

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

KTL Kombi-Terminal Ludwigshafen GmbH

Am Hansenbusch 11

67069 Ludwigshafen

Valid from 01.01.2026

Contents	Page
Section 1: General principles and opening hours	3
Section 2: Use of crane for handling loading units and additional services	3
Section 3: Temporary storage of loading units before rail transportation	4 + 5
Section 4: Temporary storage of loading units after rail transportation (bonus/malus)	5 + 6
Section 5: Temporary storage of units with dangerous goods	6 + 7
Section 6: 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 temporary 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:**
Continuously from Monday 5:00 a.m. to Saturday 1:00 p.m.. Please inquire about opening times on specific public holidays.

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

- | | |
|--|---------|
| • Use of crane before and after rail transportation,
per loading unit. | € 26.50 |
| • GGVSEB - Attachment or removal of labels for missing,
incorrect or damaged labels after receipt of train, per
loading unit (without label / UN- plate) | € 30.00 |
| per label | € 15.00 |
| per UN- plate | € 20.00 |
| • Change to crane orders, after delivery of loading unit,
per loading unit. | € 26.50 |

KTЛ 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: Temporary storage before rail transportation

- The daily charges for rail transport are based on calendar days. The calculation begins on the day of delivery and ends on the day of the respective acceptance deadline for the cargo train.

Conditions rail exit								
stackable				not stackable				Trailer
from calendar day	<= 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	€0.00
2	€0.00	€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	€0.00
4	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00
5	€0.00	€0.00	€0.00	€36.00	€50.00	€64.00	€64.00	€52.00
6	€18.00	€25.00	€32.00	€36.00	€50.00	€64.00	€64.00	€52.00
7	€18.00	€25.00	€32.00	€36.00	€50.00	€64.00	€64.00	€52.00
8	€39.00	€51.00	€63.00	€78.00	€102.00	€126.00	€126.00	€115.00
each additional	€39.00	€51.00	€63.00	€78.00	€102.00	€126.00	€126.00	€115.00

- Free parking times for lorry deliveries for trains that are scheduled to run no more than once a week:
 - Empty units Day of acceptance deadline plus 4 working days
 - Loaded units Day of acceptance deadline plus 4 working days
- Free unloading times for lorry deliveries for rail shipping within the first month for new traffic that has not transported from KTL for at least a year. This applies to the first 10 business days before and the first 20 business days after the first transportation:
 - Empty or loaded stackable units without dangerous goods

A train connection is considered to be new if a connection(s) has never been used for shipment by KTL or has not been used for shipment by KTL for at least 12 months. The use of a train connection after an interruption of less than 12 months is not considered a new train connection. This also does not apply to the reduction/increase of operating days for an already existing train connection.

- Free unloading times for gateway traffic (transfer traffic booked through by the combined transport operator):
 - empty or loaded stackable units without dangerous goods - date of acceptance deadline 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 4th day according to the tariff).
- Gateway traffic (by operator complete booked transport with changing trains):
 - If an unit is forwarded by rail within 36 hours of the train's arrival, the combined transport operator shall receive a bonus of 5 euros.

Section 4: Temporary storage after rail transportation (bonus/malus)

- 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.
- Any bonus or penalty amounts incurred shall be offset against each other.

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 temporary 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 temporary 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:

Bonus/Malus rail loading conditions											
stackable					not stackable						
from		until			<=7.82m	7.83m-9.12m	>=9.13m	<=7.82m	7.83m-9.12m	>=9.13m	Trailer
hour	min	hour	min								
0	0	6	0	-€5.50	-€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	€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: Temporary storage of units with dangerous goods

From the 4th day, a surcharge shall be levied for a temporary 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 stabling period, including Sundays and public holidays, and shall not be interrupted by the closure of the terminal.

Time intervals	Rail loading	Time intervals	Rail unloading / Gateway
0–24 hours	€0.00	Day 1	€0.00
24–48 hours	€0.00	Day 2	€0.00
48–72 hours	€0.00	Day 3	€0.00
72–96 hours	€30.00	Day 4	€30.00
96–120 hours	€75.00	Day 5	€75.00
120–144 hours	€100.00	Day 6	€100.00
144–168 hours	€100.00	Day 7	€100.00
168–192 hours	€100.00	Day 8	€100.00
> 192 hours (24 hours)	€125.00	from day 9	€125.00

Section 6: Reduction of handling charges for new trains

For new train connections, KTL grants a reduction in the handling rate for rail loading and unloading of 25% of the applicable handling fee for the first three months after the commencement of traffic.

A train connection is considered to be new if a connection(s) has never been used for shipment by KTL or has not been used for shipment by KTL for at least 12 months. The use of a train connection after an interruption of less than 12 months is not considered a new train connection. This also does not apply to the reduction/increase of operating days for an already existing train connection.