

1. Demurrage charges and costs for wagons belonging to railway companies

1.1 Time allowed and base tariff

| No. | Abbreviated description of the demurrage category and letter codes [*] <i>(the letter code on the wagon determines the category)</i> | Time allowed in hours | | | Base tariff per 24 hours in EUR |
|-----|---|-----------------------|---------|-----------|---------------------------------|
| | | Unloading | Loading | Reloading | |
| 01 | Ordinary covered wagons (axles) <i>G</i> | 24 | 24 | 48 | 30 |
| 02 | Covered wagons with opening wall and/or roof (axles) <i>H, I, Ki, T</i> | 24 | 24 | 48 | 30 |
| 03 | Ordinary flat wagons (axles) <i>K, L, O</i> | 24 | 24 | 48 | 30 |
| 04 | Container wagons (axles) <i>Kg, Lg</i> | 24 | 24 | 48 | 30 |
| 05 | Ordinary high-sided open goods (bulk) wagons (axles) <i>E, F</i> | 24 | 24 | 48 | 30 |
| 07 | Car-carrier wagons (axles) <i>Hr, La</i> | 24 | 24 | 48 | 30 |
| 10 | Self-discharging wagons (axles) <i>Fc, Td, Tp, U, Z</i> | 24 | 24 | 48 | 30 |
| 11 | Ordinary covered wagons (bogies) <i>Ga</i> | 24 | 24 | 48 | 30 |
| 12 | Special covered or flat wagons (bogies) <i>la, Ri, Rb, S, Ta</i> | 24 | 24 | 48 | 35 |
| 13 | Ordinary flat wagons (bogies) <i>R</i> | 24 | 24 | 48 | 30 |
| 14 | Container wagons (bogies) <i>Rg, Sg</i> | 24 | 24 | 48 | 35 |
| 15 | Ordinary high-sided open goods (bulk)wagons (bogies) <i>Ea, Fa</i> | 24 | 24 | 48 | 30 |
| 16 | Self-discharging wagons with bulk unloading (bogies) <i>Fal, Fao, Tal, Tao</i> | 24 | 24 | 48 | 35 |
| 17 | Covered or flat wagons with high capacity (bogies) <i>Ha, Sa, Sah, Sahi, Sr</i> | 24 | 24 | 48 | 50 |
| 18 | Open coil carrying wagons (bogies) <i>Sh</i> | 24 | 24 | 48 | 40 |
| 19 | Covered coil carrying wagons (bogies) <i>Shi</i> | 24 | 24 | 48 | 40 |
| 20 | Self-discharging wagons with controlled unloading (bogies) <i>Fac, Tad, Tap, Ua, Za</i> | 24 | 24 | 48 | 40 |

[*] 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.

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1.2 Tariffs for holding wagons (retention) and non-utilisation of wagons belonging to railway companies.

If wagons are held or not used, the base tariff which corresponds to above point 1.1 increased with € 6.00 per wagon/day and increased with costs for positioning and retrieving the wagons at a cost of € 150 per wagon will be charged.

1.3. Accounting for wagons belonging to railway companies

- The number of hours charged will be calculated per indivisible tranche equal to the number of hours stated in column [1].
- As soon as demurrage charges become due, a minimum amount, which corresponds to the number of demurrage hours in column [2] of the table, will be invoiced.

| Operation type | Tranches [1] | Minimum number of hours invoiced [2] |
|---|--------------|--------------------------------------|
| Unloading/Loading/Reloading | 24 hours | 24 hours |
| Demurrage charges for holding/non-utilisation | 24 hours | 48 hours |

- The rate given under 1.1 and 1.2, increased by 100% applies to demurrage charges between the 121st hour and the 552nd.
- Demurrage charges from the 553rd hour will attract the rate indicated under 1.1 and 1.2, multiplied by 4.

2. Storage charges for holding other wagons, i.e. private wagons

| Operation type | Tariff per 24 hours | Tranches | Minimum number of hours invoiced |
|----------------------------|---------------------|----------|----------------------------------|
| Storage charge for holding | 6.00 EUR/wagon | 24 hours | 72 hours |

- The demurrage tariff given under 2, increased by 100% applies to demurrage charges between the 121st and the 552nd hour.
- Demurrage charges from the 553rd hour will attract the rate indicated under 2, multiplied by 4.