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AB LTG CARGO
FREIGHT TARIFF BOOK

TKT-LTG CARGO

(in force from 01-01-2025)

VILNIUS

TABLE OF CONTENTS

CHAPTER I. GENERAL PROVISIONS.....	3
CHAPTER II. PROVISIONS FOR THE CALCULATION OF CARRIAGE RATES	3
Section I. Basis for the Calculation of Carriage Rates	3
Section II. Cargo Weight per Wagon	3
CHAPTER III. CARRIAGE OF LOADED AND EMPTY ROLLING STOCK, ITUs (EXCLUDING CONTAINER) AND AVs.....	4
Section III. Determination of the Carriage Rate per Wagon.....	4
Section IV. Determination of the Rate for the Carriage of ITUs (Excluding Container) and AVs.	4
Section V. Determination of the Rate for the Carriage of Inventory Rolling Stock.....	4
Section VI. Determination of the Rate for the Carriage of Oversized Cargo.....	4
Section VII. Determination of the Carriage Rate for a Single Locomotive	5
Section VIII. Determination of the Carriage Rate for a Combination of Wagons. Determination of the Rate for the Carriage of Long Cargo	5
Section IX. Determination of the Carriage Rate for Cargo Securing Devices	5
Section X. Determination of the Rate for the Carriage of Cargo in Inventory Wagons.....	5
Section XI. Determination of the Rate for the Carriage of Private Wagons and Other Special Rolling Stock	5
Section XII. Determination of the Rate for the Carriage of Accompanying Persons.....	5
Section XIII. Determination of the Rate for the Carriage of Groupage Cargo	6
CHAPTER IV. CONTAINER CARRIAGE	6
Section XVI. Determination of the Rate for the Cargo Carriage in Containers	6
Section XV. Determination of the Rate for the Cargo Carriage in an Inventory Container	6
Section XVI. Determination of the Rate for the Carriage of an Empty Private Container	6
CHAPTER V. CARRIAGE OF DANGEROUS GOODS	7
CHAPTER VI. OTHER CARRIAGES	7
CHAPTER VII. CARRIAGE RATES.....	8
<i>Annex 1</i>	<i>10</i>

CHAPTER I. GENERAL PROVISIONS

1. The *Freight Tariff Book TKT-LTG Cargo* of AB LTG Cargo establishes the procedure for the calculation of the base rates for the carriage of freight by AB LTG Cargo (hereinafter referred to as LTG Cargo) (hereafter referred to as the Carriage Rates, the Rates) applicable to the cargo:

1.1. transported in the territory of the Republic of Lithuania by railway transport without transshipment at the Lithuanian railway stations, when cargoes are brought into the territory of the Republic of Lithuania and taken out from the territory of the Republic of Lithuania by railway transport through land border crossing points;

1.2. transported to the territory of the Republic of Lithuania by rail transport with transshipment from a wagon of one gauge width to a wagon of another gauge width, when cargoes are brought into the territory of the Republic of Lithuania by rail transport and after transshipment are taken out of the territory of the Republic of Lithuania by rail transport through land border crossing points, and where the carriage of the consignment is carried out continuously in the framework of a single carriage contract.

2. Terms and abbreviations used in the *TKT-LTG Freight Tariff Book* of AB LTG Cargo:

Automotive Vehicle (AV) shall mean a loaded vehicle, trailer or empty vehicle or trailer before or after its use for the carriage of goods.

CN shall mean Combined Nomenclature.

Base Rates shall mean the rates (i) specified in the carriage rate schedules, as well as (ii) the rates calculated per axle-kilometer or (iii) per kilometer, which are subject to the procedures and coefficients set out in Chapters III to VII of the *Freight Tariff Book TKT-LTG Cargo*.

Intermodal Transport Unit (ITU) shall mean a container, detachable vehicle body, semi-trailer.

SMGS shall mean the Agreement on International Goods Transport by Rail.

Inventory Wagons and Containers shall mean wagons and containers belonging to railway administrations of other countries.

Private Wagons and Containers shall mean wagons and containers owned by natural or legal persons (except railway administrations of other countries) and wagons and containers leased from railway administrations of other countries.

3. The carriage rates shall be calculated in accordance with the *Freight Tariff Book TKT-LTG Cargo* of AB LTG Cargo in force on the date specified in the calendar stamp of the originating station in the transport documents.

4. Rates shall be specified in euros (EUR) excluding value added tax (VAT).

CHAPTER II. CHAPTER II. PROVISIONS FOR THE CALCULATION OF CARRIAGE RATES

Section I. Basis for the Calculation of Carriage Rates

5. Carriage rates shall be calculated based on:

5.1. Table of rates (Chapter VIII);

5.2. The Rules for the Carriage of Dangerous Goods (Annex 2 to the SMGS) and the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID);

5.3. Combined Nomenclature (CN);

5.4. Procedures for calculating rates (Chapters III-VII);

5.5. Table of distances between land border crossing points of Lithuanian railways (Table 1 in Annex 1).

Section II. Cargo Weight per Wagon

6. The minimum weight of the goods in the wagon for which the carriage rate shall be calculated shall be 25 tonnes, unless otherwise specified.

7. The minimum weight of the ITU (excluding container) and AV in the wagon for which the carriage rate shall be calculated:

7.1. loaded ITUs (excluding container) and AVs – 10 tonnes;

7.2. tonnes of empty ITUs (excluding container) and AVs – 7 tonnes.

8. The weight of the cargo shall consist of:

8.1. the net weight of the cargo, the weight of the packaging (containers) of the cargo and the weight of the equipment required for securing the cargo;

8.2. the weight of additional removable and non-removable equipment not included in the weight of the wagon container.

9. The weight of the cargo in the wagon shall be rounded off as follows: a weight of 500 kilograms or more shall be rounded off to the nearest tonne; a weight of less than 500 kilograms shall not be counted.

CHAPTER III.

CARRIAGE OF LOADED AND EMPTY ROLLING STOCK, ITUS (EXCLUDING CONTAINER) AND AVS

Section III. Determination of the Carriage Rate per Wagon

10. In all types of wagons, except for the cases provided for in Clauses 11-14, 20 and 48, the carriage rate per tonne shall be calculated in accordance with the rates set out in Chapter VII, Schedule 1.

11. The rate for the carriage of goods in tank wagons (CN headings 2705, 2707, 2709, 2712-2749, 2801, 2804, 2814, 2905-2908) shall be calculated on the basis of the rates set out in Chapter VII, Schedule 1, with the application of a coefficient of 1.15.

12. The rate for the carriage of gases (CN heading 2711) and hydrocarbons (CN heading 2901-2903) in tank wagons shall be calculated on the basis of the rates set out in Chapter VII, Schedule 1, with the application of a coefficient of 2.0.

13. The rate for the carriage of passenger cars (CN heading 8703) shall be calculated on the basis of the rates set out in Chapter VII, Schedule 1, with a coefficient of 4.2.

The minimum weight of the load in the wagon for which the rate shall be calculated shall be 10 tonnes.

14. The rate for the carriage of demolition goods in refrigerator wagons shall be calculated on the basis of the rates shown in Chapter VII, Schedule 1, with a coefficient of 1.9.

15. For a private diesel-generator wagon serving loaded or empty refrigerator wagons, the rate specified in Clause 31 per kilometer of the wagon axle shall be charged.

There shall be no charge for service staff travelling in a diesel generator wagon.

Section IV. Determination of the Rate for the Carriage of ITUs (Excluding Container) and AV

16. The rate for the carriage of ITUs (excluding container) and AV (irrespective of their degree of oversize) in special purpose flat wagons shall be calculated in accordance with the rates set out in Chapter VII, Schedule 1, taking into account the dependency of the wagon.

Section V. Determination of the Rate for the Carriage of Inventory Rolling Stock

17. For inventory rolling stock (non-working fleet locomotives, railway cranes, wagons, etc.), protective empty wagons or empty wagons with an inspection frame, as well as for the transportation of inventory empty wagons with issued SMGS consignment documents, a rate of EUR 0.304 shall be charged for each kilometer of the wagon axle, applying a coefficient of 1.1.

18. If carts or wheels, spare parts, details and accessories, which are part of the rolling stock or are needed on the road, are transported by rolling stock, no additional fee is charged for their carriage.

19. If other cargoes, not specified in Clause 18, are transported by rolling stock, the carriage rate shall be calculated only for the cargo transported by rolling stock in accordance with the generally established procedure for calculating the carriage rate of such cargo. The rate for the carriage of rolling stock, specified in Clause 17, shall not be additionally charged.

Section VI. Determination of the Rate for the Carriage of Oversized Cargo

20. The carriage rate for oversized load (except superloads and oversized load with bottom or side mark 6) as well as for oversized load carried in transporter wagons shall be calculated on the basis of the rates set out in Chapter VII, Chart 1, with a coefficient of 1.5.

20.1. in the case of superloads and oversized load with bottom or side mark 6 shall be calculated in accordance with the rates shown in Chapter VII, Schedule 1, with a coefficient of 4.0.

21. The carriage rate for standard and oversized load carried in transporter wagons shall be calculated for a load weight of at least 6,25 tonnes per axle of the transporter wagon.

Section VII. Determination of the Carriage Rate for a Single Locomotive

22. The rate for the carriage of cargo, including rolling stock equivalent to cargo by a single locomotive, shall be calculated in accordance with the procedure laid down in Chapters III, V and VI, with an additional applicable rate of EUR 24.75 per locomotive kilometre.

Section VIII. Determination of the Carriage Rate for a Combination of Wagons. Determination of the Rate for the Carriage of Long Cargo

23. The carriage rate for long cargo carried in a combination of wagons under a single consignment note, stacked in two or more wagons, shall be calculated on a wagon-by-wagon basis in accordance with the rates set out in Chapter VII, Schedule 1. If the consignment documents do not specify the weight of the cargo in each wagon separately, the total weight of the cargo shall be divided equally between each wagon.

24. The carriage rate for long oversized cargo carried in a combination of wagons under a single consignment note, stacked in two or more wagons, shall be calculated on a wagon-by-wagon basis, in accordance with the procedure laid down in Clause 20, by applying the coefficient of the highest grade of oversized load carried in that combination. If the consignment documents do not specify the weight of the goods in each wagon, the total weight of the goods shall be divided equally among each wagon.

25. In the case of a long cargo carried on two permanently coupled flat wagons which are considered as an indissoluble combination and have a single wagon number, the rate shall be calculated as per wagon in accordance with the rates set out in Chapter VII, Schedule 1.

26. The carriage of an empty wagon suspended as a safety wagon or an empty wagon with a check frame in a combination of wagons shall be charged in accordance with the procedure set out in Clauses 17 or 31.

Section IX. Determination of the Carriage Rate for Cargo Securing Devices

27. The rate for the carriage of goods with securing devices belonging to the consignor shall be calculated on the combined weight of the goods and the protection structures.

The carriage rate for cargo securing devices carried unladen and not belonging to LTG Cargo or to railway administrations of other countries shall be calculated on the basis of the actual weight of the cargo securing devices, in accordance with the procedure set out in Clause 10. The minimum weight of the securing devices in the wagon for which the carriage rate shall be calculated shall be 10 tonnes.

28. For the transportation of cargo securing devices transported without cargo and owned by LTG Cargo or railway administrations of other countries in wagons not owned by the carrier, the rate indicated in Clause 31 shall be charged for each kilometer of the wagon axle.

29. The carriage of empty wagons not owned by the carrier with installed cargo securing devices, the weight of which is not included in the tare weight of the wagon, shall be charged at the rate specified in Clause 31 for each axle-kilometer of the wagon, with the application of a coefficient of 1.2.

Section X. Determination of the Rate for the Carriage of Cargo in Inventory Wagons

30. The rates for the carriage of cargo in inventory wagons shall be calculated according to the procedure established in Chapters III, V and VI by applying an additional coefficient of 1.4.

Section XI. Determination of the Rate for the Carriage of Private Wagons and Other Special Rolling Stock

31. A rate of EUR 0.304 shall be charged for the carriage of empty private wagons, except for the cases provided for in Clause 32, for each kilometer of the axle of the wagon.

32. A rate of EUR 0.664 shall be charged for the carriage of special rolling stock (locomotives, railway cranes, passenger cars, road vehicles, etc.) treated as private cargo, for each kilometer of the rolling stock axle.

Section XII. Determination of the Rate for the Carriage of Accompanying Persons

33. Except as provided for in Clauses 15 or 43, the carriage of each person accompanying the goods in a loaded or empty goods wagon, passenger wagon or locomotive shall be charged at a rate of EUR 0.09 per kilometer.

34. The rate for the carriage of an empty goods wagon or a passenger wagon with accompanying persons shall be calculated in accordance with the procedure set out in Clauses 17, 31 or 32.

35. The rate for the carriage of a loaded goods wagon with accompanying persons shall be calculated in accordance with the procedure laid down in Chapters III, V and VI.

Section XIII. Determination of the Rate for the Carriage of Groupage Cargo

36. The rate for the carriage of groupage loaded in wagons under a single consignment note shall be calculated for the total weight of the consignments in the wagon, applying the rate for the heaviest load in the wagon.

37. If the consignments loaded in one wagon include dangerous goods as referred to in Clause 48, the rate for the carriage of all the goods shall be calculated by applying the dangerous goods rate to the total weight of the goods in the wagon.

38. If there is an oversized load among the consignments loaded in one wagon, the rate for the carriage of these consignments shall be calculated by applying the oversized load rate to the total weight of the consignments in that wagon.

If the cargo loaded in one wagon include oversized loads with different degrees of oversize, the rate for the carriage of all the loads shall be calculated by applying the rate for the highest degree of oversize to the total weight of the loads in the wagon.

CHAPTER IV. CONTAINER CARRIAGE

Section XVI. Determination of the Rate for the Cargo Carriage in Containers

39. The rate for the carriage of goods in the carrier's own universal containers shall be calculated in accordance with the rates set out in Chapter VII, Schedule 2, with the application of the following coefficients:

- in an inventory wagon – 1.17;
- in a private wagon – 1.00.

40. The rate for cargo carriage in private tank and refrigerator containers shall be calculated in accordance with the procedure set forth in Clause 39, with a coefficient of 1.50.

41. The freight rate for cargo transported in special containers (except for tank and refrigerator containers) whose parameters match the parameters of universal containers shall be calculated according to the procedure set forth in Clause 39 for universal containers.

42. For freight carried in a transport container which does not comply with the parameters of universal containers and which does not comply with the requirements laid down in the normative documents for containers, the carriage charge shall be calculated in accordance with the procedure laid down in Chapter III, in the same way as for the carriage of freight loaded onto a wagon.

43. For a private diesel-generator wagon serving loaded or empty refrigerator containers, the rate specified in Clause 31 per kilometer of the wagon axle shall be calculated.

There shall be no charge for service staff travelling in a diesel generator wagon.

44. The rate indicated in Clause 31 shall be calculated for the carriage of a private wagon with an empty inventory container.

Section XV. Determination of the Rate for the Cargo Carriage in an Inventory Container

45. The rate for cargo carriage in an inventory container shall be calculated according to the procedure set forth in Clauses 39 or 40, applying a coefficient of 1.17.

Section XVI. Determination of the Rate for the Carriage of an Empty Private Container

46. The rate for cargo carriage of an empty private container shall be calculated according to the freight rate of a loaded private container of the corresponding type by applying a coefficient of 0.5.

CHAPTER V. CARRIAGE OF DANGEROUS GOODS



47. The class of dangerous goods shall be determined in accordance with the Rules for the Carriage of Dangerous Goods (Annex 2 to the SMGS) and the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID).

48. In the case of dangerous goods of hazard classes 1, 6.2, 7, the rate shall be calculated in accordance with the rates set out in Chapter VII, with a coefficient of 4.2.

49. For dangerous goods other than those referred to in Clause 48, the rates shall be calculated in accordance with the procedure laid down in Chapters III and IV.

CHAPTER VI. OTHER CARRIAGES



50. The rates for the carriage of household items shall be calculated according to the procedure established in Chapters III and IV.

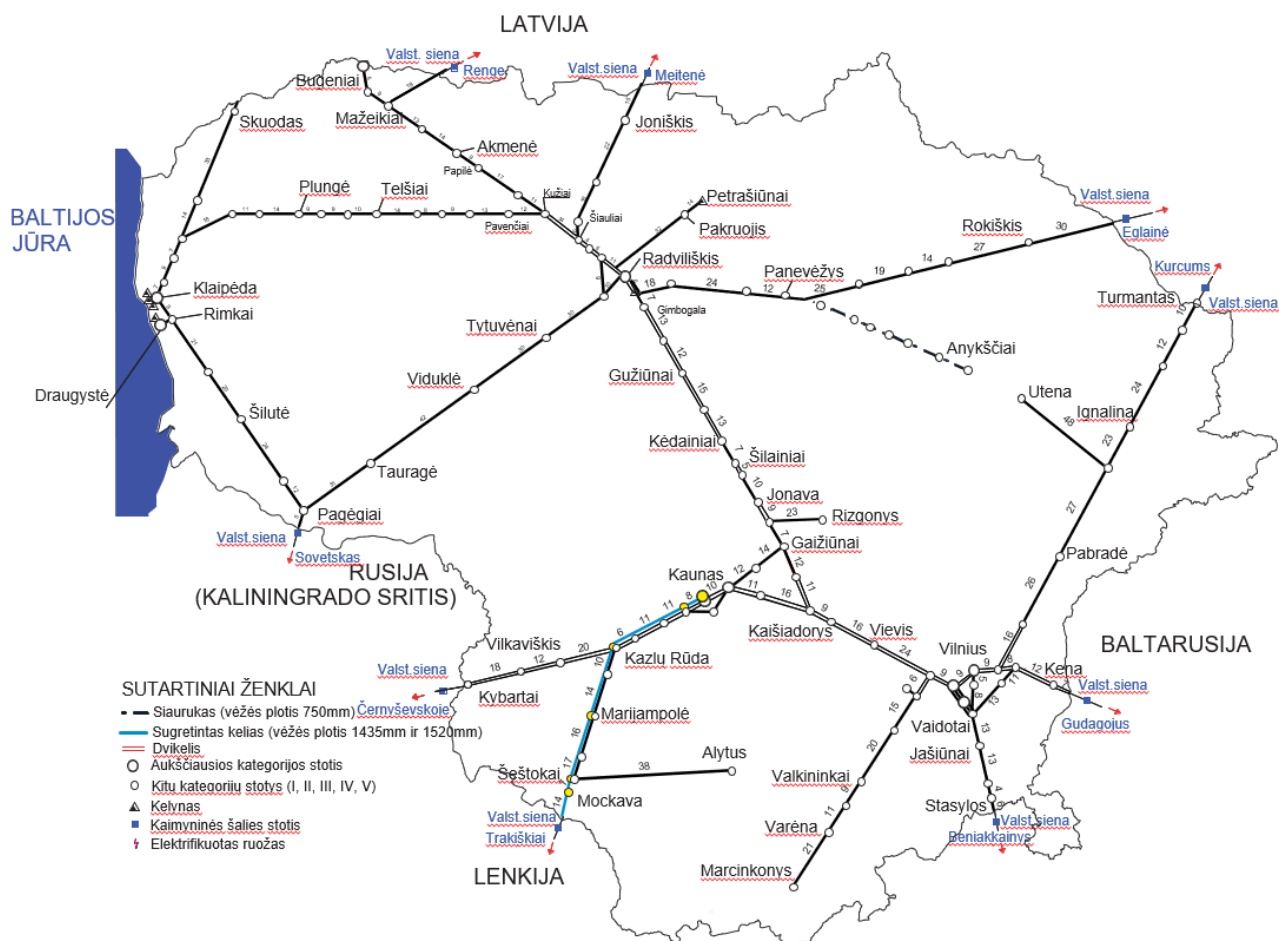
51. The rates for the carriage of cargo not mentioned in the *Freight Tariff Book TKT-LTG Cargo* of AB LTG Cargo shall be determined by a separate agreement between AB LTG Cargo and the customer.

**CHAPTER VII.
CARRIAGE RATES**

Distance, km	Schedule number			
	1	2		
	Carriage rate per wagon	Container carriage rate		
		up to 20 feet inclusive	over 20 feet to 30 feet inclusive	over 30 feet
	up to 20 feet inclusive	over 20 feet to 30 feet inclusive	over 30 feet	up to 20 feet inclusive
1-10	0,45	82	102	119
11-20	1,42	82	102	119
21-30	2,31	82	102	119
31-40	3,16	98	117	137
41-50	4,13	110	137	162
51-60	5,03	124	153	190
61-70	5,92	140	174	215
71-80	6,89	152	194	240
81-90	7,76	167	215	265
91-100	8,65	181	234	290
101-110	9,45	192	252	316
111-120	10,2	210	274	342
121-130	10,96	220	293	366
131-140	11,71	234	311	392
141-150	12,44	250	332	416
151-160	13,14	263	350	442
161-170	13,91	275	370	469
171-180	14,65	290	391	492
181-190	15,31	303	410	519
191-200	16,07	318	428	544
201-210	16,8	332	449	570
211-220	17,59	345	466	595
221-230	18,33	360	486	620
231-240	19,16	374	505	645
241-250	19,89	385	525	671

Distance, km	Schedule number			
	1	2		
	Schedule number	Container consignment		
		up to 20 feet inclusive	over 20 feet to 30 feet inclusive	over 30 feet
	EUR/tonne	EUR/cont.	EUR/cont.	EUR/cont.
251-260	20,64	402	544	695
261-270	21,47	414	564	721
271-280	22,21	428	583	746
281-290	22,94	442	603	772
291-300	23,74	455	623	797
301-310	24,49	471	642	822
311-320	25,22	483	662	847
321-330	25,96	499	681	874
331-340	26,72	511	702	897
341-350	27,46	525	720	924
351-360	28,13	538	740	948
361-370	28,84	553	760	975
371-380	29,58	567	778	1002
381-390	30,34	579	797	1025
391-400	31,08	595	818	1053
401-410	31,8	606	836	1078
411-420	32,5	620	856	1103
421-430	33,12	636	877	1128
431-440	33,88	650	895	1154
441-450	34,53	663	915	1178
451-460	35,21	675	935	1204
461-470	35,95	689	954	1229
471-480	36,63	703	973	1255
481-490	37,37	718	994	1280
491-500	38,02	732	1012	1305
501-510	38,63	746	1029	1330
511-520	39,27	760	1047	1355
521-530	39,91	773	1065	1380

LIETUVOS GELEŽINKELIŲ SCHEMA



Distances between land border crossing points of Lithuanian railways (km)

Table

From or to border stations		Border stations								
		Lithuania and Latvia				Lithuania and Belarus		Lithuania and Russia		Lithuania and Poland
		LTG Rokiškis LDZ Eglainė	LTG Joniškis LDZ Meitenė	LTG Mažeikiai LDZ Renge	LTG Turmantas LDZ Kurcums	LTG Stasylos BČ Benekainys	LTG Kena BČ Gudagojis	LTG Kybartai RŽD Černyševskoje	LTG Pagėgiai RŽD Sovetskask	LTG Mockava PKP Trakiškiai
Railway and border crossing code		24 1005 25 1005	24 1001 25 1001	24 1003 25 1003	24 1006 25 1006	24 1051 21 1051	24 1050 21 1050	24 1027 20 1027	24 1026 20 1026	24 0840 51 0840
24 1005 25 1005	LTG Rokiškis LDZ Eglainė	-	248	285	523	399	405	393	316	421
24 1001 25 1001	LTG Joniškis LDZ Meitenė	248	-	157	436	311	317	305	228	333
24 1003 25 1003	LTG Mažeikiai LDZ Renge	285	157	-	473	348	354	342	265	370
24 1006 25 1006	LTG Turmantas LDZ Kurcums	523	436	473	-	208	212	354	503	382
24 1051 21 1051	LTG Stasylos BČ Benekainys	399	311	348	208	-	88	230	379	258
24 1050 21 1050	LTG Kena BČ Gudagojis	405	317	354	212	88	-	236	385	264
24 1027 20 1027	LTG Kybartai RŽD Černyševskoje	393	305	342	354	230	236	-	373	130
24 1026 20 1026	LTG Pagėgiai RŽD Sovetskask	316	228	265	503	379	385	373	-	401
24 0840 51 0840	LTG Mockava PKP Trakiškiai	421	333	370	382	258	264	130	401	-