

REGULATIONS
Riga

13 May 2020

No.JALP-7.6./05-2020

**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. Express Sub-paragraph 14.3. of Annex 6 to the Scheme as follows:

"14.3. The final payment for the actual usage of pre-reserved train paths is applied to the actual railway undertaking in the amount of 90% of the railway infrastructure capacity assurance payment $M_{rezer\ 1520\ s}$ for a specific market segment adding a surcharge based on the direct costs of the exceeding amount of train km according to the following formula:

$$KM_{rezer\ 1520\ s} = 0,9 \times M_{rezer\ 1520\ s} \times DR_{ceļ\ uztur\ 1520\ s} + TI_{rezer\ 1520\ s} \times \Delta DR_{ceļ\ uztur\ 1520\ s} + N, \text{ where}$$

$KM_{rezer\ 1520\ s}$	– the final railway infrastructure capacity assurance payment within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths made by the railway undertaking (<i>euro</i>);
$M_{rezer\ 1520\ s}$	– the amount of the railway infrastructure capacity assurance charge within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths set by the charging body (<i>euro per train km, without value added tax</i>);
$DR_{fakt\ ceļ\ uztur\ 1520\ s}$	– the actual amount of the railway undertaking's performance indicator in relation to the number of train km within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths;
$\Delta DR_{ceļ\ uztur\ 1520\ s}$	– the amount of the railway undertaking's performance indicator in relation to the exceeding amount of train km within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths;
$TI_{rezer\ 1520\ s}$	– the average direct unit costs of all cost parameters set by the charging body for the performance indicator unit of 1 train km within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths (<i>euro per train km, without value added tax</i>);
N	– fees and taxes to be paid by the applicant in accordance with the legislation in force in the Republic of Latvia (<i>euro</i>);

1.2. Express Paragraph 15 of the Annex 6 to the Scheme as follows:

15. If a train path assigned to an applicant in the market segments provided by Paragraph 13 of this Annex where the transportation is performed using pre-assigned train paths is canceled due to the provisions of Subparagraph 20.2 of the Capacity Allocation Scheme, and the relevant applicant has not agreed to move the train path to a different time or route offered by the infrastructure manager, then the infrastructure manager compensates the collected initial railway infrastructure capacity assurance payment referred to in Subparagraph 14.2 of Annex 6 to the Scheme by reducing the following railway undertaking's payment for the actual usage of pre-assigned train paths, applying compensation **AM_{rezer 1520 s}** according to the following formula:

$$AM_{rezer\ 1520\ s} = 0,1 \times M_{rezer\ 1520\ s} \times DR_{ceļ\ uztur\ 1520\ s} + N, \text{ where}$$

AM_{rezer 1520 s} – the total compensation of railway infrastructure capacity assurance payment applied to the railway undertaking for cancelled train paths within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths (*euro*);

M_{rezer 1520 s} – the amount of railway infrastructure capacity assurance charge within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths set by the charging body (*euro per train km, without value added tax*);

DR_{ceļ uztur 1520 s} – the amount of the railway undertaking's performance indicator in relation to the number of train km within international 1520 traffic in a specific market segment where the transportation is performed using pre-assigned train paths in the previous calendar month corresponding to the number and length of actually cancelled train paths;

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

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. According to the twelfth part of Article 11 of the Railway Law, a complaint regarding these amendments can be submitted in State Railway Administration not later than one month after the day of the publication.

JSC LatRailNet
the Director of the Department
of Charging Affairs

M.Andiņš

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