

APPROVED  
by decision No. JALP-1.3./5-2025  
of the Board Meeting 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./5-2025

### **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" (hereinafter referred to as the Scheme) as follows:

1.1. express Subparagraph 2.4. of the Scheme as follows:

"**2.4. performance indicators** – quantitative indicators that can be used in order to plan, determine and measure activity performance on the basis of efficient, transparent and non-discriminatory principles;";

1.2. express Subparagraph 2.5.<sup>1</sup> of the Scheme as follows:

"**2.5.<sup>1</sup> Economic European Area (hereinafter referred to as EEA)** – is a free trade area consisting of the European Union countries and three European Trade Association countries (Iceland, Liechtenstein and Norway), that are formed the internal market with uniform organization rules;";

1.3. exclude Subparagraph 2.6. from the Scheme;

1.4. exclude Subparagraph 2.13. from the Scheme;

1.5. exclude Subparagraph 2.16.<sup>1</sup> from the Scheme;

1.6. exclude Subparagraph 2.24.<sup>1</sup> from the Scheme;

1.7. exclude Subparagraph 2.25. from the Scheme;

1.8. exclude Subparagraph 2.26. from the Scheme;

1.9. supplement the Scheme by adding Subparagraph 2.30. as follows:

"**2.30. intermodal transport unit** – a container, swap body, semi-trailer, trailer or other similar unit intended for the transportation of goods by two or more modes of transport without reloading of the goods;";

1.10. supplement the Scheme by adding Subparagraph 2.31. as follows:

"**2.31. HKN code** – an eight-digit Harmonized Commodity Nomenclature code used for classifying goods in international railway transport under the SMGS system. The HKN code is based on the Harmonized System (HS): the first six digits correspond to the HS code, while the last two digits specify the type of goods according to railway requirements. The complete list of Harmonized Commodity Nomenclature is available on the infrastructure manager's website at: <https://www.ldz.lv/>;"

1.11. supplement the Scheme by adding Subparagraph 2.32. as follows:

"**2.32. wagon destination station** – the final station of the wagon as indicated in the wagon consignment note (located within the territory of Latvia, the EEA, or outside thereof);"

1.12. supplement the Scheme by adding Subparagraph 2.33. as follows:

"2.33. **wagon departure station** – the departure station of the wagon as indicated in the wagon consignment note (located within the territory of Latvia, the EEA, or outside thereof);";

1.13. express Subparagraph 23.2. of the Scheme as follows:

"23.2. **TI<sub>mez uztur krav</sub>** – the average direct maintenance and train operating costs of the railway infrastructure providing access to the railway infrastructure connecting service facilities for providing the railway transportation of one wagon within freight traffic:

$$\mathbf{TI_{mez uztur krav} = KTI_{mez uztur krav} / DR_{mez uztur krav}, \text{ where}}$$

<b>KTI<sub>mez uztur krav</sub></b>	– the network-wide direct maintenance and train operating costs of the railway infrastructure providing access to the railway infrastructure connecting service facilities in the programming period within freight traffic;
<b>DR<sub>mez uztur krav</sub></b>	– the performance indicator of the number of wagons used in railway transport during the programming period in freight traffic, representing the total number of freight wagons registered as part of train sets operating within domestic transport, within the EEA and within international 1520 traffic. ";

1.14. express the table in Paragraph 3. of Annex 1 to the Scheme as follows:

<b>3.</b>	<b>PI<sub>atj</sub> – renewal costs of railway infrastructure that provides a minimum access package and an access to the railway infrastructure connecting service facilities</b>	–
3.1.	renewal of tracks, civil infrastructure and related fixed installations and security objects	<b>KTI<sub>atj gr</sub></b> – gross tonne km <b>NI<sub>atj gr</sub></b> – train km
3.2.	renewal of electrical supply cable lines and electricity distribution equipment	train km
3.3.	renewal of fixed installations of automatic train control systems	train km
3.4.	renewal of fixed installations of automatic train control systems used in objects where freight train sets are assembled/disassembled as well as the rolling stock is transferred for loading, unloading or to related sidings	for freight services
3.5.	renewal of fixed installations used for the transmission of information and communication in the train traffic	train km
3.6.	renewal of activity of provision of train and traction vehicle movement organization and coordination process	train km
3.7.	renewal of buildings and structures that provide a minimum access package and an access to the railway infrastructure connecting service facilities	train km

";

1.15. express Annex 5 of the Scheme as follows:

### List of railway transportation market segments

1) List of railway transportation market segments in passenger traffic for the period until 31 December 2025:

Market segment	Abbreviation of market segment	Market segment determination features		
		Train route		Description and other market segment determination features
		initial station	final station	
<b>Wide gauge part of the railway network</b>				
Passenger services within the framework of a public service contract	<b>sab pak pas</b>	initial station of the route in LDZ network	final station of the route in LDZ network	applicants providing public passenger services within the meaning of the Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007
International passenger services within the European Economic Area	<b>starpt pas</b>	initial station in LDZ network or outside it (within EEA)	final station in LDZ network or outside it (within EEA)	applicants are assigned specific train paths in the annual capacity allocation plan or train paths are assigned for non-scheduled trains
Other passenger services	<b>citi pas</b>	initial station of the route in LDZ network or outside it	final station of the route in LDZ network or outside it	applicants are assigned specific train paths in the annual capacity allocation plan or train paths are assigned for non-scheduled trains
<b>Narrow gauge part of the railway network</b>				
Passenger services within the framework of a public service contract	<b>sab pak pas šs</b>	initial station of the route in the narrow gauge part of LDZ network	final station of the route in the narrow gauge part of LDZ network	applicants providing public passenger services within the meaning of the Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007
Other passenger services	<b>citi pas šs</b>	initial station of the route in the narrow gauge part of LDZ network	final station of the route in the narrow gauge part of LDZ network	applicants are assigned specific train paths in the annual capacity allocation plan or train paths are assigned for non-scheduled trains outside the annual infrastructure capacity allocation plan

2) List of railway transportation market segments in freight traffic for the period until 31 December 2025:

Market segment group	Market segment	Abbreviation of market segment s	Market segment determination features		
			Train index		Other special market segment determination features
			first group	third group	
Domestic freight services with collecting and pick-up trains	domestic freight services with collecting and pick-up trains	sviv krav	dispatching station in LDZ network	receiving station in LDZ network	for operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index is not changed
	domestic grain freight services	lab krav	dispatching station in LDZ network	receiving station in LDZ network	for operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index is not changed
	domestic cement freight services	cmt krav	dispatching station in LDZ network	receiving station in LDZ network	for operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index is not changed
Freight services within domestic network and EEA	multimodal freight services within domestic network and European Economic Area (without the use of node infrastructure)	kont bm krav	dispatching station in LDZ network or outside it (within EEA)	receiving station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, without coupling or uncoupling of processing wagons at LDZ network stations
	multimodal freight services within domestic network and European Economic Area	kont am krav	dispatching station in LDZ network or outside it (within EEA)	receiving station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index is not changed
	international freight services within the North Sea - Baltic rail freight corridor using pre-reserved train paths	rfc krav	dispatching station in LDZ network or outside it (within EEA)	receiving station in LDZ network or outside it (within EEA)	applicant has applied and assigned train paths by the North Sea - Baltic rail freight corridor one stop shop (C-OSS)
	building material delivery freight services for the construction of Rail Baltica infrastructure (without the use of node infrastructure)	rb krav	dispatching station in LDZ network or outside it (within EEA)	receiving station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, without coupling or uncoupling of processing wagons at LDZ network stations
	wood chip freight services within domestic network and European Economic Area	skeld krav	dispatching station in LDZ network or outside it (within EEA)	receiving station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index is not changed
	other freight services within domestic network and European Economic Area	citi krav	dispatching station in LDZ network or outside it (within EEA)	receiving station in LDZ network or outside it (within EEA)	for operations with freight trains carrying goods originating in the EEA, the coupling of groups of freight wagons at stations in the LDZ network is allowed, if the train index is not changed

## 3) List of railway transportation market segments in freight traffic for the period from 1 January 2026:

Market segment	Abbreviation of market segment	Market segment determination features			
		Wagon departure station indicated in the consignment note	Wagon destination station indicated in the consignment note	Wagon freight HKN code in the consignment note	Description and other market segment determination features
Grain freight services within domestic network and European Economic Area	lab krav	in the territory of Latvia or EEA	in the territory of Latvia or EEA	0713xxxx, 1001xxxx – 1008xxxx, 1201xxxx, 1204xxxx – 1207xxxx, 2302xxxx	grain freight transportation in wagons loaded in the territory of Latvia or EEA, where the departure and destination stations are located in Latvia or EEA
Cement freight services within domestic network and European Economic Area	cmt krav	in the territory of Latvia or EEA	in the territory of Latvia or EEA	2523xxxx, 680293xx	cement freight transportation in wagons loaded in the territory of Latvia or EEA, where the departure and destination stations are located in Latvia or EEA
Freight services of intermodal transport units within domestic network and European Economic Area (without the use of node infrastructure)	kont bm krav	in the territory of Latvia or EEA	in the territory of Latvia or EEA	-	transportation of intermodal transport units on platforms loaded in the territory of Latvia or EEA, where the departure and destination stations are located in Latvia or EEA, if units on platforms are loaded or unloaded outside LDZ network, and access to the railway infrastructure connecting railway infrastructure to service facilities is not used (also applies to transportation between LDZ network node stations, without processing in sorting station)
Freight services of intermodal transport units within domestic network and European Economic Area	kont am krav	in the territory of Latvia or EEA	in the territory of Latvia or EEA	-	transportation of intermodal transport units on platforms loaded in the territory of Latvia or EEA, where the departure and destination stations are located in Latvia or EEA
Wood chips freight services within domestic network and European Economic Area	skeld krav	in the territory of Latvia or EEA	in the territory of Latvia or EEA	44012xxx	wood chips freight transportation in wagons loaded in the territory of Latvia or EEA, where the departure and destination stations are located in Latvia or EEA
Wood pellets freight services within domestic network and European Economic Area	gran krav	in the territory of Latvia or EEA	in the territory of Latvia or EEA	44013xxx	wood pellets freight transportation in wagons loaded in the territory of Latvia or EEA, where the departure and destination stations are located in Latvia or EEA
Building materials delivery freight services for the construction of <i>Rail Baltica</i> infrastructure (without the use of node infrastructure)	rb krav	in the territory of Latvia or EEA	in the territory of Latvia or EEA	-	features will be specified after receiving capacity requests and developing appropriate transportation technology for providing such services  segment applies to wagons that do not use access to railway infrastructure connecting railway infrastructure to service facilities (also applicable to transportations between LDZ node stations, without processing in sorting station)
Petroleum products freight services within domestic network and European Economic Area	np krav	in the territory of Latvia or the EEA	in the territory of Latvia or EEA	2706xxxx – 2710xxxx, 2713xxxx – 2715xxxx, 39111xxx	petroleum freight transportation in wagons loaded in the territory of Latvia or EEA, where the departure and destination stations are located in Latvia or EEA
Other freight services within domestic network and European Economic Area	citi krav	in the territory of Latvia or the EEA	in the territory of Latvia or EEA	-	freight transportation in wagons loaded in the territory of Latvia or EEA, where the departure and destination stations are located in Latvia or EEA

Market segment	Abbreviation of market segment	Market segment determination features			
		Wagon departure station indicated in the consignment note	Wagon destination station indicated in the consignment note	Wagon freight HKN code in the consignment note	Description and other market segment determination features
New freight services within domestic network and European Economic Area	jaun krav	in the territory of Latvia or the EEA	in the territory of Latvia or EEA	-	freight transportation in wagons loaded in the territory of Latvia or EEA, where the departure and destination stations are located in Latvia or EEA  HKN code of a specific type of freight may be included in the market segment identification features for a limited time period, based on a justified application submitted by either the applicant or the infrastructure manager*
Empty wagons freight services (platforms)	tuks pf krav	in the territory of Latvia or outside it	in the territory of Latvia or outside it	-	transportation of empty freight platforms with either the departure or destination station located in the territory of Latvia or outside it
Empty wagons freight services (other wagons)	tuks krav	in the territory of Latvia or outside it	in the territory of Latvia or outside it	-	transportation of empty freight wagons (except platforms) with either the departure or destination station located in the territory of Latvia or outside it
Unidentified freight services throughout the entire LDZ network	neid krav	in the territory of Latvia or outside it	in the territory of Latvia or outside it	-	segment applies to transportation in freight wagons for which it is not possible to identify other market segment (within domestic network, EEA, or international 1520 traffic), or where the involved carrier has not provided the consignment note data required for market segment identification in the infrastructure manager's accounting systems

\* With regard to freight transport operations that meet the conditions set out in Paragraph four of the Article 11<sup>1</sup> of the Railway Law, applicants or the infrastructure manager may submit justified requests to the charging body for the inclusion of a specific freight type HKN code in the market segment "new freight services within domestic network and European Economic Area". The charging body may, without assessing the features included in Annex 3 of the Scheme, decide to include a specific freight type HKN code in the identification features of this market segment for a limited time period, if at least one of the following conditions is met:

- 1) for at least 1 year prior to the submission of the application transportation of the HKN freight code specified in the application has not been carried out on the LDZ network;
- 2) during the 3 year period preceding the submission of the application, the volume of freight of the HKN code specified in the application transported on the LDZ network does not exceed 35 thous. tonnes.;

1.16. exclude Paragraph 1. of Annex 6 to the Scheme;

1.17. express Paragraph 5. of Annex 6 to the Scheme as follows:

"5. The charging body calculates the charges for every cost parameter  $param$  in a specific market segment  $s$  within international 1520 traffic by adding mark-ups of every parameter in a specific market segment  $s$  to the average direct cost value  $MP_{param\ 1520\ s}$ :

$$M_{ce\!j\ uztur\ 1520\ s} = TI_{ce\!j\ uztur\ krav} + MP_{ce\!j\ uztur\ 1520\ s};$$

$$M_{mez\ uztur\ 1520\ s} = TI_{mez\ uztur\ krav} + MP_{mez\ uztur\ 1520\ s};$$

$$M_{atj\ 1520\ s} = TI_{atj\ krav} + MP_{atj\ 1520\ s}.$$

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

"6. The amount of charge  $M_{mez\ uztur\ 1520\ s}$  is divided between the railway undertaking performing transportation in border regions (Daugavpils - Indra - national border, Rēzekne – Zilupe – national

border, national border – Karsava – Rezekne, Daugavpils - Kurcums - national border, national border - Eglaine - Daugavpils) or through border stations (Meitene, Lugaži and Reņģe) and the next railway undertaking, if any, that continues the movement of the train set from stations Jelgava, Šķirotava, Rēzekne and Daugavpils, observing the proportion which is determined by the charging body as a ratio between the total number of train km in these border regions in the reference period and the total number of train km in the other parts of the railway infrastructure network within international 1520 traffic in the reference period and is published on the website of the charging body on the internet. Such amount of charge **M<sub>mez uztur 1520 s</sub>** shall be applied until 31 December 2025.

If in border regions (Daugavpils - Indra - national border, Rēzekne – Zilupe – national border, national border – Karsava – Rezekne, Daugavpils - Kurcums - national border, national border - Eglaine - Daugavpils) the transportation on the behalf of railway undertakings registered in Latvia is performed by railway undertakings from the third countries without the contract signed with the infrastructure manager on the use of the railway infrastructure, then the amount of charge **M<sub>mez uztur 1520 s</sub>** in these regions is applied to the next railway undertaking that continues the movement of the train set from stations Rēzekne or Daugavpils, but, if more than one railway undertakings are involved in transportation, then the amount of charge **M<sub>mez uztur 1520 s</sub>** is divided between the railway undertakings on behalf of which the transportation were performed, that is, the first undertaking that continues the movement from stations Rēzekne and Daugavpils issues invoices to the other railway undertakings corresponding to the proportion of the number of the railway undertaking's wagons in a specific train and the corresponding settlements are mutually made.";

1.19. express Paragraph 9. of Annex 6 to the Scheme as follows:

"9. The charging body applies mark-ups **MP<sub>param 1520 s</sub>** within international 1520 traffic in various market segments according to the following list of market segments:

9.1. for the period until 31 December 2025:

Market segment group	Market segment	Abbreviation of market segment <sup>s</sup>	Market segment determination features		Other special market segment determination features	
			in freight traffic - train index			
			first group	third group		
Wide gauge part of the railway network						
Freight services within international 1520 traffic	multimodal freight services within international 1520 traffic	kontein 1520	dispatching station outside EEA	receiving station in LDZ network or outside it (within EEA)	for freight services from or to the third countries where railway network rail width is 1520mm with operations provided in the list of international container and contrailer trains or the list of container and contrailer train routes for transportation in the territory of Latvia	
			dispatching station in LDZ network or outside it (within EEA)	receiving station outside EEA		
			dispatching station outside EEA	receiving station outside EEA		
	coal freight services within international 1520 traffic	ogl 1520	dispatching station outside EEA or in LDZ network	receiving station in LDZ network	for coal freight services from or to the third countries where railway network rail width is 1520mm the coupling of other groups of freight wagons at a coupling or uncoupling station is allowed, if the train index is not changed	
			dispatching station in LDZ network	receiving station outside EEA or in LDZ network		
	other freight services within international 1520 traffic	citi 1520	dispatching station outside EEA	receiving station in LDZ network or outside it (within EEA)	for freight services from or to the third countries where railway network rail width is 1520mm the coupling of other groups of freight wagons at a coupling or uncoupling station is allowed, if the train index is not changed	
			dispatching station in LDZ network or outside it (within EEA)	receiving station outside EEA		
			dispatching station outside EEA	receiving station outside EEA		

\* In the general case, the list of segments refers to transportation route trains in the international 1520 traffic. The list of segments applies also for transportation of empty wagons after unloading.

9.2. for the period from 1 January 2026:

Market segment	Abbreviation of market segment	Market segment determination features			
		Wagon departure station indicated in the consignment note	Wagon destination station indicated in the consignment note	Wagon freight HKN code in the consignment note	Description and other market segment determination features
Freight services of intermodal transport units within international 1520 traffic	kont 1520	outside EEA	in the territory of Latvia or EEA	-	transport of intermodal transport units on platforms, loaded outside EEA, in EEA, or in the territory of Latvia, and transported from or to third countries whose railway networks have a track gauge of 1520 mm
		in the territory of Latvia or EEA	outside EEA		
		outside EEA	outside EEA		
Coal freight services within international 1520 traffic	ogl 1520	outside EEA	in the territory of Latvia or EEA	2701xxxx - 2702xxxx	transport of coal in wagons, loaded outside EEA, in EEA, or in the territory of Latvia, and transported from or to third countries whose railway networks have a track gauge of 1520 mm
		in the territory of Latvia or EEA	outside EEA		
		outside EEA	outside EEA		
Other freight services within international 1520 traffic	citi 1520	outside EEA	in the territory of Latvia or outside it (within EEA)	-	freight transport in wagons loaded outside EEA, in EEA, or in the territory of Latvia, and transported from or to third countries whose railway networks have a track gauge of 1520 mm
		in the territory of Latvia or EEA	outside EEA		
		outside EEA	outside EEA		

";

1.20. exclude Paragraph 10. of Annex 6 to the Scheme;

1.21. express Paragraph 11. of Annex 6 to the Scheme as follows:

"11. In general, the payment conditions within international 1520 traffic are applied as provided by the Collection Scheme, replacing the tertiary indexes  $krav$  or  $gr$  for railway undertakings', applicants' and performers of individual technological processes' payment amount indicators with index  $1520$ . For the period until 31 December 2025, the payment referred to in Subparagraph 6.1. of the Charging Scheme shall be applied in accordance with Subparagraph 12.1. of Annex 6 to the Scheme.";

1.22. express Paragraph 12. of Annex 6 to the Scheme as follows:

"12. The payment for the minimum access package for providing international 1520 traffic including all railway infrastructure for providing train acceptance, handling and dispatching, as well as the access to the railway infrastructure connecting service facilities where freight trains are assembled and disassembled, and rolling stock is transferred for loading, unloading or to related sidings, the infrastructure manager applies:

12.1. for the period until 31 December 2025 in accordance with the following formula:

$$KM_{1520\ s} = M_{ce\ uztur\ 1520\ s} \times DR_{ce\ uztur\ 1520\ s} + M_{mez\ uztur\ 1520\ s} \times DR_{mez\ uztur\ 1520\ s} + N, \text{ where}$$

**KM<sub>1520 s</sub>** – the payment to be made by a railway undertaking for the railway infrastructure within international 1520 traffic in a specific market segment (euro);

**M ceļ uztur 1520 s** – the value of the charge of railway infrastructure maintenance, renewal and train operating charging parameter for the minimum access package including all railway infrastructure for providing train acceptance, handling and dispatching, as well as the access to the railway infrastructure connecting service facilities where freight trains are assembled and disassembled, and rolling stock is transferred for loading, unloading or to related sidings in a specific market segment within international 1520 traffic determined by the charging body (*euro per one train km, value added tax excluded*);

**DR ceļ uztur 1520 s** – the number of train km actually travelled by the railway undertaking's freight trains in a specific market segment within international 1520 traffic in the relevant invoicing period;

**M mez uztur 1520 s** – the value of the charge of the maintenance and train operating charging parameter for providing access to the railway infrastructure connecting service facilities where freight trains are assembled and disassembled, and rolling stock is transferred for loading, unloading to related sidings in a specific market segment within international 1520 traffic determined by the charging body (*euro per one train, value added tax excluded*);

**DR mez uztur 1520 s** – the number of railway undertaking's freight trains actually moved through the places crossing the national border, as well as border stations (Meitene, Lugazi and Renģe) and actually accepted in the final processing station in terrestrial transit traffic in a specific market segment within international 1520 traffic in the relevant invoicing period;

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

12.2. For the period starting from 1 January 2026, in accordance with the formula set out in Subparagraph 6.2 of the Collection Scheme, replacing the charge amounts **M param krav s** and performance indicators **DR param krav s** of charging parameters **param** with the corresponding charge amounts **M param 1520 s** and performance indicators **DR param 1520 s** of the relevant market segments within international 1520 traffic.";

1.23. express Paragraph 13. of Annex 6 to the Scheme as follows:

"13. If wagons from the same or different market segments are identified in a trainset within international 1520 traffic, then the payment **KM 1520 s** referred to in Subparagraph 12.1. of Annex 6 is applied in accordance with the proportion of wagons in each market segment for which the railway undertaking has entered information in the information systems of the infrastructure manager and the capacity allocation body.";

1.24. express Subparagraph 3.5.4. of Annex 7 to the Scheme as follows:

"3.5.4. the corresponding abbreviation of the market segment mentioned in Annex 5 or 6 of the Scheme to which the infrastructure charge, charge mark-up, charge increase, or differentiated charge applies is indicated by a quaternary index:

**sab pak pas** – passenger services within the framework of a public service contract (within wide gauge network);

**sab pak pas šs** – passenger services within the framework of a public service contract (within narrow gauge network);

**starpt pas** – international passenger services within the European Economic Area;

**citi pas** – other passenger services (within wide gauge network);

**citi pas šs** – other passenger services (within narrow gauge network);

**lab krav** – grain freight services within domestic network and European Economic Area;

**cmt krav** – cement freight services within domestic network and European Economic Area;

**kont bm krav** – freight services of intermodal transport units within domestic network and European Economic Area (without the use of node infrastructure);

**kont am krav** – freight services of intermodal transport units within domestic network and European Economic Area;

**skeld krav** – wood chips freight services within domestic network and European Economic Area;

**gran krav** – wood pellets freight services within domestic network and European Economic Area;

**rb krav** – building materials delivery freight services for the construction of *Rail Baltica* infrastructure (without the use of node infrastructure);

**np krav** – petroleum products freight services within domestic network and European Economic Area;

**citi krav** – other freight services within domestic network and European Economic Area;

**jaun krav** – new freight services within domestic network and European Economic Area;

**tuks pf krav** – empty wagons freight services (platforms);

**tuks krav** – empty wagons freight services (other wagons);

**neid krav** – unidentified freight services throughout the entire LDZ network;

**kont 1520** – freight services of intermodal transport units within international 1520 traffic;

**ogl 1520** – coal freight services within international 1520 traffic;

**citi 1520** – other freight services within international 1520 traffic;

**s** – any one of the above mentioned or newly established market segments.";

1.25. express Subparagraph 5.7.3. of Annex 7 to the Scheme as follows:

"5.7.3. the abbreviation of the market segment mentioned in Appendix 5 or 6 of the Scheme, to which the evaluation criterion applies, is indicated by the tertiary index:

**sab pak pas** – passenger services within the framework of a public service contract (within wide gauge network);

**sab pak pas šs** – passenger services within the framework of a public service contract (within narrow gauge network);

**starpt pas** – international passenger services within the European Economic Area;

**citi pas** – other passenger services (within wide gauge network);

**citi pas šs** – other passenger services (within narrow gauge network);

**lab krav** – grain freight services within domestic network and European Economic Area;

**cmt krav** – cement freight services within domestic network and European Economic Area;

**kont bm krav** – freight services of intermodal transport units within domestic network and European Economic Area (without the use of node infrastructure);

**kont am krav** – freight services of intermodal transport units within domestic network and European Economic Area;

**skeld krav** – wood chips freight services within domestic network and European Economic Area;

**gran krav** – wood pellets freight services within domestic network and European Economic Area;

**rb krav** – building materials delivery freight services for the construction of *Rail Baltica* infrastructure (without the use of node infrastructure);

**np krav** – petroleum products freight services within domestic network and European Economic Area;

**citi krav** – other freight services within domestic network and European Economic Area;

**jaun krav** – new freight services within domestic network and European Economic Area;

**tuks pf krav** – empty wagons freight services (platforms);

**tuks krav** – empty wagons freight services (other wagons);

**neid krav** – unidentified freight services throughout the entire LDZ network;

**kont 1520** – freight services of intermodal transport units within international 1520 traffic;

**ogl 1520** – coal freight services within international 1520 traffic;

**citi 1520** – other freight services within international 1520 traffic;

**s** – any one of the above mentioned or newly established market segments.".

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.Andiņš - **see certificate**