

APPROVED
by the decision No. JALP-1.3./5-2025
of the Executive Board of the
Joint Stock Company "LatRailNet"
in a meeting held on 2 July 2025
(min. No. JALP-1.2./27-2025)

REGULATIONS

Riga

2 July, 2025

No. JALP-7.6./6-2025

Amendments to the JSC LatRailNet regulations No. 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 6 of the Scheme as follows:

"6. The payment for the minimum access package for the provision of freight traffic including railway infrastructure that provides acceptance, handling and dispatching of trains and the access to the railway infrastructure connecting service facilities (where freight train sets are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings) within a specific market segment is applied by the infrastructure manager in accordance with the following formula:

6.1. during the period until 31 December 2025:

$$KM_{krav\ s} = M_{ceļ\ uztur\ krav\ s} \times DR_{ceļ\ uztur\ krav\ s} + M_{mez\ uztur\ krav\ s} \times DR_{mez\ uztur\ krav\ s} + M_{atj\ krav\ s} \times DR_{atj\ krav\ s} + N, \text{ where}$$

KM _{krav s}	– the payment to be made by the railway undertaking for the use of the railway infrastructure for freight traffic within a specific market segment (<i>euro</i>);
M _{ceļ uztur krav s}	– the amount of the charge set by the charging body in relation to the charging parameter of railway infrastructure maintenance and train operating for providing the minimum access package including the entire railway infrastructure that provides acceptance, handling and dispatching of trains within a specific market segment of freight traffic (<i>euro</i> per one train km, without value added tax);
DR _{ceļ uztur krav s}	– the number of train km actually travelled during the respective invoicing period by the railway undertaking's freight trains within a specific market segment;
M _{mez uztur krav s}	– the amount of the charge set by the charging body in relation to the charging parameter of railway infrastructure maintenance and train operating for providing access to the railway infrastructure connecting service facilities where freight train sets are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings within a specific market segment of freight traffic (<i>euro</i> per one wagon, without value added tax);
DR _{mez uztur krav s}	– the number of railway undertaking's wagons actually used in railway traffic within a specific market segment, that consists of the total number of freight wagons registered as parts of collecting and pick-up trains in domestic traffic of the Republic of Latvia and the number of wagons accepted at the last

processing station in transit freight traffic from and to EU countries crossing the territory of the Republic of Latvia;

- M_{atj krav s}** – the amount of the charge set by the charging body in relation to the charging parameter of railway infrastructure renewal for providing the minimum access package including railway infrastructure that provides acceptance, handling and dispatching of trains and the access to the railway infrastructure connecting service facilities where freight train sets are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings within a specific market segment of freight traffic (*euro* per one gross tonne km, without value added tax);
- DR_{atj krav s}** – the number of gross tonne km actually travelled during the respective invoicing period by the railway undertaking's freight trains within a specific market segment;
- N** – fees and taxes to be paid by the railway undertaking in accordance with the legislation in force in the Republic of Latvia (*euro*);

6.2. starting from 1 January 2026:

$$KM_{krav s} = \sum_{i=1}^n [(M_{ce| uztur krav s} \times p_i^{vk} \times DR_{ce| uztur krav s}) + (M_{mez uztur krav s} \times DR_{mez uztur krav s}) + (M_{atj krav s} \times p_i^{btk} \times DR_{atj krav s})] + N, \text{ where:}$$

- KM_{krav s}** – the payment to be made by the railway undertaking for the use of the railway infrastructure for freight traffic (*euro*);
- M_{ce| uztur krav s}** – the amount of the charge set by the charging body in relation to the charging parameter of railway infrastructure maintenance and train operating for providing the minimum access package including the entire railway infrastructure that provides acceptance, handling and dispatching of trains within a specific market segment of freight traffic (*euro* per one train km, without value added tax);
- DR_{ce| uztur krav s}** – the number of train km actually travelled during the respective invoicing period by the railway undertaking's freight trains within a specific market segment;
- M_{mez uztur krav s}** – the amount of the charge set by the charging body in relation to the charging parameter of railway infrastructure maintenance and train operating for providing access to the railway infrastructure connecting service facilities where freight train sets are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings within a specific market segment of freight traffic (*euro* per one wagon, without value added tax);
- DR_{mez uztur krav s}** – the number of wagons within a specific market segment registered as parts of freight train sets during the respective invoicing period;
- M_{atj krav s}** – the amount of the charge set by the charging body in relation to the charging parameter of railway infrastructure renewal for providing the minimum access package including railway infrastructure that provides acceptance, handling and dispatching of trains and the access to the railway infrastructure connecting service facilities where freight train sets are assembled or disassembled and where rolling stock is transferred for loading, unloading or to the related sidings within a specific market segment of freight traffic (*euro* per one gross tonne km, without value added tax);
- DR_{atj krav s}** – the number of gross tonne km actually travelled during the respective invoicing period by the railway undertaking's freight trains within a specific market segment;

i	– differentiation variant ($i = 1, 2, \dots, n$), characterizing each of the different market segments within freight train set;
p_i^{vk}	– the proportion of wagon-kilometres travelled within the i -th market segment (%);
p_i^{btk}	– the proportion of gross tonne-kilometres within the i -th market segment (%);
N	– fees and taxes to be paid by the railway undertaking in accordance with the legislation in force in the Republic of Latvia (<i>euro</i>).";

1.2. express Paragraph 34.¹ of the Scheme as follows:

"34.¹ If a railway undertaking identifies, based on the information included in the invoice issued by the infrastructure manager or its annex, that identification of market segments was performed inaccurately in the infrastructure manager's accounting systems or that the consignment note data necessary for the identification of market segments has not been fully entered, the railway undertaking shall have the right, within five working days from the date of receipt of the invoice, to inform the infrastructure manager via official electronic means of communication by providing the necessary information together with a justified explanation, and to make the relevant corrections by entering the data into the infrastructure manager's information systems. The infrastructure manager shall review the submitted information within five working days from the date of receipt of the respective objections and, within two working days, correct the identified discrepancies, provide the railway undertaking with a written detailed justification and, if necessary, the payment amount specified in the invoice shall be recalculated."

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 ninth part of Article 12 of the Railway Law, a complaint regarding these amendments may 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)