

Schedule of Fees and Charges and

Description of the User Charge System

Adjustment to Fee Levels and Charges in 2018

Types of Fees and Charges	Set out in the List of Fees and Charges in	Price applicable from 01 January 2018	Price applicable from 01 May 2018
Fixed Basic Fees			
Fixed basic fee, inbound train	Clause 2.1	€ 146.00	€ 146.00
Fixed basic fee, locomotive running light	Clause 2.1	€ 35.00	€ 35.00
Fixed basic fee reduction	Clause 2.1	€ -41.75	€ -41.75
Wagon fitted with noise-reducing brakes	Clause 2.1	€ -1.04	€ -1.04
Actual-use Charges			
Loading point district transfer trip (with soot filter)	Clause 2.2	€ 10.00	€ 10.00
Loading point district transfer trip (without soot filter)	Clause 2.2	€ 20.00	€ 20.00
Lump sum, heavy-goods train	Clause 2.2	€ 51.95	€ 51.95
Sorting facility	Clause 2.2	€ 1.57	€ 1.57
Transit wagon	Clause 2.2	€ 5.20	€ 5.20
Time-based Charges			
Time-based charges, category 1	Clause 2.3	€ 2.71	€ 2.71
Time-based charges, category 2, level 1	Clause 2.3	€ 0.68	€ 0.68
Time-based charges, category 2, level 2	Clause 2.3	€ 1.04	€ 1.04
Time-based charges, category 3, level 1	Clause 2.3	€ 0.27	€ 0.27
Time-based charges, category 3, level 2	Clause 2.3	€ 0.42	€ 0.42
Time-based charges, category 3, level 3	Clause 2.3	€ 0.57	€ 0.57
Time-based charges, category 4, lease fee per day	Clause 2.3	€ 50.00	€ 50.00
Time-based charges, category "S" (disabled wagon track)	Clause 2.3	€ 2.71	€ 2.71
Time-based charges, category "L" (loc dwell time)	Clause 2.3	€ 5.10	€ 5.10
Time-based charges, category "LA" (loc storage)	Clause 2.3	€ 5.10	€ 5.10
Category "LA", annual lease fee	Clause 2.3	€ 13,900.00	€ 13,900.00
Other Fees and Charges			
Emergency response technology	Clause 2.4.4	€ 760.00/hour or part thereof	€ 760.00/hour or part thereof
Container scheduling	Clause 2.4.10	€ 2.20/container	€ 2.20/container
Container scheduling (not set out in the outline agreement, clause 2.4.10)	Clause 2.4.11	€ 5.00/container	€ 5.00/container
Fees for the use of transPORT rail			
In wagon loading traffic	Clause 2.4.15	€ 0.85/wagon	€ 0.85/wagon
In combined traffic	Clause 2.4.15	€ 0.46/container	€ 0.46/container

Annexes to the Schedule of Fees and Charges

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Annex 2b	Mandatory Entry of Data if both transPORT rail <i>basic</i> and transPORT rail are used
Annex 2c	Process Descriptions concerning the Functional Areas of transPORT rail <i>basic</i> and transPORT rail
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Annex 4	Container Scheduling Performance Specification
Annex 5	Manned Operating Hours of the Port Railway Operating Control Centres
Annex 6	Control, Command and Communication Systems
Annex 7	Data Transfer Model

Legal Notice [Impressum]

Hamburg Port Authority Anstalt öffentlichen Rechts

Railway Infrastructure/RI331 Netzzugang und Entgelt [Network Access and Fees & Charges]

Neuer Wandrahm 4

20457 Hamburg

www.hamburg-port-authority.de

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1. User Fees and Charges – Principles

The Schedule of Fees and Charges applicable to the use of the railway infrastructure (“Port Railway”) of Hamburg Port Authority (HPA) is divided into three categories:

- Fixed basic fees
- Actual-use charges
- Time-based charges

The fees/charges are billed to the railway undertaking (RU) that has entered into an infrastructure use agreement with HPA and pursuant to the DB Netz AG timetable has ordered the service. This also applies to “work train” movements as defined in the timetable.

RUs that move wagons onto the network of the Port Railway remain responsible for the location of the wagons until the wagons have left the network of the Port Railway. This also applies if wagons are transferred to another RU within the network of the Port Railway.

1.1. Fixed basic fees

The fixed basic fees cover the provision of the Port Railway’s service facilities as well as the use of defined functional track groups. RUs must pay them each time they use the facilities and/or tracks (case of use) irrespective of the extent they actually use them. “Case of use” refers to one train trip (locomotive plus group of wagons) and, from 01 January 2018, to one trip by a locomotive running light that crosses the infrastructure boundary between HPA and DB Netz AG. The fixed basic fees are payable for inbound traffic as well as for outbound traffic.

Direct train trips between the Port Railway infrastructure and the transshipment rail yard at Hamburg-Billwerder, operating as “circle line” in a loop, will likely be charged at a reduced fixed basic fee for 24 months once the circle line has been introduced.

1.1.1 Functional track groups

The fixed basic fees are payable for the use of the functional track facilities defined below:

- Category I: entry and exit tracks
- Category II: sorting and primary buffer tracks
- Category III: preparation and secondary buffer tracks
- Category IV: empty flat-wagon train provision tracks
- Category “S”: disabled wagon tracks
- Category “L”: locomotive dwell time unrelated to tracks
- Category “LA”: locomotive storage at designated locomotive storage spaces

Based on technical characteristics and operational requirements HPA has established several track categories. **Category I** tracks are distinguished by their technical characteristics. Tracks are only grouped in category I if they can carry multiple units over their entire length and are equipped with the signalling systems required to process inbound and/or outbound services. These tracks must be used to receive trains coming from the long-distance network of DB Netz AG. They are normally used by services leaving the infrastructure of the Port Railway. Because of their special technical equipment and restricted availability, trains can dwell on them for a limited period of time only.

The tracks of the **categories II and III** are subordinate to those of category I. They mainly differ from category I tracks in their technical equipment.

The main criterion for the division of the tracks into different categories is the standard dwell time allocated to each track category by HPA. Key criteria to be classified as a subordinate track are the purpose of the service, the location of the tracks within the network of the Port Railway and how easily they can be reached.

On 1 May 2018 the tracks HBS018, HBS019 and HBS021 at the Hamburg Süd marshalling yard were allocated to track **category IV** for an initial testing period of one year. Category IV tracks are used to provide empty flat-wagon trains (e.g. container flat wagons, tank flat wagons, etc.) that can be leased. The empty flat-wagon trains serve to help authorised access users manage additional traffic caused by orders placed at short notice.

The following terms and conditions apply to the use of category IV tracks:

- Flat-wagon trains parked on the tracks must consist of at least 20 flat wagons whose numbers have been notified in advance;
- Only empty flat wagons (e.g. container flat wagons, tank flat wagons, etc.) are permitted on the tracks;
- The respective flat-wagon holder / authorised access user undertakes to lease flat-wagon groups to all authorised access users that have entered into an infrastructure use agreement with the Port of Hamburg in a non-discriminatory manner (if necessary, the number of flat-wagon trains per flat-wagon holder / authorised access user may have to be limited);
- flat-wagon holders are responsible for the flat wagons while they are on the tracks and bear the costs incurred for the use of the tracks;
- authorised access users leasing the flat wagons must provide proof of the additional traffic created;
- users cannot lease individual flat wagons; only flat-wagon trains are permitted on the tracks.

The allocation of tracks to a functional track group is listed in a separate track categorisation list (see clause 3 hereof) that applies to all RUs. The allocations in the track categorisation list may deviate from rail-operational definitions and depend on requirements, capacity utilisation rates and demand for local tracks.

Single wagons are the basis of assessment to calculate the fixed basic fees due for the use of functional track groups (except for categories IV, "L" and "LA"). The fixed basic fee applies to the train as a whole, i.e. to all wagons of a train. By paying the fixed basic fee that covers all wagons of a train the RU can use a given facility within a defined scope with all the wagons. A track category for which a fixed basic fee has been paid per train can be occupied for a fixed period of time (standard dwell time) by the wagons of a train. The following standard dwell times apply:

Track category I

- Entry tracks Standard dwell time: 4 hours
- Exit tracks Standard dwell time: 4 hours

Track category II

- Sorting tracks Standard dwell time: 10 hours
- Primary buffer tracks Standard dwell time: 10 hours

Track category III

- Preparation tracks Standard dwell time: 24 hours
- Secondary buffer tracks Standard dwell time: 24 hours

Track category IV	No standard dwell time
Track category “S”	Standard dwell time: 24 hours
Track category “L”	Standard dwell time: 7 hours
Track category “LA”	Standard dwell time: 7 hours

The fixed basic fee is due once per each travelling direction and per each train (loc plus group of wagons) or locomotive running light. No additional actual-use charges will be charged if users switch between tracks and track categories.

Irrespective of the above regulation the standard dwell times applicable to the track categories will be captured and added up separately per each track category (see clause 1.3 hereof).

Track category “S” (disabled wagon tracks)

The use of disabled wagon tracks is charged per wagon based on dwell times. Apart from track category “S” charges no other actual-use charges applicable to other track categories will be charged for the use of disabled wagon tracks.

Track category “L” (locomotive dwell time)

Fees apply to locomotives that are not deployed to move flat wagons within the Port of Hamburg after the free-of-charge standard dwell time has expired. The standard dwell starts counting once the locomotive crosses the point where HPA’s infrastructure connects to DB Netz AG’s infrastructure or the infrastructure of a loading point and reaches its destination track. The locomotive dwell time fee applies if the locomotive does not move any wagons on the Port Railway’s infrastructure within one calendar day (00:00-24:00 hours). In this case the no-movement time per each calendar day (00:00-24:00 hours) will be added up. When the locomotive leaves the Port Railway infrastructure (to go to a loading point or continue on the infrastructure of DB Netz AG), the times added up minus the free-of-charge standard dwell time will be billed.

With regard to locomotive movements that start before and end after midnight, billing is based on the time the locomotive movement started. If the locomotive movement starts at 23:50 on day 1 and ends on the next day 2 at 00:40, no fee will be due for day 1. For day 2 a fee will be due if the locomotive is not moved again on that day. If the locomotive is moved again at, e.g. 14:00, no dwell time fee will be due for day 2.

Track category “LA” (locomotive storage)

Fees apply to locomotives that are parked in locomotive storage spaces designated as such within the port after the free-of-charge standard dwell time has expired. The standard dwell time starts counting once the locomotive has reached its storage space. The above does not apply to locomotive storage spaces leased on an annual basis for which an annual lease fee is paid.

1.1.2 Incentive for the short-term use of tracks

If the units of a train occupy category I tracks in each travelling direction for a short while only (total dwell time < 60 minutes), the fixed basic fee due per train (loc plus group of wagons) will be reduced provided that all units of the train have left the

track category within this period of time. If individual units of the train exceed the 60-minute dwell time, the fixed basic fee must be paid in full.

The fixed basic fee will also be reduced for trains that enter and exit on category I and II tracks, operational tracks and passing loops if upon entering all units on the train go straight to a loading point or leave the infrastructure of the Port Railway directly from the loading point. In order for the reduction to apply, the following requirements must have been met:

- For inbound trains the first track captured must be a track that runs straight to a loading point and is not a track of the Port Railway infrastructure
and/or
- For outbound trains the last track captured must be a track on which the train exits straight from the loading point and that is not a track of the Port Railway infrastructure.

1.1.3 Surcharge for ad-hoc traffic notifications

RUs must notify HPA of the date and estimated time of arrival of their inbound trains as well as the railway/marshalling yard of the Port Railway they are destined for in a timely manner (24 h prior to arrival at the latest). This is to ensure that disruptions of regular operations (pre-planned services of other trains or RUs) are kept to a minimum and to allow HPA to advise the notifying RU on a favourable time window. Trains heading towards the port at short notice, which HPA has not been notified of at least 24 hours in advance by DB Netz AG's traffic advice or by direct message (email or fax stating the date of the service, the estimated time of arrival and the loading point the train will call at) by the RU in charge, will be charged with a **50% surcharge** on the fixed basic fee. The outbound train service will not be affected by this regulation.

1.2. Actual-use charges

The charges based on actual use are due for:

- Loading point district transfer trips across districts
- Heavy-goods trains
- Special facilities
 - Sorting facilities in the marshalling yards of the Port Railway (hump yard)
 - Public loading points
- HABIS-Zoll [HABIS] customs
- Transit trains

1.2.1 Charges payable for loading point district transfer trips across districts

The introduction of the type of charge "loading point district transfer trips" was an incentive to optimise wagon movements on the infrastructure of the Port Railway.

A loading point district refers to several regionally and operationally linked loading points combined into districts that are comparable in terms of capacity. The districts have been established to take account of the different sizes and capacities of the loading points in the western port area (WHO) and eastern port area (HHO). In the western port area one terminal usually equals one loading point district. In the eastern port area several loading points are combined into one loading point district. Here, both the loading points and the infrastructure close to the loading points (e.g. district railway/marshalling yards in the Peute area) have been integrated into the loading point districts.

The allocation of tracks to a loading point district is set out in a separate track categorisation list (see clause 5 hereof) that applies to all RUs.

A loading point district transfer trip refers to the movement of one or several wagons of a train (defined by train number, date of service, RU) from one loading point district into another.

Authorised access users will not be billed loading point district transfer trips that cross the infrastructure boundary between DB Netz AG and the Port Railway; they will only be billed loading point district transfer trips within the Port Railway infrastructure.

The RU that pursuant to clause 1 ordered the train path (service) will be billed one loading point district transfer trip in proportion to its share in the movement between different loading point district transfer trips.

1.2.2 Heavy-goods train charges

Compared to ordinary trains, heavy-goods trains put a disproportionately high strain on the infrastructure. As such they require special logistical attention and it is only fair to distinguish them from ordinary trains.

A train is classified as a heavy-goods train based on the technical properties of its wagons. These properties are:

- Number of axes
- Length over buffer
- Total wagon weight

If the axle load of a wagon exceeds 22.5 t and/or the load per metre of a wagon exceeds 8 t, it will be classified as heavy-goods wagon. If a train has 5 or more heavy-goods wagons, it will be classified as a heavy-goods train. Heavy-goods trains are subject to a lump sum charge per train per travelling direction.

1.2.3 Use of sorting facilities

The use of sorting facilities (hump yard) at marshalling yards of the Port Railway is chargeable based on the number of wagons sorted at the facility.

Wagons entering the sorting tracks of the sorting facility and their dwell times there will be charged in accordance with the regulations governing actual-use charges and time-based charges applicable to the respective functional track group. The actual use of the sorting facility will be charged separately.

1.2.4 Use of public loading points

HPA operates three public loading points the use of which is chargeable. Clause 4 hereof lists the public loading points available to users.

To ensure availability of the desired facilities, authorised access users must contact HPA in advance to enquire about capacities.

Capacity enquiries and bookings must be directed to the Service Centre (tel.: +49 40 42847-1888, email: b-servicedesk@hpa.hamburg.de). The following information must be provided:

- Desired period of use (day, time)
- Wagons on the train (including wagon numbers)
- Type of loading/activity to be carried out

Requests will be processed around the clock (24/7).

Prior to actually using the public loading point, users must notify HPA's Service Centre of the planned use. Users must book the wagons on the track of the loading point via the transPORT rail basic system (see also Section III HPA-NBS-BT).

If several users have applied to use a facility at identical periods of time, the principles of the co-ordination procedure apply (see HPA-NBS-AT, clause 3.2).

1.2.5 Use of HABIS-Zoll [HABIS Customs]

The information system - HABIS-Zoll - can be used via the HABIS functional module "HABIS-Zoll customs seaport module" to handle customs processes. The use is chargeable. The basis of assessment for using the functional module within HABIS-Zoll is the customs declaration of intent submitted via the system.

1.2.6 Transit wagons

Transit wagons are wagons that enter and leave the Port Railway infrastructure without calling at a loading point. The Port Railway's duty is to ensure that goods are delivered to and collected from private siding owners in the Port of Hamburg. As transit wagons are not involved in such transactions, they must bear an appropriate share of the infrastructure costs.

1.3. Time-based charges

If standard dwell times on tracks of the categories I to III, "S", "L" and "LA" are exceeded, additional time-based charges will be imposed. A separate standard dwell time applies to each of the track categories I to III, "S", "L" and "LA". For the functional track groups below the following additional charges are payable per time unit or part thereof, per wagon / empty flat-wagon train in category IV / locomotive:

- Category I: Dwell times exceeding 4 hours, per hour or part thereof
- Category II: Dwell times exceeding 10 or 15 hours, per hour or part thereof
- Category III: Dwell times exceeding 24 or 35 or 120 hours, per hour or part thereof
- Category IV: Per each day or part thereof; no free-of-charge dwell times apply
- Category "S": Dwell times exceeding 24 hours, per hour or part thereof
- Category "L": Dwell times exceeding 7 hours, per hour or part thereof
- Category "LA": Dwell times exceeding 7 hours, per hour or part thereof
(except for locomotive storage spaces leased on an annual basis)

The Port Railway as a service facility that synchronises the processes between the loading points and terminals in the port and the line use on the long-distance network of DB Netz AG does not offer any long-term parking facilities.

If there are no capacities available on a specific track category, RUs must use the next-higher track category.

1.4. Reductions in fees and charges in relation to the services provided

1.4.1 Reduced fixed basic fees in the event of restricted line use for technical reasons

The network of the Port Railway adjoins the long-distance network of DB Netz AG at three locations (junction at Hausbruch, Süderelbbrücke and Veddel). The railway/marshalling yards - Hamburg Süd, Hohe Schaar, Waltershof, Mühlenwerder and Alte Süderelbe - of the Port Railway can each only be reached via one of the above junctions. However, an alternative route is available to reach each junction via one of the other branch-offs.

If for technical reasons RUs cannot directly approach the railway/marshalling yards in the area of the feeding tracks or the junction point to the network of the Port Railway via one of the three branch-offs above, the RU directly affected will, upon application with HPA, be granted a 25% reduction in the fixed basic fee. The right to assert further rights remains unaffected.

In order to be granted the reduction mentioned above, the train of the RU must have reached an entry track of a railway/marshalling yard on the network of the Port Railway more than two hours after the planned arrival time at the junction. The RU must provide proof that its train has reached the branch-off where the disruption occurred maximally 20 minutes earlier/later than the branch-off arrival time stated in the timetable of DB Netz AG.

RUs whose trains reach the junction where the disruption occurred earlier or later than the 20-minute period mentioned above, will not be granted any reduction in the fixed basic fee.

Technical reasons that may result in a reduction of the fixed basic fee:

- Point disruptions
- Broken rails
- Signal box failure
- Signal failure
- Overhead line (catenary) damage
- Total breakdown of transPORT rail (= unplanned technical breakdown of the system and/or the transPORT rail-RU interface and/or HABIS Zoll, making it impossible to enter or exit a track)

1.4.2 Reduction in the fixed basic fees if wagons fitted with noise-reducing brakes are used

In order to mitigate noise pollution from trains approaching the Port of Hamburg that affects residential areas and leisure facilities along the tracks, incentive systems that address the source of the noise have been introduced. The incentives are aimed at RUs that have fitted their wagons with “noise-reducing brake pads” (K/LL). In addition, the incentives promote the use of wagons fitted with brake discs.

The incentives have been introduced following an initiative by the Bundesrat [Germany’s upper house of parliament] that provides for the introduction of pricing systems based on the level of noise produced on railway infrastructures from 2011 onwards (from December when the national railway timetable changes). As a service facility provider, Hamburg’s Port Railway is able and aims to play a pioneering role and make this initiative a success.

To support the initiative, RUs are offered a reduction in the fixed basic fees in relation to the number of wagons fitted with the brakes. Per each wagon fitted with the brakes the inbound or outbound RU will be granted a discount of currently € 1.04 per wagon of inbound and outbound trains respectively. RUs must provide to HPA the necessary data in a suitable form; the data will then be stored in the system. Random checks for the correctness of the data will be carried out.

1.4.3 Reduction in actual-use charges if shunting locomotives fitted with soot filters are deployed

Most of the shunting locomotives operating in the port are diesel locomotives without soot filter. To promote the use of soot filters in shunting locomotives, the costs of loading point district transfer trips across districts will be reduced from 01 January 2011 if the locomotives deployed are equipped with soot filters. The incentive benefits the inbound or outbound RU or the RU that pursuant to the DB Netz AG timetable has ordered the service.

RUs whose wagons are moved by a shunting locomotive equipped with a soot filter will pay less per each loading point district transfer trip thus carried out.

1.4.4 Reduced time-based charges in the event of restricted line use for technical reasons

If for technical reasons leaving the tracks or a track group of a railway/marshalling yard of the Port Railway is impossible or possible only at additional operational expenses, HPA will not charge any time-based charges for the railway/marshalling yard sections directly affected for the time the disruption lasts.

Additional operational expenses in this context are:

- the planned outbound direction of a train is unavailable and the train has to exit in the opposite travelling direction;
- the track can only be left if an additional multiple unit is used (e.g. if the electric overhead line (catenary) failed).

The above regulation applies to all track categories (I to III, "S", "L" and "LA").

Technical reasons with regard to the infrastructure are:

- Point disruptions
- Broken rails
- Signal box failure
- Signal failure
- Overhead line (catenary) damage
- Total breakdown of transPORT rail

1.5. Other fees and charges

1.5.1 Fees payable for additional staff services provided to process out-of-gauge loads

Like heavy-goods trains, out-of-gauge loads put a particular strain on the railway infrastructure, and the preparation and planning of the complex logistic processes requires a wide range of staff and skills to ensure the required safety for all parties involved.

For planning services, including calculations, rendered in relation to out-of-gauge loads of any kind (including heavy-goods wagons) an hourly fee will be charged, depending on the time needed.

For the movement of individual wagons and/or trains with properties other than the ones mentioned in clause 1.2.2 above, a fee per wagon will be charged.

2. Schedule of Fees and Charges

2.1. Fixed basic fees

The following fixed basic fees are payable:

- Train trip including the use of defined functional track groups (fee per train) €146.00
- Trip of a locomotive running light € 35.00

The charges are payable per travelling direction for every first use by a wagon of a train. The direction of an inbound train switches after the first loading point in the Port of Hamburg has been reached.

Basic fee surcharge:

- The surcharge for inbound trains HPA has not been notified of at least 24 hours in advance is 50% on the fixed basic fee.

Basic fee reductions:

- Short-term use of tracks as defined in clause 1.1.2 €-41.75
- Direct train trips between the Port Railway infrastructure and the transshipment rail yard at Hamburg-Billwerder (circle line) €-50.00
- Noise-reducing brakes (discount per wagon) € -1.04

2.2. Actual-use charges

- **Loading point district transfer trips**
- Loading point district transfer trip without soot filter €20.00
- Loading point district transfer trip with soot filter €10.00
- **Heavy-goods trains** (charges per train) €51.95
- **Special facilities** (charges per wagon)
- Sorting facilities at Port Railway marshalling yards (hump yard) € 1.57

- **Public loading points**
 - Langer Morgen loading track € 10.00/hour/wagon
 - Antwerpenstraße loading track € 10.00/hour/wagon
 - Rossweg loading track (use of track and storage area) € 680.00/day
 - Use of storage area from the 4th day after loading € 180.00/day

- **HABIS-Zoll** (charges per declaration of intent) € 1.50

- **Transit wagons** (charges per wagon) € 5.20

2.3. Time-based charges

The following time-based charges apply to the functional areas:

Functional track groups: (charges per wagon/empty flat-wagon train in category IV/locomotive)

- Category I: from the 5th hour €2.71/hour

- Category II: from the 11th hour €0.68/hour
from the 16th hour €1.04/hour

- Category III: from the 25th hour €0.27/hour
from the 36th hour €0.42/hour
from the 121st hour €0.57/hour

- Category IV: lease fee per day €50.00/day/empty flat-wagon train

- Category "S": from the 25th hour €2.71/hour

- Category "L": from the 8th hour €5.10/hour

- Category "LA": from the 8th hour €5.10/hour

- Category "LA": annual lease fee €13,900.00

If disabled wagon tracks (category "S") are used, no other time-based charges will be due for the use of the tracks of another track category.

The charges are payable per wagon/empty flat-wagon train in category IV/locomotive if the pre-defined standard dwell time per time unit stated or part thereof has been exceeded.

2.4. Other fees and charges

2.4.1 Lump sum reminder fee

The lump sum reminder fee as set forth in HPA-NBS-BT, clause 2.4 per reminder is **€ 7.00**

2.4.2 Additional staff services provided to process out-of-gauge loads

Planning **€75.00** per hour or part thereof

Movements **€ 1.85** per wagon

2.4.3 Provision of pilots

The fee for the services of a pilot requested by an authorised access user is **€75.00** per hour or part thereof

2.4.4 Emergency response technology

The fee for the provision of a road-rail vehicle including the staff qualified to operate the vehicle is **€760.00** per hour or part thereof

2.4.5 Hand-held radio devices

The fee for the provision of a hand-held radio device for the use as set out in HPA-NBS-BT, clause 12.2 in connection with Annex 6 for the leased models is

- Long-term lease for one timetable period (December-December) **€1,300.00** per device
- Month-on-month lease **€300.00** per device and month
- Ad-hoc use **€130.00** per device / 24 hours

2.4.6 Training of the staff of authorised access users / making them familiar with the local surroundings

The Hamburg Port Authority will make the staff of authorised access users familiar with the local surroundings before the train enters the port for the first time. The service will be provided by a qualified HPA employee who will also be available on request afterwards.

The fee is **€75.00** per hour or part thereof

2.4.7 Manning the Port Railway operating control centres outside of operating hours

If services are requested outside of the usual operating hours of the Port Railway operating control centres, the following fee will be charged

€75.00 per hour or part thereof

2.4.8 Entry of wagon master data

If HPA enters the wagon master data of authorised access users (see also HPA-NBS-BT, clause 23.3), the following fee will be charged:

Per entry / correction required **€20.00** per 15 minutes or part thereof

2.4.9 Entry of transport data

If, for reasons the user is responsible for, HPA is not supplied the data (e.g. wagon sequence data) required for the transport process at all or of an inferior quality or if authorised access users have asked HPA to enter the transport data in transPORT rail (see also HPA-NBS-BT, clause 23.3), HPA will bill users the additional costs it directly incurred as a result of entering the data (see also HPA-NBS-BT, clause 23.3).

The fee for each data entry required is **€20.00** per 15 minutes or part thereof

2.4.10 Container scheduling

RUs are responsible for their own container processes. On request the Port Railway will provide container scheduling services for a fee (see also HPA-NBS-BT, clause 23.3).

The fee is **€2.20** per container

2.4.11 Container scheduling (for services not set out in the outline agreement on container scheduling; see clause 2.4.10 hereof)

The fee is **€5.00** per container

2.4.12 Entry of wagon sequencing for inbound and outbound trains

Entering the wagon sequencing for inbound and outbound trains usually is the responsibility of the respective RU. HPA provides the service for a fee (see also HPA-NBS-BT, clause 23.3)

Each entry will be charged at **€20.00** per 15 minutes or part thereof

2.4.13 Access to transPORT rail by RUs (TD04-EVU)

For the installation, configuration and implementation of the standard connection of transPORT rail via an EDI interface as well as for the performance of quality tests, the following fees will be charged (provided the customer has an existing internet connection and knows how to set up and maintain the access):

€640.00, one-time fee

(plus individual installation costs pursuant to clause 2.4.9 "Correction of transport data" if applicable)

Fee to install transPORT rail via web client **€160.00**, one-time fee

2.4.14 Access to transPORT rail by operators (own scheduling; TD04-OP)

For the installation, configuration and implementation of the standard connection of transPORT rail via an EDI interface as well as for the performance of quality tests, the following fees will be charged (provided the customer has an existing internet connection and knows how to set up and maintain the access and the respective RU has given its consent)

€640.00, one-time fee

(plus individual installation costs pursuant to clause 2.4.9 "Correction of transport data" if applicable)

Fee to install transPORT rail via web client

(provided the respective RU has given its consent)

€160.00, one-time fee

2.4.15 Fees for the use of transPORT rail

For the use of transPORT rail (see also HPA-NBS-BT, clause 24.3) the following fees are payable:

In wagon loading traffic

€0.85 per wagon

In combined traffic

€0.46 per container

2.4.16 Adaptation of transPORT rail to suit individual needs

Upon the request of authorised access users transPORT rail can be adapted to suit individual needs (see also HPA-NBS-BT, clause 24.5). The required programming will be charged at

€1,150.00 per day

2.4.17 Fees for the use of transPORT rail *info*

For the use of transPORT rail *info* (see also HPA-NBS-BT, clause 25) the following fees are payable:

Basic module*: € 60.00 per licence/month

Module A*: € 5.00 per licence/month

Module B*: € 15.00 per licence/month

Module C*: € 30.00 per licence/month

Discounts will be granted on the total price if several licences are bought. The discounts are as follows:

- 11-20 licences 10% discount
- more than 20 licences 20% discount

*Details see Annex 1 to the Schedule of Fees and Charges

2.4.18 No transmission of transport data

For trains, for which the data required for the transport process have not been entered in transPORT rail prior to their arrival in the Port of Hamburg, an extra lump sum fee per train will be charged (see also HPA-NBS-BT, clause 23.3).

The fee is

€500.00 per train

For wagons carrying dangerous goods that are moved onto the infrastructure of the Port Railway without GEGIS reference, an extra lump sum fee per wagon will be charged (see also HPA-NBS-BT, clause 23.3).

The fee is

€500.00 per wagon
maximally €1,500.00 per train

2.4.19 Parking of disabled wagons on tracks not categorised

Operable and non-operable disabled wagons parked on tracks not allocated to any specific track category will be charged like wagons parked on category III tracks 24 hours after they have been parked.

Upon expiry of the 24-hour time limit the Port Railway will charge two types of additional fees:

1. As an incentive to remove disabled wagons from operational tracks the following lump sum fee will be charged **€400.00** per wagon

2. As an additional incentive to remove disabled wagons from operational tracks in a timely manner, the following fee will be charged **€20.00** per wagon and hour

2.4.20 Breach of the regulations governing maintenance work on disabled wagon tracks

In the event of a breach of the provisions of clause 16 HPA-NBS-BT a separate fee of **€500.00** per breach will be charged.

2.4.21 All fees and charges applicable in 2018 at a glance

Fixed basic Fee	Actual-use Charges	Time-based Charges <small>(applicable to functional track groups, per wagon)</small>
<p>Train entrance / exit:</p> <ul style="list-style-type: none"> • € 146.00/train trip <p>Locomotives running light, per trip:</p> <ul style="list-style-type: none"> • € 35.00 <p>Reduction:</p> <ul style="list-style-type: none"> • € 41.75 fixed basic fee, short (1 h) • € 50.00 transfer from/to the transshipment rail yard at HH-Billwerder • € 1.04/wagon fitted with noise-reducing brakes 	<p>Loading point district transfer trip € 20.00/trip Reduction: € 10.00 if loc fitted with soot filter</p> <p>Heavy-goods train surcharge € 51.95/train</p> <p>Special facilities</p> <ul style="list-style-type: none"> • Hump yard: € 1.57/wagon • ANTW. LAMO loading point: € 10.00/h/wagon • ROSS loading point: € 680.00/day <p>Transit wagons € 5.20/wagon</p>	<p>Category I >4 hours: € 2.71/h</p> <p>Category II >10 hours: € 0.68/h. >15 hours: € 1.04/h</p> <p>Category III >24 hours: € 0.27/h. >35 hours: € 0.42/h. >120 hours: € 0.57/h</p> <p>Category IV Lease fee per day: € 50.00/flat-wagon train</p> <p>Category S (disabled wagon) >24 hours: € 2.71/h</p> <p>Category L (locomotive dwell time) >7 hours: € 5.10/h</p> <p>Category LA (locomotive storage) >7 hours: € 5.10/h Annual lease fee: € 13,900.00</p>

3. Track Categorisation in the Port of Hamburg

The tables below show the categorisation of tracks by railway/marshalling yard. The track numbers are listed in accordance with the number system created for the Port Railway which is described in the information on the local guideline supplements applicable to staff at the RU's operating centres. The tracks are categorised based on number areas.

	Railway/marshalling yard	Track category I	Track category II	Track category III	Track category IV	Track category "S"
Eastern port area (HHO)	Hamburg Süd	HBS001 - 005 HBS008 - 010 HBS013 HBS014 - 015 HBS020HBS022 - 025 HBS101 - 104	HBS006 - 007 HBS011 - 012 HBS016 - 017 HBS026 - 029 HBS031 HBS241 - 244 HBS281 - 288 HBS291 - 293	HBS030 HBS105 - 109 HBS251 - 258 HBS262 - 268 HBS271 - 273 HBS275 - 277 HBS304 - 305	HBS018 HBS019 HBS021	
	Ross			ROS707, 709 ROS772 - 774		ROS710 Allocated collecting track: HBS030
	Peute			PEU602 - 608		
	Hohe Schaar	HOS005 - 019	HOS062 - 068	HOS042 - 045 HOS047 - 048 HOS051 - 056 HOS071 - 078 HOS081 - 085		
	Eversween			HOS185 HOS304 - 306		HOS186 Allocated collecting track: HOS085
	Pollhornweg			POL801 - 806		
Western port area (WHO)	Waltershof	WHO001 - 012 WHO017 - 022	WHO013 - 016	WHO041 WHO105 - 125 WHO151 - 155		WHO126 Allocated collecting track: WHO152
	Alte Süderelbe	ASE551 - 558	ASE561 - 568 ASE571 - 578 ASE581 - 588			ASE537 Allocated collecting track: WHO152
	Altenwerder-Ost track group	AWO436 - 438	AWO431 - 435 AWO442 - 444	AWO445 - 448		

	Altenwerder West			AWW313- 315		
	Mühlenwerder	MUE611 - 618	MUE621 - 628			
	Maakendamm (Mühlenwerder)			MUE652 - 654		
	Hansaport					HPT714 Allocated collecting track: WHO152

A map showing the visualised track categorisation list is available on the internet pages of HPA at:

www.hamburg-port-authority.de

4. Public Loading Points in the Port of Hamburg

Eastern port area (HHO)	HOS165 track (Langer Morgen loading track)
Eastern port area (HHO)	ROS775/776 track (Rossweg loading track)
Western port area (WHO)	WHO066 track (Antwerpenstraße loading track)

5. Loading Point Districts [LBZ] in the Port of Hamburg

The tables below show the categorisation of tracks by railway/marshalling yard. The track numbers are listed in accordance with the number system created for the Port Railway, which is described in the information on the local guideline supplements applicable to staff at the RU's operating centres. The tracks are categorised based on number areas.

Eastern port area (HHO)

LBZ	Tracks subject to fees and charges (see clause 3)	Loading points
101	HBS 001 - 031 HBS 101 - 109 HBS 241 - 244 HBS 251 - 258 HBS 262 - 277 HBS 281 - 293 HBS 304 - 305 BUC 002 - 011 PEU 602 - 608	ALLT, BUSS, BUV, CES, CFS, CONP, COTT, DEA, FRIG, GHG, GREI, HAL, HAPA, HE, HHL 22, HHL 25, HHL 43, HHL 45, HHL 46, HHL 48, HHL UEZ, KARO, KUET, LIND, LSG, OAM, PCH, QAST, RBS, SCHU, SHEL, SLO, STLG, TIED, UNK, VOLL ADOL, ALTK, ASCA, DETJ, DIET, DORN, DREY, DUNC, ECUK, EMON, ETH, FRGO, GEF, GOEL, HAMM, HLD, HOBE, IMKE, IREK, KLOE, KOES, LAGE, LANG, LUV, MELO, MGM, NA, NAR, POHL, SCHE, UCS, ZAUN
102	ROE 001 - 002 ROS 707 - 710 ROS 772 - 774	AGRA, HHL TCT, HUM, TRAN
201	HOS 005 - 019 HOS 042 - 045 HOS 047 - 056 HOS 062 - 068 HOS 071 - 085 HOS 185 - 186 HOS 304 - 306	ADM, BP, BURM, COLA, FREI LAMO, GTH, HAGE, HAKR, HARM, HCS, HEW, HOS, HUR, KALA, KRUS, KTG, MERC, MOIL, OELM, OILT, PROG, RHEN, SAND, SEUC, TCO, VOPA
202	POL 801 - 806	CARX, CMR, CRH, DITT, GDH, HALT, HBM, HELL, HKG, HOAL, KHZ, LOEW, LSEE, MARK, NEUM, ROEG, SCHU, TOEP, WALL

Western port area (WHO)

LBZ	Tracks subject to fees and charges (see clause 3)	Loading points
301	WHO 001 - 022 WHO 041 WHO 105 - 126 WHO 151 - 155	FREI ANTW
302	MUE 611 - 618 MUE 621 - 628 MUE 652 - 654	HCCR, WENK
303	HPT 714	HP, MVR

304	AWO 431 - 448 ASE 537 ASE 551 - 558 ASE 561 - 568 ASE 571 - 578 ASE 581 - 588	
305	AWW 313 - 315	DAB, EUK MARE, HAW, HLG, HSW, KLO, REMA
401		EUK EKOM, EUK EUC
402		HHL BK, HHL BK6, HHL BK7
403		HHL CTA, HHL RHLO, KUEN, NOLO
404		NPH BOM, NPH DUP
405		RHEN

A map showing the loading point districts is available on the internet pages of HPA at:

www.hamburg-port-authority.de

6. Value-added Tax

All fees and charges quoted above are exclusive of value-added tax as applicable.