

APPROVED  
by the decision No. JALP-1.3/1-2025  
of the Executive Board of the  
Joint Stock Company "LatRailNet"  
in a meeting held on 3 March 2025  
(min. No..JALP-1.2./47-2024)

## REGULATIONS

Riga

3 March, 2025

No. JALP-7.6/3-2025

### **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 of the Scheme as follows:

"13. The application assurance payment is applied to applicants according to the following procedure:

13.1. Application assurance payment for the allocated part of railway infrastructure capacity, which is allocated in the capacity allocation plan (including if it is not used) is applied to the applicant according to the following formula:

$$NKM_{rezer\ bfv\ pas} = M_{rezer\ bfv\ pas} \times DR_{bfv\ pas} + N,$$

$$NKM_{rezer\ bfv\ krav} = M_{rezer\ bfv\ krav} \times DR_{bfv\ krav} + N, \text{ where}$$

**NKM** *rezer bfv pas*

– application assurance payment to be made by the applicant for the part of the railway infrastructure capacity allocated in the capacity allocation plan for passenger transportation (euro);

**NKM** *rezer bfv krav*

– the application assurance payment to be made by the applicant for the part of the railway infrastructure capacity allocated in the capacity allocation plan in freight transportation (euro);

**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 for passenger transportation (euro for the 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 the allocated railway line route, without value added tax);

**DR** *bfv pas*

– the number of railway line routes allocated to the applicant in the capacity allocation plan during the programming period in each direction of the route in passenger transportation;

**DR** *bfv krav*

– the number of railway line routes allocated to the applicant in the capacity allocation plan during the programming period in each direction of movement in freight transportation;

**N** – fees and taxes to be paid by the railway undertaking in accordance with the legislation in force in the Republic of Latvia (euro).

13.2. The application assurance payment for the allocated part of the railway infrastructure capacity, which, with respective amendments in the capacity allocation plan, has been allocated (including if it is not used) in network sections that have been granted railway infrastructure status after the date specified in the network statement as the late application submission deadline, is applied to the applicant according to the following formula:

$$NKM_{\text{infrstat rezer bfv pas}} = M_{\text{rezer bfv pas}} \times DR_{\text{infrstat bfv pas}} + N,$$

$$NKM_{\text{infrstat rezer bfv krav}} = M_{\text{rezer bfv krav}} \times DR_{\text{infrstat bfv krav}} + N, \text{ kur}$$

**NKM** <sub>infrstat rezer bfv pas</sub> – the application assurance payment to be made by the applicant for the part of the railway infrastructure capacity allocated for the entire application period in the capacity allocation plan amendments in network sections granted railway infrastructure status after the date specified in the network statement as the late application submission deadline, in passenger transportation (euro);

**NKM** <sub>infrstat rezer bfv krav</sub> – the application assurance payment to be made by the applicant for the part of the railway infrastructure capacity allocated for the entire application period in the capacity allocation plan amendments in network sections granted railway infrastructure status after the date specified in the network statement as the late application submission deadline, in freight transportation (euro);

**M** <sub>rezer bfv pas</sub> – the amount of the charge determined by the charging body for the part of the railway infrastructure capacity allocated in the capacity allocation plan for passenger transportation (euro per allocated railway line route, without value-added tax);

**M** <sub>rezer bfv krav</sub> – the amount of the charge determined by the charging body for the part of the railway infrastructure capacity allocated in the capacity allocation plan for freight transportation (euro per allocated railway line route, without value-added tax);

**DR** <sub>infrstat bfv pas</sub> – the number of railway line routes allocated to the applicant for the entire application period in the capacity allocation plan amendments in each direction of the route in network sections granted railway infrastructure status after the date specified in the network statement as the late application submission deadline, in passenger transportation;

**DR** <sub>infrstat bfv krav</sub> – the number of railway line routes allocated to the applicant for the entire application period in the capacity allocation plan amendments in each direction of movement in network sections granted railway infrastructure status after the date specified in the network statement as the late application submission deadline, in freight transportation;

**N** – fees and taxes to be paid by the applicant in accordance with the legislation in force in the Republic of Latvia (euro).

13.3. The application assurance payment for the allocated part of the railway infrastructure capacity for regular freight transportation (including if it is not used), which is allocated in accordance with the procedure specified in point 4.1 of the capacity allocation scheme after the date specified in the network statement as the late application submission deadline, is applied according to a reduced non-scheduled application assurance payment amount, in accordance with the following formula:

$$NKM_{\text{reg rezer bfv krav}} = 0,6 \times M_{\text{ārpus rezer bfv krav}} \times DR_{\text{reg bfv krav}} + N, \text{ kur}$$

**NKM** <sub>reg rezer bfv krav</sub> – the application assurance payment to be made by the applicant for the part of the railway infrastructure capacity allocated for the entire period for regular freight transportation (euro);

**M ārpus rezer bfv krav** – the amount of the charge determined by the charging body for the non-scheduled application assurance payment in freight transportation (euro per one allocated railway line route, without value-added tax);

**DR<sub>reg</sub> bfv krav** – the number of railway line routes allocated to the applicant for the entire period for regular freight transportation in each direction of movement in freight transportation;

**N** – fees and taxes to be paid by the applicant in accordance with the legislation in force in the Republic of Latvia (euro). ";

1.2. express Paragraph 13.<sup>1</sup> of the Scheme as follows:

"13.<sup>1</sup> The non-scheduled application charge is applied to applicants according to the following procedure:

13.<sup>11</sup>. The non-scheduled application charge for the railway infrastructure capacity allocated in a non-scheduled manner during the current calendar month is applied to the applicant differentially, depending on the time before the scheduled trip for which the applicant submitted the non-scheduled application, the type of non-scheduled application review process applied, and the performance indicator of the number of railway line routes allocated in the capacity allocation plan during the relevant calendar month in each of the railway line routes, in accordance with the following formula:

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

**ĀKM<sub>rezer bfv gr</sub>** – the total non-scheduled application assurance charge to be made by the applicant for the railway infrastructure capacity allocated in a non-scheduled manner in the previous calendar month in passenger or freight transportation (euro);

**M<sub>koord rezer bfv gr</sub>** – the amount of the charge determined by the charging body for the coordination procedure in passenger or freight transportation (euro per one coordination procedure, without value-added tax);

**M<sub>ārpus rezer bfv gr</sub>** – the amount of the charge determined by the charging body for the non-scheduled application assurance payment in passenger or freight transportation (euro per one allocated railway line route, without value-added tax);

**M<sub>rezer bfv gr</sub>** – 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 or freight transportation (euro per one allocated railway line route, without value-added tax);

**DR<sub>koord bfv gr</sub>** – the performance indicator of the number of coordination procedures ensured for the applicant in the previous calendar month;

**DR<sub>ārpus bfv gr i</sub>** – 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'<sub>ārpus bfv gr</sub>** – 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 (excluding the number of railway line routes allocated in accordance with the procedure specified in paragraph 4.<sup>1</sup> of the capacity allocation scheme);

**K** – 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 ( $i = 1, \dots, 4$ ), characterizing the type of non-scheduled application review process.;"

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 subparagraph 13.1 and paragraph 13.<sup>4</sup> of the scheme one calendar month before the entry into force of the annual working timetable to which the decision on the allocation of railway infrastructure capacity applies. However, for the payments specified in subparagraphs 13.2 and 13.3 of the scheme, the invoice and the decision on the allocation of railway infrastructure capacity are sent within five working days after the relevant decision on the allocation of railway infrastructure capacity has been made. Applicants and performers of individual technological processes may, no later than five working days after receiving the invoice for the payments specified in subparagraph 13.1 and paragraph 13.<sup>4</sup> of the scheme, send a request to the charging body via official electronic communication means to conclude an agreement on splitting the payment specified in subparagraph 13.1 and paragraph 13.<sup>4</sup> of the scheme into four equal parts proportionally over time periods, ensuring an appropriate payment schedule. In the payment schedule contained in this agreement, the charging body determines that the applicant and the performer of individual technological processes must make the first payment no later than five working days before the entry into force of the annual working timetable to which the decision on the allocation of railway infrastructure capacity applies, and the subsequent payments for each current time period no later than 20 working days before the beginning of that period.;"

1.4. express Paragraph 31 of the Scheme as follows:

"31. Applicants and performers of individual technological processes, if they have not concluded the agreement specified in paragraph 30 of the scheme with the charging body regarding a split payment schedule, must pay the invoices issued by the charging body within 15 working days after receiving the invoice, by making a transfer to the charging body's financial institution account specified in the invoice. If an applicant or a performer of individual technological processes has concluded the agreement specified in paragraph 30 of the scheme with the charging body regarding the splitting of the payment specified in subparagraph 13.1 and paragraph 13.<sup>4</sup> 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 charging body's financial institution account 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.Andriš (see certificate)