

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 continue its focus 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 & capacity management is vital. Therefore, Lineas applied some changes to its general conditions and tariffs regarding demurrage, holding, picking and storage of wagons. The new conditions & tariffs can be found in the different chapters below.

Hereby an overview of the different costs that could occur:

Type of cost	Demurrage (NL: staangelden) (FR: frais de chômage)	Retention / holding (NL: wijkgeden) (FR: frais de stationnement)	Picking (NL: dienst op afroep) (FR: service à la demande)	Storage (NL: opslag) (FR: stockage)
Chapter	1	2	3	4
Applicability	When wagons are held longer than the defined unloading, loading or reload times	When wagons are held on tracks owned or managed by Lineas	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)
Type of wagon	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)	All wagons (privately owned wagons and wagons belonging to railway undertakings)
Invoiced party	Recipient of the wagon (generally the consignee)	Contractual party (generally the leading railway undertaking or consignor)	Party requesting the picking	Party requesting the storage
Tariff	Demurrage cost per day to load/unload/reload and an additional demurrage cost in case of non-utilization	Retention cost per day. The tariff will increase when excessive retention periods occur	A tariff per picked wagon will be applied	The tariff will be defined by a Lineas key account manager

The invoiced number of days will be calculated per indivisible period of 24 hours.

Communication

As from 01/01/2019 all requests related to these charges are to be made by email. These emails will also be considered as proof to determine the applicable charges. In absence of this proof, data in Lineas systems will be considered as 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

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 consignee as mentioned on the consignment note or any other party that is to be considered as the recipient of the wagon or responsible for holding wagons provided by Lineas.

The loading and unloading period begins at the moment the wagons are effectively made available.

The loading and unloading 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 customer, in writing to the usual contact persons, that the wagon is “physically” (unloaded and free from impediment) available.

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

1.2 Demurrage tariff and cost for unloading, loading and reloading

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 day (24 hours) in EUR
		Unloading	Loading	Reloading	
01	Ordinary covered wagons (axles) <i>G</i>	24	24	48	35
02	Covered wagons with opening wall and/or roof (axles) <i>H, I, Ki, T</i>	24	24	48	35
03	Ordinary flat wagons (axles) <i>K, L, O</i>	24	24	48	35
04	Container wagons (axles) <i>Kg, Lg</i>	24	24	48	35
05	Ordinary high-sided open goods (bulk) wagons (axles) <i>E, F</i>	24	24	48	35
07	Car-carrier wagons (axles) <i>Hr, La</i>	24	24	48	35
10	Self-discharging wagons (axles) <i>Fc, Td, Tp, U, Z</i>	24	24	48	35
11	Ordinary covered wagons (bogies) <i>Ga</i>	24	24	48	35
12	Special covered or flat wagons (bogies) <i>la, Ri, Rb, S, Ta</i>	24	24	48	40

13	Ordinary flat wagons (bogies) <i>R</i>	24	24	48	35
14	Container wagons (bogies) <i>Rg, Sg</i>	24	24	48	40
15	Ordinary high-sided open goods (bulk)wagons (bogies) <i>Ea, Fa</i>	24	24	48	35
16	Self-discharging wagons with bulk unloading (bogies) <i>Fal, Fao, Tal, Tao</i>	24	24	48	40
17	Covered or flat wagons with high capacity (bogies) <i>Ha, Sa, Sah, Sahi, Sr</i>	24	24	48	55
18	Open coil carrying wagons (bogies) <i>Sh</i>	24	24	48	45
19	Covered coil carrying wagons (bogies) <i>Shi</i>	24	24	48	45
20	Self-discharging wagons with controlled unloading (bogies) <i>Fac, Tad, Tap, Ua, Za</i>	24	24	48	45

[*] 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.

Operation type	Period [1]	Minimum number of days invoiced [2]
Unloading/Loading/Reloading	1 day (24 hours)	1 day (24 hours)

Example:

- 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 45,00 EUR per day) – (1 day allowed loading time x 45,00 EUR per day) = 90,00 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:

Duration of Retention [calendar days]	Day 1 – Day 5	Day 6 – Day 9	From Day 10
Retention tariff	7,00 EUR/wagon/day	28,00 EUR/wagon/day	56,00 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.

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

1.3.2 Cost for positioning and retrieving

A cost of 170,00 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 consignee, or any other party 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 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 companies 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 companies, and when the order has been closed and the wagons are not collected by the said railway companies.

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:

- 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 operator: in contracts with Lineas as subcontractor.
- The leading railway operator or ordering party: for First Mile/Last Mile contracts.

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

Duration of Retention [calendar days]	Day 1 – Day 5	Day 6 – Day 9	From Day 10
Retention tariff	7,00 EUR/wagon/day	28,00 EUR/wagon/day	56,00 EUR/wagon/day

The number of calendar days charged is calculated per indivisible period of 1 day (24 hours). If the total duration of retention for a specific wagon is smaller than 2 calendar days (48 hours), then this wagon is excluded from retention costs.

Examples

- Retention period for 1 wagon is 46 hours (1,9 days)
→ no retention cost is applied
= 0 EUR
- Retention period for 1 wagon is 60 hours (2,5 days)
→ total retention cost = (3 days x 7 EUR)
= 21 EUR
- Retention period for 1 wagon is 150 hours (6,3 days)
→ total retention cost = (5 days x 7 EUR) + (2 days x 28 EUR)
= 91 EUR
- Retention period for 1 wagon is 250 hours (10,4 days)
→ total retention cost = (5 days x 7 EUR) + (4 days x 28 EUR) + (2 days x 56 EUR)
= 259 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. A cost will be invoiced, as mentioned in article 3.2.
- The wagons that can be picked will be 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 has to 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 maximum 5 working days after the picking request was sent by the customer.
- The picking costs will be invoiced on a monthly basis.

3.2 Picking tariff and cost

A cost of 50,00 EUR/wagon is invoiced to the instance requesting the picking service.

A discount of 10,00 EUR/wagon can be granted upon request of the instance requesting the picking service whenever Lineas does not respect the delivery as agreed upon. This instance has to produce and share supporting documents with Lineas to prove Lineas' error.

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 costs

The tariff will depend on 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.