

APPROVED
by decision No JALP-1.3./99-2019
of the Executive Board of the
Joint Stock company LatRailNet
in a meeting held on 23 December 2019
min. No JALP-1.2./99-2019
Riga

REGULATIONS

23 December 2019

Nr.JALP-7.6/09-2019

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 Scheme) as follows:

1.1. Supplement the Scheme with Paragraph 50.¹ as follows:

"50.¹ The charging body may take decision on the indexation of the infrastructure charges according to the total indexation rate referred to in Annex 2, that is estimated as the sum of weighted normalization coefficients of each relevant cost element, taking into account proportion of each relevant cost element in the total costs. Indexed values of the charges are calculated by adjusting each value of the charge **M** _{param gr s} and applying indexation rate of the relevant time period. Decision on the indexation of the values of infrastructure charges shall be made not later than 30 calendar days before entry into force of the indexed values of the charges.";

1.2. Express Annex 2 of the Scheme as follows:

"Annex 2

Normalization coefficients of the rail infrastructure costs

Cost elements	Normalization coefficients	Normalization coefficient values in 2020	Weighted normalization coefficients in 2020
Payroll	Work intensity dependent bonus costs	-	1,35%
	Consumer price index	2,50%	
	Valuation of structural changes and causes of other known occurrences	-	
Social insurance payments	Values affecting payroll	2,50%	0,33%
	Tax rate	-	
Materials, fuel, electricity	Producer price index or tariff rates	2,70%	0,30%
	Valuation of modernization works and causes of other known occurrences	-	
Other costs	Producer price index	2,70%	0,59%
	Valuation of causes of other known occurrences	-	
Total cost indexation rate			2,57%

1.3. Express Paragraph 1.2. of the Annex 6 of the Scheme as follows:

"1.2. **TI**_{mez uztur 1520} – the average direct maintenance and train operating costs of the railway infrastructure providing access to the railway infrastructure connecting service facilities for providing the railway transportation of one train within international 1520 traffic in the programming period:

$$\text{TI}_{\text{mez uztur 1520}} = \text{KTI}_{\text{mez uztur 1520}} / \text{DR}_{\text{mez uztur 1520}}, \text{ where}$$

KTI_{mez uztur 1520} – the network-wide direct maintenance and train operating costs of the railway infrastructure providing access to the railway infrastructure connecting service facilities for providing the railway transportation within international 1520 traffic in the programming period;

DR_{mez uztur 1520} – the performance indicator of the number of actually dispatched and accepted trains at the places crossing the national border³ and border stations (Meitene and Lugazi) and the number of actually accepted trains in the final processing station in inland transit traffic within international 1520 traffic in the programming period;"

1.4. Express Paragraph 6 of the Annex 6 of the Scheme as follows:

"6. The amount of the charge **M**_{mez uztur 1520 s} is divided between the railway undertaking performing transportation in border sections (Daugavpils – Indra – Valsts robeža, Rēzekne – Zilupe – Valsts robeža, Valsts robeža – Karsava – Rēzekne, Daugavpils – Kurcums – Valsts robeža, Valsts robeža – Eglaine – Daugavpils) or through the border stations (Meitene and Lugazi) and the next railway undertaking carrying the train set (if one exists), that continues the movement of the train from stations of Jelgava, Skirotava, Rēzekne and Daugavpils, observing the proportion which is determined by the charging body as the ratio between the total number of train km in these border sections in the reference period and the total number of train km in the other parts of the railway infrastructure network within international 1520 traffic in the reference period and is published on the website of the charging body on the internet.";

1.5. Express Paragraph 12 of the Annex 6 of the Scheme as follows:

"12. The infrastructure manager uses the following formula for applying the payment for the minimum access package for providing international 1520 traffic including all railway infrastructure for providing train acceptance, handling and dispatching, as well as the access to the railway infrastructure connecting service facilities where freight trains are assembled and disassembled, and rolling stock is transferred for loading, unloading or to related sidings:

$$\text{KM}_{1520 \text{ s}} = \text{M}_{\text{ceļ uztur 1520 s}} \times \text{DR}_{\text{ceļ uztur 1520 s}} + \text{M}_{\text{mez uztur 1520 s}} \times \text{DR}_{\text{mez uztur 1520 s}} + \text{N}, \text{ where}$$

KM_{1520 s} – the payment to be made by a railway undertaking for the railway infrastructure within international 1520 traffic in a specific market segment (euro);

M_{ceļ uztur 1520 s} – the value of the charge of railway infrastructure maintenance, renewal and train operating charging parameter for the minimum access package including all railway infrastructure for providing train acceptance, handling and dispatching, as well as the access to the railway infrastructure connecting service facilities where freight trains are assembled and disassembled, and rolling stock is transferred for loading, unloading or to related sidings in a specific market segment within international 1520 traffic determined by the charging body (euro per one train km, value added tax excluded);

DR_{ceļ uztur 1520 s} – the number of train km actually travelled by the railway undertaking's freight trains in a specific market segment within international 1520 traffic in the relevant invoicing period;

³ according to Paragraph 3.2.7. of the railway infrastructure network statement of 2019/2020, the places crossing the national border are Rēzekne 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)

- M** _{mez uztur 1520 s} – the value of the charge of the maintenance and train operating charging parameter for providing access to the railway infrastructure connecting service facilities where freight trains are assembled and disassembled, and rolling stock is transferred for loading, unloading to related sidings in a specific market segment within international 1520 traffic determined by the charging body (*euro* per one train, value added tax excluded);
- DR** _{mez uztur 1520 s} – the number of actually dispatched and accepted railway undertaking's freight trains at the places crossing the national border⁴, as well as border stations (Meitene and Lugazi) and the number of actually accepted trains in the final processing station in inland transit traffic in the relevant invoicing period in a specific market segment within international 1520 traffic;
- N** – fees and taxes to be paid by the railway undertaking in accordance with the legislation in force in the Republic of Latvia (*euro*).";

1.6. Express Paragraph 13 of the Annex 6 of the Scheme 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 valuation of value **J** _s declared by applicants, where the transportation is performed using pre-assigned train paths, the charging body may determine railway infrastructure capacity assurance payments **M** _{rezer 1520 s} in these segments. In each of these market segments, railway infrastructure capacity assurance payments **M** _{rezer 1520 s} are set as the combination of all parameter charges **M** _{param 1520 s} which is expressed as an average charge of performance indicator of one train km in the relevant market segment in accordance with the following formula:

$$\mathbf{M}_{\text{rezer 1520 s}} = \mathbf{M}_{\text{ceļ uztur 1520 s}} + (\mathbf{M}_{\text{mez uztur 1520 s}} \times \mathbf{DR}_{\text{mez uztur 1520 s}}) / \mathbf{DR}_{\text{ceļ uztur 1520 s}}, \text{ where}$$

- M** _{rezer 1520 s} – the amount of railway infrastructure capacity assurance payment within international 1520 traffic in a specific market segment where the transportation is performed using preassigned train paths;
- M** _{ceļ uztur 1520 s} – the charge amount of the maintenance, train operating and renewal charging parameter of the railway infrastructure within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths;
- M** _{mez uztur 1520 s} – the charge amount of the maintenance and train operating charging parameter of the railway infrastructure providing access to the railway infrastructure connecting service facilities within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths;
- DR** _{mez uztur 1520 s} – the performance indicator corresponding to forecasted performance indicator **DR** _{ceļ uztur 1520 s} of the number of actually dispatched and accepted freight trains at the places crossing the national border⁵, as well as border stations (Meitene and Lugazi) and the number of actually accepted trains at the final processing station in inland transit traffic in the relevant programming period within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths, which is taken into account when determining the relevant amount of markup **MP** _{mez uztur 1520 s} in force;
- DR** _{ceļ uztur 1520 s} – the forecasted performance indicator of the number of train km in the programming period within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths, which is taken into account when determining the relevant amount of markup **MU** _{ceļ uztur 1520 s} in force;

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)

⁵ 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)

The charging body determines the amount of charge **M rezer 1520 s** for those market segments where the transportation in the programming period is performed using pre-assigned train paths.";

2. The charging body publishes these amendments on its website on the internet and submits information about it to the public-use railway 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 Article 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