

**List of Fees for Terminal Operations  
of the Service Facility**

**KTL Kombi-Terminal Ludwigshafen GmbH**

**Am Hansenbusch 11**

**67069 Ludwigshafen**

**Valid from 01.01.2024**

<b>Contents</b>	<b>Page</b>
<b>Section 1:</b> General principles and opening hours	3
<b>Section 2:</b> Use of crane for handling loading units and additional services	3
<b>Section 3:</b> Storage of loading units before rail transportation	4 + 5
<b>Section 4:</b> Storage of loading units after rail transportation (bonus/malus)	5 + 6
<b>Section 5:</b> Storage of units with dangerous goods	6 + 7
<b>Section 6:</b> Reduction of handling charges for new trains	7

## **Section 1: General principles and opening hours**

- All prices are in euros exclusive of the statutory VAT rate.
- The Terms and Conditions of Business of KTL Kombi-Terminal Ludwigshafen GmbH as amended shall apply to all services in this List of Fees.
- The storage of loading units is generally subject to the availability of space.
- Loading units with a height of less than 2.435 mm (8'), which are delivered or collected individually, are each separately considered one loading unit during handling even if they are to be stacked. For daily charges and for bonus/malus they are considered stacked as one loading unit.
- **Opening hours of KTL Kombi – Terminal Ludwigshafen GmbH:**  
Mondays 5am until Saturday 1pm non-stop  
Please enquire about public holiday opening hours as and when.

## **Section 2: Use of a crane for handling loading units and additional services**

- Use of crane before and after rail transportation, 26.25 €  
per loading unit
  - Affix or remove GGVSE labels 30.00 €  
(German Road and Rail Hazardous Goods Ordinance)  
after train arrival for missing, incorrect or damaged  
labels, per loading unit
- ⇒ Change to crane orders, after delivery of loading unit, per loading unit 26.25 €

KTL accepts no liability for the on-time implementation of any alterations to orders made less than 2 hours prior to termination of loading

### Section 3: Storage before rail transportation

#### Calculation principles:

- Daily charges before rail transportation are calculated on a calendar day basis. The calculation begins on the day of delivery and ends on the day of the respective cut-off time of the despatch train.

Conditions rail exit							
from calendar day	stackable			not stackable			Trailer
	<= 7,82 m	7,83 m - 9,12 m	>= 9,13 m	<= 7,82 m	7,83 m - 9,12 m	>= 9,13 m	
1	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €
2	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €
3	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €
4	00,00 €	00,00 €	00,00 €	36,00 €	50,00 €	64,00 €	52,00 €
5	18,00 €	25,00 €	32,00 €	36,00 €	50,00 €	64,00 €	52,00 €
6	18,00 €	25,00 €	32,00 €	36,00 €	50,00 €	64,00 €	52,00 €
7	18,00 €	25,00 €	32,00 €	36,00 €	50,00 €	64,00 €	52,00 €
8	39,00 €	51,00 €	63,00 €	78,00 €	102,00 €	126,00 €	115,00 €
each additional	39,00 €	51,00 €	63,00 €	78,00 €	102,00 €	126,00 €	115,00 €

- Free-of-charge storage times when delivered by truck, for trains running once a week:
  - Empty units: Day of the respective cut-off time plus 4 working days
  - Loaded units: Day of the respective cut-off time plus 4 working days
- Free-of-charge storage times when delivered by truck for trains running between the first month for a new traffic, which is not operated for at least one year. This applies for the first 10 working days before and for the first 20 working days after the first start of traffic:
  - Empty or not stackable units without dangerous goods

A new train connection is considered if this connection has never been handled by KTL or has not been handled by KTL for at least 12 months. A new entry into service after an interruption of less than 12 months shall not be regarded as new train connection. This also does not apply to the extension of days of traffic on an existing train connection.

- Free-of-charge storage times when delivered by gateway traffic (by operator complete booked transport with changing trains):
  - Empty or loaded stackable units without dangerous goods date of closing plus 6 working days
  - empty or loaded units with dangerous goods or not stackable date of closing plus 6 working days (surcharge for dangerous goods from the 4<sup>th</sup> day according to the tariff)
  
- Gateway traffic (by operator complete booked transport with changing trains):
  - In case of a rail-side reshipment of an unit within 36 hours after the train arrival, the operator receives a bonus of 5.00 Euro

#### **Section 4: Storage after rail transportation (bonus/malus)**

##### **Calculation principles:**

- The calculation of the bonus or malus contributions starts with the actual preparation of the loading units in the terminal. The time recording ends with the handling of the loading units onto the outgoing resource in the terminal. The collector receives a receipt as proof. Complaints may only be dealt with upon proof of receipt.
- The calculation of a new hour starts with the first minute.
- The bonus/malus rule applies to all loading units after rail transportation except gateway traffic. Necessary additional handling is included in the calculation.
- Accrued bonus or malus amounts are always offset.

##### **Bonus:**

- The bonus period/timeframe is divided into 2 sections. The first section relates to loading units, which are collected within 6 hours after preparation. Section 2 concerns loading units that are collected in the 6 – 24-hour period after preparation.

### Malus:

- The malus period is also divided (see pricing schedule) and starts at the end of the bonus period.
- The calculation is based on the effective storage duration, including Sundays and public holidays and is not interrupted by the closure of the terminal.
- The amounts in the “> 168 hr” category applies per additional interrupted 24 hours.
- Depending on the actual storage duration the amounts specified in the pricing schedule must be totalled. The malus is calculated regardless of the type of delivery of loading units after the specified times.

### Pricing schedule:

Conditions Bonus/Malus rail entrance										
				stackable			not stackable			
from		until		<= 7,82 m	7,83 m - 9,12 m	>= 9,13 m	<= 7,82 m	7,83 m - 9,12 m	>= 9,13 m	Trailer
hour	min	hour	min							
0	0	6	0	-5,50 €	-5,50 €	-5,50 €	-5,50 €	-5,50 €	-5,50 €	-5,50 €
6	1	24	0	-1,50 €	-2,00 €	-2,50 €	0,00 €	0,00 €	0,00 €	0,00 €
24	1	48	0	2,50 €	4,00 €	5,50 €	5,00 €	8,00 €	11,00 €	20,00 €
48	1	72	0	9,00 €	12,00 €	15,00 €	18,00 €	24,00 €	30,00 €	30,00 €
72	1	96	0	18,00 €	25,00 €	32,00 €	36,00 €	50,00 €	64,00 €	52,00 €
from 96 hours 1 minute, per 24 hours started				32,00 €	42,00 €	52,00 €	64,00 €	84,00 €	104,00 €	94,00 €
from 168 hours 1 minute, per 24 hours started				39,00 €	51,00 €	63,00 €	78,00 €	102,00 €	126,00 €	115,00 €

### Section 5: Storage of units with dangerous goods

From the 4<sup>th</sup> day, a surcharge shall be levied for the storage of loaded and empty, uncleaned units containing dangerous goods. This surcharge is independent of the bonus-malus-regulation and will be charged separately.

The calculation begins from the time when the loading unit is actually ready for pick up at the terminal or on the day of delivery for rail (re)dispatch.

The calculation shall be based on the actual storage period, including Sundays and public holidays and shall not be interrupted by the closure of the terminal.

intervals	receipt	intervals	dispatch
	0 - 24 h		0,00 €

24 - 48 h	0,00 €	Tag 2	0,00 €
48 - 72 h	0,00 €	Tag 3	0,00 €
72 - 96 h	30,00 €	Tag 4	30,00 €
96 - 120 h	75,00 €	Tag 5	75,00 €
120 - 144 h	100,00 €	Tag 6	100,00 €
144 - 168 h	100,00 €	Tag 7	100,00 €
168 - 192 h	100,00 €	Tag 8	100,00 €
> 192 h (per 24 h)	125,00 €	from day 9 onwards	125,00 €

### **Section 6: Reduction of handling charges for new trains**

KTL grants for new train connections in the first three months after the start of traffic a reduction of the handling charges at the rail entrance and rail exit of 25 % of the respectively valid handling charge.

A new train connection shall be deemed to have been established if this (these) route(s) has (have) been handled by KTL or have not been handled by KTL for at least 12 months.

A new traffic after an interruption of less than 12 months shall not be considered a new train connection. This also does not apply to the expansion / extension of traffic days of an existing train connection.