

APPROVED  
by decision No JALP-1.3/33-2022  
of the Executive Board of the  
Joint Stock company LatRailNet  
in a meeting held on 17 June 2022  
min. No JALP-1.2/33-2022

R E G U L A T I O N S  
Riga

17 June 2022

No.JALP-7.6./06-2022

**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 title of Annex 3 to the Scheme as follows:

**"Market segmentation and infrastructure charge mark-up determination criteria";**

1.2. express the table in Part II of Annex 3 to the Scheme as follows:

"

Criterion	Designation of the criterion	the evaluated pair of services		the determined value of the criterion
		the justification of valuation of the criterion		
train priority	prior	domestic transportation	international transportation	$V_{prior\ s} = 0$
		priority given to a transportation service improves the provided service in comparison with competing transport modes		- equal priority role in passenger transportation - increase in productivity is not established in freight transportation
service consumer density	intens	urban or regional transportation	interurban transportation	$V_{intens\ s} = 0$
		train crosses railway infrastructure sections with differing service consumer density (population or loading/unloading volume)		- changes in the public procurement contract must be followed in passenger transportation - increase in productivity is not established in freight transportation
through rate offer	integrated	regular train traffic services	irregular train traffic services	$V_{integrated\ s} = 0$
		transportation services are provided in accordance with uniform payment conditions throughout the logistics chain		- productivity increase does not occur if ticket prices are not changed in passenger transportation - no agreement on uniform charging schemes in freight transportation

"

1.3. express Sub-paragraph 2.1 in Part III of Annex 3 to the Scheme as follows:

"2.1. the forecasts necessary for assessment of the value  $J_s$  – the potential transportation volume in a given market segment, expressed in train-kilometers;"

1.4. express Paragraph 5 in Part III of Annex 3 to the Scheme as follows:

"5. the value of valuation criterion  $R_s$ , that characterizes the impact of the allowable infrastructure charge markup value on the competitiveness of the final services is obtained as a ratio between the programming and reference periods;"

1.5. exclude Paragraph 9 of Part III of Annex 3 to the Scheme;

1.6. express Annex 5 to the Scheme as follows:

"Annex 5

### List of railway transportation market segments

#### I. List of railway transportation market segments for current period \*

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 the 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, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index 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 operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index 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)	for operations with freight trains carrying goods originating in the EEA, without coupling or uncoupling of processing wagons at LDZ network stations		
	domestic piggy-back freight transportation and within European Economic Area	kontreib krav	dispatching station in LDZ network or outside it (within EEA)	accepting station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, without coupling or uncoupling of processing wagons at LDZ network stations		
	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 operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index 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 the 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 network	final station of the route in the narrow-gauge part of LDZ network	applicants are assigned specific train paths in the annual capacity allocation plan or train paths are assigned for non-scheduled trains

\* The list of railway transportation market segments is applied in the current time period (incl. if the infrastructure charge is indexed in accordance with Paragraph 50.<sup>1</sup> of the Scheme) by the date specified in the decision of the charging body to approve a new infrastructure charge for the following period from which the approved infrastructure charges are applied in accordance with the revised list of market segments in Part II of Annex 5.

## II. List of railway transportation market segments for the following period\*

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 the 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	domestic freight transportation with collecting and pick-up trains	sviv krav	dispatching station in LDZ network	accepting station in LDZ network	for operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index is not changed			

domestic freight transportation and within EEA	short-distance domestic freight transportation	isdist krav	dispatching station in LDZ network or outside it (within EEA)	accepting station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index is not changed
	domestic container freight transportation and within European Economic Area	kontein krav	dispatching station in LDZ network or outside it (within EEA)	accepting station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, without coupling or uncoupling of processing wagons at LDZ network stations
	domestic piggy-back freight transportation and within European Economic Area	kontreibl krav	dispatching station in LDZ network or outside it (within EEA)	accepting station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, without coupling or uncoupling of processing wagons at LDZ network stations
	other freight transportation, excluding international 1520 traffic	citi krav	dispatching station in LDZ network or outside it (within EEA)	accepting station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index is not changed
<b>In 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 the 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 network	final station of the route in the narrow-gauge part of LDZ network	applicants are assigned specific train paths in the annual capacity allocation plan or train paths are assigned for non-scheduled trains

\* With regard to Part 6 of the Article 11.<sup>1</sup> of the Railway Law the revised list of railway transportation market segments is applied to the period following the decision of the charging body to approve the new infrastructure charges for the following period.”;

1.7. express the first sentence of Paragraph 8 of Part III of Annex 6 to the scheme as follows:

“8. The criteria for market segmentation and determining markups:”;

1.8. express the table in Sub-paragraph 8.2 of Annex 6 to the Scheme as follows:

Criterion	Designation of the criterion	the evaluated pair of services		the determined value of the criterion
		the justification of valuation of the criterion		
train priority	prior	domestic transportation	international transportation	$V_{prior\ s} = 0$
		priority given to a transportation service improves the provided service in comparison with competing transport modes		increase in productivity is not established
service consumer density	intens	urban or regional transportation	interurban transportation	$V_{intens\ s} = 0$
		train crosses railway infrastructure sections with differing service consumer density (population or loading/unloading volume)		increase in productivity is not established
through rate offer	integr pied	regular train traffic services	irregular train traffic services	$V_{integr\ pied\ s} = 0$
		transportation services are provided in accordance with uniform payment conditions throughout the logistics chain		no agreement on uniform charging schemes

“;

1.9. express Sub-paragraph 8.3 of Annex 6 to the Scheme as follows:

"8.3. The segmentation criteria based on the impact of infrastructure charge markup value on the competitiveness of the final services:

The charging body determines the criteria for assessing the optimal competitiveness of the railway in a specific market segment -  $S_s$ , choosing between  $R_s$  and  $J_s$  values, taking into account the planning document referred to in Paragraph 8 of the Scheme and national transport policy objectives, and based on expert assessment obtained in accordance with the procedure set out in Part III of Annex 3 of the Scheme";

1.10. exclude Paragraph 8.<sup>1</sup> of Annex 6 to the Scheme;

1.11. 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 various market segments according to the following list of market segments:

9.1. For the current period: \* \*\*

Market segment group	Name of market segment	Market segment s designation	Market segment determination features		Other special market segment 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 international list of container and piggy-back trains or in the route list for transportation of container and piggy-back trains in the territory of Latvia	
			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	ogl 1520	dispatching station outside EEA or in LDZ network	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	
			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	
			dispatching station in LDZ network, or outside it (within EEA)	accepting station outside EEA		
			dispatching station outside EEA	accepting station outside EEA		

\* The list of railway transportation market segments is applied in the current time period (incl. if the infrastructure charge is indexed in accordance with Paragraph 50.<sup>1</sup> of the Scheme) by the date specified in the decision of the charging body to approve a new infrastructure charge for the following period from which the approved infrastructure charges are applied in accordance with the revised list of market segments in Subparagraph 9.2 of Annex 6.

\*\* In general, the list of segments is applied to transportation en route trains within international 1520 traffic. The list of segments is also applied to idling wagons after unloading.

9.2. For the following period: \* \*\*

Market segment group	Name of market segment	Market segment s designation	Market segment determination features		Other special market segment 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 international list of container and piggy-back trains or in the route list for transportation of container and piggy-back trains in the territory of Latvia	
			dispatching station in LDZ network, or outside it (within EEA)	accepting station outside EEA		
			dispatching station outside EEA	accepting station outside EEA		
	piggy-back freight transportation within international 1520 traffic	kontreib 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 international list of container and piggy-back trains or in the route list for transportation of container and piggy-back trains in the territory of Latvia	
			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	ogl 1520	dispatching station outside EEA or in LDZ network	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	
			dispatching station in LDZ network	accepting station in LDZ network or outside it (within EEA)		
	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	
			dispatching station in LDZ network, or outside it (within EEA)	accepting station outside EEA		
			dispatching station outside EEA	accepting station outside EEA		

\* With regard to part 6 of the Article 11.<sup>1</sup> of the Railway Law the revised list of railway transportation market segments is applied to the period following the decision of the charging body to approve the new infrastructure charges for the following period. ";

\*\* In general, the list of segments is applied to transportation en route trains within international 1520 traffic. The list of segments is also applied to idling wagons after unloading. ";

1.12. express Paragraph 10 of Annex 6 to the Scheme as follows:

"10. The charging body has identified a potential market segment (short-distance freight transportation services within international 1520 traffic) within international 1520 traffic **citi 1520** which can be included in the list of market segments and where a different markup amount may be determined, if the infrastructure manager establishes and submits to the charging body information regarding the different impact of the use of the infrastructure of such segment on the railway infrastructure costs, on the basis of which an appropriate criteria assessment and different impact of the criteria on railway infrastructure costs is carried out in accordance with the procedure provided for in Part I of Annex 3 of the Scheme.

1.13. express Sub-paragraph 3.5.4 of Annex 7 to the Scheme as follows:

"3.5.4. the quaternary index indicates the designation of the market segment referred to in Annex 5 to the Scheme relevant to the respective infrastructure charges, charge mark-ups, higher charges or differentiated charges:

**sab pak pas** – passenger transportation services within the framework of the public service contract;

**citi pas** – other passenger transportation services;

**reg sviv krav** – regular traffic domestic freight transportation with collecting and pick-up trains using pre-assigned train paths;

**nereg sviv krav** – irregular traffic domestic freight transportation with collecting and pick-up trains;

**sviv krav** – domestic freight transportation with collecting and pick-up trains;

**isdist krav** – short-distance domestic freight transportation;

**kontein krav** – domestic container freight transportation and within European Economic Area;

**kontreil krav** – domestic piggy-back freight transportation and within European Economic Area;

**citi krav** – other freight transportation, excluding international 1520 traffic;

**s 1520** – any of the segments within international 1520 traffic;

**s** – any of the above mentioned or a new market segment.";

1.14. express Sub-paragraph 5.7.3 of Annex 7 to the Scheme as follows:

"5.7.3. the tertiary index indicates the designation of the market segment referred to in Annex 5 to the Scheme relevant to the respective valuation criterion:

**sab pak pas** – passenger transportation services within the framework of the public service contract;

**citi pas** – other passenger transportation services;

**reg sviv krav** – regular traffic domestic freight transportation with collecting and pick-up trains using pre-assigned train paths;

**nereg sviv krav** – irregular traffic domestic freight transportation with collecting and pick-up trains;

**sviv krav** – domestic freight transportation with collecting and pick-up trains;

**isdist krav** – short-distance domestic freight transportation;

**kontein krav** – domestic container freight transportation and within European Economic Area;

**kontreil krav** – domestic piggy-back freight transportation and within European Economic Area;

**citi krav** – other freight transportation, excluding international 1520 traffic;

**s 1520** – any of the segments within international 1520 traffic;

**s** – any of the above mentioned or a new market segment.";

1.15. express reference 8 of the Scheme as follows:

"<sup>8</sup> in accordance with Sub-paragraph 2.2.2 of the railway manager's railway infrastructure network statement for 2022, the state border crossing points are the Rezekne freight station on the state border with the Russian Federation and the Daugavpils freight station on the state border with the Republic of Belarus (only for goods moving in a freight train) ".

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.

This document contains a timestamp and is signed with a secure electronic signature by:

JSC LatRailNet  
the Finance Director  
for Charging Affairs

M.Andiņš (see certificate)