



## Consignment note requirements for Neutral Hilling

Version 1.0  
09/12/2023

### **Audience:**

This document is intended for expert profiles in organizations involved in transporting single wagon load (SWL) volumes into and out of the Antwerp Port region, as important changes with regard to the consignment note are to be put in place as of the 1<sup>st</sup> of January 2024.

### **Background:**

Lineas has been providing Neutral Hill services on the shunting hill in Antwerp-North, in the Port of Antwerp-Bruges (PoAB), since April 2023. The division of Lineas providing this service is called BND (Beheerder Neutrale Dienstverlening). The Railport tender of Port of Antwerp-Bruges (PoAB) that awarded first and last mile (FM/LM) operations to railway undertakings (RU's) for SWL volumes departing and arriving in the Antwerp Port regain, comes into effect on January 1<sup>st</sup> 2024, resulting in a more challenging environment for BND to run smoothly with regard to the information flow. In particular, the disconnect at the shunting hill between the RU of arriving trains and the RU of the departing trains presents new challenges.

In order for BND (Beheerder Neutrale Dienstverlening) to process wagons of arriving SWL-volumes in the marshalling yard of Antwerp North, to the correct trains, BND needs to know where a wagon will be transferred to BND by which RU and to which RU the wagon needs to be transferred on which location. The only way to get these information is the consignment note, as this information is not present in the train pre advice message set.

### **Content:**

This document focusses on the data exchange set-up with BND with regards to the order/consignment note and the ways how the consignment note must be issued, as it is a requirement described in general terms and conditions of the neutral hill operations. BND accepts the consignment if the box 57 is filled in correctly. not filled in according the requirements the wagon cannot be hilled and will come to a standstill in the Antwerp North marshalling facility, accumulating costs.

### **Lineas NV**

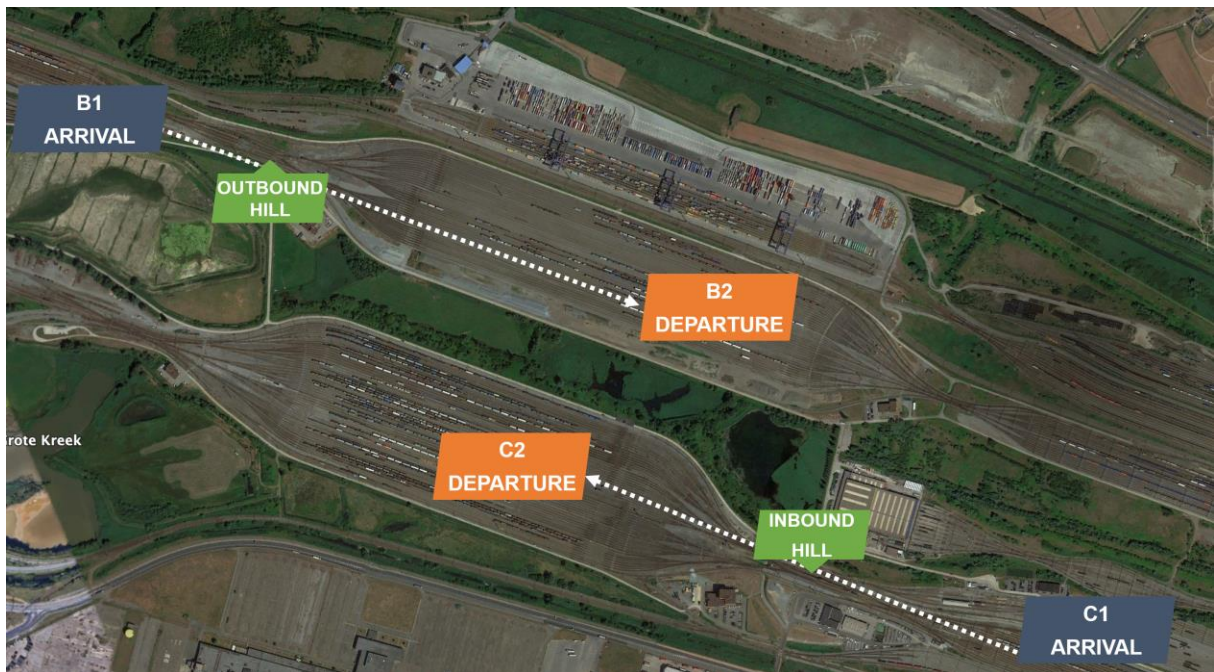
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## Flows:

Since box 57 is about explaining where wagons are handed over to a next operator, box 57 describes the flow of operators that a wagon need to follow.

For a simple hilling, and in normal circumstances these are the flows that are expected on the consignment note.



### For all wagons going to Antwerp: via the Inbound Hill:

1. An RU hands over to BND in Antwerp-North Bundle C1\*
2. BND performs the marshalling and transfers the wagon to Antwerp-North Bundle C2\*
3. BND hands over to an RU in Antwerp-North Bundle C2\*

### For all wagons coming from Antwerp: via the Outbound Hill:

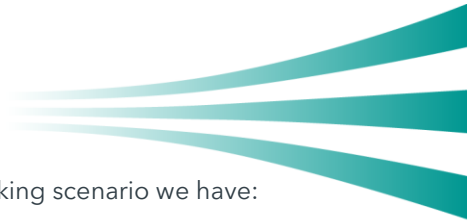
1. An RU hands over to BND in Antwerp-North Bundle B1\*
2. BND performs the marshalling and transfers the wagon to Antwerp-North Bundle B2\*
3. BND hands over to an RU in Antwerp-North Bundle B2\*

These flows may differ from daily reality as:

- In real time the arriving bundle may differ from the ones above
- During the works in Antwerp Marshalling yard in C2, the inbound flows are being processed in the B facilities. Thus the station C1 becomes B1 and C2 becomes B2.
- Some flows, such as picking picking does not necessarily need to follow these flows, see here under.

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For example in reality during the infra works in Antwerp for a picking scenario we have:

1. An RU hands over to BND in Antwerp-North Bundle B1
2. BND performs the marshalling and transfers the wagon to Antwerp-North Bundle waiting area where it waits to be picked.
3. When it's picked by the customer the wagon is transferred to Antwerp-North Bundle C1
4. BND performs the marshalling and transfers the wagon to Antwerp-North Bundle C2
5. BND hands over to an RU in Antwerp-North Bundle C2

**Conclusion: As long as one of the two C OR B bundles are used in handover to Lineas and takeover from Lineas, it is fine. These routings doesn't need to follow the daily operational reality nor do they need to be the same locations that are used in the rail path ordering.**

#### **Codification:**

These are the UIC/DIUM location codes used to appoint the above mentioned locations.

*88 27243-5 = Belgium, Antwerpen-Noord Bundel C1*

*88 27250-0 = Belgium, Antwerpen-Noord Bundel C2*

*88 25001-9 = Belgium, Antwerpen-Noord Bundel B1*

*88 27284-9 = Belgium, Antwerpen-Noord Bundel B2*

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## Consignment note requirements:

In order for BND to shunt the wagons to the correct trains, BND needs to know if there will be a wagon transferred to BND in Antwerp B or C by who and to who the wagon needs to be transferred to after shunting. BND extracts that information out of box 57.

### Box 57

Below you see an example of possible routings where DBC performs the long haul and three scenarios where three local first last mile operators can be used. Note that virtually all RU can perform long hauls, but for sake of simplicity limit ourselves to one. The codes are companies codes published by UIC and part of EU legislative TAF/TSI initiative. Codes are consultable on: <https://uic.org/support-activities/it/rics>

The codes used to appoint the start and end of the BND marshalling scope have been mentioned earlier, and just like other locations (such as origin, destination, handover points) they are DIUM codes published by UIC. Codes are consultable on: <https://uic.org/freight/data-exchange/dium>

### FM/LM DBC BE / Railtraxx / Lineas, long-haul DBC BE

These are the RU codes of the RU's used in below examples.

2180 = DBCDE    3609 = DB Cargo BE    3273 = Railtraxx    2188 = BND/Lineas

Inbound (with DBC):

80 Origin - 2180 - 80450 - 3609 - 88 272435 - 2188 - 88 272500 - 3609 - 88 Destination

Inbound (with RTX):

80 Origin - 2180 - 80450 - 3609 - 88 272435 - 2188 - 88 272500 - 3273 - 88 Destination

Inbound (with Lineas):

80 Origin - 2180 - 80450 - 3609 - 88 272435 - 2188 - 88 Destination

*Note that you don't have to split up BND and Lineas, you can join them.*

Outbound (with DBC):

88 Origin - 3609 - 88 250019 - 2188 - 88 272849 - 3609 - 80450 - 2180 - 80 Destination

Outbound (with RTX):

88 Origin - 3273 - 88 250019 - 2188 - 88 272849 - 3609 - 80450 - 2180 - 80 Destination

Outbound (with Lineas):

88 Origin - 2188 - 88 272849 - 3609 - 80450 - 2180 - 80 Destination

*Note that you don't have to split up BND and Lineas, you can join them.*

FYI: 80450 is the borderpoint Montzen/Aachen West

On the last page you see a printout of a consignment note (this format is also supported) where the entire stretch is done by DBC but where BND performs marshalling, inbound. Basically this routing.

Inbound (with DBC): 80 137620 - 2180 - 88 272435 - 2188 - 88 272500 - 2180 - 88 240283

## Lineas NV



## Who needs to do what?:

### Scenario A

*Is the customer digitally sending the order to the system of Lineas or DBC (EDI)? or  
Is the customer digitally sending the order via the system of a 3<sup>rd</sup> party to the system of Lineas or DBC (EDI)? or  
Is the customer manually creating the order in a web portal of Lineas or DBC?*

Yes?

**Then no action required from the customer.** Lineas or DBC puts the right codes in box 57 based on the contract mentioned in box 14 and BND will get the consignment note in order to process the wagon correctly.

### Scenario B

*Is the customer digitally sending the order to the system of an RU other than Lineas or DBC (EDI)? or  
Is the customer digitally sending the order via the system of a 3<sup>rd</sup> party to the system of an RU other than Lineas or DBC (EDI)? or  
Is the customer manually creating the order in a web portal of an RU other than Lineas or DBC?*

Yes?

#### **Then make sure box 57 is formatted correctly**

If that RU is the RU that has the end to end contract with the customer, the customer must ask that RU that the routing includes Lineas as BND with codes mentioned above so that they appear in box 57.

If the customer creates the order in a system other than the one holding the contract, the customer must ask the RU that has the contract to coordinate with its subcontractors to make sure that the routing includes Lineas as BND with codes mentioned above so that they appear in box 57.

#### **Communicate the contract of box 14 to BND**

Ask the RU that holds the contract with the customer to communicate the contract to [sc.office@lineas.net](mailto:sc.office@lineas.net). This is required for the order to be accepted into the system whenever it is sent to the BND with this contract.

#### **And make sure BND gets the consignment note**

If the RU where the customer is placing its order with, is connected to Orfeus = no extra action is required, BND will get the consignment note via Lineas digitally if Lineas is mentioned in box 57.

If that RU is not connected to Orfeus, then that RU must make sure that the BND gets the consignment with a correct box 57 via the mailbox mentioned above (Communication channels option C).

## Lineas NV



## Scenario C

*Is the customer sending the order via consignment note or print to the RU (paper or via PDF)? or Does the RU who arrives in Antwerp only has the consignment note or print on paper or in PDF? Yes?*

**Ask the issuer of the consignment note to include Lineas with the above mentioned codes in box 57**

**The customer must assure the contract used in box 14 is being communicated to [sc.office@lineas.net](mailto:sc.office@lineas.net) . This is required for the order to be accepted into the system whenever it is sent to the BND with this contract.**

**Make sure the BND gets the consignment note to the mailbox mentioned above (Communication channels option C).**

If you think your specific case is not supported by the above scenario or you have doubts please mail [neutralhill@lineas.net](mailto:neutralhill@lineas.net) for further support on the matter.

### Communication channels:

Consignment notes can be sent to the BND via Lineas and this in three ways:

- A. Direct via EDI (that includes the Lineas web portal) from the customer
- B. Via Raildata with an ECN message through the Orfeus application (relevant if the RU that gets the customer order via EDI/their own web portal and that RU is an Orfeus user). This will only work if Lineas is mentioned in box 57 with above mentioned codes.
- C. Via mail with a PDF as attachment. Does not need to be an official copy of the consignment note (printout, data print, will work too, as long as it has the CIM boxes on it). This will only work if Lineas is mentioned in box 57 with above mentioned codes. The mail needs to be sent to [neutralhill.operations@lineas.net](mailto:neutralhill.operations@lineas.net)

### List of RU's supporting the sending of CN via Orfeus

- ČD Cargo
- CFL Cargo
- DB Cargo Group
- Green Cargo
- Eurorail
- FRET SNCF Group
- Lineas Group
- LTE Logistik
- Merclitalia Rail
- Railtraxx
- RC Austria
- Renfe
- SBB Cargo
- SBB Cargo International

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<p>30 Lettre de Voiture CIM Vrachbrief CIM <input checked="" type="checkbox"/></p>		<p>Lettre wagon CUV Wegenbrief CUV <input type="checkbox"/></p>		40 51146	41	42	43
<p>1 Expéditeur (nom, adresse) - Afzender (Naam, adres) ArcelorMittal Bremen GmbH Carl-Benz-Str. 30 28237 Bremen Duitsland Signature - Handtekening LADB Cargo AG N° TVA: BE0400106291 BTW-Nr.</p>		<p>2 800000004093</p>		<p>7 Déclaration de l'expéditeur Verklaring van de afzender</p>		<p>8 Référence expéditeur - Referentie afzender</p>	
<p>4 Destinataire (nom, adresse, pays) Gedestineerde (naam, adres, land) ArcelorMittal Gent John Kennedylaan 51 9042 Gent België/Belgique N° TVA: BE0400106291 BTW-Nr.</p>		<p>5 2001546</p>		<p>9 Annexes à la lettre de voiture - Bijlagen aan de vrachbrief</p>			
<p>10 Lieu de livraison Plaats van aflevering</p>		<p>11 -</p>		<p>12 88 240283</p>		<p>16 Prix en charge Aanmerking</p>	
<p>Gare - Station Antwerpen Oorden</p>		<p>Pays - Land België/Belgique</p>		<p>Lieu - Plaats Bremen ArcelorMittal Duitsland</p>		<p>11 30 17 17 80137620</p>	
<p>13 Conditions commerciales - Commerciële bepalingen</p>		<p>14 1 698300</p>		<p>18 Wagon N° - Wagon Nr 31 80 4671 4792</p>		<p>19 Parcours Trajet</p>	
<p>15 Informations pour le destinataire - Inlichtingen voor de gedestineerde</p>				<p>20 Paiement de frais Betalung van de kosten</p>		<p>y compris - inclusief</p>	
<p>21 Désignation de la marchandise Aanduiding van het goet Flachgew. aus Eisen oder nichtlegiertem Stahl</p>		<p>22 Exceptional consignment Buitengewoon vervoer</p>		<p>23 RID</p>		<p>24 N°-M code 721011</p>	
				<p>25 Masse Masse</p>		<p>26 Déclaration de valeur Aangifte van de waarde</p>	
				<p>27 Indemnité à la livraison Aangifte bij de aflevering</p>		<p>28 Remplacement Vervangend</p>	
				<p>29 Indications douanières Douaangewijzingen</p>		<p>30 Vérification Controle</p>	
<p>70 Parcours Trajet</p>		<p>71 0 72 721011</p>		<p>73 EUR 74 46480</p>		<p>75 698300 76 554 77 kg</p>	
<p>70 Parcours Trajet</p>		<p>71 72</p>		<p>73 74</p>		<p>75 76 77 78</p>	
<p>70 Parcours Trajet</p>		<p>71 72</p>		<p>73 74</p>		<p>75 76 77 78</p>	
<p>49 Code d'affranchissement Franchisingscode</p>		<p>10</p>		<p>50 Itinéraires - Route 80-50 Duitsland-Montzen/Aachen West Grenze</p>			
<p>51 Opérations douanières - Douaangewijzingen</p>				<p>52 Bulletin d'affranchissement Franchisingcertificaat</p>		<p>53 Avis d'incasement N° Bericht van incasering Nr</p>	
<p>54 Procès-verbal N° Proces-verbaal Nr</p>				<p>55 Prolongation du délai de livraison - Verlenging van de afleveringsdormijn</p>		<p>Code du - van au - tot lieu - plaats</p>	
<p>56 Déclaration du transporteur - Verklaring van de vervoerder</p>		<p>57 Autres transporteurs - Andere vervoerders 2188 Lineas NV (RU 2188)</p>		<p>Parcours - Trajet 88/272435 - 88/272500</p>		<p>Quantité Eigenaarschap 1</p>	
<p>58 a) Transporteur contractuel - Contractuele vervoerder 2188 DB CARGO AG RHEINSTRASSE 2 55116 MANZ DE Signature - Handtekening</p>		<p>59 Date d'arrivée - Datum aankomst</p>		<p>60 Mise à disposition Ter beschikking gesteld</p>		<p>62 Certification de transit Identificatie van de zending</p>	
<p>b) Procédure simplifiée de transit ferroviaire Vereenvoudigde procedure voor de doorvoer per spoor</p>		<p>Duplicata Duplicate 4</p>		<p>61 Quittance du destinataire Ontvangsbewijs gedestineerde</p>		<p>Pays - Land 80 Gare - Station 137620</p>	
<p>Code principal obligé Code ongeveer</p>		<p>Arrivée N° - Aankomst Nr.</p>		<p>Entreprise Ondermerking 2180</p>		<p>Rég. N° Verg. Nr. 213231</p>	
				<p>63 Lieu et date d'établissement - Plaats en datum van het ontstaan Brussel/Bruxelles</p>		<p>2023-11-30</p>	