

APPROVED
by decision No JALP-1.3./85-2020
of the Executive Board of the
Joint Stock company LatRailNet
in a meeting held on 29 December 2020
min. No JALP-1.2./85-2020

REGULATIONS
Riga

29 December 2020

No.JALP-7.6./12-2020

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 Paragraph 6 of Annex 3 to the Scheme as follows:

"6. in cases if the charging body determines a potential increase of value J_s in any of the segments, or according to Paragraph 33 of the Scheme relevant evidence is received, then the charging body sends to applicants or the expert group referred to in Paragraph 1 of Part III of Annex 3 to the Scheme a request to evaluate the elasticity of transportation volume in the specific market segment in relation to the total payment of potentially determined railway infrastructure charges for one train km according to the assumptions of the charging body about the technical specifications of trains:

Planned transportation volume in relation to the determined railway infrastructure charges	$M_{s1} = TI_s$	$M_{s2} = \dots$	$M_{s3} = \dots$	$M_{s4} = \dots$	$M_{s5} = PI_s$
	<i>charge at the level of direct cost</i>	<i>intermediate values</i>	<i>intermediate values</i>	<i>intermediate values</i>	<i>charge at the level of full cost</i>
DR param gr s	<i>elasticity valuation</i>	<i>elasticity valuation</i>	<i>elasticity valuation</i>	<i>elasticity valuation</i>	<i>elasticity valuation</i>

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1.2.express Annex 5 to the Scheme as follows:

Annex 5

List of railway transportation market segments

Market segment group	Name of market segment	Market segment s designation	Market segment determination features		
			in freight traffic - train index		Other special market determination features
			first group	third group	
			in passenger traffic - train route		
			initial station	final station	
In broad-gauge part of the railway network					
passenger transportation	passenger transportation services within the framework of a public service contract	sab pak pas	initial station of the route in LDZ network	final station of the route in LDZ network	applicants providing public passenger transportation services within the meaning of Eiropas Parlamenta un Padomes 2007.gada 23. oktobra regulas (EK) Nr. 1370/2007
	other passenger transportation services	citi pas	initial station of the route in LDZ network or outside it	final station of the route in LDZ network or outside it	applicants are assigned specific train path in the annual capacity allocation plan or train paths are assigned for ad-hoc trains
domestic freight transportation with collecting and pick-up trains	regular traffic domestic freight transportation with collecting and pick-up trains using pre-assigned train paths	reg sviv krav	dispatching station in LDZ network	accepting station in LDZ network	for freight operations with cargo of EEA origin, operations with other groups of wagon cargo in processing stations in LDZ network are allowed if the train index of the train is not changed
	irregular traffic domestic freight transportation with collecting and pick-up trains	nereg sviv krav	dispatching station in LDZ network	accepting station in LDZ network	segment is used also for regular traffic domestic freight transportation with collecting and pick-up trains, if the railway infrastructure capacity assurance payment is not made, for freight operations with cargo of EEA origin, operations with other groups of freight cargo in processing stations are allowed if the train index of the train is not changed
domestic freight transportation and within EEA	domestic container freight transportation and within European Economic Area using pre-assigned train paths	kontein krav	dispatching station in LDZ network or outside it (within EEA)	accepting station in LDZ network or outside it (within EEA)	freight operations with cargo of EEA origin without coupling and uncoupling processing wagons in processing stations in LDZ network
	other freight transportation, excluding international 1520 traffic using pre-assigned train paths	citi krav	dispatching station in LDZ network or outside it (within EEA)	accepting station in LDZ network or outside it (within EEA)	for freight operations with cargo of EEA origin, operations with other groups of cargo wagons inprocessing stations in LDZ network are allowed if the train index of the train is not changed
In the narrow-gauge part of the railway network					
passenger transportation	passenger transportation services within the framework of a public service contract	sab pak pas	initial station of the route in the narrow-gauge part of LDZ network	final station of the route in the narrow-gauge part of LDZ network	applicants providing public passenger transportation services within the meaning of Eiropas Parlamenta un Padomes 2007.gada 23. oktobra regulas (EK) Nr. 1370/2007
	other passenger transportation services	citi pas	initial station of the route in the narrow-gauge part of LDZ netwo	final station of the route in the narrow-gauge part of LDZ netwo	applicants are assigned specific train path in the annual capacity allocation plan or train paths are assigned for ad-hoc trains

1.3. supplement Annex 6 to the Scheme with Paragraph 8.¹as follows:

"8.¹ The criteria for market segmentation and determining markups for the programming period after 1 January 2021:

8.11. the segmentation criteria based on the impact of different types of utilization of the railway infrastructure on the cost of railway infrastructure remain unchanged and are applied according to the Paragraph 8.1. of Annex 6 to the Scheme;

8.12. the segmentation criteria based on the increase of the productivity achieved by railway undertakings remain unchanged and are applied according to the Paragraph 8.2. of Annex 6 to the Scheme;

8.13. the segmentation criteria based on the impact of markup value on the competitiveness of the final services:

The charging body determines the valuation criteria for optimal railway competitiveness within specific market segment according to J_s values, the planning document referred to in Paragraph 8 of the Scheme and objectives of the country's transport policy, and based on the valuation by the expert group that includes at least three independent experts (for example, representatives of relevant industry associations or competent scientific bodies). Based on the evidence submitted by the applicants referred to in Paragraph 3 of Annex 6 to the Scheme, which indicates a potential increase in the value of J_s in one of the segments, the charging body sends a request to the applicants or the expert group to assess the flexibility of transport volumes in specific market segments depending on the total payment of the potentially determined infrastructure charge per 1 train km in accordance with the toll determiner's assumptions regarding train technical parameters:

Planned transportation volume in relation to the determined railway infrastructure charges	$M_{s1} = TI_s$	$M_{s2} = \dots$	$M_{s3} = \dots$	$M_{s4} = \dots$	$M_{s5} = PI_s$
	<i>charge at the level of direct cost</i>	<i>intermediate values</i>	<i>intermediate values</i>	<i>intermediate values</i>	<i>charge at the level of full cost</i>
DR param 1520 s	<i>elasticity valuation</i>	<i>elasticity valuation</i>	<i>elasticity valuation</i>	<i>elasticity valuation</i>	<i>elasticity valuation</i>

The value of J_s is obtained by selecting it according to the maximum value of the potential traffic multiplied by the value of the charge determined for a specific market segment (**DR** param 1520 s $\times M_s$). The value of J_s is expressed in decimal numbers and rounded to 2 decimal places and reduced to 1 if it exceeds this value. ";

1.4. express Paragraph 9 of Annex 6 to the Scheme as follows:

"9. The charging body applies markups **MP** _{param 1520 s} within international 1520 traffic in the various market segments in accordance with the following list of market segments:

Market segment group	Name of market segment	Market segment designation	Market segment determination features		Other special market determination features
			in freight traffic - train index		
			first group	third group	
In broad-gauge part of the railway network					
Freight transportation within international 1520 traffic	container freight transportation within international 1520 traffic	kontein 1520	dispatching station outside EEA	accepting station in LDZ network or outside it (within EEA)	for freight transportation from or to the third countries, where track gauge is 1520 mm, with operations provided for in the list of container trains
			dispatching station in LDZ network or outside it (within EEA)	accepting station outside EEA	
			dispatching station outside EEA	accepting station outside EEA	
	coal freight transportation within international 1520 traffic connecting to near-port stations in LDZ network	ogl 1520	dispatching station outside EEA or in LDZ network	near-port accepting station in LDZ network	for coal freight transportation from the third countries, where track gauge is 1520mm, the coupling of other groups of wagons is allowed at the processing, wagon coupling or uncoupling station, if the train index is not changed there
			near-port dispatching station in LDZ network	accepting station outside EEA or in LDZ network	
	other freight transportation within international 1520 traffic	citi 1520	dispatching station outside EEA	accepting station in LDZ network or outside it (within EEA)	for freight transportation from or to the third countries where track gauge is 1520 mm, the coupling of other groups of wagons at a processing, wagon coupling or uncoupling station is allowed, if the train index is not changed
			near-port dispatching station in LDZ network, dispatching station in LDZ network or outside it (within EEA)	accepting station outside EEA	
			dispatching station outside EEA	accepting station outside EEA	

* In general, the list of segments refers to the transportation of en-route trains within international 1520 traffic. For trains within international 1520 traffic formed from groups of wagons, the market segment is determined in accordance with the provision for wagon accounting. The list of segments also applies to the unladen transportation of wagons after unloading.

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1.5. replace Paragraph 13 of Annex 6 to the Scheme as follows::

"13. If wagons from the same or different market segments are identified in a trainset within international 1520 traffic, then the payment referred to in Paragraph 12 of Annex 6 is applied in accordance with the proportion of wagons in each market segment for which the railway undertaking has entered information in the information systems of the infrastructure manager and the capacity allocation body.";

1.6. delete Paragraphs 14 and 15 of Annex 6 to the Scheme.

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 one month after the day of the publication.

JSC LatRailNet
the Finance Director
for Charging Affairs

M.Andiņš

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