

APPROVED  
by decision No JALP-1.3/07-2021  
of the Executive Board of the  
Joint Stock company LatRailNet  
in a meeting held on 9 March 2021  
min. No JALP-1.2/07-2021

## REGULATIONS

Riga

9 March, 2021

No.JALP-7.6./04-2021

### 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 legend of formula **DR<sub>bfv krav</sub>** in Paragraph 47 of the Scheme as follows:

**"DR<sub>bfv krav</sub>** – the performance indicator of the number of train paths in each direction of the routes of railway lines indicated in Annex 3 to the Capacity Allocation Scheme allocated in the capacity allocation plan during the programming period in the capacity allocation centers of Riga and Jelgava regions in freight traffic.;"

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 segment 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 Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 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 paths in the annual capacity allocation plan or train paths are assigned for non-scheduled 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
	domestic piggyback freight transportation and within European Economic Area	kontreil 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
<b>In the narrow-gauge part of the railway network</b>					
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 Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 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 paths in the annual capacity allocation plan or train paths are assigned for non-scheduled trains

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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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