified and non-electrified lines);
 - as part of the volume of Annex 1, i.e. only electrified or non-electrified lines;
 - on separate lines (routes) attached to Annex 1.

Requirements for the service provider (operator):

- the applicant shall be registered in the Enterprise Register of the Republic of Latvia or in an equivalent register in foreign states in accordance with the regulatory enactments of the relevant State.
- licence of a railway undertaking in force during the duration of the contract, issued by the competent authority of the Member State of the European Union in which the undertaking is established.

- during the period of operation of the contract, a single safety certificate issued by the European Railway Agency or a uniform safety certificate issued by the State Railway Technical Inspectorate in accordance with the procedures specified in Section 34.1 of the Railway Law.
- the average annual financial turnover (net) of the applicant in the field of public transport services in the previous 3 (three) financial years (i.e. 2019, 2020 and 2021) is at least EUR 5 000 000 (EUR five million, 00 cents).
- to the tenderer during the previous 5 (five) years (2017, 2018, 2019, 2020). In 2021 and 2022, by the date of submission of the offer) experience in the provision of public transport services on railway lines and/or the provision of services by the public transport railway operator (carrier), operating with the rolling stock of the contracting party.
- to the tenderer during the previous 5 (five) years (2017, 2018, 2019, 2020). A survey of passenger satisfaction (passenger survey or other) has been carried out in 2021 and 2022 by the date of the submission of the offer and a passenger satisfaction rate of at least 80%-85% has been reached.
- international quality management system certificate ISO 9001: 2008 or equivalent.
- the following documents or documents covering security policy issues, risk management, information security, personnel management and quality policy must be approved in the undertaking:
 - security policy;
 - risk management policy;
 - information security policy;
 - staff management policy;
 - quality policy.

- **Indicators to be achieved in the supply of the service:**

- the provision of the service on a regular interval schedule, with a gradual transition to the symmetric regular interval schedule, shall indicate in Annex 1 the minimum number of trains used when starting a service on a particular line.
- the commissioning party reviews a long-term development perspective in which the maximum targeted (achievable) service intensity on the lines varies depending on the number of passengers or the load on the particular line. In a long-term perspective, the Passenger aims to ensure that, from the busiest railway lines, the train enters or exits the Riga Central Railway Station at maximum intensity every 15 min to 30 min, while from the less congested railway lines every 60 min or 120 min.

- **Types of interval schedules:**

- working day intensity regime - with the specific purpose - to service regular passenger traffic within working days. Maximum increase in train intensity towards Riga from the beginning 7.00 to 9.00; from Riga 16.00 – 20.00.
- holiday intensity mode – trains run in standard mode throughout the day.
- summer intensity regime – summer mode on the railway lines Riga - Skulte and Riga - Tukum2 all day long from 9.00 until 19.00 trains will run in intensive mode.
- winter intensity mode - after 21.00 reduction in train intensity.

- **The introduction of self-service passenger systems, inter alia by ensuring:**

- the acquisition of online travel information (home page, mobile app, platform information, etc.);
- ensuring the registration of trips.

- **Requirements for staff:** The applicant for shall ensure that staff involved in the provision of the service are regularly trained to communicate with people with disabilities. All personnel involved in the provision of the service must be trained at the time of commencement of the service. Re-training should be carried out every five years.

- **Ensuring the marketing and control of tickets:**
 - Ticket sales under the conditions of Regulation No 1371/2007 and the Public Transport Service Act. Marketing of tickets at least in mobile applications, ticket machines and the homepage of the service provider.
 - on all trains should be able to settle with non-cash means of settlement and to validate with other electronic media provided for in regulatory enactments (e.g. electronic ticket, barcode, QR, etc. in a smart device).
 - ticket control: at least 20% of the average number of trips per month must be checked.

- **Video surveillance:** trains involved in the provision of services must be equipped with a video surveillance system. The ability to apply a resolution to a customizable video record resolution ranging from 640: 480 to 1920: 1080 pixels. Video recording feature that allows you to store video recordings for at least 14 (fourteen) days.
 - **Passenger satisfaction** – 90%- 95%.
 - **Train movement accuracy** - 98%.

- **The performance of the task** must take into account at least the following indicators affecting passenger flows and services:
 - population and forecast of changes;
 - population density;
 - indicators of the natural movement of the population;
 - demographic change;
 - employment and welfare indicators;
 - placement of health authorities, educational establishments and public and local authorities;
 - accessibility of the road network and rail network;
 - passenger traffic potential, etc.

1. Non-electrified railway lines (routes)²:

1.1. Maršruts Rīga – Lugaži, t.sk., Rīga – Sigulda, Rīga - Valmiera (not less than eighteen trains per day):

- it is recommended that the passenger exchange be carried out at the following stations and stop points³: Rīga-pas., Zemitāni, Čiekurkalns, Jugla, Alfa, Ropaži, Krievupe, Vangaži, Inčukalns, Eglupe, Sigulda, Līgatne, Ieriķi, Melturi, Āraiši, Cēsis, Jāņamuiža, Lode, Valmiera, Strenči, Lugaži.

Starting in August 2026, the Riga – Sigulda service on this line is planned to be performed with battery trains.

1.2. Maršruts Rīga – Daugavpils – Krāslava – Indra, t.sk. Līvāni - Rīga (not less than six trains per day):

- it is recommended that the passenger exchange be carried out at the following stations and stop points: – Rīga-pas., Jāņavārti, Ogre, Lielvārde, Aizkraukle, Koknese, Pļaviņas, Krustpils, Trepe, Līvāni, Jersika, Nīcgale, Vabole, Līksna, Daugavpils, Krāslava, Indra.

1.3. Maršruts Rīga – Zilupe, t.sk. Rīga -Rēzekne II (not less than four trains per day):

- it is recommended that the passenger exchange be carried out at the following stations and stop points: Rīga-pas., Jāņavārti, Ogre, Lielvārde, Aizkraukle, Koknese, Pļaviņas, Krustpils, Kūkas, Mežāre, Atašiene, Stirniene, Varakļāni, Viļāni, Sakstagals, Rēzekne II, Taudejāņi, Cirma, Ludza, Istalsna, Nerza, Briģi, Zilupe.

1.4. Maršruts Rīga – Krustpils, (not less than four trains per day):

- it is recommended that the passenger exchange be carried out at the following stations and stop points: Rīga-pas., Jāņavārti, Šķirotava, Salaspils, Ogre, Lielvārde, Jumprava, Skrīveri, Aizkraukle, Koknese, Alotene, Pļaviņas, Krustpils.

1.5. Maršruts Rīga – Liepāja (not less than two trains per day):

- it is recommended that the passenger exchange be carried out at the following stations and stop points: Rīga-pas., Jelgava, Dobeles, Biksti, Saldus, Skrunda, Liepāja.

1.6. Maršruts Rīga - Gulbene , t.sk. Rīga - Madona (not less than two trains per day).

- it is recommended that the passenger exchange be carried out at the following stations and stop points: – Rīga-pas., Jāņavārti, Lielvārde, Aizkraukle, Koknese, Pļaviņas, Jaunkalsnava, Kalsnava, Mārciena, Madona, Cesvaine, Gulbene.

1.7. Maršruts Rīga - Bolderāja (not less than sixteen trains per day).

- it is recommended that the passenger exchange be carried out at the following stations and stop points: – Rīga-pas., Torņakalns, Zaslauks, Slokas pieturas punkts un Silikātu pieturas punkts (Bolderāja). Starting in August 2026, the service on this line is planned to be run by battery trains.

¹ The total number of routes and passenger switching points may be altered, taking into account the actual demand for public transport services, taking into account the required traffic intensity and regularity in the route network, the economic provision of transport, changes in urban routes which go outside the administrative territory of the city and the requirements laid down in the external regulatory enactments.

² The commissioning party reserves the right to develop and structure railway lines (routes) in the future in other categories (e.g. suburban railway lines, regional railway lines, regional express railway lines, etc.).

³ The specified stop points are indicative, service stop points may be changed in the future, taking into account passenger demand, infrastructure capabilities and external regulatory enactments, including studies, policy planning and development documents, etc.

1.8. Maršruts Rīga-Mažeiki (not less than two trains per day).

- it is recommended that the passenger exchange be carried out at the following stations and stop points: – Rīga-pas., Jelgava, Bēne, Auce Reņģe, Mažeiki).

1.9. Maršruts Rīga- Ventspils (not less than two trains per day).

- it is recommended that the passenger exchange be carried out at the following stations and stop points: – Rīga-pas., Sloka, Tukums I, Kandava, Sabile, Stende, Ventspils).

2. Electrified railway lines (routes)⁴:

2.1. Maršruts Rīga – Skulte t.sk. Rīga-Vecāķi, Rīga-Carnikava, Rīga-Saulkrasti, (not less than thirty-four trains per day):

- it is recommended that the passenger exchange be carried out at the following stations and stop points: Rīga-pas., Zemitāni, Brasa, Sarkandaugava, Dauderi, Mangaļi, Ziemeļblāzma, Vecdaugava, Vecāķi, Kalngale, Garciems, Garupe, Carnikava, Gauja, Lilaste, Inčupe, Pabaži, Saulkrasti, Ķīšupe, Zvejniekiems, Skulte.

2.2. Maršruts Rīga – Aizkraukle t.sk. Rīga-Ogre, Rīga-Lielvārde, (not less than thirty-eight trains per day):

- it is recommended that the passenger exchange be carried out at the following stations and stop points: Rīga-pas., Vagonu parks, Jāņavārti, Daugmale, Šķirotava, Gaisma, Rumbula, Dārziņi, Dole, Salaspils, Saulkalne, Ikšķile, Jaunogre, Ogre, Pārogre, Ciemupe, Ķegums, Lielvārde, Jumprava, Skrīveri, Muldakmens, Aizkraukle.

2.3. Maršruts Rīga – Jelgava t.sk. Rīga-Olaine, (not less than thirty-six trains per day):

- it is recommended that the passenger exchange be carried out at the following stations and stop points: Rīga-pas., Torņakalns, Atgāzene, Biznesa augstskola "Turība", Tīraine, Baloži, Jaunolaine, Olaine, Dalbe, Cena, Ozolnieki, Cukurfabrika, Jelgava.

2.4. Maršruts Rīga – Tukums II, t.sk. Rīga-Dubulti, Rīga-Sloka, Rīga -Ķemeri, Rīga-Tukums I (not less than fifty-six trains per day):

- it is recommended that the passenger exchange be carried out at the following stations and stop points: Rīga-pas., Torņakalns, Zaslauks, Depo, Zolitūde, Imanta, Babīte, Priedaine, Lielupe, Bulduri, Dzintari, Majori, Dubulti, Jaundubulti, Pumpuri, Melluži, Asari, Vaivari, Sloka, Kūdra, Ķemeri, Smārde, Milzkalne un Tukums I, Tukums II.

⁴ The commissioning party reserves the right to develop and structure railway lines (routes) in the future in other categories (e.g. suburban railway lines, regional railway lines, regional express railway lines, etc.).

MINIMUM TECHNICAL REQUIREMENTS rolling stock for non-electrified railway lines (routes) (excluding battery trains)	
Planned number of rolling stock to ensure order execution	At least 19-20 compositions, providing the required rolling stock reserve in addition.
Track gauge	1520 mm.
Platform height	550 mm and the ability to service passengers at a platform height of 200 mm.
Technical specifications for interoperability	<ul style="list-style-type: none"> • Komisijas 2014.gada 18.novembra Regula (ES) Nr.1302/2014 par savstarpējas izmantojamības tehnisko specifikāciju attiecībā uz Eiropas Savienības dzelzceļu sistēmas ritošā sastāva apakšsistēmu „Lokomotīves un pasažieru ritošais sastāvs”; • Komisijas 2014.gada 24.novembra Regula (ES) Nr.1304/2014 par savstarpējas izmantojamības tehnisko specifikāciju attiecībā uz apakšsistēmu „ritošais sastāvs – troksnis”, ar ko groza Lēmumu 2008/232/EK un atceļ Lēmumu 2011/229/ES; • Komisijas 2014.gada 18.novembra Regula (ES) Nr.1300/2014 par savstarpējas izmantojamības tehniskajām specifikācijām attiecībā uz Savienības dzelzceļa sistēmas pieejamību personām ar invaliditāti un personām ar ierobežotām pārvietošanās spējām; • Komisijas 2016.gada 27.maija Regula (ES) 2016/919 par savstarpējas izmantojamības tehnisko specifikāciju attiecībā uz dzelzceļu sistēmas vilcienu vadības un signalizācijas iekārtu apakšsistēmām Eiropas Savienībā (bez atkāpes no prasību izpildes).
Number of passenger seats/stay spaces	Number of passenger seats (per train) 200-250 seats and at least the same parking areas. On the railway line (route): Riga - Ventspils, Riga-Mazeiki, Riga - Gulbene, including Riga – Madona, Riga – Krustpils, number of passenger seats (per train) 100 - 150 seats.
Passenger compartment comfort	Climate control with the possibility of controlling temperatures from +18 ⁰ C to 24 ⁰ C (HVAC).
Video	Video surveillance system in the cabin, driver's cab and track.

Number of doors	At least four doors on each side of the train, but not less than one door on each side of the wagon on 60 passengers.
Door opening	Individually, or all doors on one side
WC	At least 1, adapted according to TSI PRM SITS.

In determining the procurement object and the requests thereof, the commissioning party has taken into account the following documents:

- Latvijas Nacionālais klimata un enerģētikas plāns 2021.-2030.gadam (ar dokumentu var iepazīties [šeit](#));
- Transporta attīstības pamatnostādnes 2021.–2027.gadam (ar dokumentu var iepazīties [šeit](#));
- Informatīvais ziņojums "Par reģionālās nozīmes sabiedriskā transporta pakalpojumu attīstību 2021.-2030.gadam" (ar dokumentu var iepazīties [šeit](#));
- Informācijai par pilsētas nozīmes un reģionālas nozīmes maršrutu pasažieru minimālo, maksimālo skaitu reisos, vidējo pasažieru skaitu reisā, vidējo transporta papildījumu, kā arī statistikas datus un informāciju par faktiskajiem ieņēmumiem un izdevumiem (*pieeja informācijai tiek nodrošināta, noslēdzot konfidencialitātes līgumu*);
- Informācija par pilsētas nozīmes un reģionālas nozīmes maršrutu tīklu, tostarp, maršrutu sarakstam un reisu sarakstam ar to izpildes laikiem, dienām, sezonalitāti, kā arī maršrutu aprakstiem (*pieeja informācijai tiek nodrošināta, noslēdzot konfidencialitātes līgumu*);
- Rīgas pilsētas gaisa kvalitātes uzlabošanas rīcības programmas 2021.-2025.gadam (ar dokumentu var iepazīties [šeit](#));
- Rīgas ilgtspējīgas attīstības stratēģijas līdz 2030.gadam (ar dokumentu var iepazīties [šeit](#));
- Rīgas plānošanas reģiona Rīcības plāns Rīgas metropoles areāla attīstībai (ar dokumentu var iepazīties [šeit](#));
- Latvijas Atveseļošanās un noturības mehānisma plāns (ar dokumentu var iepazīties [šeit](#));
- KPMG pētījuma "Ilgtspējīgas mobilitātes nodrošināšana" nodevumi (*pieeja informācijai tiek nodrošināta, noslēdzot konfidencialitātes līgumu*):
- 2.a Pašreizējā sabiedriskā transporta sistēmas modeļa analītisks pētījums;
- 2.b Rīcības plāns pilsētas un starppilsētu transporta integrācijai vienotā sabiedriskā transporta vadības sistēmā;
- Rīgas metropoles areālā ietilpstošo pašvaldību attīstības dokumenti (ar dokumentu var iepazīties [šeit](#) un [šeit](#));
- Riga Node Operation Optimisation Study (ar dokumentu var iepazīties [šeit](#)).