TARIFF DOCUMENT

Infrabel Track Congestion

VAS Code 7700 · Value Added Services Plus

Published on 1 July 2026 · Based on Infrabel Network Statement 2026 (Appendix F.2)

1. General explanation

Infrabel, the Belgian rail infrastructure manager, applies a charge on the use of freight bundles that experience structurally high occupancy since 2023. Infrabel refers in its Network Statement to this as the **tariff to avoid the risk of overload**, commonly abbreviated as the **VHDS tariff.** Lineas may re-invoice this cost to its customers under **VAS Code 7700 – "Infrabel track congestion"**, as published in the Lineas Value Added Services Plus Catalog (Operational Compensation Charges).

The VHDS tariff is an **hourly charge** applied to the actual occupation time of an operational (process) track within a designated freight bundle. It differs from Infrabel's Congestion Charge (HCG), which applies to congested line sections and station tracks and is calculated per train path.

1.1 Purpose of the tariff

The VHDS tariff has a **behaviour-steering purpose**: it encourages railway undertakings to load, unload and move wagons promptly, so that scarce siding and shunting capacity in busy bundles is used efficiently. It is not a penalty, but a market-conform instrument to allocate the available infrastructure capacity.

1.2 How is it calculated?

Infrabel records the actual occupation time of each process track and calculates the amount due monthly per bundle, split into three rate categories:

- Shunting (within the standard time): **€ 0 per hour** (free, 2026 tariff)
- Shunting and short-term parking: **€ 5,3837 per hour** (2026 tariff, excl. VAT)
- Long-term parking: **€ 11,3657 per hour** (2026 tariff, excl. VAT)

The threshold between short-term and long-term parking differs per bundle (see Section 2). The tariff is indexed annually on 1 January, based on a weighting of the health index (65 %) and the services index (35 %) of consumer prices.

1.3 Threshold for application

Infrabel only applies the VHDS tariff to bundles where the 4th highest monthly occupancy rate during the reference period (1st August to 31st July) exceeds the minimum threshold of **60 %.** The occupancy rates and the list of active bundles are published in the Network Statement by Infrabel annually, no later than 5 October.

2. Introduction and transition approach

Lineas introduces the principle of re-invoicing of the Infrabel track congestion fee (VAS 7700) as of **31 July 2026.** We are committed to implementing this in close partnership with our customers and in a way that gives everyone time to adjust.

However, **until 31 December 2026**, Lineas will not move directly to re-invoicing. We will first approach the customers concerned individually to review the situation together and to identify a **structural solution that avoids these costs altogether** – for example by optimising occupation times or adjusting operational arrangements. Our aim throughout is to help customers **avoid** these costs rather than to pass them on.

Only where no joint agreement can be reached before 1 January 2027, then Lineas will proceed to the effective re-invoicing of the congestion costs as of service year 2027.

3. Scope – bundles concerned

The table below lists all bundles invoiced by Infrabel for service year 2026, and therefore within the scope of this Tariff Document. This concerns only Belgian bundles:

Bundle	No.	4th highest occupancy	Std. shunting time	Std. short-term parking	Status 2026
Antwerp-North – Bundle A1	179	67.4 %	24 h	72 h	**Active**
Antwerp-North – Bundle B1	46	59.6 %	24 h	72 h	**Active**
Antwerp-North – Bundle B3	48	78.1 %	24 h	72 h	**Active**
Antwerp-North – Bundle C1	55	59.6 %	24 h	72 h	**Active**
Antwerp-North – Bundle D	69	67.4 %	24 h	72 h	**Active**
Antwerp W.H. – Bundle Zuid	660	66.8 %	12–144 h	24–288 h	**Active**
Genk-Goederen	1247	73.9 %	16 h	48 h	**Active**
Muizen-Goederen	*872*	*43.1 %*	—	—	*Not applicable*
Zeebrugge – Bundle Ramskapelle	1271	60.6 %	12–16 h	48 h	**Active**
Gent-Zeehaven – Bundle D	456	66.1 %	6–24 h	48 h	**Active**
Gent-Zeehaven – Bundle E	456	82.1 %	24–144 h	48 h	**Active**
Zeebrugge – Bundle Zwankendamme	2043	81.7 %	24 h	48 h	**Active**

Source: Infrabel Network Statement 2026, Appendix F.2 (published 2 April 2026).

Muizen-Goederen is listed for monitoring purposes but is not invoiced under VHDS for service year 2026, as its occupancy rate falls below the 60 % threshold required for the tariff to apply.

4. Legal framework and re-invoicing

4.1 Basis

The VHDS tariff is established by Infrabel under the Royal Decree of 19 July 2019 on the allocation of railway infrastructure capacity and the charging for the use of railway infrastructure, and further detailed in Infrabel's annual Network Statement. It is legally due by the railway undertaking using the bundle concerned and is invoiced monthly by Infrabel.

4.2 Re-invoicing principle

Lineas acts as the railway undertaking responsible towards Infrabel for payment of the VHDS tariff. Lineas re-invoices this cost to the customer whose activities (occupation of wagons, loading and unloading operations, or use of shunting infrastructure) directly give rise to the recorded occupation time, on the following principle:

- The cost is passed on only where the occupancy and the resulting VHDS charge is **not caused by Lineas' own operational decisions or shortcomings**, but results from circumstances attributable to the customer or its subcontractors/representatives (e.g. late unloading, delayed collection of wagons, operational delays on the customer's side).
- The charge is based on the actual occupation times per track section as recorded and certified by Infrabel, as shown on Infrabel's monthly invoice.
- Lineas does **not add a margin** on top of the re-invoiced Infrabel cost: the amount the customer receives equals the amount Infrabel charged Lineas for the relevant occupation time. However, as indicated in the Catalog, an administration fee (VAS Code 9999) is charged on top of VAS Code 7700, in line with the general conditions applicable to charges marked with **.

4.3 Exclusion where contractually agreed

Where a customer has **contractually agreed otherwise** with Lineas – for instance because the VHDS tariff is already included in a fixed fee, an all-in tariff, or a specific service agreement – these costs will **not be re-invoiced separately**. The contractual terms take precedence over this Tariff Document.

4.4 Notification

Lineas aims to inform customers in due time when a bundle is (re)designated as congested by Infrabel, or when there is a significant change in the occupancy parameters. Infrabel's annual publication (no later than 5 October for the following year) forms the basis for Lineas' communication to customers.

5. Worked examples

The examples below illustrate how the VHDS-based VAS 7700 charge is calculated in practice. All amounts are excl. VAT and excl. the VAS 9999 administration fee. Tariffs are valid for service year 2026.

Example 1 – Shunting in Antwerp-Noord (Bundle B3)

A wagon occupies a process track in Bundle B3 for 30 hours. Shunting is free up to 24 hours; the short-term parking threshold is 72 hours. So the first 24 hours are free, and the remaining 6 hours are charged at the short-term parking rate.

Calculation – Bundle B3, Antwerp-Noord	
First 24 hours (shunting – free)	24 h × € 0 = € 0,00
Next 6 hours (short-term parking)	6 h × € 5,3837 = € 32,30
Total VAS 7700 charge (excl. VAT)	**€ 32,30**

Example 2 – Short-term parking in Genk-Goederen

A wagon occupies a process track in Genk-Goederen for 20 hours. Shunting is free up to 16 hours; the short-term parking threshold is 48 hours. So the first 16 hours are free, and the remaining 4 hours are charged at the short-term parking rate.

Calculation – Genk-Goederen	
First 16 hours (shunting – free)	16 h × € 0 = € 0,00
Next 4 hours (short-term parking)	4 h × € 5,3837 = € 21,53
Total VAS 7700 charge (excl. VAT)	**€ 21,53**

Example 3 – Long-term parking in Gent-Zeehaven (Bundle E)

A wagon occupies a process track in Bundle E of Gent-Zeehaven for 60 hours. Shunting is free up to 24 hours; the short-term parking threshold is 48 hours. So 0–24 h are free, 24–48 h are charged at the short-term rate, and 48–60 h at the long-term rate.

Calculation – Gent-Zeehaven Bundle E	
First 24 hours (shunting – free)	24 h × € 0 = € 0,00
Hours 24–48 short-term + 48–60 long-term	24 h × € 5,3837 + 12 h × € 11,3657 = € 265,60
Total VAS 7700 charge (excl. VAT)	**€ 265,60**

Example 4 – No charge: Muizen-Goederen

A wagon occupies a process track in Muizen-Goederen for 40 hours. Because the bundle's occupancy rate (43.1 %) is below the 60 % minimum threshold, the VHDS tariff does not apply for service year 2026. No charge is re-invoiced.

Calculation – Muizen-Goederen	
Bundle active in 2026?	No – occupancy below 60% threshold
Total VAS 7700 charge (excl. VAT)	**€ 0,00**

6. Practical provisions

6.1 Invoicing

The VAS 7700 charge is invoiced monthly, in line with Infrabel's invoicing cycle. The invoice line states the bundle concerned, the occupation time charged per category (shunting, short-term, long-term parking) and the calculated amount.

6.2 Start of applicability

Lineas will not send any invoices based on charges created in 2026. Until 31 December 2026, Lineas will try to seek a solution first in order to avoid extra invoices. If no agreement can be found between involved parties before 1 January 2027, then Lineas will proceed to the effective re-invoicing of the congestion costs as of service year 2027.

6.3 Amendments and Annual update

This Tariff Document may be amended from time to time by Lineas. Additionally, it is reviewed annually following the publication of the new Appendix F.2 by Infrabel (typically in the fourth quarter of year J–1). Changes to the list of bundles, occupancy thresholds or tariffs are communicated via the Lineas website and take effect on the date stated by Infrabel.

Document information

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