

APPROVED
by the decision No. JALP-1.3/9-2025
of the Executive Board of the
Joint Stock Company "LatRailNet"
in a meeting held on 29 December 2025
(min. No. JALP-1.2./47-2025)

REGULATIONS

Riga

29 December, 2025

No. JALP-7.6/12-2025

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 Subparagraph 6.2. of the Scheme as follows:

"6.2. starting from 1 January 2026:

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

KM krav s

– the payment to be made by the railway undertaking for the use of the railway infrastructure for freight traffic (euro);

M cej 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 cej 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 transported in freight train sets of the railway undertaking during the respective invoicing period within a specific market segment, according to the wagon departure station and destination station;

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>i</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 (euro).

In the general case, the charge amount **M** mez uztur specified in the formula shall be applied to the first carrier involved in the wagon transportation in accordance with the market segment determination features set out in the charging scheme, that remain unchanged throughout the full movement of the wagon.".

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 starting from 1 January 2026.

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)