

APPROVED
by the decision No JALP-1.3./44-2019
of the Executive Board of the
Joint Stock Company LatRailNet
in a meeting held on 17 June 2019
min. No JALP-1.2./44-2019
Riga

REGULATIONS

17 June 2019

No.JALP-7.6/03-2019

Amendments to the JSC LatRailNet regulations Nr.JALP-7.6/01-2017 of 30 June 2017 "The Charging Scheme"

1. Make amendments to the JSC LatRailNet regulations Nr.JALP-7.6/01-2017 "The Charging Scheme" of 30 June 2017 (hereinafter referred to as the Regulations) as follows:

1.1. express Paragraph 47 of the Regulations as follows:

"47. The charging body determines the charge $M_{rezer\ bfv\ gr}$ for the part of the railway infrastructure capacity that is allocated in the capacity allocation plan, inclusive of that which is not used (the application assurance payment) at the level of the full unit cost of performing the essential functions of the infrastructure manager:

$$M_{rezer\ bfv\ krav} = PI_{bfv\ krav} / DR_{bfv\ krav}, \text{ where}$$

$PI_{bfv\ krav}$ – the full unit cost of performing the essential functions of the infrastructure manager in the programming period within freight traffic;

$DR_{bfv\ krav}$ – the number of assigned train paths in the capacity allocation plan in the capacity allocation centers of Riga, Daugavpils and Jelgava regions in every direction in the programming period in freight traffic.

$$M_{rezer\ bfv\ pas} = PI_{bfv\ pas} / DR_{bfv\ pas}, \text{ where:}$$

$PI_{bfv\ pas}$ – the full unit cost of performing the essential functions of the infrastructure manager in the programming period within passenger traffic;

$DR_{bfv\ pas}$ – the performance indicator of the number of assigned trains in the capacity allocation plan in every route in the programming period in passenger traffic.";

1.2. express Paragraph 7 of Annex 6 of the Regulations as follows:

"7. The charging body determines the charge $M_{rezer\ bfv\ 1520}$ for the part of the railway infrastructure capacity that is allocated in the capacity allocation plan, inclusive of that which is not used (the application assurance payment) at the level of the value of $M_{rezer\ bfv\ krav}$ according to the provisions of Paragraph 47 of the Scheme.";

1.3. express designation **DR** mez uztur 1520 s defined in Subparagraph 1.2 of Annex 6 of the Regulations as follows:

“**DR** mez uztur 1520 s – the performance indicator of the doubled number (for transporting loaded and unloaded wagons) of actually dispatched trains from the places crossing the national border³ and bordering stations (Meitene un Lugaži) in marine transit and import traffic or in terrestrial transit traffic and of the number of actually accepted trains in the final processing station;”;

1.4. express designation **M** mez uztur 1520 s defined in Paragraph 12 of Annex 6 of the Regulations as follows:

“**M** mez uztur 1520 s – the value of the charge for the maintenance and train operating charging parameter for the provision of access to the railway infrastructure connecting service facilities where freight trains are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings for a particular market segment in international 1520 traffic (euro per one train, value added tax not included);”;

1.5. express designation **DR** mez uztur 1520 s defined in Paragraph 12 of Annex 6 of the Regulations as follows:

“**DR** mez uztur 1520 s – the doubled number (for transporting loaded and unloaded wagons) of actually dispatched railway undertaking's trains within international 1520 traffic in the relevant reference period from the places crossing the national border⁴ and bordering stations (Meitene un Lugaži) in marine transit and import traffic or in terrestrial transit traffic the performance indicator of the number of actually accepted trains in the final processing station;”;

1.6. supplement Annex 6 of the Regulations with Paragraph 16 as follows:

“13. If, according to Paragraph 8 of this Annex, market segments are separated based on the through rate offer criterion or on the volume elasticity for evaluating value **J_s** declared by applicants, the charging body may determine a railway infrastructure capacity assurance charges (**M** rezer param gr integr pied Or **M** rezer param gr s) in every of these market segments at the level of the charge **M** param 1520 s.”;

1.7. express Subparagraph 3.5.1 of Annex 7 of the Regulations as follows:

“3.5.1. by the primary index the designation of the applicable differentiation instrument influencing the amount of the charge, is identified, for example:

pārslodz – congestion charge;

vide – environment charge;

infpr – project charge;

sankc/komp/prēm – penalties (for actions which disrupt the operation of the railway network), compensations and bonuses (charge reductions to applicants) as interpreted by the railway network performance scheme;

³ according to Paragraph 3.2.7. of the railway infrastructure network statement of 2019/2020, the places crossing the national border are Rezekne freight station on the national border with the Russian Federation and Daugavpils freight station on the national border with the Republic of Belarus (regarding only the commodities transported in a freight train)

⁴ according to Paragraph 3.2.7. of the railway infrastructure network statement of 2019/2020, the places crossing the national border are Rezekne freight station on the national border with the Russian Federation and Daugavpils freight station on the national border with the Republic of Belarus (regarding only the commodities transported in a freight train)

tehpr – the charge for the capacity that is used for providing technological processes;

rezer – the charge for the part of the railway infrastructure capacity that is allocated in the capacity allocation plan, inclusive of that which is not used (application assurance payment);

apj – volume discount;

opt nosl – network loading optimization discount;

the primary index is not used for designation of other charges, charge mark-ups, charge increases and charge differentiation;”

2. The charging body publishes these amendments on its website and submits them to the infrastructure manager for inclusion in the railway infrastructure network statement.

3. These amendments enter into force upon their publication.

4. A complaint regarding these amendments in accordance with the twelfth part of Paragraph 11 of the Railway Law may be submitted to the State Railway Administration no later than a month after the date of their publication.

JSC LatRailNet
the Deputy of the Finance Director
for Charging Affairs

M.Andiņš

This document is signed with a secure electronic signature