



## **General conditions and tariffs for demurrage, holding, picking and storage of wagons**

Conditions & tariffs valid from 01/01/2025 till 31/12/2025

### **Executive summary**

As one of the largest private rail freight operators in Europe, Lineas is a true advocate of the modal shift from mainly road to rail transports. This does not only significantly reduce the total carbon emissions of the transport sector, but also improves mobility and road safety.

Lineas' rail freight transports are growing each and every day, and Lineas will keep on focussing on launching new international traffics, as well as continuously optimizing its existing ones. In order to fluently process these additional traffics and volumes of wagons, an optimal infrastructure and capacity management is vital. Therefore, Lineas charges additional costs for demurrage, holding, picking and storage of wagons.

Hereby an overview of the different costs that could occur:

| <b>Type of cost</b>   | <b>Demurrage</b><br>(NL: staangelden)<br>(FR: frais de chômage)   | <b>Holding / retention</b><br>(NL: wijkgeden)<br>(FR: frais de stationnement)   | <b>Picking</b><br>(NL: dienst op afroep)<br>(FR: service à la demande)           | <b>Storage</b><br>(NL: opslag)<br>(FR: stockage)  |
|-----------------------|---|---|--|---|
| <b>Chapter</b>        | 1   | 2   | 3  | 4   |
| <b>Applicability</b>  | When wagons are held longer than the defined loading, unloading or reload times or if the consignor, consignee, party, person or entity entitled to receive the wagon, requests not to deliver the wagons on the agreed time, but to keep them on a tracks owned or managed by Lineas until further notice. | When wagons are held on tracks owned or managed by Lineas following a request to not deliver the wagons on the agreed time.                                       | When Lineas delivers a wagon requested on demand at a specified moment           | When wagons with foreseen retention times of 7 calendar days or longer are stored on a location defined by Lineas (upon availability) |
| <b>Type of wagon</b>  | Wagons belonging to railway undertakings (not privately owned wagons)   | All wagons (privately owned wagons and wagons belonging to railway undertakings)  | All wagons (privately owned wagons and wagons belonging to railway undertakings) | All wagons (privately owned wagons and wagons belonging to railway undertakings)  |
| <b>Invoiced party</b> | The party responsible for exceeding load time or holding the wagons provided by Lineas (generally the consignee)  | Contractual party (generally the consignor or the leading railway undertaking) or the person or entity who requests to not deliver the wagons on the agreed time. | Party requesting the picking   | Party requesting the storage  |
| <b>Tariff</b>         | Demurrage cost per day to load/unload/reload and an additional demurrage cost in case of non-utilization  | Retention cost per day. The tariff increases when excessive retention periods occur   | A tariff per picked wagon is applied   | The tariff will be defined by a Lineas key account manager  |

The invoiced number of days is calculated per indivisible period of 1 day.

### Communication

All requests related to these charges are to be made by email. These emails are also considered as proof to determine the applicable charges. In absence of this proof, data in Lineas systems is considered correct and final. The term of payment is 30 calendar days upon invoice date.

The Lineas conditions and tariffs for demurrage, holding, picking and storage of wagons are published on our website in the "Document library" (<https://lineas.net/en/document-library>).

## Chapter 1: Demurrage cost for wagons belonging to railway undertakings

### 1.1 General principles

#### 1.1.1 Application of Demurrage costs

Demurrage charges apply in the event that the loading, unloading or reload periods of Lineas are exceeded, irrespective of the reasons for exceeding these periods. These demurrage charges are due by the consignor, consignee or any other party, person or entity that is to be considered as the recipient of the wagon and responsible for exceeding the loading, unloading or reload periods or holding wagons provided by Lineas.

The demurrage period begins at the moment the wagons are effectively made available for loading and unloading or earlier, if the consignor, consignee or party, person or entity entitled to receive the wagon(s), requests not to deliver the wagons on the agreed time, but to keep them on a tracks owned or managed by Lineas until further notice.

The demurrage period ends:

- After loading or reloading: at the moment the consignee hands over the completed (electronic) consignment note to Lineas and has informed Lineas, in writing to his usual contact persons, that the wagon is “physically” (loaded and free from impediment) available;
- After unloading: at the moment Lineas is informed by the consignee, in writing to the usual contact persons, that the wagon is “physically” (unloaded and free from impediment) available.
- After retention: at the moment Lineas is informed to deliver the wagons to the consignee or party, person or entity entitled to receive the wagon(s).

Additional tariffs, costs and conditions are applied in case of non-utilization.

These demurrage charges apply to wagons belonging to railway undertakings (not privately owned wagons).

#### 1.1.2 Invoicing of Demurrage costs

A *pro forma* invoice shall be sent on a weekly basis to the consignor, consignee or any other party, person or entity that is to be considered as the recipient of the wagon, and responsible for exceeding the loading, unloading or reload periods or holding wagons provided by Lineas. The recipient has 7 calendar days to contest the invoice. In the absence of any contestation, the recipient will receive an effective invoice, which will become due and payable within 30 calendar days from the invoice date.

## 1.2 Demurrage tariff and cost for loading, unloading and reloading

| Abbreviated description of the demurrage category and letter codes [*]              | Time allowed in hours |         |           | Tariff per day (24 hours) in EUR Day 1 - 5 | Tariff per day (24 hours) in EUR From Day 6 |
|---|-----------------------|---------|-----------|--|---|
|   | Unloading             | Loading | Reloading |  |   |
| <i>(the letter code on the wagon determines the category)</i>                       |                       |         |           |  |   |
| Ordinary covered wagons (axles)<br>G  | 24h                   | 24h     | 48h       | 88 €                                       | 157 €                                       |
| Covered wagons with opening wall and/or roof (axles)<br>H, I, Ki, T                 |                       |         |           |  |   |
| Ordinary flat wagons (axles)<br>K, L, O   |                       |         |           |  |   |
| Container wagons (axles)<br>Kg, Lg  |                       |         |           |  |   |
| Ordinary high-sided open goods (bulk) wagons (axles)<br>E, F                        |                       |         |           |  |   |
| Car-carrier wagons (axles)<br>Hr, La  |                       |         |           |  |   |
| Self-discharging wagons (axles)<br>Fc, Td, Tp, U, Z                                 |                       |         |           |  |   |
| Ordinary covered wagons (bogies)<br>Ga  |                       |         |           |  |   |
| Ordinary flat wagons (bogies)<br>R  |                       |         |           |  |   |
| Ordinary high-sided open goods (bulk)wagons (bogies)<br>Ea, Fa                      |                       |         |           |  |   |
| Special covered or flat wagons (bogies)<br>Ia, Ri, Rb, S, Ta                        | 24h                   | 24h     | 48h       | 109 €                                      | 190 €                                       |
| Container wagons (bogies)<br>Rg, Sg   |                       |         |           |  |   |
| Self-discharging wagons with bulk unloading (bogies)<br>Fal, Fao, Tal, Tao          |                       |         |           |  |   |
| Open coil carrying wagons (bogies)<br>Sh  | 24h                   | 24h     | 48h       | 109 €                                      | 190 €                                       |
| Covered coil carrying wagons (bogies)<br>Shi  |                       |         |           |  |   |
| Self-discharging wagons with controlled unloading (bogies)<br>Fac, Tad, Tap, Ua, Za |                       |         |           |  |   |
| Covered or flat wagons with high capacity (bogies)<br>Ha, Sa, Sah, Sahi, Sr         | 24h                   | 24h     | 48h       | 109 €                                      | 190 €                                       |

**[\*]** Letter codes: Longer combinations take priority over shorter ones. Small letters in the combinations do not have to follow the preceding letters: it is sufficient that they are present.

The number of days charged is calculated per indivisible period equal to the number of days stated in column [1].

As soon as demurrage charges become due, a minimum amount, which corresponds to the number of demurrage days in column [2] of the table, is invoiced.

| <b>Operation type</b>       | <b>Period [1]</b>   | <b>Minimum number of days invoiced [2]</b> |
|-----------------------------|---------------------|--|
| Unloading/Loading/Reloading | 1 day<br>(24 hours) | 1 day<br>(24 hours)                        |

Examples:

- If the reloading time for 1 ordinary flat wagon (bogies) (R) takes 40 hours (1,7 days)  
→ no demurrage cost for reloading is applied
- If the loading time for 1 covered coil carrying wagon (bogies) (Shi) takes 60 hours (2,5 days)  
→ total demurrage cost = (3 days x 109 EUR per day) - (1 day allowed loading time x 109 EUR per day) = 218 EUR

### 1.3 Demurrage tariff and cost for non-utilisation of empty wagons

#### 1.3.1 Retention costs

The base tariff which corresponds to above point 1.2 increases with the following costs:

|  |                  |
|--|------------------|
| <b>Duration of Retention [calendar days]</b> | As from Day 1    |
| <b>Retention tariff</b>                      | 50 EUR/wagon/day |

The number of days charged is calculated per indivisible period equal to the number of calendar days stated in column [1].

As soon as demurrage charges become due, a minimum amount, which corresponds to the number of demurrage calendar days in column [2] of the table, is invoiced.

| <b>Operation type</b>                         | <b>Period [1]</b>   | <b>Minimum number of days invoiced [2]</b> |
|---|---------------------|--|
| Demurrage charges for holding/non-utilisation | 1 day<br>(24 hours) | 2 days<br>(48 hours)                       |

#### 1.3.2 Cost for positioning and retrieving

A cost of 250 EUR/wagon is charged for positioning and retrieving the wagon.

## Chapter 2: Retention cost for wagons held on tracks owned or managed by Lineas

### 2.1 General principles

#### 2.1.1 Application of retention costs

The retention costs for holding wagons mentioned below (article 2.2) are invoiced in the event that the consignor, consignee, or any other party, person or entity entitled to receive the wagon, requests to not deliver the wagons on the agreed time but to keep them on a tracks owned or managed by Lineas until further notice.

The same principle applies whenever the transport is prevented or interrupted for a reason that lies in the liability of the consignee or any other party, person or entity entitled to receive the wagon.

Fees as stated in article 2.2 below, inclusive the increases where applicable, are owed:

- For private wagons or wagons of other railway undertakings held on tracks owned or managed by Lineas.
- For wagons that were kept or put intentionally on tracks (owned or managed by Lineas) by other railway undertakings that transport wagons to/from Belgium in open access.
- In the case that Lineas is asked to carry out first and last mile services for other railway undertakings, and when the order has been closed and the wagons are not collected by the said railway undertakings.

#### 2.1.2 Invoicing of retention costs

Fees as stated in article 2.2, inclusive the increases where applicable, are invoiced on a weekly basis to one of the below:

- The consignor: in contracts with Lineas as leading railway undertaking (mentioned in case 58a on the CIM). If the contract mentions explicitly that the costs are due by the consignee (and thus not the consignor), then the consignee is considered responsible for these retention costs.
- The leading railway undertaking in contracts with Lineas as subcontractor.
- The leading railway undertaking or ordering party: for First Mile/Last Mile contracts.
- the consignor, the consignee, or any other party, person or entity entitled to receive the wagon(s), who requests to not deliver the wagons on the agreed time, but to keep them on a tracks owned or managed by Lineas until further notice.

*A pro forma* invoice shall be sent on a weekly basis. The recipient has 7 calendar days to contest the invoice. In the absence of any contestation, the recipient will receive an effective invoice, which will become due and payable within 30 calendar days from the invoice date.

### 2.1.3 Wagons with excessive retention periods

Lineas has the possibility to move wagons with an individual total retention period of 7 calendar days or longer to a different location identified by Lineas, especially in situations where these excessive retention times could affect day-to-day operations and traffics. In this case, the retention costs and conditions as stated in article 2.2 continue to occur, though no additional costs are invoiced to move the wagon.

### **2.2 Retention tariff and cost**

|  |                  |
|--|------------------|
| <b>Duration of Retention [calendar days]</b> | As from Day 1    |
| <b>Retention tariff</b>                      | 50 EUR/wagon/day |

The number of calendar days charged is calculated per indivisible period of 1 day.

#### Examples

- Retention period for 1 wagon started on Monday 2 August and ended on Monday 2 August (0 days)  
→ no retention cost is applied  
= 0 EUR
- Retention period for 1 wagon started on Monday 2 August and ended on Wednesday 4 August (2 days)  
→ total retention cost = (2 days x 50 EUR)  
= 100 EUR

## Chapter 3: Picking cost

### 3.1 General principles

- In case of a common agreement between Lineas and the party requesting the picking of wagons, it is possible to collect wagons on tracks owned or managed by Lineas in order to pick and provide them on a later, specified moment. In this case, a cost is invoiced, as mentioned in article 3.2.
- The wagons that can be picked are communicated to the instance requesting the picking service within a defined and agreed upon time window. Wagons that are not mentioned within this communication are not able to be picked.
- The instance requesting the picking service must specify in a written request which wagons are to be picked.
- The picking procedure is limited to 7 calendar days (168 hours). For retention times longer than 7 calendar days, Lineas is entitled to move the wagons to another location of its own choice and to charge retention costs as stated in article 2.1 and 2.2. These exiled wagons can be delivered within maximum 5 working days after the picking request was sent by the customer.
- The picking costs are invoiced on a weekly basis.

### 3.2 Picking tariff and cost

A cost of 115 EUR/wagon is invoiced to the instance requesting the picking service.



## Chapter 4: Storage cost

### 4.1 General principles

Wagons with foreseen retention times of 7 calendar days or more can be, upon availability, and when requested in a formal and written way, stored in a by Lineas identified location at a by Lineas specified tariff.

### 4.2 Storage tariff and cost

The tariff depends on multiple factors like track availability, foreseen retention period, amount of wagons, type of wagons, cargo and seasonality. More info can be provided by a Lineas key account manager.