

APPROVED
by the decision No. JALP-1.3./4-2024
of the Executive Board of the
Joint Stock Company "LatRailNet"
in a meeting held on 7 November 2024
(min. No..JALP-1.2./47-2024)

REGULATIONS

Riga

7 November, 2024

No. JALP-7.6./6-2024

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 4 of the Scheme as follows:

"4. Infrastructure charges are collected in accordance with the charge amount of charging parameters determined in the Charging Scheme, observing the list of market segments and criteria for determining market segments included in Annex 5 of the Charging Scheme, the designation method included in Annex 7 of the Charging Scheme and the train numbering regulations issued by the infrastructure manager.;"

1.2. express Paragraph 13.¹ of the Scheme as follows:

"13.¹ The additional application charge for the non-scheduled applications outside the railway infrastructure capacity allocation plan to the applicants shall be applied in accordance with the following procedure."

1.3. 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 outside of the plan during the current calendar month is differentially applied to the applicant depending on the time before the scheduled trip for which the applicant has made a non-scheduled application, the type of non-scheduled application review process applied, and depending on the results of the performance indicator of the number of railway line routes allocated in the capacity allocation plan in the relevant calendar month for each of the railway line routes, in accordance with the following formula:

$$\bar{A}KM_{rezer\ bfv\ gr} = M_{koord\ rezer\ bfv\ gr} \times DR_{koord\ bfv\ gr} +$$

$$+ \sum_{i=1}^4 (K_i \times M_{\bar{A}Rpus\ rezer\ bfv\ gr} \times DR_{\bar{A}Rpus\ bfv\ gr\ i}) - M_{rezer\ bfv\ gr} \times DR'_{\bar{A}Rpus\ bfv\ gr}, \text{ where}$$

$\bar{A}KM_{rezer\ bfv\ gr}$

– the total additional application assurance charge to be made by the applicant for the part of the railway infrastructure capacity allocated in a non-scheduled manner in the previous calendar month in passenger or freight transportation (euro);

$M_{koord\ rezer\ bfv\ gr}$

– the amount of the charge for the coordination procedure in passenger or freight transportation determined by the charging body (euro for one coordination procedure, without value added tax);

M ārpus rezer bfv gr	– the amount of the additional application charge in passenger or freight transportation determined by the charging body (euro for one allocated railway line route, without value added tax);
M rezer bfv gr	– the amount of the charge determined by the charging body for the part of railway infrastructure capacity allocated in the capacity allocation plan in passenger or freight transportation (euro for one allocated railway line route, without value added tax);
DR koord bfv gr	– the performance indicator of the number of coordination procedures ensured for the applicant in the previous calendar month;
DR ārpus bfv gr i	– the performance indicator of the number of railway line routes actually allocated to the applicant in the previous calendar month according to the non-scheduled application across different railway line routes in passenger or freight transportation for each type of non-scheduled application process (i);
DR' ārpus bfv gr	– the performance indicator of the number of railway line routes actually allocated to the applicant in the previous calendar month according to the non-scheduled application across different railway line routes, which does not exceed the total number of unused railway line routes allocated in the capacity allocation plan across different railway line routes during this period;
K_i	– the coefficient for differentiating the amount of the non-scheduled application assurance payment depending on the type of non-scheduled application review process applied;
i	– differentiation variant (i = 1, ..., 4), characterizing the type of non-scheduled application review process.;"

1.4. express Paragraph 13.¹² of the Scheme as follows:

"13.¹². The differentiation variants **i** of the non-scheduled application type and the values of coefficient **K_i** shall be determined based on the time before the scheduled trip for which the applicant has made a non-scheduled application and the type of non-scheduled application review process applied.

Types of non-scheduled application review processes		Differentiation variant (i), characterizing the type of non-scheduled application review process	Coefficient (K _i) for differentiating the amount of the non-scheduled application assurance payment
General procedure		i = 1	K₁ = 0,75
Within the framework of the train path allocation process	In the process of creating the operational capacity allocation plan	i = 2	K₂ = 1
	In the process of adjusting the operational capacity allocation plan	i = 3	K₃ = 1,5
	In the process of making operational changes to the capacity allocation plan	i = 4	K₄ = 2

";

1.5. express Paragraph 29 of the Scheme as follows:

"29. Applicants make payment of the charges specified in Paragraphs 8, 13, and 13.¹ of the Scheme, and performers of individual technological processes make payments specified in Paragraphs 13.⁴ and 13.⁵ of the Scheme on the basis of the payment document issued by the charging body (hereinafter – the charging body's invoice).";

1.6. express Paragraph 30.¹ of the Scheme as follows:

"30.¹ The charging body sends the invoice for the payment of the non-scheduled application charge specified in Paragraphs 13.¹ and 13.⁵ of the Scheme for the current calendar month no later than by the 15th of the following calendar month.".

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 come into force on December 15, 2024, i.e., simultaneously with the entry into force of the train operating timetable for 2024/2025.

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.Andiņš (see certificate)