



Cargo

Standard Rates and other Provisions of DB Cargo AG

**Translated from German:
the German text
alone is legally binding.**

Valid from: 1 January 2022



**DB Cargo –
customer-oriented,
environmentally sustainable,
connected.**

Standard Rates of DB Cargo

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Available under order number **TAPL 0110** from

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These "Standard Rates and Other Provisions of DB Cargo AG" together with any amendments and supplements will be published on the internet at www.dbcargo.com/gtc.

1 General

This document sets out the standard rates and other provisions of DB Cargo AG (hereinafter “DB Cargo”) for wagonload transport and intermodal transport. They apply to both domestic and international rail freight traffic except where otherwise indicated in the following.

Unless agreed otherwise, freight rates and other charges will be calculated as described in this standard rates and other provisions of DB Cargo AG. You can find additional and special services in the service catalogue of DB Cargo AG.

2 Basic services and freight rates

2.1 Freight rates in wagonload transport

Please contact us for your individual transport needs. We will make you an attractive offer for transport and additional services that are important for you.

The prices (freight rates) and charges quoted in the price lists do not include value added tax. Value added tax, will be charged on the total amount subject to this tax. Distances are as quoted in the DB Cargo Table of Distances for Rail Freight Traffic (DIUM).

Freight rates are calculated on the basis of the actual weight for each wagon rounded to the nearest metric tonne. Fractions of a tonne below 500 kg will be rounded down; fractions of a tonne equal to or greater than 500 kg will be rounded up. The weight determines which price category in the price tables is applicable. If a minimum capacity utilisation has been agreed upon, the freight rate will be calculated for at least such capacity.

2.1.1 Station-internal freight rates

Freight rates for cargo movements within a freight station	Amount in EUR	Price list no.
1. Movement of a consignment within a station Any movement of a consignment within a freight station that involves the loading and unloading of the goods will be subject to a station charge calculated per wagon.	268	0118 000
2. Shunting If a consignment that has been or is to be transported has to be moved after train preparation is complete , it will be subject to a shunting fee charged per wagon.	135	0119 008
3. Rail vehicles running on their own wheels Rail vehicles running on their own wheels conveyed with or without a load will be subject to a charge in accordance with section 1 or section 2.		0118 000 or 0119 008
4. Wagons of other keepers Movements of empty registered wagons of other keepers will be charged per wagon at the price listed for the shortest distance in the price tables of empty running rates.		0120 006

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2.1.2 Special freight rates: buffer or intermediate wagons, rail vehicles on own wheels

In the case of empty buffer wagons or intermediate wagons, freight rates are charged in accordance with price table 1, weight category up to 21.499 t less 25 % (tariff 0123 000).

In the case of loaded buffer or intermediate wagons, freight rates are charged only for the goods loaded and at the rates set out in the relevant tariff.

The price for the transportation of railway vehicles running on their own wheels is calculated using price table 1 (Transportation in a wagon with two axles) based on the tare weight of the vehicle plus the weight of any load it may be carrying. The resulting price is then discounted by 25 % to give the final price (tariff 0112 003).

Exchangeable Euro pallets on full load runs will be conveyed free of charge if the weight of the pallets and the weight of the cargo are specified separately in the consignment note or wagon list/train journal.

In case of wagons which are provided by the customer, the rates take account of both the wagon provision costs and planned empty runs. The rates for running under load are calculated on the basis of the existing price lists and discounted as follows:

- a) 8% for consignments in open, category F, saddle-bottom or hopper-bottom wagons of other keepers with gravity discharge, with the exception of coal transport,
- b) 12% for consignments with coal,
- c) 15% for all other consignments. Any additional runs involving empty wagons of other keepers that are not directly linked to a run under load will be subject to the rates detailed in subsection 2.3.

Price table 1 for special wagonload freight rates (Tarif 0110 007)

Transportation in a wagon with two axles				Transportation in a wagon with more than two axles and a loading length of up to 26.99 m					
Weight of consignment in t	up to 21.499	21.500–30.499	Each additional tonne costs	up to 34.499	34.500–44.499	44.500–54.499	54.500–64.499	64.500–74.499	Each additional tonne costs
Distance in km	Price per wagon in EUR								
100	823	1010	36	1251	1561	1914	2266	2583	34
150	985	1302	47	1606	1905	2335	2766	3154	46
200	1113	1582	54	1949	2309	2832	3358	3827	51
250	1308	1856	62	2287	2719	3333	3940	4501	60
300	1448	2048	75	2536	3010	3686	4366	4973	73
350	1636	2319	80	2867	3402	4172	4937	5629	77
400	1761	2496	86	3086	3659	4482	5308	6055	84
450	1856	2627	93	3250	3855	4721	5594	6375	86
500	1978	2804	103	3468	4114	5040	5969	6804	94
550	2094	2972	106	3671	4358	5337	6318	7201	103
600	2204	3124	111	3863	4581	5611	6651	7579	106
650	2312	3274	116	4048	4800	5881	6966	7942	111
700	2417	3421	119	4226	5016	6140	7277	8293	115
750	2495	3533	126	4367	5178	6349	7514	8566	118
800	2550	3614	132	4466	5294	6497	7689	8767	119
850	2605	3695	133	4572	5419	6643	7863	8964	126
900	2662	3774	134	4669	5537	6787	8038	9162	131
950	2722	3857	139	4768	5653	6934	8212	9358	132
1000	2779	3940	141	4871	5776	7082	8377	9558	134
1100	2866	4062	146	5023	5950	7299	8643	9849	139
1200	2980	4221	150	5223	6193	7591	8991	10242	145
1300	3096	4390	154	5420	6428	7880	9332	10638	148

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2.1.3 Payment reference

The consignor may select the payment reference listed in the table below. Items not borne by the consignor will be charged to the consignee. This does not affect the provisions in Section 421 (4) of the German Commercial Code (HGB).

Payment reference	Meaning
	The consignor pays for
Freight paid	■ carriage (freight rates) along the entire transport route.
Freight paid including...	■ carriage (freight rates) along the entire transport route and certain specified costs.
Free	■ carriage (freight rates) along the entire transport route and all dispatch costs.
Free of... (description of costs)	■ <u>only</u> certain specific costs.
Free of all costs	■ all costs along the entire transport route (freight rates, charges, duties and other costs incurred during transit), but excluding costs caused by the consignee.
Freight forward	Consignee pays carriage, charges and all other costs.

The party liable to pay the freight charges is also liable to pay for the additional and special services itemised in service catalogue of DB Cargo AG, with the exception of:

- the charges for railway infrastructure managers in accordance with service catalogue, subsection 2.4.6, which are only covered by the term "freight paid and all costs" if these charges were incurred at the forwarding station,
- the surcharge for ordering a block train at short notice in accordance with subsection 3.2 (standard rates and other provisions), which is payable by the consignor in the consignment note.
- the surcharge for the transport order as defined in service catalogue, subsection 2.1.1, which is payable by the consignor in the consignment note.

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2.2 Freight rates in intermodal transport

Prices (freight rates) are available from our sales personnel on request. The freight rate is expressed as a basic charge: the fee for forwarding one load unit by rail.

The basic charge covers the following services:

- rail transport of the load unit into the transshipment station or public loading siding or up to the agreed transfer point,
- supply of container flat wagons for rail transport within the specified periods allowed for loading and unloading,
- handling of the load unit at the terminal.

All other services rendered will be charged separately.

DB Cargo can also provide customers with containers, and offer pre-carriage and onward carriage by road to or from the transshipment station or siding.

Load units that arrive at the terminal and for which no further instructions have been received will be handed over for storage.

In such cases, a charge will be added for each load unit.

The storage of load units is subject to DB Cargo AG's "Special Provisions for Storage and Other Services Rendered at Transshipment Stations (Ubf) and in Service Centres (SC) for Combined Transports (Storage Conditions for Intermodal Transport)".

2.2.1 Freight rates for domestic transport

Freight rates are calculated per load unit by multiplying the basic charge with the relevant scaling factor determined by the length and total weight of the load unit. Where only one load unit is supplied for the route, a minimum factor of 1.0 will apply.

The scaling factors for domestic transport are listed in the following table.

Price table 2 for intermodal transport freight rates

Load unit as a function of length and total weight¹⁾

	≤ 6.15 m	6.16–7.82 m	7.83–9.15 m	9.16–13.75 m	Semi-tr.
≤ 8 t	0.48	0.50	0.75	0.96	1.00
> 8 up to ≤ 16.5 t	0.48	0.50	0.75	0.96	1.00
> 16.5 up to ≤ 22 t	0.75	0.75	0.90	1.00	1.00
> 22 up to ≤ 34 t	0.75	0.75	0.96	1.00	1.00
> 34 t	0.85	0.85	1.00	1.00	1.00

1) The total weight is the sum of the tare weight of the load unit, the weight of the cargo and the weight of any loading equipment/pallets stowed with the cargo. Stacks of empty used flats that do not exceed the railway's loading gauge will be treated as a single empty load unit.

No discount calculated in accordance with 2.1.2 is applied for the use of wagons of other keepers. Consignments shall be dispatched "freight paid and all costs".

2.2.2 Station-internal freight rates

Freight rates for cargo movements within a freight station	Amount in EUR	Tariff
1. Movement of a consignment within a station Any movement of a load unit within a freight station that involves the loading and unloading of the goods will be subject to a station charge.	268	0398 008
2. Shunting If a load unit that has been or is to be transported under a container consignment note has to be moved after train preparation is complete , it will be subject to a shunting fee charged per wagon.	135	0399 006

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2.3 Empty running rates in wagonload and intermodal transport

In the consignment note for an empty run, the column labelled 'Contents' must be marked: Empty, freight paid as per price list no./tariff no. (insert number).

The expected empty runs will be planned in consultation with the customer and incorporated into the rail transport pricing estimate.

The empty running rates numbered 0113 (wagonload transport) and 4988 (intermodal transport) apply when an

empty run is directly associated with a prior or subsequent loaded run operated by DB Cargo.

The empty running rates numbered 0114 (wagonload transport) and 4970 (intermodal transport) apply to empty runs where the direct associated prior or subsequent loaded run is not operated by DB Cargo.

DB Cargo reserves the right to retrospectively charge the empty running rate under 0114 or 4970 for an empty run without an associated loaded run.

For the transport of empty wagons provided by the customer – excluding transfer journeys of brand-new wagons/wagons for scrap ¹⁾ :	Tariff
■ where there is an direct associated prior or subsequent loaded run, the empty running rate will be calculated in accordance with price tables 3:	0113 001 4988 580
■ where there is no direct associated prior or subsequent loaded run the empty running rate will be calculated in accordance with price tables 3:	0114 009 4970 091

1) On transfer journeys of brand-new wagons/wagons for scrap, the wagons run on their own wheels as rail vehicles. Subsection 2.1.1 shall apply.

Price table 3 for empty running rates in wagonload and intermodal transport

	Wagon with 2 axles		Wagon with 3 and 4 axles - except of car carrier wagons ²⁾		Wagon with more than 4 axles ¹⁾ - except of car carrier wagons ²⁾	
	With loaded run	Without loaded run	With loaded run	Without loaded run	With loaded run	Without loaded run
Tariff wagonload:	0113 001	0114 009	0113 001	0114 009	0113 001	0114 009
Tariff intermodal:	4988 580	4970 091	4988 580	4970 091	4988 580	4970 091
Distance in km	EUR	EUR	EUR	EUR	EUR	EUR
100	209	375	273	490	513	926
150	218	393	285	513	540	972
200	235	423	305	547	581	1045
250	252	454	325	586	616	1110
300	292	528	381	683	720	1296
350	335	604	433	780	823	1482
400	356	642	454	817	864	1555
450	379	680	492	885	928	1669
500	399	719	518	933	928	1669
550	445	800	577	1041	1102	1982
600	515	928	665	1198	1270	2286
650	584	1051	762	1374	1449	2607
700	617	1112	807	1452	1535	2762
900	632	1138	821	1478	1566	2818
1100	670	1205	864	1555	1653	2975
1300	734	1322	961	1730	1836	3305

1) Separate prices are to be agreed for low-floor wagons and wagon units with more than eight axles.

2) For car carrier wagons, the price lists of the Sales Division Logistics apply.

3 Other provisions

You can find additional and special services in the service catalogue of DB Cargo AG. These other provisions apply to both wagonload and intermodal transport unless otherwise indicated in the following.

3.1 Compensation for damage to wagons

In the event of damage to wagons, further charges may be levied in addition to the cost of repair. In particular, these include:

3.1.1 Empty running costs to the nearest service point

Empty running costs (in accordance with the following table) will be charged if damage occurs or cleaning is required, necessitating the wagon to be taken directly to a service point (“Werkstatt”) or for cleaning.

Wagon with 2 axles	Wagon with 3 and 4	Wagon with more than 4 axles
EUR	EUR	EUR
209	273	513

3.1.2 Wagon outage costs

The wagon’s journey to a service point and the time it spends there are treated as unproductive time. In normal cases, a wagon outage of three days is charged based on the demurrage rates (see subsection 3.7). Higher fees will apply to wagon types that are in high demand (also in accordance with subsection 3.7).

3.1.3 Administrative charge

An administrative charge will be levied on each wagon for handling a case of “damage during loading/unloading”. Double the normal rate for personnel (see service catalogue) will be charged. The average processing time is 30 minutes.

3.2 Short-notice order for a block train (wagonload transport)

If made less than 24 hours prior to the scheduled departure time, an order for a permanently coupled train (block train) in wagonload transport will incur a fee of EUR 1,343/train.

3.3 Loading periods

Unless otherwise agreed, the local rules on loading periods shall apply to service in private sidings and at public loading points. Information on these may be requested from DB Cargo Customer Service. If the periods allowed for loading and unloading in private sidings have not been contractually agreed, a period of eight hours each for loading and unloading shall apply. If the wagon cannot be provided for loading or unloading as agreed, and the reason for this lies within the responsibility of the client, the loading period shall begin with the agreed handover time.

3.4 Track usage when agreed loading period is exceeded on railway-owned track

If the agreed loading periods for wagons of other keepers on railway-owned track are exceeded, a track usage charge of EUR 6.50 per wagon and per day will be levied.

3.5 Return of unusable wagons (wagonload transport)

If a wagon is returned in an unusable condition (see section 4.6 of the General Terms and Conditions (GTC)) a charge of EUR 220¹⁾ per wagon will be levied. Any claims for damages shall remain unaffected.

3.6 Non-contractual use of wagons belonging to DB Cargo

If a wagon is used contrary to the terms of the contract, the contractual payments (in particular demurrage charges, wagon rental) for the entire period will be levied plus a charge equal to 2.5 times the amount that would have been due had the wagon been rented.

1) Transport costs associated with the return of unusable freight wagons/cleaning/weighing of freight wagons will be charged separately.

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3.7 Demurrage charges

The following demurrage charges are agreed for exceeding the loading periods during loading or unloading of wagons and load units provided by DB Cargo and for (intermediate) stabling. For railway vehicles running on their own wheels

and transported under a contract of carriage, a charge of EUR 7.50 will be levied per day if the period allowed for the loading and unloading (on railway-owned track) is exceeded.

3.7.1 General demurrage charges (wagonload transport)

Demurrage charges per 24 hours and wagon					
	Day 1-6			From day 7	
	Day 1-3	Day 4-6	During periods of high demand	During periods of high demand	
Wagon category	EUR	EUR	EUR	EUR	EUR
E, F, G, H, K, L, T, U, Z	51	70	95	120	186
Hb(b)i	62	80	106	133	204
Ea, Fa, La, R, SI, Sm, Ta	68	86	113	152	223
Facns 133, Fal, Ha, Hillmrrs, Hi(i)(m)rrs-tt, Laa, Rb, Rg, Ri, Rn, Rs-y, S, Tadv, Tads, Ua, Za	80	106	137	182	280
Faal, Falrr, Fan, S(d)gg, Sa, Slps-u, Tanoos 896/898, Ta(l)n, Tamn	100	135	174	232	354
Kijl 450, Kkk 447	136	176	229	311	455

The allocation of a wagon category to a price class is defined by the sequence of category and code letters. If the relevant wagon category is not explicitly listed, it will be assigned to the price class applying to the next higher wagon category (example: the wagon category "Habbi" is assigned to price class 4 that applies to the wagon category "Ha"). Please ask our Customer Service for wagon categories with high wagon demand.

3.7.2 Demurrage charges for railway construction sites

Demurrage charges per 24 hours and wagon		
	Day 1-7	Day 8-30
Wagon category with type number	EUR	EUR
Fc, K	171	178
Fac, R, S	204	220
Facns 141, Fas 126, Fakks 127, Fans 128, Sps 466/468, Slps 462 bis 465	265	283

On exceeding loading times by more than 30 days, the 24-hour demurrage rate stated in column "Day 1-7" is doubled. Please ask our Customer Service for wagon categories with high wagon demand.

3.7.3 Demurrage charges for load units (intermodal transport)

The demurrage charge for load units provided by DB Cargo in intermodal transport is EUR 12.80 for every 24-hour period commenced (plus stabling fees at the transshipment station or service centre in accordance with the Storage Conditions for Intermodal Transport). This shall not affect demurrage charges for wagons provided by DB Cargo and surcharges for excess time and unhitching work.

3.8 Cancellation (wagonload transport)

3.8.1 Cancellation of block trains

In the week before the day of service, a requirements planning session is held by 12 noon on Tuesday with customers for block trains for the following week.

The following charges apply to cancellations of a permanently coupled train (block train) in wagonload transport:

- 30% of cancellation fee is charged if cancellation order is placed 72–48 hours before the day of service
- 60% of cancellation fee is charged if cancellation order is placed between 48–24 hours before the day of service
- 90% of cancellation fee is charged if cancellation order is placed under 24 hours before the day of service
- 100% of cancellation fee is charged if cancellation order is placed on the day of service

The cancellation fee per train is as follows:

- Routes of ≤ 200 km¹⁾ EUR 3,138
- Routes of > 200 km¹⁾ EUR 5,248
- Routes of > 400 km¹⁾ EUR 8,386

Cancellation is free of charge if caused by reasons for which DB Cargo is responsible.

The full cancellation fee (100%) for the relevant distance applies if a customer fails to transfer a train and does not cancel it by the agreed and planned deadline.

Reordering a block train prior to hand-over to DB Cargo constitutes a cancellation of the initially ordered block train with a simultaneous new order of a block train. The cancellation order must be made in writing to the relevant team in the Customer Service Centre of DB Cargo.

3.8.2 Cancellation of an order for empty freight wagons

The following shall apply if no cancellation fee is due for the cancellation of the transport:


- If a freight wagon that has been ordered but not yet supplied is cancelled after 10.00 a.m. on the working day (Saturdays excluded) preceding the date on which the wagons are required, a fee equal to the demurrage charge will be levied.
- If an order for a freight wagon that has already been supplied is cancelled, a demurrage charge will be levied for the period during which the wagon was prepared and ready for use, and a charge to cover the costs in retrieving the empty wagon.


1) Kilometres according to the Table of Distances for Rail Freight Traffic for domestic German routes of DB Cargo, kilometres for cross-border routes according to the Uniform Distance Table for International Freight Traffic (DIUM) of the International Union of Railways (UIC).

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Applicable from: 1 January 2022