APPROVED
by the Executive Board of the
Joint Stock Company LatRailNet
in a meeting held on the 30 June 2017,
min. no. JALP-1.2/32-2017
in Riga

REGULATIONS

30 June 2017   No.JALP-7.6/02-2017

THE COLLECTION SCHEME

Issued under Article 12(2) and
Article 13.[2] of the Railway Law

I. General provisions

1. These regulations (hereinafter referred to as the Scheme) lay down the procedure how the public-use railway infrastructure (hereinafter referred to as the railway infrastructure) manager (hereinafter referred to as the infrastructure manager) collects charges from railway undertakings, applicants and performers of individual technological processes for the minimum access package mentioned in Article 12.[1] of the Railway Law and for the access to the railway infrastructure connecting service facilities (hereinafter referred to as the infrastructure charges).

2. The following terms are used in the Scheme:

2.1. **performers of individual technological processes** – commercial companies that operate upon an assignment by a railway undertaking, the infrastructure manager, an operator of service facility, a consignor or consignee and that are granted the rights to access the railway infrastructure in accordance with Article 5.[1] of the Railway Law;

2.2. **infrastructure manager** – the railway infrastructure manager – SJSC Latvian Railway;

2.3. **charging body** – the performer of the essential functions of the infrastructure manager declared in the railway infrastructure network statement, that in accordance with the Railway Law is responsible for the infrastructure charging;

2.4. **application assurance payment** – a payment for the allocated part of the railway infrastructure capacity that the charging body collects from the applicant for performing the essential functions and that in case of non-use of the applied capacity is not to be refunded;

2.5. and other terms used in the Charging Scheme.

3. The Scheme is applied to the infrastructure manager, charging body, all the railway undertakings, applicants and performers of individual technological processes.

II. Determination of the total payment for the use of the railway infrastructure

4. The infrastructure charges according to the value of the respective charging parameter **param** laid down in the Charging Scheme are collected from railway undertakings and performers of individual technological processes, that operate in the specific market segments of the service groups **gr** determined in the Charging Scheme.

5. The payment for the minimum access package for the provision of passenger traffic including the entire infrastructure that provides acceptance, handling and dispatching of trains within a specific market segment is applied by the infrastructure manager in accordance with the following formula:

$$\textbf{KM}_{\textbf{pas s}} = (\textbf{M}_{\textbf{ceļ uztur pas s}} \times \textbf{DR}_{\textbf{ceļ uztur pas s}} + \textbf{M}_{\textbf{atj pas s}} \times \textbf{DR}_{\textbf{atj pas s}} + {} \\ {} + \textbf{M}_{\textbf{elektr pas s}} \times \textbf{DR}_{\textbf{elektr pas s}}) + \textbf{N}, \text{ where}$$

$\textbf{KM}_{\textbf{pas s}}$ – the payment to be made by the railway undertaking for the use of the railway infrastructure for passenger traffic within a specific market segment (*euro*);

$\textbf{M}_{\textbf{ceļ uztur pas s}}$ – the value of the charge set by the charging body in relation to the charging parameter of railway infrastructure maintenance and train operating for the minimum access package including the entire infrastructure that provides acceptance, handling and dispatching of trains within a specific market segment of passenger traffic (*euro* per one train kilometre, without value added tax);

$\textbf{DR}_{\textbf{ceļ uztur pas s}}$ – the number of train kilometres actually travelled during the respective invoicing period by the railway undertaking's passenger trains within a specific market segment;

$\textbf{M}_{\textbf{atj pas s}}$ – the value of the charge set by the charging body in relation to the charging parameter of railway infrastructure renewal for the minimum access package including the entire infrastructure that provides acceptance, handling and dispatching of trains within a specific market segment of passenger traffic (*euro* per one gross tonne kilometre, without value added tax);

$\textbf{DR}_{\textbf{atj pas s}}$ – the number of gross tonne kilometres actually travelled during the respective invoicing period by the railway undertaking's passenger trains within a specific market segment;

$\textbf{M}_{\textbf{elektr pas s}}$ – the value of the charge set by the charging body in relation to the charging parameter of maintenance and renewal related to the use of traction electrical supply equipment for the minimum access package including the entire infrastructure that provides acceptance, handling and dispatching of trains within a specific market segment of passenger traffic where electric traction is used (*euro* per one train kilometre, without value added tax);

$\textbf{DR}_{\textbf{elektr pas s}}$ – the number of train kilometres actually travelled during the respective invoicing period by the railway undertaking's passenger electric trains within a specific market segment;

$\textbf{N}$ – fees and taxes to be paid by the railway undertaking in accordance with the legislation in force in the Republic of Latvia (*euro*).

6. The payment for the minimum access package for the provision of freight traffic including the entire infrastructure that provides acceptance, handling and dispatching of trains and the access to the railway infrastructure connecting service facilities (where freight train sets are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings) within a specific market segment is applied by the infrastructure manager in accordance with the following formula:

$$\mathbf{KM}_{\text{krav s}} = (\mathbf{M}_{\text{ceļ uztur krav s}} \times \mathbf{DR}_{\text{ceļ uztur krav s}} + \mathbf{M}_{\text{mez uztur krav s}} \times \mathbf{DR}_{\text{mez uztur krav s}} + \mathbf{M}_{\text{atj krav s}} \times \mathbf{DR}_{\text{atj krav s}}) + \mathbf{N}, \text{ where}$$

$\mathbf{KM}_{\text{krav s}}$ – the payment to be made by the railway undertaking for the use of the railway infrastructure for freight traffic within a specific market segment (*euro*);

$\mathbf{M}_{\text{ceļ uztur krav s}}$ – the value of the charge set by the charging body in relation to the charging parameter of railway infrastructure maintenance and train operating for the minimum access package including the entire infrastructure that provides acceptance, handling and dispatching of trains within a specific market segment of freight traffic (*euro* per one train kilometre, without value added tax);

$\mathbf{DR}_{\text{ceļ uztur gr krav s}}$ – the number of train kilometres actually travelled during the respective invoicing period by the railway undertaking's freight trains within a specific market segment;

$\mathbf{M}_{\text{mez uztur krav s}}$ – the value of the charge set by the charging body in relation to the charging parameter of railway infrastructure maintenance and train control for the access to the railway infrastructure connecting service facilities where freight train sets are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings within a specific market segment of the freight traffic (*euro* per one wagon, without value added tax);

$\mathbf{DR}_{\text{mez uztur krav s}}$ – the number of wagons delivered for unloading or dispatched from a loading station or accepted in the last processing station in transit traffic during the respective invoicing period and carried by the railway undertaking's freight trains within a specific market segment;

$\mathbf{M}_{\text{atj krav s}}$ – the value of the charge set by the charging body in relation to the charging parameter of railway infrastructure renewal for the minimum access package including the entire infrastructure that provides acceptance, handling and dispatching of trains within a specific market segment of freight traffic (*euro* per one gross tonne kilometre, without value added tax);

$\mathbf{DR}_{\text{atj krav s}}$ – the number of gross tonne kilometres actually travelled during the respective invoicing period by the railway undertaking's freight trains within a specific market segment;

$\mathbf{N}$ – fees and taxes to be paid by the railway undertaking in accordance with the legislation in force in the Republic of Latvia (*euro*).

7. During the periods for which the charging body has taken a decision concerning an additional charge which reflects congestion in a specific part of the railway infrastructure (hereinafter referred to as the scarcity charge) the respective charges of the parameters of the railway infrastructure maintenance, train control and renewal, as well as the

maintenance and renewal related to the use of traction electrical supply equipment set by the charging body within a specific market segment of the relevant service group are replaced with a respective scarcity charge $M_{\text{pārslodz param gr s}}$:

$$M_{\text{ceļ uztur krav s}} \rightarrow M_{\text{pārslodz ceļ uztur krav s}} ;$$
$$M_{\text{ceļ uztur pas s}} \rightarrow M_{\text{pārslodz ceļ uztur pas s}} ;$$
$$M_{\text{atj krav s}} \rightarrow M_{\text{pārslodz atj krav s}} ;$$
$$M_{\text{atj pas s}} \rightarrow M_{\text{pārslodz ceļ pas s}} ;$$
$$M_{\text{elektr pas s}} \rightarrow M_{\text{pārslodz elektr pas s}} , \text{where}$$

$M_{\text{pārslodz ceļ uztur krav s}}$ – the value of the scarcity charge in a specific part of the railway infrastructure set by the charging body during the period of congestion in relation to the charging parameter of railway infrastructure maintenance and train operating within a specific market segment of freight traffic (*euro* per one train kilometre, without value added tax);

$M_{\text{pārslodz ceļ uztur pas s}}$ – the value of the scarcity charge in a specific part of the railway infrastructure set by the charging body during the period of congestion in relation to the charging parameter of railway infrastructure maintenance and train operating within a specific market segment of passenger traffic (*euro* per one train kilometre, without value added tax);

$M_{\text{pārslodz atj krav s}}$ – the value of the scarcity charge in a specific part of the railway infrastructure set by the charging body during the period of congestion in relation to the charging parameter of railway infrastructure renewal within a specific market segment of freight traffic (*euro* per one gross tonne kilometre, without value added tax);

$M_{\text{pārslodz atj pas s}}$ – the value of the scarcity charge in a specific part of the railway infrastructure set by the charging body during the period of congestion in relation to the charging parameter of railway infrastructure renewal within a specific market segment of the passenger traffic (*euro* per one gross tonne kilometre, without value added tax);

$M_{\text{pārslodz elektr pas s}}$ – the value of the scarcity charge in a specific part of the railway infrastructure set by the charging body during the period of congestion in relation to the charging parameter of maintenance and renewal related to the use of traction electrical supply equipment within a specific market segment of the passenger traffic where electric traction is used (*euro* per one train kilometre, without value added tax).

8. During the periods for which the charging body has taken a decision on setting a higher charge concerning specific investment projects that are not foreseen in the contractual agreement, but increase the efficiency or cost-effectiveness of the applicants (hereinafter referred to as the project charge), the respective charges of the parameters of the railway infrastructure maintenance, train control and renewal as well as maintenance and renewal related to the use of traction electrical supply equipment, the railway infrastructure maintenance and train operating for the access to the railway infrastructure connecting service facilities and performing the essential functions of the infrastructure

manager set by the charging body within a specific market segment of the relevant service group are replaced with a respective project charge $M_{infpr\ param\ gr\ s}$:

$$M_{cel\ uztur\ krav\ s} \rightarrow M_{infpr\ cel\ uztur\ krav\ s}\ ;$$
$$M_{cel\ uztur\ pas\ s} \rightarrow M_{infpr\ cel\ uztur\ pas\ s}\ ;$$
$$M_{mez\ uztur\ krav\ s} \rightarrow M_{infpr\ mez\ uztur\ krav\ s}\ ;$$
$$M_{atj\ krav\ s} \rightarrow M_{infpr\ atj\ krav\ s}\ ;$$
$$M_{atj\ pas\ s} \rightarrow M_{infpr\ atj\ pas\ s}\ ;$$
$$M_{elektr\ pas\ s} \rightarrow M_{infpr\ elektr\ pas\ s}\ ;$$
$$M_{bfv\ krav\ s} \rightarrow M_{infpr\ bfv\ krav\ s}\ ;$$
$$M_{bfv\ pas\ s} \rightarrow M_{infpr\ bfv\ pas\ s}\ , \text{where}$$

$M_{infpr\ cel\ uzt\ krav\ s}$ – the value of the project charge for the charging parameter of railway infrastructure maintenance and train operating in relation to the specific investment project in a specific part of the railway infrastructure set by the charging body within a specific market segment of freight traffic (*euro* per one train kilometre, without value added tax);

$M_{infpr\ cel\ uzt\ pas\ s}$ – the value of the project charge for the charging parameter of railway infrastructure maintenance and train operating in relation to the specific investment project in a specific part of the railway infrastructure set by the charging body within a specific market segment of passenger traffic (*euro* per one train kilometre, without value added tax);

$M_{infpr\ mez\ uzt\ krav\ s}$ – the value of the project charge for the charging parameter of railway infrastructure maintenance and train operating for the access to the railway infrastructure connecting service facilities in relation to the specific investment project in a specific part of the railway infrastructure set by the charging body within a specific market segment of freight traffic (*euro* per one wagon, without value added tax);

$M_{infpr\ atj\ krav\ gr\ s}$ – the value of the project charge for the charging parameter of railway infrastructure renewal in relation to the specific investment project in a specific part of the railway infrastructure set by the charging body within a specific market segment of freight traffic (*euro* per one gross tonne kilometre, without value added tax);

$M_{infpr\ atj\ pas\ s}$ – the value of the project charge for the charging parameter of railway infrastructure renewal in relation to the specific investment project in a specific part of the railway infrastructure set by the charging body within a specific market segment of passenger traffic (*euro* per one gross tonne kilometre, without value added tax);

$M_{infpr\ elektr\ pas\ s}$ – the value of the project charge for the charging parameter of maintenance and renewal related to the use of traction electrical supply equipment in relation to the specific investment project in a specific part of the railway infrastructure set by the charging body within a specific market segment of passenger traffic where electric traction is used (*euro* per one train kilometre, without value added tax);

$M_{infpr\ bfv\ krav\ s}$ – the value of the project charge for the charging parameter of performing the essential functions of the infrastructure manager in relation to the specific investment project in a specific part of the railway infrastructure set by the charging body within a specific market segment of freight traffic (*euro* per one allocated train path, without value added tax);

M **infpr bfv pas s** – the value of the project charge for the charging parameter of performing the essential functions of the infrastructure manager in relation to the specific investment project in a specific part of the railway infrastructure set by the charging body within a specific market segment of passenger traffic (*euro* per one allocated train path, without value added tax).

9. If the charging body in accordance with the provisions of the Charging Scheme has applied a volume discount **A** **apj param gr s** or a network loading optimization discount **A** **opt nosl param gr s**, the infrastructure manager applies the respective discount to the charge of the relevant charging parameter set by the charging body (volume discount – applies to the charges of all the charging parameters, network loading optimization discount – applies to the charges of all the charging parameters except the charge for the parameter of performing the essential functions of the infrastructure manager) by replacing the charges of the charging parameters within a specific market segment of the relevant service group with the charge **M** **aratlaidi param gr s** , that is determined in accordance with the following formula:

$$\mathbf{M} \text{ aratlaidi param gr s} = \mathbf{M} \text{ param gr s} - \mathbf{A} \text{ apj param gr s} ;$$
$$\mathbf{M} \text{ aratlaidi param gr s} = \mathbf{M} \text{ param gr s} - \mathbf{A} \text{ opt nosl param gr s} , \text{ where}$$

M **aratlaidi param gr s** – the value of the charge in relation to the respective charging parameter within a specific market segment of the relevant service group, including discount (*euro* per one unit of the respective performance indicator, without value added tax);

M **param gr s** – the value of the charge set by the charging body in relation to the respective charging parameter within a specific market segment of the relevant service group (*euro* per one unit of the respective performance indicator of the specific charging parameter, without value added tax);

A **apj param gr s** – the value of the volume discount during the respective invoicing and discount application period set by the charging body within a specific market segment of the relevant service group (*euro*);

A **opt nosl param gr s** – the value of the network load optimization discount during the respective invoicing and discount application period set by the charging body within a specific market segment of the relevant service group (*euro*).

10. If the charging body in accordance with the provisions of the railway infrastructure network Performance Scheme has applied penalties for actions which disrupt the operation of the railway network, compensations to those who suffer losses from disruption and bonuses (charge reduction to the applicants with better-than-planned performance of the parameters mentioned in the railway infrastructure network Performance Scheme), the infrastructure manager collects the respective payments in accordance with the regulations and criteria laid down in the railway infrastructure network Performance Scheme.

11. The infrastructure charges are not collected for the services provided by the trains and rolling stock of the infrastructure manager which do not participate in the

transportation of railway freight or passengers by railway, but are related to the prevention or elimination of the consequences of accidents, the maintenance of the railway infrastructure, the performance of all repair works if the regulations concerning the maintenance notices laid down in the Scheme for the allocation of the public-use railway infrastructure capacity are met.

12. The payment for the railway infrastructure capacity used by the rolling stock and trains of railway undertakings or performers of individual technological processes (that operate upon an assignment by a railway undertaking, the infrastructure manager, an operator of service facility, a consignor or consignee and that are granted the rights to access the railway infrastructure in accordance with Article 5.[1] of the Railway Law) which do not participate in the transportation of railway freight or passengers by railway, but ensure technological processes (construction, repair and technical maintenance of technical equipment of the railway infrastructure, modernisation, repair of the railway rolling stock, preparation of repair trains and locomotives, movement of locomotives, etc.) are applied in accordance with the following formula:

$$\mathbf{KM_{tehpr\ gr} = (M_{tehpr\ gr} \times DR_{tehpr\ gr}) + N}\text{ , where}$$

$\mathbf{KM_{tehpr\ gr}}$ – the payment to be made by the railway undertaking or the performer of individual technological processes for the use of the railway infrastructure capacity, that is used by the rolling stock and trains which do not participate in the transportation of railway freight or passengers by railway, but ensure technological processes (*euro*);

$\mathbf{M_{tehpr\ gr}}$ – the value of the charge set by the charging body in relation to a specific service group for the use of the railway infrastructure capacity, that is used by the rolling stock and trains which do not participate in the transportation of railway freight or passengers by railway, but ensure technological processes (*euro* per one train kilometre, without value added tax);

$\mathbf{DR_{tehpr\ gr}}$ – the number of train kilometres actually travelled during the respective invoicing period by the railway undertakings or performers or relevant technological processes trains within a specific service group;

$\mathbf{N}$ – fees and taxes to be paid by the railway undertaking in accordance with the legislation in force in the Republic of Latvia (*euro*).

13. The application assurance payment for the allocated part of the railway infrastructure capacity is applied in accordance with the following formula:

$$\mathbf{NKM_{rezer\ gr} = (M_{rezer\ gr} \times DR_{bfv\ gr}) + N}\text{, where}$$

$\mathbf{NKM_{rezer\ gr}}$ – the application assurance payment to be made by the applicant for the allocated part of the railway infrastructure capacity (*euro*);

$\mathbf{M_{rezer\ gr}}$ – the value of the charge set by the charging body in relation to a specific service group for the allocated part of the railway infrastructure capacity that is allocated, but not used (*euro* per one allocated train path, without value added tax);

DR $_{\text{bfv gr}}$ – capacity allocated for the applicant's trains of a specific service group during the railway infrastructure capacity allocation period (the planned amount of train paths to be allocated during the planning period by Riga, Daugavpils and Jelgava regional capacity allocation centres in every direction of the traffic or route);

N – fees and taxes to be paid by the applicant in accordance with the legislation in force in the Republic of Latvia (*euro*).

14. In case if the number of actually allocated train paths for the applicant's trains of a specific service group in every direction of the traffic or route during the railway infrastructure capacity allocation period exceeds the planned number of train paths, the charging body calculates the payment for the actually allocated part of the railway infrastructure capacity after the end of the railway infrastructure capacity allocation period in accordance with the following formula:

$$\textbf{KM}_{\textbf{rezer gr}} = (\textbf{TI}_{\textbf{bfv gr}} \times (\textbf{DR}_{\textbf{fakt bfv gr}} - \textbf{DR}_{\textbf{bfv gr}})) + \textbf{N}, \text{ where}$$

KM $_{\text{rezer gr}}$ – the final payment to be made by the applicant for the part of the allocated railway infrastructure capacity (*euro*);

TI $_{\text{bfv gr}}$ – direct unit costs of performing the essential functions of the infrastructure manager in relation to a specific service group during the planning period (*euro* per one allocated train path, without value added tax);

DR $_{\text{fakt bfv gr}}$ – the number of train paths actually allocated for the applicant's trains of a specific service group during the railway infrastructure capacity allocation period by Riga, Daugavpils and Jelgava regional capacity allocation centres in every direction of the traffic or route;

N – fees and taxes to be paid by the applicant in accordance with the legislation in force in the Republic of Latvia (*euro*).

15. The application assurance payment for the allocated part of the railway infrastructure capacity within through rate offer market segment is applied in accordance with the following formula:

$$\textbf{NKM}_{\textbf{rezer gr integr pied}} = (\textbf{M}_{\textbf{param rezer gr integr pied}} \times \textbf{DR}_{\textbf{param gr integr pied}}) + \textbf{N}, \text{ where}$$

NKM $_{\text{rezer gr integr pied}}$ – the total application assurance payment (in relation to all the charging parameters) to be made by the applicant for the part of the allocated railway infrastructure capacity within a through rate offer market segment of the relevant service group (*euro*);

M $_{\text{param rezer gr integr pied}}$ – the value of the charge set by the charging body in relation to all the charging parameters of the specific service group for the allocated part of the railway infrastructure capacity that is allocated, but not used within a through rate offer market segment (*euro* per one unit of the respective performance indicator, without value added tax);

DR $_{\text{param gr integr pied}}$ – the planned values of the performance indicators of the applicant's trains in the planning period agreed between the applicant and the

infrastructure manager within a through rate offer market segment of the relevant service group (train kilometres, gross tonne kilometres, number of wagons, number of allocated train paths);

N – fees and taxes to be paid by the applicant in accordance with the legislation in force in the Republic of Latvia (*euro*).

16. In case if the number of actually allocated train paths for the applicant's trains of a specific service group operating in the through rate offer market segment in every direction of the traffic or route during the railway infrastructure capacity allocation period exceeds the planned number of train paths, the charging body calculates the payment for the actually allocated part of the railway infrastructure capacity after the end of the railway infrastructure capacity allocation period in accordance with the following formula :

$$\textbf{KM}_{\textbf{rezer gr integr pied}} = (\textbf{M}_{\textbf{param rezer gr integr pied}} \times (\textbf{DR}_{\textbf{fakt param gr integr pied}} - \textbf{DR}_{\textbf{param gr integr pied}})) + \textbf{N},$$

where

KM _{rezer gr integr pied} – the final payment (in relation to all the charging parameters) to be made by the applicant for the part of the allocated railway infrastructure capacity within a through rate offer market segment (*euro*);

M _{param rezer gr integr pied} – the value of the charge set by the charging body in relation to all the charging parameters of the specific service group for the allocated part of the railway infrastructure capacity that is allocated, but not used within a through rate offer market segment (*euro* per one unit of the respective performance indicator, without value added tax);

DR _{fakt param gr integr pied} – the actual values of the performance indicators of the applicant's trains within a through rate offer market segment of the relevant service group (train kilometres, gross tonne kilometres, number of wagons, number of allocated train paths);

DR _{param gr integr pied} – the planned values of the performance indicators of the applicant's trains in the planning period agreed between the applicant and the infrastructure manager within a through rate offer market segment of the relevant service group (train kilometres, gross tonne kilometres, number of wagons, number of allocated train paths);

N – fees and taxes to be paid by the applicant in accordance with the legislation in force in the Republic of Latvia (*euro*).

III. Contents of the invoice issued by the infrastructure manager, billing and payment

17. Payments for the infrastructure charges are made by railway undertakings and performers of individual technological processes in accordance with the invoice issued by the infrastructure manager (hereinafter referred to as the invoice).

18. The invoice is sent to the railway undertakings and performers of individual technological processes using official electronic means of communication. At the same

time, detailed invoicing information (hereinafter referred to as the invoicing information) is sent, including:

18.1. the invoicing period for which payments for the infrastructure charges must be made;

18.2. detailed information regarding the applied values of the performance indicators and the values of the charges mentioned in Chapter II of the Scheme during the invoicing period (including information about the respective rolling stock);

18.3. the total payment for each specific market segment of the relevant service group.

19. The infrastructure manager is entitled to include more detailed information regarding the transportation performed by the railway undertaking and the performer of the individual technological processes within the respective invoicing period.

20. The infrastructure manager sends the invoice to a railway undertaking performing freight transportation twice a week:

20.1. on Monday of each calendar week, but if it is a holiday or a public holiday, then on the following working day, regarding the minimum access package for the provision of freight traffic including the entire infrastructure that provides acceptance, handling and dispatching of trains and the access to the railway infrastructure connecting service facilities (where freight train sets are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings) during the time period from Monday to Wednesday of the previous week (including);

20.2. on Wednesday of each calendar week, but if it is a holiday or a public holiday, then on the following working day, regarding the minimum access package for the provision of freight traffic including the entire infrastructure that provides acceptance, handling and dispatching of trains and the access to the railway infrastructure connecting service facilities (where freight train sets are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings) during the time period from Thursday to Sunday of the previous week (including).

21. The infrastructure manager sends the invoice to a railway undertaking performing passenger transportation three times a month:

21.1. until the 10th day of each month, but if it is a holiday or a public holiday, then on the following working day, regarding the minimum access package for the provision of passenger traffic including the entire infrastructure that provides acceptance, handling and dispatching of trains during the time period from the 20th day of the previous month to the last date (including) of the previous month;

21.2. until the 15th day of each month, but if it is a holiday or a public holiday, then on the following working day, regarding the minimum access package for the provision of passenger traffic including the entire infrastructure that provides acceptance, handling and dispatching of trains during the time period from the 1st day of the relevant month to the 10th day (including) of the relevant month;

21.3. until the 25th day of each month, but if it is a holiday or a public holiday, then on the following working day, regarding the minimum access package for the provision of passenger traffic including the entire infrastructure that provides acceptance, handling and

dispatching of trains during the time period from the 11th day of the relevant month to the 20th day (including) of the relevant month.

22. The infrastructure manager sends the invoice accompanied by the invoicing information to performers of individual technological processes one time a month, but not later than the 10th day of the next month.

23. Railway undertakings and performers of individual technological processes pay the invoice issued by the infrastructure manager within five working days after receiving the invoice, transferring the money to the financial institution account of the infrastructure manager indicated in the invoice.

24. The day when a railway undertaking or a performer of individual technological processes receives the invoice issued by the infrastructure manager and sent by using official electronic means of communication is deemed the day of receiving the invoice.

25. The infrastructure manager sends the original invoice to railway undertakings and performers of relevant technological processes to their indicated postal address on the day when the invoice is sent by using official electronic means of communication.

26. The date on which the payment of a railway undertaking or a performer of individual technological processes is received at the financial institution according to the invoice issued by the infrastructure manager is deemed the date of paying the invoice.

27. A railway undertaking or a performer of individual technological processes pays a fine to the infrastructure manager for failure to comply with the payment deadline indicated in the invoice in the amount of 0,1% a day for the time period from the day determined for making the relevant payment (including the day) until the day (not including the day) when such payment for the services mentioned in Articles 6.1. and 6.2. of the Charging Scheme is made, but not more than 10% of the payment amount indicated in the respective invoice. The payment of the fine does not exempt the railway undertaking or the performer of relevant technological processes from paying the principal sum of the debt.

28. From the payment sum received from a railway undertaking or a performer of individual technological processes the infrastructure manager, firstly, transfers the calculated fine, secondly – the principal sum of the debt and thirdly – the sum of the current payment, but the remaining amount of the payment, if any, is either reimbursed to the railway undertaking or the performer of relevant technological processes or transferred into the subsequent payments.

IV. Contents of the invoice issued by the charging body, billing and payment

29. The payments mentioned in Articles 13, 14, 15 and 16 of the Scheme are made by applicants in accordance with the invoice issued by the charging body (hereinafter referred to as the invoice of the charging body).

30. The invoices regarding the payments mentioned in Articles 13 and 15 of the Scheme are sent by the charging body along with the decision on the railway infrastructure capacity allocation one calendar month before the annual working timetable to which the decision of the railway infrastructure capacity is related enters into force, whereas the invoices regarding the payments mentioned in Articles 14 and 16 of the Scheme are sent by the charging body within 15 calendar days after the end of the capacity allocation period indicating:

30.1. the invoicing period for which payments must be made;

30.2. detailed information regarding the applied values of the performance indicators and the values of the charges mentioned in Chapter II of the Scheme during the invoicing period;

30.3. the total payment for the relevant service group.

31. Applicants pay the invoice of the charging body within 15 working days after receiving the invoice, transferring the money to the financial institution account of the charging body indicated in the invoice.

32. The date on which the payment of an applicant is received at the financial institution according to the invoice issued by the charging body is deemed the date of paying the invoice.

33. An applicant pays a fine to the infrastructure manager for failure to comply with the payment deadline indicated in the invoice in the amount of 0,1% a day for the time period from the day determined for making the relevant payment (including the day) until the day (not including the day) when such payment is made, but not more than 10% of the payment amount indicated in the respective invoice of the charging body. The payment of the fine does not exempt the applicant from paying the principal sum of the debt.

V. Dispute settlement procedure

34. If a railway undertaking or a performer of individual technological processes does not agree with the invoice issued by the infrastructure manager or the invoicing information, the railway undertaking or the performer of individual technological processes is entitled to send a request with justified objections regarding the relevant invoice or invoicing information to the infrastructure manager within five working days by using official electronic means of communication.

35. The railway undertaking or the performer of relevant technological processes sends the original of the request mentioned in Article 34 of the Scheme by mail on the same day, when the request is sent by using official electronic means of communication.

36. The objections of the railway undertaking or the performer of individual technological processes submitted in written form are reviewed by the infrastructure manager within five working days after the date of receiving the respective request and

the identified discrepancies should be eliminated within two working days or a justification of the invoice or invoicing information should be provided to the railway undertaking or the performer of individual technological processes in a written form.

37. The day when the infrastructure manager receives objections sent by a railway undertaking or a performer of individual technological processes by using official electronic means of communication is deemed the day of receiving the respective request.

38. In the case laid down in Article 34 of the Scheme the railway undertaking or the performer of individual technological processes is not exempted from paying the invoice in the time and the amount laid down in Chapter III of the Scheme.

39. If a railway undertaking or a performer of individual technological processes does not agree with the detailed justification of the invoice or invoicing information, it is entitled to submit a complaint to the State Railway Administration in accordance with the Railway Law.

40. Regarding mutual settlements the charging body and an applicant follow the dispute settlement procedure laid down in Chapter V of the Scheme.

VI. Closing provisions

41. The infrastructure manager no later than one calendar month before the decision regarding infrastructure charges enters into force submits to the charging body the procedure for recording the performance indicators of the charging parameters for the trains and rolling stock to which the infrastructure charges are applied within the specific market segments of the relevant service groups determined in the Charging Scheme.

42. The charging body publishes the Scheme on its website on the internet and submits the Scheme to the infrastructure manager for inclusion in the railway infrastructure network statement.

43. The Scheme enters into force upon its publication.

44. The Scheme is related to the collection of the infrastructure charges which are calculated in accordance with the Charging Scheme, prior to that time the procedures laid down in Annex of this Scheme are applied.

45. The owner of the railway infrastructure, the infrastructure manager, an applicant or a railway undertaking may submit complaints regarding the Scheme to the State Railway Administration not later than one month after its publication.

JSC LatRailNet
Director of legal and
administrative affairs   J.Šulcs

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

1. The infrastructure manager collects the infrastructure charges from the railway undertakings or performers of individual technological processes for the number of train kilometres actually travelled, that is determined according to the distance between the centre-line of stations.

2. Infrastructure manager calculates the payment for the use of the railway infrastructure for a particular train category of the railway undertaking according to the following formula:

2.1. for freight trains:

$$\mathbf{M_k} = (\mathbf{M_{ik}} \times \mathbf{Vk_{ik}}) + \mathbf{N}, \text{ where:}$$

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

$\mathbf{M_{ik}}$ – 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);

$\mathbf{Vk_{ik}}$ – train kilometres actually travelled by the freight trains of the railway undertaking during the relevant settlement period;

$\mathbf{N}$ – 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:

$$\mathbf{M_{pe}} = (\mathbf{M_{ipe}} \times \mathbf{Vk_{ipe}}) + \mathbf{N}, \text{ where:}$$

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

$\mathbf{M_{ipe}}$ – 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);

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

$\mathbf{N}$ – 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:

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

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

M $_{i\,pd}$ – 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);

Vk $_{i\,pd}$ – train kilometres actually travelled by the passenger diesel-powered trains of the railway undertaking during 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 a locomotive (diesel locomotive and steam locomotive traction):

$$\mathbf{M_{pvl} = (M_{i\,pvl} \times Vk_{i\,pvl}) + N}\text{ , where:}$$

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

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

Vk $_{i\,pvl}$ – train kilometres actually travelled by the passenger trains with a locomotive of the railway undertaking during 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:

$$\mathbf{M_{š} = (M_{i\,š} \times Vk_{i\,š}) + N}\text{ , where:}$$

M $_{š}$ – the payment to be made by the railway undertaking for the use of the railway infrastructure for narrow-gauge trains;

M $_{i\,š}$ – 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);

Vk $_{i\,š}$ – train kilometres actually travelled by the narrow-gauge trains of the railway undertaking during 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. The infrastructure manager calculates the payment for the use of the railway infrastructure, if the charging body has determined a higher charge for the use of the railway infrastructure in specific parts of the railway infrastructure 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:

$$M_{kp} = (M_{i\,kp} \times Vk_{i\,kp}) + N, \text{ where:}$$

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

$M_{i\,kp}$ – 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);

$Vk_{i\,kp}$ – train kilometres actually travelled by the 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:

$$M_{pep} = (M_{i\,pep} \times Vk_{i\,pep}) + N, \text{ where:}$$

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

$M_{i\,pep}$ – 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);

$Vk_{i\,pep}$ – train kilometres actually travelled by the passenger electric trains of the railway undertaking in the specific part of the railway infrastructure during 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:

$$M_{pdp} = (M_{i\,pdp} \times Vk_{i\,pdp}) + N, \text{ where:}$$

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

$M_{i\,pdp}$ – 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);

$Vk_{i\,pdp}$ – train kilometres actually travelled by the passenger diesel-powered trains of the railway undertaking in the specific part of the railway infrastructure during 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 a locomotive (diesel locomotive and steam locomotive traction):

$$M_{pvlp} = (M_{i\ pvlp} \times Vk_{i\ pvlp}) + N, \text{ where:}$$

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

Vk $_{i\ pvlp}$ – train kilometres actually travelled by the passenger trains with a locomotive of the railway undertaking in the specific part of the railway infrastructure during 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:

$$M_{šp} = (M_{i\ šp} \times Vk_{i\ šp}) + N, \text{ where:}$$

M $_{šp}$ – the payment to be made by the railway undertaking for the use of the railway infrastructure for narrow-gauge trains;

M $_{i\ šp}$ – 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);

Vk $_{i\ šp}$ – train kilometres actually travelled by the narrow-gauge trains of the railway undertaking in the specific part of the railway infrastructure during 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.

4. The infrastructure manager calculates the payment for the use of the railway infrastructure for a particular train category of the railway undertaking or the performer of individual technological processes, if the charging body has applied economically justified discounts to the infrastructure charges, according to the following formula:

4.1. for freight trains:

$$M_{ka} = M_{i\ k} \times Vk_{i\ ka} \times (100\% - A_{ka}) + N, \text{ where:}$$

M_{ka} – the payment to be made by the railway undertaking or the performer of individual technological processes 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);

Vk_{ika} – train kilometres actually travelled by the freight trains of the railway undertaking or the performer of individual technological processes during the period when the discount is applied within the relevant settlement period;

A_{ka} – the value of the discount set by the charging body for freight trains;

N – fees and taxes which are paid by the railway undertaking or the performer of individual technological processes in accordance with laws and regulations in force in the Republic of Latvia.

4.2. for passenger electric trains:

$$M_{pea} = M_{ipe} \times Vk_{ipea} \times (100\% - A_{pea}) + N, \text{ where:}$$

M_{pea} – the payment to be made by the railway undertaking or the performer of individual technological processes 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);

Vk_{ipea} – train kilometres actually travelled by the passenger electric trains of the railway undertaking or the performer of individual technological processes during the period when the discount is applied within the relevant settlement period;

A_{pea} – the value of the discount set by the charging body for passenger electric trains;

N – fees and taxes which are paid by the railway undertaking or the performer of individual technological processes in accordance with laws and regulations in force in the Republic of Latvia.

4.3. for passenger diesel-powered trains:

$$M_{pda} = M_{ipd} \times Vk_{ipda} \times (100\% - A_{pda}) + N, \text{ where:}$$

M_{pda} – the payment to be made by the railway undertaking or the performer of individual technological processes 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);

Vk $_{i\,pda}$ – train kilometres actually travelled by the passenger diesel-powered trains of the railway undertaking or the performer of individual technological processes during the period when the discount is applied within the relevant settlement period;

A $_{pda}$ – the value of the discount set by the charging body for passenger diesel-powered trains;

N – fees and taxes which are paid by the railway undertaking or the performer of individual technological processes in accordance with laws and regulations in force in the Republic of Latvia.

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

$$M_{pvla} = M_{i\,pvl} \times Vk_{i\,pvla} \times (100\% - A_{pvla}) + N \text{ , where:}$$

M $_{pvla}$ – the payment to be made by the railway undertaking or the performer of individual technological processes for the use of the railway infrastructure for passenger trains with a locomotive (diesel locomotive and steam locomotive traction);

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

Vk $_{i\,pvla}$ – train kilometres actually travelled by the passenger trains with a locomotive of the railway undertaking or the performer of individual technological processes during the period when the discount is applied within the relevant settlement period;

A $_{pvla}$ – the value of the discount set by the charging body for passenger trains with a locomotive;

N – fees and taxes which are paid by the undertaking or the performer of individual technological processes in accordance with laws and regulations in force in the Republic of Latvia.

4.5. for narrow-gauge trains:

$$M_{ša} = M_{i\,š} \times Vk_{i\,ša} \times (100\% - A_{ša}) + N \text{ , where:}$$

M $_{ša}$ – the payment to be made by the railway undertaking or the performer of individual technological processes for the use of the railway infrastructure for narrow-gauge trains;

M $_{i\,š}$ – 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);

Vk $_{i\,ša}$ – train kilometres actually travelled by the narrow-gauge trains of the railway undertaking or the performer of individual technological processes during the period when the discount is applied within the relevant settlement period;

A $_{ša}$ – the value of the discount set by the charging body for narrow-gauge trains;

N – fees and taxes which are paid by the undertaking or the performer of individual technological processes in accordance with laws and regulations in force in the Republic of Latvia.

5. Payments for the infrastructure charges are made by railway undertakings and performers of relevant technological processes in accordance with the invoice issued by the infrastructure manager.

6. The infrastructure manager sends the invoice to railway undertakings or performers of individual technological processes by fax or email to the fax number or email address officially indicated by the railway undertaking or the performer of individual technological processes. Along with the invoice, the infrastructure manager sends to the railway undertaking or the performer of relevant technological processes a list of the mileage performed by the trains of the railway undertaking or the performer of individual technological processes during the settlement period (hereinafter referred to as the list), in which the infrastructure manager indicates:

6.1. the invoicing period, for which the railway undertaking or the performer of individual technological processes must make payments for the use of the railway infrastructure;

6.2. the rolling stock, using which the railway undertaking or the performer of individual technological processes performed transportation during the invoicing period;

6.3. the actual number of kilometres travelled by each rolling stock;

6.4. the charge determined by the charging body for the relevant train category for the use of the railway infrastructure, with which the railway undertaking or the performer of individual technological processes performed transportation during the invoicing period (euro per one train-kilometre, excluding value added tax);

6.5. the higher charge determined by the charging body for the use of the railway infrastructure (euro per one train-kilometre, excluding value added tax), if any;

6.6. the discount determined by the charging body for the use of the railway infrastructure (%), if any;

6.7. the total payment for the use of the railway infrastructure for the relevant train category.

7. The infrastructure manager is entitled to include more detailed information regarding transportation performed by the railway undertaking or the performer of the individual technological processes during the respective invoicing period.

8. The infrastructure manager sends the invoice to a railway undertaking performing transportation of freight twice a week:

8.1. on Monday of each calendar week, but if it is a holiday or a public holiday, then on the following working day, regarding the use of the railway infrastructure during the time period from Monday to Wednesday of the previous week;

8.2. on Wednesday of each calendar week, but if it is a holiday or a public holiday, then on the following working day, regarding the use of the railway infrastructure during the time period from Thursday to Sunday of the previous week.

9. The infrastructure manager sends the invoice to a railway undertaking performing transportation of passengers using passenger electric or diesel-powered trains three times a month:

9.1. until the 10th day of each month, but if it is a holiday or a public holiday, then on the following working day, regarding the use of the railway infrastructure during the time period from the 20th day of the previous month to the last date of the previous month;

9.2. until the 15th day of each month, but if it is a holiday or a public holiday, then on the following working day, regarding the use of the railway infrastructure during the time period from the 1st day of the relevant month to the 10th day of the relevant month;

9.3. until the 25th day of each month, but if it is a holiday or a public holiday, then on the following working day, regarding the use of the railway infrastructure during the time period from the 11th day of the relevant month to the 20th day of the relevant month.

10. The infrastructure manager once a month, but not later than the 10th day of the next calendar month sends the invoice to a railway undertaking performing transportation of passengers by narrow-gauge trains for the use of the railway infrastructure during the previous calendar month.

11. The infrastructure manager once a month, but not later than the 10th day of the next calendar month, sends the invoice together with the list of mileage of trains to a performer of individual technological processes (construction, repair and technical maintenance of the technical equipment of the railway infrastructure, modernisation of the railway rolling stock, preparation of repair trains and locomotives for performing transportation, movement of locomotives, etc.) for the use of the railway infrastructure in the previous calendar month.

12. Railway undertakings and performers of individual technological processes pay the invoice issued by the infrastructure manager within five working days after receiving the invoice, transferring the money to the financial institution account of the infrastructure manager indicated in the invoice.

13. The day when the railway undertaking or the performer of individual technological processes has received by fax or email the invoice issued by the infrastructure manager is deemed the day of receiving the invoice.

14. The infrastructure manager sends the original invoice to the railway undertakings or the performers of individual technological processes to their indicated postal address on the day when the invoice is sent by fax or email.

15. The date on which payment of a railway undertaking or a performer of individual technological processes is received at the financial institution according to the invoice issued by the infrastructure manager is deemed the date of paying the invoice.

16. A railway undertaking or a performer of individual technological processes pays a fine to the infrastructure manager for failure to comply with the payment deadline indicated in the invoice in the amount of 0,1% a day for the time period from the day determined for making the relevant payment (including the day) until the day (not including the day), but not more than 10% of the payment amount indicated in the respective invoice. The payment of the fine does not exempt the railway undertaking or the performer of relevant technological processes from paying the principal sum of the debt.

17. From the payment sum received from a railway undertaking or a performer of individual technological processes the infrastructure manager, firstly, transfers the calculated fine, secondly – the principal sum of the debt and thirdly – the sum of the current payment, but the remaining amount of the payment, if any, is either reimbursed to the railway undertaking or the performer of relevant technological processes or transferred into the subsequent payments.

18. If a railway undertaking or a performer of individual technological processes does not agree with the invoice issued by the infrastructure manager or the list, the railway undertaking or the performer of individual technological processes is entitled to send a request with justified objections regarding the relevant invoice or the list to the infrastructure manager within five working days using fax or email.

19. The railway undertaking or the performer of individual technological processes sends the original of the request mentioned in Article 18 of the Annex of this Scheme by mail on the same day when the request is sent by fax or email.

20. The objections of the railway undertaking or the performer of individual technological processes submitted in written form are reviewed by the infrastructure manager within five working days after the date of receiving the respective request and the identified discrepancies should be eliminated within two working days or a justification of the invoice or invoicing information should be provided to the railway undertaking or the performer of individual technological processes in a written form.

21. The day when the infrastructure manager has received the objections sent by the railway undertaking or the performer of individual technological processes by fax or email is deemed the day of receiving the respective request.

22. In the case laid down in Article 18 of the Annex of this Scheme the railway undertaking or the performer of relevant technological processes is not exempted from paying the invoice within the time period and the amount laid down in Article 12 of the Annex of this Scheme.

23. If the railway undertaking or the performer of individual technological processes does not agree with the detailed justification of the invoice laid down in Paragraph 20 of

the Annex of this Scheme or the invoice does not comply with the procedures stipulated in the Annex of this Scheme, the railway undertaking or the performer of individual technological processes is entitled to submit a complaint to the State Railway Administration, that examines the complaint in accordance with the procedures and within the time period laid down in laws and regulations.

24. The infrastructure manager and railway undertaking or the performer of relevant technological processes may, provided by a mutually signed contract on mutual settlements for the use of the railway infrastructure, agree on additional conditions which are related to mutual settlement for the use of the railway infrastructure. The provisions of the contract between the infrastructure manager and railway undertaking or the performer of individual technological processes regarding mutual settlements must not contradict with the procedure laid down in Annex of the Scheme.