

APPROVED
by the decision No. .JALP-1.3./14-2023
of the Executive Board of the
Joint Stock Company "LatRailNet"
in a meeting held on 6 December, 2023
(min. No..JALP-1.2./42-2023)

REGULATIONS

Riga

6 December, 2023

No. JALP-7.6/11-2023

Amendments to the JSC LatRailNet regulations Nr.JALP-7.6/02-2017 of 30 June 2017 "The Collection Scheme"

1. Amend the JSC LatRailNet regulations No.JALP-7.6/02-2017 of June 30, 2017 "The Collection Scheme" (hereinafter - the Scheme) as follows:

1.1. express Paragraph 13.¹¹. of the Scheme as follows:

"13.¹¹. The additional application charge for the non-scheduled part of the railway infrastructure capacity allocated during the current calendar month, which does not exceed the amount of unused railway line routes allocated in the capacity allocation plan for the given calendar month in the given calendar month, is applied to the applicant according to the difference between the non-scheduled application and application assurance payment according to the following formula:

$$\bar{A}KM_{rezer\ bfv\ pas} = M_{koord\ rezer\ bfv\ pas} \times DR_{koord\ bfv\ pas} + \\ + (M_{\bar{a}rpus\ rezer\ bfv\ pas} - M_{rezer\ bfv\ pas}) \times DR_{\bar{a}rpus\ bfv\ pas} + N,$$

$$\bar{A}KM_{rezer\ bfv\ krav} = M_{koord\ rezer\ bfv\ krav} \times DR_{koord\ bfv\ krav} + \\ + (M_{\bar{a}rpus\ rezer\ bfv\ krav} - M_{rezer\ bfv\ krav}) \times DR_{\bar{a}rpus\ bfv\ krav} + N, \text{ where}$$

$\bar{A}KM_{rezer\ bfv\ pas}$ – additional application charge to be made by the applicant for the allocated part of railway infrastructure capacity in passenger transportation (euro);

$\bar{A}KM_{rezer\ bfv\ krav}$ – additional application charge to be made by the applicant for the allocated part of railway infrastructure capacity in freight transportation (euro);

$M_{koord\ rezer\ bfv\ pas}$ – the amount of the charge for the coordination procedure in passenger transportation determined by the charging body (euro for one coordination procedure, without value added tax);

$M_{koord\ rezer\ bfv\ krav}$ – the amount of the charge for the coordination procedure in freight transportation determined by the charging body (euro for one coordination procedure, without value added tax);

$M_{\bar{a}rpus\ rezer\ bfv\ pas}$ – the amount of the additional application charge determined by the charging body in passenger transportation (euro for one allocated railway line route, without value added tax);

$M_{\bar{a}rpus\ rezer\ bfv\ krav}$ – the amount of the additional application charge in freight transportation determined by the charging body (euro for one allocated railway line route, without value added tax);

M rezer bfv pas	– the amount of the charge determined by the charging body for the part of the railway infrastructure capacity allocated in the capacity allocation plan in passenger transportation (euro for one allocated railway line route, without value added tax);
M rezer bfv krav	– the amount of the charge determined by the charging body for the part of the railway infrastructure capacity allocated in the capacity allocation plan in freight transportation (euro for one allocated railway line route, without value added tax);
DR koord bfv pas	– the number of factually delivered coordination procedures for an applicant regarding their additional applications during the running calendar month in passenger transportation;
DR koord bfv krav	– the number of factually delivered coordination procedures for an applicant regarding their additional applications during the running calendar month in freight transportation;
DR ārpus bfv pas	– the number of railway line routes actually allocated to the applicant in accordance with the additional application for passenger transportation, which does not exceed the amount of unused railway line routes allocated in the capacity allocation plan for a specific railway line route during the relevant calendar month;
DR ārpus bfv krav	– the number of railway line routes actually allocated to the applicant in accordance with the additional application for freight transportation, which does not exceed the amount of unused railway line routes allocated in the capacity allocation plan for a specific railway line route during the relevant calendar month;
N	– fees and taxes paid by the applicant in accordance with the legislation in force in the Republic of Latvia (euro).";

1.2. express Paragraph 13.¹² of the Scheme as follows:

"13.¹². The additional application charge for the non-scheduled part of the railway infrastructure capacity allocated during the current calendar month, which corresponds to the amount of the number of additional railway line routes during the relevant calendar month in a specific railway line route, compared to the one allocated in the capacity allocation plan, is applied to the applicant according to the following formula:

$$\bar{A}KM_{rezer\ bfv\ pas} = M_{koord\ rezer\ bfv\ pas} \times DR_{koord\ bfv\ pas} + \\ + (M_{\bar{a}rpus\ rezer\ bfv\ pas} \times DR_{\bar{a}rpus\ bfv\ pas}) + N,$$

$$\bar{A}KM_{rezer\ bfv\ krav} = M_{koord\ rezer\ bfv\ krav} \times DR_{koord\ bfv\ krav} + \\ + (M_{\bar{a}rpus\ rezer\ bfv\ krav} \times DR_{\bar{a}rpus\ bfv\ krav}) + N, \text{ where}$$

AKM rezer bfv pas	– additional application charge to be made by the applicant for the allocated part of railway infrastructure capacity in passenger transportation (euro);
AKM rezer bfv krav	– additional application charge to be made by the applicant for the allocated part of railway infrastructure capacity in freight transportation (euro);
M koord rezer bfv pas	– the amount of the charge for the coordination procedure in passenger transportation determined by the charging body (euro for one coordination procedure, without value added tax);

M koord rezer bfv krav	– the amount of the charge for the coordination procedure in freight transportation determined by the charging body (<i>euro</i> for one coordination procedure, without value added tax);
M ārpus rezer bfv pas	– the amount of the additional application charge determined by the charging body in passenger transportation (<i>euro</i> for one allocated railway line route, without value added tax);
M ārpus rezer bfv krav	– the amount of the additional application charge determined by the charging body in freight transportation (<i>euro</i> for one allocated railway line route, without value added tax);
DR koord bfv pas	– the number of factually delivered coordination procedures for an applicant regarding their additional applications during the running calendar month in passenger transportation;
DR koord bfv krav	– the number of factually delivered coordination procedures for an applicant regarding their additional applications during the running calendar month in freight transportation;
DR ārpus bfv pas	- the number of railway line routes actually allocated to the applicant in accordance with the additional application for passenger transportation, which corresponds to the amount of the number of additional railway line routes during the relevant calendar month in a specific railway line route, compared to the one allocated in the capacity allocation plan;
DR ārpus bfv krav	– the number of railway line routes actually allocated to the applicant in accordance with the additional application for freight transportation, which corresponds to the number of additional railway line routes during the relevant calendar month in a specific railway line route, compared to the one allocated in the capacity allocation plan;
N	– fees and taxes paid by the applicant in accordance with the legislation in force in the Republic of Latvia (<i>euro</i>);

1.3. express Paragraph 30 of the Scheme as follows:

"30. The charging body sends the invoice and the decision on the allocation of railway infrastructure capacity for the payments specified in Paragraphs 13 and 13⁴ of the Scheme one calendar month before the annual working timetable to which the decision on the allocation of railway infrastructure capacity applies, enters into force. Applicants and providers of individual technological processes, no later than within 5 working days after receiving this invoice, using official electronic means of communication, can send to the charging body a request for an agreement on splitting the payment into four equal parts by time periods proportionally, as specified in clauses 13 and 13.⁴ of the scheme, providing a relevant the payment schedule. In the payment schedule contained in this agreement, the charging body determines that the applicant and the performer of individual technological processes makes the first payment no later than 5 working days before the annual working timetable to which the decision on the allocation of railway infrastructure capacity applies, enters into force, but subsequent payments for each current time period no later than 20 working days before the beginning of this period.";

1.3. express Paragraph 31 of the Scheme as follows:

"31. Applicants and performers of individual technological processes, if they have not concluded an agreement on the split payment schedule referred to in Paragraph 30 of the Scheme with the charging body, settle the charging body's invoices within 15 working days after receiving the invoice by making a transfer to the account of the charging body in the credit institution specified in the invoice. If the applicant or the performer of individual technological processes has concluded the agreement referred to in Paragraph 30 of the Scheme on splitting of the payment specified in Paragraphs 13 and 13.⁴ of the Scheme into parts by time periods, then payments are made in accordance with the payment schedule

included in this agreement, by making a transfer to the account of the charging body in the credit institution specified in the invoice.".

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.

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

JSC LatRailNet
the Director of the
Department of Infrastructure Charging

M.Andriņš (see certificate)