

APPROVED  
by decision No JALP-1.3./7-2023  
of the Board Meeting of  
Joint Stock company LatRailNet  
on 3 August 2023  
min. No JALP-1.2./42-2023

## REGULATIONS

Riga

3 August 2023

No.JALP-7.6./5-2023

### **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 Subparagraph 2.14 of the Scheme as follows:

"2.14. **capacity allocation plan** – a document approved by the capacity allocation body, which reflects its decision on the allocation of railway infrastructure capacity, indicating the number of train paths allocated to the applicants according to the list of railway line routes contained in the capacity allocation Scheme, as well as the approximate train departure or arrival times, if any mentioned in the application;"

1.2. supplement the Scheme with Subparagraph 2.29 as follows:

"2.29. **railway line route** – a railway line between hub stations, where disbanding of the train composition, change of railway undertaking, change of the direction of train movement can be carried out (the list of railway line routes is contained in Appendix 3 to the capacity allocation Scheme);"

1.3. express the first sentence of Paragraph 13 of the Scheme as follows:

"The infrastructure charge calculation can include only those costs for which payments were or will be made by the infrastructure manager, as well as costs of performing the essential functions.";

1.4 express Subparagraph 23.4 of the Scheme as follows:

"23.4 **TI<sub>bfv krav</sub>** – the direct costs of performing the essential functions of the infrastructure manager for one allocated route of railway lines in freight transportation.";

1.5. express Subparagraph 24.3 of the Scheme as follows:

"24.3 **TI<sub>bfv pas</sub>** – the direct costs of performing the essential functions of the infrastructure manager for one allocated route of railway lines in passenger transportation;"

1.6. express Paragraph 26 of the Scheme as follows:

" 26 The direct costs of performing the essential functions of the infrastructure manager **TI<sub>bfv gr</sub>** are calculated as an increase in work intensity for the previously unplanned or unforeseen allocation of one additional railway line route and they are expressed as a percentage (in total

no more than 200%) of the salary of specific capacity allocation body employees rates and additions for social insurance, based on the charging body's assumptions about the scope of additional work and in compliance with the restrictions set in the third part of Article 13 <sup>1</sup> of the Railway Law :

$$TI_{bfv\ gr} = \Delta PI_{bfv\ gr} / \Delta DR_{bfv\ gr} \cdot " ;$$

1.7. express Paragraph 47 of the Scheme as follows:

"47 The charging body determines the charge  $M_{rezer\ bfv\ gr}$  for the part of the railway infrastructure capacity that is allocated in the capacity allocation plan, including if it is not used (application assurance payment), as the full cost of the unit of performance of the essential functions of the infrastructure manager:

$$M_{rezer\ bfv\ krav} = PI_{bfv\ krav} / DR_{bfv\ krav} , \text{ where}$$

- $PI_{bfv\ krav}$  – the full cost of performing essential functions of the infrastructure manager during the programming period in the freight transportation;
- $DR_{bfv\ krav}$  – performance indicator of the number of railway line routes allocated in the capacity allocation plan during the programming period in freight movement;

*(with amendments made by the regulations of 05.01.2023)*

$$M_{rezer\ bfv\ pas} = PI_{bfv\ pas} / DR_{bfv\ pas} , \text{ where:}$$

- $PI_{bfv\ pas}$  – the full costs of performing essential functions of the infrastructure manager during the programming period in passenger movement;
- $DR_{bfv\ pas}$  – performance indicator of the number of railway line routes allocated in the capacity allocation plan during the programming period in passenger movement.";

1.8. express Subparagraph 1.3 of Appendix 6 to the Scheme as follows:

"1.3 the direct costs of performing the essential functions of the infrastructure manager for one allocated railway line route in the international 1520 traffic  $TI_{bfv\ 1520}$  is determined by amount of  $TI_{bfv\ krav}$  in accordance with the conditions contained in Paragraph 26 of the Scheme.";

1.9. express Paragraph 7 of Annex 6 to the Scheme as follows:

" 7 The charging body determines the charge  $M_{rezer\ bfv\ 1520}$  for the part of the railway infrastructure capacity that is allocated in the capacity allocation plan, including when it is not used (application assurance payment), as the charge value  $M_{rezer\ bfv\ krav}$  in accordance with the conditions contained in Paragraph 47 of the Scheme. ";

1.10. express the definition of the index  $bfv$  contained in Subparagraph 2.3.2 of Appendix 7 to the Scheme as follows:

"  $bfv$  – for directing costs of performing the essential functions of the infrastructure manager for the performance indicator of the number of routes of the allocated railway lines;"

1.11. express Paragraph 4 of Appendix 8 to the Scheme as follows:

"4. The costs of the service are calculated using the financial data of the budget of the performer of the essential functions of the infrastructure manager for the programming period,

as well as its information on the amount of the service applied for by undertakings, applicants and performers of individual technological processes and the number of railway line routes allocated to them, as well as actually used. ";

1.12. express Paragraph 7 of Annex 8 of the Scheme as follows:

"7. In the primary cost accounting, general costs are attributed to the service groups mentioned in Subparagraphs 6.1 and 6.2 of the Scheme, using the appropriate cost driver – the number of railway line routes allocated in the programming period.";

1.13. express Paragraph 8 of Appendix 8 of the Scheme as follows:

"8. The direct costs of one additional railway line route allocation unit  $Tl_{bfv\ gr}$ , arising from exceeding the planned service volume during the programming period (if additional railway line route allocation is carried out or the number of railway line routes actually allocated to trains of a specific service group of the applicant during the capacity allocation period exceeds planned), are calculated according to the following principles:

8.1. the costs of capacity allocation outside of the capacity allocation plan for one additional railway line route include the wage costs of specific capacity allocation body employees with allowances for social insurance, determined taking into account the volume of work performed and the increase in work intensity for the allocation of one additional railway line route unit;

8.2. the increase in work intensity for the allocation of one additional railway line route is characterized by the volume of previously unplanned or unforeseen work that does not correspond to the specified remuneration or the contracted amount of work for employees performing the essential functions of the infrastructure manager, and is determined in percentage terms (in total no more than 200%) of specific employees salary and allowances for social insurance, based on the charging body's assumptions about the volume of additional work related to the allocation of additional railway line routes.".

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, but are applied to the period of the following annual working timetable, which enters into force on 10 December, 2023.

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.

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

JSC LatRailNet  
the Director  
for Charging Affairs

M.Andiņš (see certificate)