

Entry No.	Railway service facility	Name of the service	Service content (short description provided, no abbreviations)	Unit of measurement for the service	Price in EUR (excl. VAT)	Service provider, its contact person	Place of service provision	Method and form of ordering the service	Technical access conditions that must be known to the customer of the service
1.	Category I passenger stations, their buildings and other facilities, travel information display and suitable location for ticketing services	Use of Passenger Stations, Their Buildings and Other Facilities	Passenger railway station buildings (their public spaces), travel information stands (scoreboards) and sound equipment (excluding ticketing areas) shall be made available.	Passenger train stop (units)	Category I stations – EUR 15.92; Category II stations – EUR 3.16;	AB LTG Infra Infrastructure Services Department	Railway stations and stops for passenger trains	Request to conclude a SF service contract, SF service contract, Service order***.	Lists of passenger stations by categories are published in the SF descriptions on the website at: https://ltginfra.lt/en/gelezin-keliu-paslaugu-irenginiai
2.	Category II passenger stations, their buildings, and other facilities, travel information display and suitable location for ticketing services	Use of Areas for Ticket Sales	The recipient of the service shall be provided with areas or premises at the railway station to install ticket counters or devices for automatic ticket sales.	Square meter (m²)	Category I stations – EUR 11.47; Category II stations – EUR 4.02;				Ticket offices are to be installed by the customer after the agreement of the project with the infrastructure manager.
3.	Accumulation tracks, train formation and shunting facilities	Access to railway tracks, connected to rail service facilities (former service - Use of station and / or access tracks assigned to a railway service facility to drive wagons)	The service recipient shall be granted access, during which, on the railway tracks managed by the Manager, connected to the RSF, the Service Recipient shall pull wagons back and forth from the beginning of the railway track connected to the RSF to the end of the railway track connected to the RSF, counting the entire distance of the railway track managed by the Manager connected to the RSF (additional exceptions apply***).	Rolling stock kilometre (wagon km)	0.51**** (Previously valid rates: 0,63** [valid from 2022.04.01]; 1,77 [valid until 2022.03.31])		Relevant railway station	Request to conclude a SF service contract, SF service contract, Service Order Form or Service order***.	Shunting and uncoupling of wagons shall be performed by the customer on its own.
		Use of railway tracks for the provision of RSF services (former service - Use of station and / or access tracks assigned to a railway service facility to drive wagons)	The recipient of the service shall be given the opportunity to use the railway tracks managed by the Manager (which do not have a railway track connected to the RSF function) to provide the RSF services.	Kilometre of rolling stock (wagon km)	2.02****		Corresponding railway station	Request to enter into a service provision contract for RSF, Service Contract for RSF, Service order form or Service order***.	
4.		Use of rolling stock forming and shunting facilities*	The service recipient shall be given the opportunity to divide trains into groups of wagons or arrange wagons accumulated for a new train by providing access to railway station roads, switches, signaling devices and other facilities (shall not apply to locomotives, special railway rolling stock and special railway rolling stock performing the function of a locomotive).	Number of wagons (pcs.)	1.55**** (Previously valid rates: 2.69** [valid from 2022.04.01]; 3.58 [valid until 2022.03.31])		Relevant railway station	Request to conclude a SF service contract, SF service contract, Service order***.	
5.		Use of railway service facilities for the storage of rolling stock	The recipient of the service shall be provided with railway station tracks of the public railway infrastructure for storage of rolling stock. Keeping rolling stock in a service facility shall be understood as the presence of a rolling stock in a service facility for more than 24 hours for any reason.	Hour	0.0641*		Relevant railway station	Request to conclude a SF service contract, SF service contract, Request to provide an access to SF and get the use of railway-related services or Service order***.	

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6.	Accumulation tracks, train formation and shunting facilities	Usage of the intercostal exchange mechanism	The recipient of the service shall be given the opportunity to pull rolling stock with width-changing wheels through the gauge change mechanism at the Mockava railway station.	Number of wagons (pcs.)	15.16	AB LTG Infra Infrastructure Services Department	Mockava railway station	Request to conclude a SF service contract, SF service contract, Service order***.	None
7.	Accumulation tracks, train formation and shunting facilities	Use of shunting hill	The customer is provided with the possibility to use the wagon shunting hill (including the switch) to form or to reform the trains.	Number of wagons (pcs.)	0.61**[valid from 2022.04.01]; 1.83 [valid until 2022.03.31]	AB LTG Infra Infrastructure Services Department	Relevant railway station	Request to conclude a SF service contract, SF service contract, Request to provide an access to SF and get the use of railway-related services.	Shunting and uncoupling of wagons shall be performed by the customer on its own.
8.	Freight terminals (VIT) Freight terminals (KIT)	Intermodal loading and servicing of different sorts of trains and wagon groups	Service that may be provided to the Customer (carrier) or to the Customer who has entered into an agreement with a railway undertaking (carrier) and has previously agreed on the delivery of trains and wagon groups to the place of provision of Services. This Service includes the transshipment of intermodal trains and wagon groups from one railway platform to another; the transshipment of intermodal trains and wagon groups from railway platform to vehicle platform; the transshipment of intermodal trains and wagon groups from vehicle platform to railway platform; the transshipment of intermodal trains and wagon groups from railway platform to the site for free storage for up to 15 days; the loading of intermodal trains and wagon groups from the site to railway/vehicle platform; swapping of intermodal trains and wagon groups on one railway platform.	Hour	213.81	AB LTG Infra Infrastructure Services Department Intermodal terminals	Vilnius Intermodal Terminal, address Terminalo str. 8, Vilnius or Kaunas intermodal terminal, address Palemono str. 78, Kaunas.	The order shall be submitted by email or through access to the Terminal Operating System order unit.	Technical conditions are published in SF descriptions at: • VIT: https://ltginfra.lt/en/gelezi-nkeliu-paslaugu-irenginiai • KIT: https://ltginfra.lt/en/gelezi-nkeliu-paslaugu-irenginiai
9.	Freight terminals (loading sites)	Access to Vilnius Regional Cargo Terminal Access to Kaunas Regional Cargo Terminal Access to Šiauliai Regional Cargo Terminal Access to Klaipėda Regional Cargo Terminal	The customer is provided with an opportunity to unload / load the cargo, store it or warehouse it in the specified area	Price per month per square meter (m ²)	Vilnius region – 0.231 Kaunas region – 0.147 Klaipėda region – 0.263 Šiauliai region – 0.137	AB LTG Infra Infrastructure Services Department	Relevant loading terminals	Request to conclude a SF service contract, SF service contract, Service order***.	None

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10.	Technical assistance facilities	Accident elimination at SF	The customer is provided with assistance in eliminating the consequences of railway transport disasters, railway traffic accidents and railway transport incidents.	Service	The charge is calculated according to the formula: $P_k = (V_i \times V_{sk}) + S_i + (M_i \times Q_i) + (K_i \times Q_i) + (E_i \times Q_i) + T_i + (K_{ti} \times Q_i) + N + V + WACC,$ where: P_k – payment for the accident response SF service (Eur); V_i – hourly rate for the employee providing the services; V_{sk} – number of hours; S_i – percentage of social insurance contribution from ($V_i \times V_{sk}$); M_i – price of the consumed material valid at the time of providing the service; K_i – price of consumed fuel and lubricants valid at the time of providing the service; E_i – price of consumed electricity valid at the time of provision of the service; T_i – depreciation of assets used during the provision of the service; K_{ti} – price of other costs incurred at the time the service is provided; Q_i – amount of costs incurred in providing the service; N – indirect costs; V – operating costs; $WACC$ – Reasonable Profit, Eur	AB LTG Infra	The service is provided only at AB „LTG Infra“ railway tracks	Request to conclude a SF service contract, SF service contract, Service order***.	None
11.	By GTK: Additional service – traction current	Supply of traction current	Service providing electricity for the movement of an electric train.	Kilowatt hour (kWh)	The charge is calculated according to the formula: $E = Re \times e,$ where: E – payment for the supply of traction current (Eur); Re – the amount of active, consumed reactive, generated reactive and power components of the electricity, required to ensure the traction of rolling stock (kWh); e – price per kilowatt hour of active, consumed reactive, generated reactive and power components of the electricity, required to ensure the traction of rolling stock determined by the supplier of electricity (Eur/kWh).	AB LTG Infra Infrastructure Service Department	On relevant electrified railway lines	Request to conclude a SF service contract, SF service contract, Service order***.	Technical conditions are published in the Public Railway Infrastructure Service Train Schedule Network Statement for 2021–2022 at: https://ltginfra.lt/en/tinklo-nuostatai

Note. Rates were approved by the Order of the Director General of AB LTG Infra No JS(LGI)-593 of 15 December 2020 “On the approval of the list of prices for the services of the railways managed by the manager of the Public Railway Infrastructure” (hereinafter referred to as – Order). The amended Order was updated and approved on 26 February 2021 by the Order No JS(LGI)-58 of the Director General of AB LTG Infra. Other changes were made by updating The amended Order No JS(LGI)-58 (17 December 2021 by the Order No JS(LGI)-389, 6 April 2022 by the Order No JS(LGI)-52/2022).

* The rate was approved by the Order of the Director General of AB LTG Infra JS(LGI)-58 of 26 February 2021.

× The name of the service was changed on 17 December 2021 by the Order No. IS(LGI)-389 of the Director General of AB LTG Infra.

** The rate was re-approved by the Order of the Director General of AB LTG Infra JS(INFRA)-52/2022 of 6 April 2022.

*** More detailed information on exceptions for the provision of services and on the order of the service are specified in the [Rules for the provision of basic and / or ancillary services related to rail transport at railway service facilities operated by the public infrastructure manager during the validity period of the working timetable for rail transport in 2021–2022](#).

**** The rate was approved/reconfirmed by order of the General Manager of AB LTG Infra of 12/12/2022 No. JS(INFRA)-175/2022 considering the obligation of RRT, received on 13/04/2022.