



# AB LTG CARGO PRICE LIST OF ANCILLARY SERVICES

*PP-LTG CARGO (In force from 01-01-2026)*

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## CHAPTER I. General Provisions

1. The Ancillary Services Price List PP-LTG Cargo establishes the rates charged by the public limited company LTG Cargo (hereinafter referred to as the “carrier” or “LTG Cargo”) for ancillary services related to cargo transportation (hereinafter referred to as “ancillary services”).
2. The following terms and abbreviations shall be used in this Ancillary Services Price List PP-LTG Cargo:
  - **IS Kroviny** shall mean an information system for the management and accounting control of documents accompanying LTG Cargo shipments.
  - **TRACES NT** shall mean an electronic platform for the registration, monitoring and validation of consignments of animals, plants and products of animal origin.
  - **RSF** shall mean a railway service facility as defined in Article 3(13) of the Railway Transport Code of the Republic of Lithuania.
  - **Price List PP-LTG Cargo** shall mean this Ancillary Services Price List PP-LTG Cargo.
  - **Customer** shall mean the buyer of the services, the consignor or the consignee.
  - **Rules for Stowage and Fastening** shall mean the Rules for Cargo Stowage and Fastening (ADV/7) approved by Order No 3-611 of the Minister of Transport and Communications of the Republic of Lithuania of 5 November 2003 (as amended and supplemented from time to time).
  - **Rules for the Carriage of Cargo by Rail** shall mean the Rules for the Carriage of Cargo by Rail (ADV/6) approved by Order No 174 of the Minister of Transport and Communications of the Republic of Lithuania of 20 June 2000 (as amended and supplemented from time to time).
  - **SMGS** shall mean the Convention on International Customs Transit Procedures for the Carriage of Goods by Rail.
  - **Private Wagons and Containers** shall mean wagons and containers owned by natural or legal persons (excluding railway administrations of other countries) and wagons and containers leased from natural or legal persons.
  - **LTG Cargo Reserve Wagons and Containers** shall mean wagons and containers owned by LTG Cargo, which are not leased and are allocated for a single cargo carriage trip.
  - **Inventory wagons and containers** shall mean wagons and containers belonging to railway administrations of other countries.
  - **TAT Act** shall mean an act of inspection of cargo or goods submitted to the State Plant Service.
  - **CMR Waybill** shall mean a document confirming the contract of carriage of goods by road.
  - **TIR Carnet** shall mean a customs transit document for the carriage of goods by road.
  - **CBAM Report** shall mean a document in which importers have to provide data on the volume of goods, CO2 emissions from their production and other emissions indicators in order to comply with the EU climate change policy.
  - **EUDR Declaration** shall mean a document required under the EU Deforestation Regulation to be submitted by companies placing certain goods on the EU market or exporting them from the EU.
  - **INTRASTAT Declaration** shall mean a statistical report whereby companies report data on the entry and exit of goods to other EU countries when they exceed the value thresholds.
  - **EUR.1 Certificate** shall mean a proof of origin that allows the exporter to benefit from customs duty preferences when exporting goods to countries with which the EU has free trade agreements.
  - **A.TR Certificate** shall mean a movement certificate that allows goods released for free circulation in Turkey or in the EU to be imported duty-free or at a preferential duty rate under the EU-Turkey Customs Union Agreement.
3. Unless otherwise agreed upon in the contract concluded between LTG Cargo and the customer, the rates for ancillary services shall be determined in accordance with the *Rules for the Carriage of Cargo by Rail* and this Price List PP-LTG Cargo.
4. The rates for ancillary services rendered shall be calculated in accordance with the rates in force at on the date the service is rendered, exception the rates specified Clause 5.
5. The rates for declaring cargo at border stations of the Republic of Lithuania, veterinary and phytosanitary inspection, and the use of LTG Cargo reserve wagons for one-off shipments shall be calculated in accordance with the rates in force on the date indicated in the consignment documents in the calendar stamp of the station of departure.
6. All rates in the Price List PP-LTG Cargo shall be exclusive of value added tax (VAT).
7. Changes to the rates set out in the Price List PP-LTG Cargo shall be subject to 30 calendar days' notice prior to the effective date of the change (unless otherwise provided for in the contracts between LTG Cargo and its customers), with the exception of the rates for veterinary and phytosanitary inspection, which shall come into force as from the date of the notice published on the website [www.ltgcargo.lt](http://www.ltgcargo.lt).

8. The Price List PP-LTG Cargo, its supplements and amendments are published on the website [www.ltgcargo.lt](http://www.ltgcargo.lt).

## CHAPTER II.

### Rates for Ancillary Services Related to Cargo Transportation

#### Section I. Use of Inventory and LTG Cargo Reserve Wagons and Containers in the Territory of the Republic of Lithuania

9. For the use of a wagon or container provided to the customer for loading, unloading or transshipment of goods and for waiting, through no fault of the carrier, until the wagon or container is brought in for loading/unloading or until the wagon or container is held at the departure station, side-track station or station of destination, as well as for the execution of additional orders of the customer, the charge shall be calculated in accordance with the rates set out in Table 1 of the Price List PP-LTG Cargo.

Table 1

No.	Service name	Unit of measurement	Rate, EUR
9.1.	Use of inventory and LTG Cargo reserve wagon	wagon/hour	2.16
9.2.	Use of inventory and LTG Cargo reserve container	container/hour	0.70

10. For the purpose of determining the fee for the use of wagons and containers, each part-hour shall be calculated as follows: up to 15 minutes shall not be counted, and 15 minutes inclusive shall be rounded to the nearest full hour.
11. For the purposes of calculating the use of wagons and containers, 24 unpaid hours of wagon and container use shall be granted at the station where the loading, unloading or transshipment takes place.
12. Where a wagon or container intended for loading, unloading or transshipment of goods is stationary on the public railway infrastructure and sidings of a railway station, the fee for the use of the wagon or container shall be calculated by adding up the time during which the wagon or container has been in use on the public railway infrastructure and sidings of the railway station.
13. When an inventory or LTG Cargo reserve container is loaded into a wagon, the container and wagon usage fee shall be calculated.
14. When a private container is loaded into an inventory or LTG Cargo reserve wagon, the fee for the use of the inventory or LTG Cargo reserve wagon shall be calculated.
15. The carrier shall immediately notify the customer of the receipt of wagons or containers of goods on their behalf at the station of destination. If, after notification, through no fault of the carrier, the wagons or containers cannot be delivered to the customer at the loading bay, the payment for the use of the wagons or containers shall commence 24 hours after notification of the arrival of the wagons.
16. If an empty inventory or LTG Cargo reserve wagon is driven to the loading bays of the public railway infrastructure or sidings for loading more than 16 hours before the time of booking of the wagons specified in *the Application for the Organisation of the Carriage*, the payment for the use of the inventory or the LTG Cargo reserve wagon shall commence 8 hours after the time of booking of the desired wagon specified in the *Application for the Organisation of the Carriage*.
17. If wagons or containers are held for additional customer orders, the wagon or container usage fee shall be calculated from the arrival of the wagons or containers at the station until the receipt of the customer's request for the additional order.
18. In the event of detention of wagons or containers at the point of departure (when the goods have been accepted for carriage) or at a siding station through no fault of the carrier, the charges for the use of wagons and containers, as well as for the organisation of the presence of private wagons and rolling stock on the tracks of the public railway infrastructure, shall be calculated from the time of notification to the customer of the detention of the goods, or, in the case of non-notification through no fault of the carrier, from the time of detention as indicated in *the General Report*, until the time of their departure from that station. After detention, wagons may only be dispatched from the station after authorisation for onward carriage and after the necessary technological steps taken to dispatch the detained wagons.
19. No fee shall be charged for the use of wagons and containers during loading, unloading, transshipment and customs clearance (except in the event of an inspection by the state controlling authorities or if the necessary documents are missing for customs clearance), provided by LTG Cargo.

## Section II. Organisation of the Presence of Private Wagons and Rolling Stock Equivalent to Cargo on the Tracks of the Public Railway Infrastructure

Table 2

No.	Service name	Unit of measurement	Rate, EUR
20.	Organisation of the presence of private wagons and rolling stock equivalent to cargo on the tracks of the public railway infrastructure	rolling stock/hour	0.46

21. For organising the presence of private wagons and rolling stock equivalent to cargo, including private locomotives, other traction or self-propelled rolling stock and special rolling stock on the tracks of the public railway infrastructure, when wagons or rolling stock equivalent to cargo cannot be made available to the customer on the sidings or at loading bays on the tracks of the public railway infrastructure, or when they are detained at the station through no fault of the carrier, as well as for the execution of additional orders from the customer, and for the organisation of the presence at the Klaipėda railway station's Anglinė or Pauostis sidings, the fee shall be calculated by applying the rate specified in Clause 20.

22. For the purpose of calculating the fee for the organisation of the presence of private wagons or other rolling stock on the tracks of the public railway infrastructure, the provisions of Section I, Clauses 10-13, 15, 17-19 of this Price List PP-LTG Cargo shall apply.

## Section III. Formalisation of Documents Related to Cargo Transportation

Table 3

No.	Service name	Unit of measurement	Rate, EUR
23.	Formalisation of documents related to cargo transportation	document	38.50

24. The document formalisation service related to cargo transportation includes filling in, reformatting and correcting all types of transport documents, and the entry of applications for the organisation of transportation in IS Kroviny. For each of these services, the rate specified in Clause 23 of the Price List PP-LTG Cargo shall be calculated separately.

## Section IV. Assessment of Stowage and Fastening Drawings and Diagrams

Table 4

No.	Service name	Unit of measurement	Rate, EUR
25.	Assessment, checking and coordination of stowage and fastening drawings, diagrams, technical calculations and relevant explanatory notes or drawings and sketches prepared in accordance with Chapter 5 of Annex 3 to the SMGS (Stowage and Fastening of Flat-Surfaced Cargo) for cargo for which stowage and fastening are not provided for in the <i>Rules for Cargo Stowage and Fastening</i>	project	52.60

## Section V. Sealing, Locking and Marking of Wagons and Containers

Table 5

No.	Service name	Unit of measurement	Rate, EUR
26.	Sealing and locking (including sealing) of wagons and containers	seal, wire rope	15.50
27.	Marking of wagons and containers for the transport of dangerous goods	container, wagon	23.30

## Section VI. Change of Conditions of Cargo Transportation, Cancellation of Booked Rolling Stock

Table 6

No.	Service name	Unit of measurement	Rate, EUR
28.	Change of contract of cargo transportation when the station of destination is changed	rolling stock	77.60
29.	Change of contract of cargo transportation when consignee is changed	consignment	38.90
30.	Change of the route provided in the freight train formation plan	service	83.40
31.	Cancellation of booked rolling stock 3 days or less before the transportation is organised date of submission indicated in the application	wagon/ container	50.00

32. In the event of a change of the contract of transportation involving a change of the station of destination and the consignee, the fee specified in Clause 28 of the Price List PP-LTG Cargo shall apply.
33. If wagons or containers are detained for executing additional customer orders, a fee for the use of wagons and containers or for the organisation of the use of private wagons and rolling stock on the tracks of the public railway infrastructure shall be charged, as well as a fee for the organisation of cargo storage, under the procedure set out in Sections I, II and VIII of the this Price List PP-LTG Cargo.
34. If the ordered rolling stock has been brought to the place of loading, in the event of cancellation, the additional fees set out in Section XIII of this Price List shall apply for the driving of rolling stock.

## Section VII. Reweighing

Table 7

No.	Service name	Unit of measurement	Rate, EUR
35.	Reweighing of wagons when a discrepancy in the weight of the transported goods is	wagon	195.00

36. For the time during which the service referred to in Clause 35 of the Price List PP-LTG Cargo is performed, no additional fees shall be charged for the use of wagons, the organisation of the presence of private wagons and rolling stock on the tracks of the public railway infrastructure, the driving of rolling stock and the organisation of cargo storage.

## Section VIII. Organisation of Cargo Storage

Table 8

No.	Service name	Unit of measurement	Rate, EUR
37.	Organisation of cargo storage	rolling stock/day	46.60

38. The fee for the organisation of cargo storage shall be calculated:
- 38.1. where the consignee does not collect the goods within 24 hours of notification of receipt of the goods at the station of destination and the loaded wagons/containers are parked on the tracks of the station of destination (not accepted by the customer at the loading bay) until the handover of the wagons/containers to the customer;
- 38.2. where loaded wagons are parked or detained at the point of departure (after acceptance of the goods for carriage) or at a siding station through no fault of the carrier, the cargo storage fee shall commence 24 hours after notification of the detention of the goods or of acceptance of the goods for carriage (at the point of departure) until they are dispatched from that station. After detention, the wagons can only be dispatched from the station after authorisation for onward carriage has been granted and the necessary technological steps have been taken for the dispatch the detained wagons;

1 No fee shall be charged where the loss in weight of the cargo (natural decrease) complies with the norms set out in the Resolution No 185 of the Government of the Republic of Lithuania of 24 February 2016.

- 38.3. In the case of a change of the contract of carriage, the storage organisation fee shall commence 24 hours after the customer has been notified of the arrival of the wagons at the station and before the documents required for transportation to the new station of destination have been processed;
- 38.4. Where, through no fault of the carrier, the customer cannot be notified of the receipt of wagons or containers of goods on their behalf, the storage organisation fee shall commence 24 hours after the arrival of the wagons or containers at the station.
39. For the purposes of calculating the storage fee, the time shall be rounded to the nearest day: up to 12 hours is not counted and 12 hours (inclusive) and more is rounded to the nearest day.
40. In addition to the cargo storage organisation fee, the fee for the use of wagons and containers or for the presence of private wagons and rolling stock equivalent to cargo on the tracks of the public railway infrastructure shall be calculated in accordance with the procedure laid down in Sections I and II of the Price List PP-LTG Cargo.
41. No fee shall be charged for the organisation of cargo storage during customs clearance referred to in Section XVI of the Price List PP-LTG Cargo.

## Section IX. Veterinary Inspection

Table 9

No.	Service name	Unit of measurement	Rate, EUR
42.	The following fees shall be charged by the State Food and Veterinary Service for the control of animal and non-animal products imported into and transiting through the Republic of Lithuania:		
42.1.	for imported goods of animal origin	tonne	18.80
42.2.	for imported goods of non-animal origin	wagon/ container	43.70
42.3.	for goods of animal and non-animal origin in transit	wagon/ container	89.80
42.4.	for imported goods of animal origin, the fees referred to in Clause 42.1 of the Price List PP-LTG Cargo shall be charged, but up to a maximum of EUR 724.50 per wagon or container	wagon/ container	724.50
42.5.	for the input of prior information on a consignment of animal products to border veterinary posts via TRACES NT	document	23.30

43. The fees for the state veterinary inspection of the goods referred to in Clauses 42.2 and 42.3 of the Price List PP-LTG Cargo, where several types of goods are carried in one wagon or container, shall be calculated separately for each type of goods as if they had been carried in a separate wagon or container.
44. If a wagon or container carries goods (which may be of the same nomenclature) with several veterinary certificates, the fees referred to in Clauses 42.2 and 42.3 of the Price List PP-LTG Cargo for the state veterinary inspection of such goods shall be calculated for each veterinary certificate accompanying the goods as if the goods were carried in a single wagon or container.
45. The list of animal and non-animal products subject to control by the State Food and Veterinary Service is available at [www.ltgcargo.lt](http://www.ltgcargo.lt).

## Section X. Phytosanitary Inspection

Table 10

No	Service name	Unit of measurement	Rate, EUR
46.	Verification of documents and identity of plants, plant products and other cargoes imported and in transit (including to/from Klaipėda Port) through the Republic of Lithuania	wagon, container	39.50
47.	Phytosanitary and quality inspection of plants, plant products and other cargoes imported, in transit (including to/from Klaipėda Port), exported and placed on the domestic market	wagon, container	45.20
48.	Preliminary information on a consignment of plants and plant products to border phytosanitary posts via TRACES NT	document	23.30

49. For other services provided by the State Food and Veterinary Service and the State Plant Service under the Ministry of Agriculture, the rate specified in Resolution No 1458 of the Government of the Republic of Lithuania of 15.12.2000 (as amended and supplemented from time to time) "On the Approval of the List of the Specific Amounts of the State Fee and the Rules for Payment and Reimbursement of the State Fee" shall be applied, with an additional administration fee of EUR 8.20 per wagon.

50. The list of cargoes inspected by the State Plant Service under the Ministry of Agriculture can be found on the website [www.ltgcargo.lt](http://www.ltgcargo.lt).

## Section XI. Handling and Related Services

Table 11

No	Service name	Unit of measurement	Rate, EUR
51. unit	Loading or unloading of an intermodal transport	container, semi-trailer	38.50
52.	Storage of an intermodal transport unit at the terminal from day 16	container/day, semi-trailer/day	5.50
53.	Loading or unloading of cargo from/to a wagon, container, car: loading by a forklift	tonne	5.20
54.	Bulk, general cargo loading from/to a wagon, container, car	tonn	3.60
55.	Loading by a crane:		
55.1.	handling of cargo in bulk containers*	tonne	7.50
55.2.	handling of rails (up to 50 m long)*	tonne	24.90
55.3.	handling of wagons and parts of wagons*	tonne	14.80
55.4.	handling of other cargoes	tonne	11.80
56.	Mobile team worker service	hour	59.30
57.	Integrated team worker service	hour	46.70
58.	Provision of LTG Cargo container for loading	container	45.60
59.	Working hours of a forklift with operator	hour	53.60
60.	Working hours of a bulldozer tractor with operator	hour	72.10
61.	Working hours of a Terex Fuchs loader with operator	hour	97.90
62.	Load fastening work by mobile team (tracked or wheeled machinery)	technical unit	219.50
63.	Removal of load fastening by mobile team (tracked or wheeled machinery)	technical unit	80.70

64.	Short-term storage of cargo at Šeštokai Intermodal Terminal	day	29.80
65.	Short-term use of loading bays:		
65.1.	Kaunas and Paneriai bays	wagon/12 hours	23.30
65.2.	other bays	wagon/12 hours	14.60

\* the handling rate includes all handling fees, except for fastening materials (if required)

66. For calculating the fees for cargo handling services, the weight of the cargo is determined as follows: weights up to 100 kg are not counted, and weights over 100 kg are rounded to the nearest tonne. Where the loaded goods are carried in groups of wagons, the total weight of the whole group of wagons shall be rounded off using the rounding-off procedure specified in this Clause.
67. For loading, unloading and transshipment of frozen and settled cargo, the fee per tonne may be increased in proportion to the percentage of freezing and settling (up to 100 %). The use of additional fastening materials shall be charged separately.
68. The fees referred to in Clauses 53 and 54 shall not apply to handling operations at the Vilnius, Kaunas and Šeštokai intermodal terminals. The availability of bulk cargo unloading at these terminals is assessed on a case-by-case basis, including the setting of a rate.
69. If the cargo handling operations require the services of mobile or integrated teams or cargo handling equipment, the fees for the services referred to in Clauses 56, 57, 59 to 61 shall be charged additionally. These fees are included in the rates set out in Clauses 55.1 to 55.3 and therefore do not apply additionally.
70. For manual handling or handling of other cargoes for which the rates are not specified in Clauses 53 to 55.4, the rates shall be calculated on an individual basis, depending on the unit weight of the cargo, the method of stowage, the stowage equipment used and other factors.
71. The fee referred to in Clause 65 shall apply where the customer carries out the loading operations by its own efforts and means. The fee shall not apply where the customer has a contract for the use of the bay.
72. For calculating the fees referred to in Clauses 56, 57, 59 to 61, each hour started shall be rounded to the nearest whole hour.
73. For calculating the fee for the short-term use of the loading bay referred to in Clause 65, each period of less than 12 hours shall be rounded up to 12 hours.

## Section XII. Washing and Disinfecting of Wagons and Containers

74. The fee for ordering and administering the service of washing and disinfecting of inventory and LTG Cargo reserve wagons and containers at the Bugeniai Rolling Stock Washing Plant shall be calculated at the rate of EUR 8.20 per wagon/container.
75. The fee for the washing and disinfection of wagons and containers in rolling stock washers shall be calculated in accordance with the rates set by the operator of the RSF, which are published on the website [www.ltginfra.lt](http://www.ltginfra.lt).
76. If inventory wagons and LTG Cargo reserve wagons or containers are sent to Bugeniai railway station to be washed, there shall be no fee for their transport. When propelling rolling stock from Bugeniai railway station to the rolling stock washing plant, an additional rolling stock driving fee shall be calculated in accordance with Section XIII of this Price List PP-LTG Cargo.
77. The list of cargo for which wagon washing is compulsory after unloading is set out in *the Rules for the Carriage of Goods by Rail*.

## Section XIII. Driving of Rolling Stock

Table 12

No.	Service name	Unit of measurement	Rate, EUR
78.	LTG Cargo locomotive work in preparation for driving of rolling stock	rolling stock	4.80 <sup>(l)</sup>
79.	Use of rolling stock shaping and shunting equipment	rolling stock	3.50 <sup>(n)</sup>
80.	Driving of rolling stock with an LTG Cargo locomotive on customer-owned sidings	rolling stock kilometre (wagon km)	1.00 <sup>(k)</sup>
81.	Driving of rolling stock by an LTG Cargo locomotive on LTG-Cargo owned sidings or public railway infrastructure tracks	rolling stock kilometre (wagon km)	2.34 <sup>(v)</sup>
82.	Driving of rolling stock with a customer's locomotive on LTG Cargo-owned sidings or public railway infrastructure tracks	rolling stock kilometre (wagon km)	2.05 <sup>(kl)</sup>



83. Calculation of the fee for the driving of rolling stock when rolling stock is driven by an LTG Cargo locomotive to or from (one way) loading bays or wagon handover points on the public railway infrastructure or on LTG Cargo-owned sidings:

$$R=(l+n+(v \cdot x)) \cdot z$$

84. Calculation of the fee for the driving of rolling stock when rolling stock is driven by an LTG Cargo locomotive to or from (one way) loading bays or wagon handover points on customer-owned sidings:

$$R=(l+n+(k \cdot y)+(v \cdot x)) \cdot z$$

85. Calculation of the fee for the driving of rolling stock when rolling stock is driven by a customer's locomotive on LTG Cargo-owned sidings or on tracks of the public railway infrastructure:

$$R=(n+(kl \cdot x)) \cdot z$$

**(l)** – the fee is calculated for each rolling stock when driven by an LTG Cargo locomotive to/from a siding or to/from loading bays on the tracks of the public railway infrastructure.

**(n)** – the fee is calculated for each rolling stock driven to the station of destination and ready for being driven and for each rolling stock ready for departure from the departure station.

**(k)** – the fee in accordance with Clause 80 of the Price List PP-LTG Cargo for the driving of rolling stock by an LTG Cargo locomotive on the customer's siding.

**(x)** – the fee in accordance with Clause 81 of the Price List PP-LTG Cargo for the driving of rolling stock by an LTG Cargo locomotive on an LTG Cargo siding or a public railway infrastructure track.

**(kl)** - the fee in accordance with Clause 82 of the Price List PP-LTG Cargo for the driving of rolling stock by the customer's locomotive on LTG Cargo sidings or on the tracks of the public railway infrastructure.

**(y)** - the driving distance of rolling stock on the customer's siding by an LTG Cargo locomotive in km, calculated in accordance with the provisions of Clause 89 of the Price List PP-LTG Cargo.

**(x)** – the distance in km of the driving of rolling stock by an LTG Cargo- or customer-owned locomotive on an LTG Cargo-owned siding or public railway infrastructure, calculated in accordance with the provisions of Clause 89 of the Price List PP-LTG Cargo.

**(z)** – the number of driven rolling stock.

86. If the rolling stock is driven to a siding by locomotives belonging to different owners (LTG Cargo, the customer), the fee for the driving of rolling stock shall be calculated separately for each section. In this case, the fee referred to in Clause 79 of the Price List PP-LTG Cargo shall be calculated once.
87. When LTG Cargo locomotives are used to drive rolling stock to/from loading bays located on the tracks of the public railway infrastructure, where the loading work is performed by LTG Cargo, only the fee specified in Clause 79 of the Price List PP-LTG Cargo shall be charged per rolling stock.
88. The distance in km for the forward and reverse driving of rolling stock shall be determined from the technical passport of the siding, the station diagram or actual measurements and shall be calculated as follows:
- 88.1. when driving rolling stock to loading bays on the tracks of the public railway infrastructure, the distance shall be calculated from the station axis to the unloading bay (either forward or reverse) in accordance with the route of the rolling stock driving manoeuvres;
  - 88.2. when driving rolling stock onto sidings, the driving distance shall be calculated from the axis of the station and, if the siding is at an intermediate station, from the axis of the station from which the rolling stock is being driven to the loading bays or the point of handover of the rolling stock, in accordance with the route of the manoeuvres for driving the rolling stock;
  - 88.3. the distance of driving (forward or reverse) of the rolling stock to a siding (separation point) where no commercial operations are carried out shall be calculated from the axis of the station from which the rolling stock is driven to the loading bays or sidings of the post (separation point) according to the route of the driving manoeuvres;
  - 88.4. if one part of the rolling stock driving distance belongs to the customer and the other part belongs to LTG Cargo and/or the manager of the public railway infrastructure, the fee for the driving of rolling stock by an LTG Cargo locomotive on the customer's sidings shall be calculated for each part separately in accordance with the formula set out in Clause 84 of the Price List PP-LTG Cargo;
  - 88.5. the driving distance of loaded rolling stock with formalised waybills when driven from one customer's siding to another customer's siding, or from one customer's siding to another customer's siding at the same station, shall be determined by adding up the driving distances on

these sidings (either forward or reverse) determined in accordance with Clause 88.2 of the Price List PP- LTG Cargo. In this case, the fee referred to in Clause 79 of the Price List PP-LTG Cargo shall not be charged;

- 88.6. if the rolling stock is driven to the handover track (designated wagon handover point) by an LTG Cargo locomotive and the customer's locomotive drives the rolling stock to the loading bays, the fees for the driving of rolling stock by the LTG Cargo locomotive, calculated in accordance with the formulae referred to in Clause 83 or 84 of the Price List PP-LTG Cargo, shall be subject to a coefficient of 0.85, except for the fee in Clause 79 of the Price List PP-LTG Cargo .
89. For the purpose of determining the driving distance of rolling stock for the calculation of the driving fee, the part of the driving distance less than 100 m (inclusive) in the integer number of kilometres of the driving distance (excluding 0 km) shall be rounded off to the lower half of the integer number of kilometres, and the part of the driving distance longer than 100 m shall be rounded off to the higher half of the integer number of kilometres. If the total driving distance is less than 0.100 km (inclusive), the rolling stock driving fee shall be calculated as for the driving of rolling stock for 1.000 km.
90. The service of driving rolling stock by an LTG Cargo locomotive includes:
- 90.1. the driving of loaded or empty wagons and other rolling stock by an LTG Cargo shunting locomotive to/from the wagon handover point, to/from the sidings or to/from the loading bays on the tracks of the public railway infrastructure of the station, except for the ones where cargo handling operations are performed by LTG Cargo;
- 90.2. additional shunting of LTG Cargo locomotives in the station area, related to the driving of rolling stock to the loading bays:
- 90.2.1. the selection of rolling stock on the station tracks before it is driven to the loading bays;
- 90.2.2. the arrangement of rolling stock according to loading bays.

#### Section XIV. Locomotive Shunting

Table 13

No.	Service name	Unit of measurement	Rate, EUR
91.	Locomotive shunting	30 min.	58.50

92. The locomotive shunting fee shall be calculated in cases where the rolling stock driving service cannot be provided without additional locomotive shunting work (except for the cases specified in Clause 90) and in the other cases referred to in this Price List PP-LTG Cargo. This service is also provided when a customer requests locomotive shunting work in a loading bay for the pushing, pulling or repositioning of rolling stock.
93. For the purposes of calculating the fee for shunting an LTG Cargo locomotive, each period shorter than 30 minutes shall be rounded off to the nearest 30 minutes.

#### Section XV. Organisation of Weighing Services

Table 14

No.	Service name	Unit of measurement	Rate, EUR
94.	Weighing with scales	rolling stock, vehicle	19.80

95. The weighing service is available on a case-by-case basis and is subject to the customer's written request.
96. For the transportation of wagons to the scales, the locomotive shunting fee specified in Clause 91 of the Price List PP-LTG Cargo shall apply.

## Section XVI. Customs Clearance

Table 15

No.	Service name	Unit of measurement	Rate, EUR
97.	Transit clearance and customs representation, including guarantee	wagon, container, car	33.10
98.	Customs clearance and representation for import and export procedures (BAD) (for the first wagon, container, car in the declaration, code if road transport)	set	40.80
98.1.	Filling in the general administrative document for an ancillary wagon, container in the declaration	wagon, container, car	4.66
98.2.	Filling in the general administrative document for an additional product	product	8.65
98.3.	Filling in the value declaration	set	6.40
99.	Filling in the TAT Act for the main consignment	document	10.60
100.	Filling in the TAT Act for an additional consignment	consignment	6.40
101.	Preparation of an electronic declaration for temporary storage of goods	declaration	26.25
102.	Document delivery	km	1.30
103.	Submission of customer documents and goods to customs	set of documents	14.10
104.	Preparation and submission of reports on authorisations, applications, appeals	document	43.60
105.	Representing customers in sampling (per sample)	service	9.30
106.	Storage of a container in a customs warehouse	container/day	5.70
107.	Cargo storage in a customs warehouse	sq.m/day	0.30
108.	Clearance of cargo temporary storage at the location preferred by the person via the Customs Authorisation System (for the first product code)	product	12.15
109.	Clearance of cargo temporary storage at the location preferred by the person via the Customs Authorisation System (from the second product code)	product	1.55
110.	Extension of the time limit for temporary storage of cargo at the person's preferred location	declaration	5.30
111.	Mobile team worker service	hour	59.30
112.	Processing of an electronic export manifest	declaration	30.80
113.	Attaching a supplementary declaration to the e-export manifest	declaration	4.25
114.	Filling in the CMR consignment note	document	11.70
115.	Filling in the TIR Carnet	document	15.90
116.	Filling in and submitting to customs the TIR electronic declaration for the first product	declaration	21.20
117.	Filling and submitting to customs the TIR electronic declaration for an additional product	product	3.20
118.	Representation in removing/stamping certificates issued by veterinary, plant or other services	document	10.30
119.	Submission of the CBAM Report	document	60.00
120.	Submission of the EUDR Declaration	document	10.00
121.	Submission of the INTRASTAT Declaration	document	20.00

122.	Issuance of the EUR.1 Certificate	document	100.00
123.	Issuance of the A.TR Certificate	document	70.00

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124. The fee for the delivery of documents referred to in Clause 102 shall be calculated according to the distance travelled, but shall not be less than EUR 13 per delivery.
125. Where the customer's own handling needs arise during customs clearance, or where contraband is found during the carriage of goods, or where circumvention of sanctions or other unauthorised cases are detected which are in breach of the Rules for the Carriage of Goods by Rail, the mobile team fee referred to in Clause 111 shall apply.
126. If the customer does not use LTG Cargo services for customs clearance and does not clear customs 4 hours after notification of the arrival of the wagons at the station, the wagons in the common outbound formation may be uncoupled and repositioned on other tracks. In such cases, the customer is charged a locomotive shunting fee for uncoupling the wagons from the formation and for driving them to the parking place, as well as for returning the wagons to the departing formation after customs clearance.

## Section XVII. Use of LTG Cargo Reserve Wagons for One-Time Transports

127. A one-time fee specified in Table 16 shall be charged for the use of an LTG Cargo reserve wagon for a single cargo, container transportation trip:

Table 16

No.	Service name	Unit of measurement	Rate, EUR
128.	Use of a universal wagon for one transportation trip	wagon	101.00
129.	Use of a specialised wagon for one transportation trip (except for wagons referred to in Clause 130)	wagon	117.00
130.	Use of a tank wagon, grain wagon and mineral wagon for the carriage of grain and cereal products for one transportation trip	wagon	154.00
131.	Use of a flat wagon for transporting containers over 20 feet for one transportation trip	wagon	101.00
	container		
132.	Use of a flat wagon for transporting containers up to 20 feet inclusive for one transportation trip	wagon	50.50

## Section XVIII. Processing of Private Freight Wagon Data in Information Systems

Table 17

No.	Service name	Unit of measurement	Rate, EUR
133.	Registration of a private freight wagon in the Automated Database for Freight Wagon Fleets (VP ADB)	wagon	57.50
134.	Re-registration/ change of data of a private freight wagon in VP ADB	wagon	30.00
135.	Adding a private freight wagon to the PRIV LT* database	wagon	11.00
136.	Reserving a private wagon number with in VP ADB	wagon	34.00
137.	Assignment of the owner code for private freight wagons	service	22.00
138.	Provision of information on the sale of private freight wagons registered with the VP ADB to a legal or natural person of another country	service	28.00
139.	Replacement of the private freight wagon repair system in the VB ADB with a move to mileage-based accounting	wagon	27.00
140.	Mileage accounting and provision of mileage information for private freight wagons (repaired by mileage):		
140.1.	up to 500 wagons per month	wagon/ month	9.30
140.2.	501 to 1000 wagons per month		7.10
140.3.	over 1000 wagons per month		5.10
141.	Technical inspection of a freight wagon by means of a Technical Inspection Certificate of Private Freight Wagons form V-60M	wagon	31.00
142.	Reconciliation and entry of private freight wagon assembly data in VP ADB	wagon	41.00
143.	Provision of wagon information from information systems	wagon	4.90
144.	Recording of private freight wagon repairs in the information systems when repairs are carried out outside LTG companies	wagon	145.00
145.	Assessment of the technical condition of a freight wagon	wagon	388.00

\* PRIV LT: LTG database of private freight wagons whose condition is assessed in accordance with the Rules for the assessment of the technical condition of freight wagons and which have been declared fit for use

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