

APPROVED
by decision No JALP-1.3./XX-2020
of the Executive Board of the
Joint Stock company LatRailNet
in a meeting held on 25 February 2020
min. No JALP-1.2./XX-2020

REGULATIONS

Riga

25 February 2020

No.JALP-7.6./XX-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 the designation **mez uztur krav** in Subparagraph 23.2. of the Scheme as follows:

- “DR mez uztur krav** – the performance indicator of the number of wagons used in railway transportation in the programming period within freight traffic, including:
- 1) within international 1520 traffic: the number of wagons moved through the places crossing the national border¹ as well as border stations Meitene, Lugaži and Reņģe and accepted in the final processing station of terrestrial transit traffic;
 - 2) within domestic railway traffic in the territory of the Republic of Latvia: the total number of wagons registered as parts of collecting and pick-up train sets;
 - 3) within the freight transportation from and to European Union countries crossing the territory of the Republic of Latvia: the number of wagons accepted in the final processing station in transit traffic.”;

1.2. express the designation **DR mez uztur 1520** in Subparagraph 1.2. of Annex 6 to the Scheme as follows:

- “DR mez uztur 1520** – the performance indicator of the number of wagons moved through the places crossing the national border¹ as well as border stations (Meitene, Lugaži and Reņģe) and actually accepted in the final processing station of land transit traffic in the programming period within international 1520 traffic”;

1.3. express Paragraph 6 of Annex 6 to the Scheme as follows:

"6. The amount of charge **M mez uztur 1520 s** is divided between the railway undertaking performing transportation in border regions (Daugavpils - Indra - national border, Rēzekne – Zilupe – national border, national border – Karsava – Rēzekne, Daugavpils - Kurcums - national border, national border - Eglaine - Daugavpils) or through border stations (Meitene, Lugaži and Reņģe) and the next railway undertaking, if any, that continues the movement of the train set from stations Jelgava, Šķīrotava, Rēzekne and Daugavpils, observing the proportion which is determined by the charging body as a ratio

between the total number of train km in these border regions 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.";

1.4. express the designation **DR** _{mez uztur 1520 s} in Paragraph 12 of Annex 6 to the Scheme as follows:

DR _{mez uztur 1520 s} – the number of railway undertaking's freight trains actually moved through the places crossing the national border¹, as well as border stations (Meitene, Lugazi and Reņģe) and actually accepted in the final processing station in terrestrial transit traffic in a specific market segment within international 1520 traffic in the relevant invoicing period;"

1.4. express the designation **DR** _{mez uztur 1520 s} in Paragraph 13 of Annex 6 to the Scheme as follows:

DR _{mez uztur 1520 s} – the performance indicator corresponding to performance indicator **DR** _{ceļ uztur 1520 s} of the number of freight trains actually moved through the places crossing the national border¹, as well as border stations (Meitene, Lugaži and Reņģe) and forecasted performance indicator of the number of actually accepted trains in the final processing station in terrestrial transit traffic 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 **MP** _{mez uztur 1520 s} in force;"

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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