

APPROVED  
by the Executive Board of the  
Joint Stock Company LatRailNet  
in a meeting held on the 14 December 2017,  
min. no. JALP-1.2/49-2017,  
in Riga

## REGULATIONS

December 14 2017

Nr.JALP-7.6/04-2017

### **Amendments to the JSC LatRailNet regulations Nr.JALP-7.6/02-2017 of 30 June 2017 “The Collection Scheme”**

1. Amend the Annex “The settlement procedure for collecting the infrastructure charges in the period before the infrastructure charges set in accordance with the Charging Scheme enter into force” of the JSC LatRailNet regulations No.JALP-7.6/02-2017 of June 30, 2017 “The Collection Scheme” as follows:

1.1. express Paragraph 2 as follows:

“The infrastructure manager calculates the payment for the use of the public-use railway infrastructure for a particular train category of the railway undertaking according to the following formula:

2.1. for freight trains:

$$M_k = (M_{ik} - AV_{ik}) \times V_{k_{ik}} + N, \text{ where:}$$

$M_k$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for freight trains;

$M_{ik}$  – the value of the charge set by the charging body for the use of the railway infrastructure for freight trains (*euro* per one train kilometre, excluding value added tax);

$AV_{ik}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for freight trains (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$V_{k_{ik}}$  – train kilometres actually travelled by freight trains of the railway undertaking in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia;

2.2. for passenger electric trains:

$$M_{pe} = (M_{ipe} - AV_{ipe}) \times V_{k_{ipe}} + N, \text{ where:}$$

$M_{pe}$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for passenger electric trains;

$M_{ipe}$  – the value of the charge set by the charging body for the use of the railway infrastructure for passenger electric trains (*euro* per one train kilometre, excluding value added tax);

$AV_{ipe}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for passenger electric trains (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$Vk_{ipe}$  – train kilometres actually travelled by passenger electric trains of the railway undertaking in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.

2.3. for passenger diesel-powered trains:

$$M_{pd} = (M_{ipd} - AV_{ipd}) \times Vk_{ipd} + N, \text{ where:}$$

$M_{pd}$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for passenger diesel-powered trains;

$M_{ipd}$  – the value of the charge set by the charging body for the use of the railway infrastructure for passenger diesel-powered trains (*euro* per one train kilometre, excluding value added tax);

$AV_{ipd}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for passenger diesel-powered trains (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$Vk_{ipd}$  – train kilometres actually travelled by passenger diesel-powered trains of the railway undertaking in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.

2.4. for passenger trains with locomotive (diesel locomotive and steam locomotive traction):

$$M_{pvl} = (M_{ipvl} - AV_{ipvl}) \times Vk_{ipvl} + N, \text{ where:}$$

$M_{pvl}$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for passenger trains with locomotive (diesel locomotive and steam locomotive traction);

$M_{ipvl}$  – the value of the charge set by the charging body for the use of the railway infrastructure for passenger trains with locomotive (diesel locomotive and steam locomotive traction) (*euro* per one train kilometre, excluding value added tax);

$AV_{ipvl}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for passenger trains with locomotive (diesel locomotive and steam locomotive traction) (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$Vk_{ipvl}$  – train kilometres actually travelled by passenger trains with locomotive of the railway undertaking in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.

2.5. for narrow-gauge trains:

$$M_s = (M_{is} - AV_{is}) \times Vk_{is} + N, \text{ where:}$$

$M_s$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for narrow-gauge trains;

$M_{is}$  – the value of the charge set by the charging body for the use of the railway infrastructure for narrow-gauge trains (*euro* per one train kilometre, excluding value added tax);

$AV_{is}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for narrow-gauge trains (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$Vk_{is}$  – train kilometres actually travelled by narrow-gauge trains of the railway undertaking in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.”

1.2. express Paragraph 3 as follows:

“3. The infrastructure manager calculates the payment for the use of the public-use railway infrastructure, if the charging body has determined a higher charge for the use of the railway infrastructure in specific parts during a period of time when such railway infrastructure is congested for a particular train category of the railway undertaking according to the following formula:

3.1. for freight trains:

$$M_{kp} = (M_{ikp} - AV_{ik}) \times Vk_{ikp} + N, \text{ where:}$$

$M_{kp}$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for freight trains;

$M_{ikp}$  – the value of the higher charge set by the charging body for the use of the railway infrastructure for freight trains (*euro* per one train kilometre, excluding value added tax);

$AV_{ik}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for freight trains (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$Vk_{ikp}$  – train kilometres actually travelled by freight trains of the railway undertaking in the specific part of the railway infrastructure in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.

3.2. for passenger electric trains:

$$M_{pep} = (M_{ipep} - AV_{ipe}) \times Vk_{ipep} + N, \text{ where:}$$

$M_{pep}$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for passenger electric trains;

$M_{ipep}$  – the value of the higher charge set by the charging body for the use of the railway infrastructure for passenger electric trains (*euro* per one train kilometre, excluding value added tax);

$AV_{ipe}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for passenger electric trains (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$Vk_{ipep}$  – train kilometres actually travelled by passenger electric trains of the railway undertaking in the specific part of the railway infrastructure in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.

3.3. for passenger diesel-powered trains:

$$M_{pdp} = (M_{ipdp} - AV_{ipd}) \times Vk_{ipdp} + N, \text{ where:}$$

$M_{pdp}$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for passenger diesel-powered trains;

$M_{i\text{pdp}}$  – the value of the higher charge set by the charging body for the use of the railway infrastructure for passenger diesel-powered trains (*euro* per one train kilometre, excluding value added tax);

$AV_{i\text{pd}}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for passenger diesel-powered trains (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$Vk_{i\text{pdp}}$  – train kilometres actually travelled by passenger diesel-powered trains of the railway undertaking in the specific part of the railway infrastructure in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.

3.4. for passenger trains with locomotive (diesel locomotive and steam locomotive traction):

$$M_{p\text{vlp}} = (M_{i\text{pvlp}} - AV_{i\text{pvl}}) \times Vk_{i\text{pvlp}} + N, \text{ where:}$$

$M_{p\text{vlp}}$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for passenger trains with locomotive (diesel locomotive and steam locomotive traction);

$M_{i\text{pvlp}}$  – the value of the higher charge set by the charging body for the use of the railway infrastructure for passenger trains with locomotive (diesel locomotive and steam locomotive traction) (*euro* per one train kilometre, excluding value added tax);

$AV_{i\text{pvl}}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for passenger trains with locomotive (diesel locomotive and steam locomotive traction) (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$Vk_{i\text{pvlp}}$  – train kilometres actually travelled by passenger trains with locomotive of the railway undertaking in the specific part of the railway infrastructure in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.

3.5. for narrow-gauge trains:

$$M_{\text{sp}} = (M_{i\text{sp}} - AV_{i\text{s}}) \times Vk_{i\text{sp}} + N, \text{ where:}$$

$M_{\text{sp}}$  – the payment to be made by the railway undertaking for the use of the railway infrastructure for narrow-gauge trains;

$M_{i\text{sp}}$  – the value of the higher charge set by the charging body for the use of the railway infrastructure for narrow-gauge trains (*euro* per one train kilometre, excluding value added tax);

$AV_{i\text{s}}$  – the value of advance payment made by the railway undertaking for the use of the railway infrastructure for narrow-gauge trains (*euro* per one train kilometre, excluding value added tax) for the relevant settlement period;

$Vk_{i\text{sp}}$  – train kilometres actually travelled by narrow-gauge trains of the railway undertaking in the specific part of the railway infrastructure in the relevant settlement period;

$N$  – fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.”

1.3. supplement paragraph 5.<sup>1</sup> with the following:

“5.<sup>1</sup> Railway undertakings have a right to make an advance payment for the use of the railway infrastructure after informing the infrastructure manager about the conditions of the utilization of the

advance payment in accordance with the requirements laid down in paragraphs 6.<sup>1</sup>1., 6.<sup>1</sup>2., 6.<sup>1</sup>3. and 6.<sup>1</sup>4. The advance payment is made based on the invoice issued by the infrastructure manager.”

1.4. Supplement paragraph 6.<sup>1</sup> with the following:

“6.<sup>1</sup> The infrastructure manager sends an invoice of advance payment to a railway undertaking by fax or email to the fax number or email address officially indicated by the railway undertaking. The invoice in accordance with the information provided by the railway undertaking indicates:

6.<sup>1</sup>1. the beginning of the settlement period for which advance payments for the use of the railway infrastructure must be made by the railway undertaking;

6.<sup>1</sup>2. the relevant train category to be used by the railway undertaking during the settlement period and for which advance payments are calculated;

6.<sup>1</sup>3. the forecasted number of kilometres per each train category which advance payments are about to be applied to;

6.<sup>1</sup>4. the amount of the advance payment for the relevant train category to be used by the railway undertaking during the settlement period;

6.<sup>1</sup>5. fees and taxes which are paid by the railway undertaking in accordance with laws and regulations in force in the Republic of Latvia.”

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. The amendments enter into force upon their publication.

4. A complaint regarding these amendments in accordance with the ninth part of Paragraph 12 of the Railway Law may be submitted to the State Railway Administration no later than a month after the date of their publication.

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