

PRICE RULES

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CONTENTS

GENERAL INFORMATION	4
UNACCOMPANIED COMBINED TRANSPORT FOR SWAP BODIES, CONTAINERS AND SEMITRAILERS	4
GENERAL INFORMATION – ADDITIONS	5
GENERAL HAZARDOUS GOODS INFORMATION	5
WEST EUROPEAN TRANSPORT	5
NORTH EUROPEAN TRANSPORT & GERMAN BALTIC SEA PORTS	5
Transfer supplements between Lübeck Skandinavienkai and other Lübeck ports	5
DISCOUNTS	6
LIMITED PARTNER BONUS	6
FUNDING FROM THE MASTER PLAN FOR RAIL FREIGHT TRANSPORT	6
INCIDENTAL CHARGES, GENERAL	7
CANCELLATION FEE	7
PATH FLOATER	7
ENERGY FLOATER	7
AGGRAVATION SURCHARGE INFRASTRUCTURE	7
BUNKER ADJUSTMENT FACTOR (BAF)	7
HAZARDOUS GOODS AND WASTE TRANSPORTS	7
GOODS SUBJECT TO REGULATION (EU) NO. 258/2012	7

CONTENTS

STORAGE CHARGES AND ADDITIONAL HANDLING COSTS	8
I. Principles	8
II. Calculating the storage charges	8
III. Calculating additional handling and service charges	9
ADDITIONAL CHARGE FOR THE AUTHORISATION OF UNCODIFIED LOADING UNITS	9
EN-ROUTE COSTS	10
PRODUCTS OF PARTNER COMPANIES	10
OTHER CHARGES	10
INCIDENTAL CHARGES – ADDITIONS	11
NORTH EUROPEAN TRANSPORT & GERMAN BALTIC SEA PORTS	11
Storage charges and additional handling costs	11
Incidental charges for Lübeck	11
EASTERN EUROPEAN TRANSPORT	11
Additional charges for Lovosice	11
SOUTH EUROPEAN TRANSPORT	11
BAV fees	11
IMPRINT	12

GENERAL INFORMATION

UNACCOMPANIED COMBINED TRANSPORT FOR SWAP BODIES, CONTAINERS AND SEMITRAILERS

The prices as currently shown are given in euros, are exclusive of VAT, apply per loading unit and direction of travel and – unless otherwise indicated – include one crane operation at both the shipping and the receiving terminal in addition to rail transport. They are provided on a no-obligation basis until a contract is agreed.

Prices apply subject to operational performance and only if the respective production concepts are maintained. In the event of diversions due to track closures or on the instruction of authorities or network operators, a contract for the relevant transport service can only be concluded if a corresponding supplement is agreed for the additional costs associated with the diversion. This applies only for the duration of the event concerned.

Kombiverkehr will announce price changes (e.g. due to higher energy prices and other cost increases) as quickly as possible. These cannot always be avoided, particularly in a market environment that is plagued by crises, and may be necessary even during a current timetable period.

Fees for storing transport units in the terminals are not included and will be charged separately. The respective partners will charge customers directly for some of the incidental costs incurred abroad (cancellation fees, demurrage and additional crane operations). Please note that the amount and timing of these fees may vary in the individual terminals. Further information about prices and terms for storage services can be found under "Incidental charges".

The prices and discounts indicated below only apply if the security and payment requirements are met, i.e. use of the kombi**PAY30** payment procedure or participation in the Kombiverkehr deferral scheme.

The transport price for an available route is taken from the relevant price list and depends on the length of the loading unit and its total weight (= weight of load + tare weight of loading unit) and on any discounts, rebates and surcharges as specified in the relevant price and discount lists. The decisive and justifying factor for billing is the time of the closing time for acceptance of the effective departure.

A booking is required for every transport with Kombiverkehr. This can be done using the online booking system or via a B2B interface.

Detailed information on this can be found on our website. The staff of our service hotline will be happy to answer any questions you have regarding online booking. They can be contacted by phone on +49 69 / 7 95 05-5 55.

Any questions you have about the B2B interface can be answered by the staff of our Transport Management department. They can be contacted by
Phone +49 69 / 7 95 05-3 00
email transportmanagement@kombiverkehr.de.

The handling of shipments in Combined Transport is governed by the General Terms and Conditions of Business of Kombiverkehr as amended. The General Terms and Conditions can be found in the 'Become a customer' section of our website or in the download area of the myKOMBIWERKEHR portal.

In addition to the general information provided on the following pages, please also note the supplementary information applicable for individual transport axes.

No liability is accepted for printing errors in the price rules and price lists.

GENERAL INFORMATION – ADDITIONS

GENERAL HAZARDOUS GOODS INFORMATION

Additional regulations and supplements may apply for the carriage of hazardous goods. These are set out in the download area of the myKOMBIVERKEHR portal.

WEST EUROPEAN TRANSPORT

Where necessary, prices include the crane transfers on the Spanish-French border that are required for services to and from Spain and Portugal.

NORTH EUROPEAN TRANSPORT & GERMAN BALTIC SEA PORTS

The stated prices do not include crane transfer to and from trucks in Lübeck-Dänischburg CTL, Lehmannkai and Seelandkai. If the crane costs are not covered by the shipping company or paid by separate arrangement, Kombiverkehr will add them to its price.

In the case of continuous bookings to and from Sweden and Norway, services additional to the carriage by ferry, such as requesting damage reports from the shipping company, the acceptance or handover of documents to and from the respective shipping company, including transfer, as well as the securing of cargo on the ship, are charged directly to Kombiverkehr and are already part of the through-transport prices. Additional services in the case of subdivided booking are provided by local service companies.

In the German Baltic Sea ports of Kiel and Lübeck, the prices apply to/from "Kombiplatz", the transshipment centre for combined transport. The prices do not include the costs of transfer to/from the ferries and to the storage/stacking areas for the ferries.

Transfer supplements between Lübeck Skandinavienkai and other Lübeck ports

Please note that transfers from Lübeck Skandinavienkai to other ports in Lübeck incur additional costs and apply FOT (Free on Truck), i.e. crane operations in these port terminals are not included in our services.

The transfer supplements between Lübeck Skandinavienkai and other Lübeck ports are set out in the corresponding price list.

DISCOUNTS

LIMITED PARTNER BONUS

Customers who are limited partners of Kombiverkehr receive a limited partner bonus of EUR 6.00 per 1.0 consignment (EUR 3.00 per 0.5 consignment), valid from the first consignment per direction on a transport route.

All loading units with an outside length of more than 30' / 9.15 m count as 1.0 consignment (= EUR 6.00).
All other loading units count as 0.5 consignment (= EUR 3.00).

The limited partner bonus does not apply for consignments that are transported solely via partner companies and billed through Kombiverkehr.

FUNDING FROM THE MASTER PLAN FOR RAIL FREIGHT TRANSPORT

Some of the funds received by railway undertakings for reducing train path prices under the Master Plan for Rail Freight Transport (train path or GVO discount) are paid to Kombiverkehr on a route-by-route basis. Kombiverkehr will in turn pass these on to customers monthly based on the number of loading units.

The pass-on is subject to the condition precedent that Kombiverkehr is not subsequently required to reimburse the aforementioned subsidies, in whole or in part, for reasons beyond Kombiverkehr's control. In the event that Kombiverkehr is required to reimburse the subsidies, it is entitled to seek reimbursement from the customers accordingly.

The current subsidy amount for the individual routes is itemised in Kombiverkehr's price lists, under the freight price in the path floater.

Please note that the amount may be adjusted during the year if the funds are used up. Kombiverkehr will inform customers of any changes in good time.

INCIDENTAL CHARGES, GENERAL

The amount of the incidental charges listed below is set out in the respective prices lists and quotations. This chapter only mentions amounts which differ from those.

Please note that adjustments may be made during the year. Kombiverkehr will provide timely notification of any changes.

CANCELLATION FEE

If a booked loading unit is cancelled electronically or in writing after 11 a.m. on the day of dispatch, a cancellation fee will be charged.

The same applies for the case that a booked loading unit is not delivered and had not been deregistered.

Deviating rules apply for the following services:

- Austrian satellite services
- Services to and from Poland
- Services from Sweden and Norway

We will send you the amount of the cancellation and transfer fees and the relevant terms on request.

PATH FLOATER

The path floater for each route is listed separately in the Kombiverkehr price lists, below the freight price. It is based on the increase in track prices for the current year and is reduced by the applicable subsidy from the Master Plan for Rail Freight Transport.

ENERGY FLOATER

The Energy Floater for each route is listed separately in Kombiverkehr's price lists, below the freight rate. It is based on fluctuations in energy prices, both for fossil fuels and for electricity. Such cost fluctuations can arise, among other things, during crane operations at the terminal and in rail operations, both on short-haul routes (shunting services) and on long-haul routes.

AGGRAVATION SURCHARGE INFRASTRUCTURE

Due to the current infrastructure situation, particularly on the German rail network, an infrastructure surcharge will be levied.

BUNKER ADJUSTMENT FACTOR (BAF)

A bunker adjustment factor is charged for services between Germany and Sweden/Norway via the German Baltic Sea ports and for services between Germany and Turkey/Greece via the ports of Trieste. This is calculated as a function of the length of the loading unit and is based on the current bunker adjustment factor applied by the shipping companies that Kombiverkehr uses. The bunker adjustment factor can be subject to monthly fluctuations and will be notified separately.

HAZARDOUS GOODS AND WASTE TRANSPORTS

A supplement is charged for the carriage of hazardous goods and/or waste. Please also note the regulations in the general hazardous goods information provided on our website.

GOODS SUBJECT TO REGULATION (EU) NO. 258/2012

These goods can be transported by prior arrangement. Further general information on this and for pricing can be obtained from Kombiverkehr, Operations, Advisor Shipping & Customs, Ulf Schroedter

Phone +49 69 / 7 95 05 - 2 72
email uschroedter@kombiverkehr.de

INCIDENTAL CHARGES, GENERAL

STORAGE CHARGES AND ADDITIONAL HANDLING COSTS

If there are local facilities, loading units (with the exception of shipments containing hazardous goods) may, subject to a fee, be stored in the terminals for a limited period of time before dispatch or after receipt. **Depending on the terms and conditions of the terminal operator, the parking or placement into storage of loading units may incur storage charges and additional costs.**

I. Principles

- a) Unless otherwise indicated, all prices are quoted in euros exclusive of VAT at the prevailing rate.
- b) The terms and conditions of Kombiverkehr as amended apply.
- c) The customer may issue instructions for individual loading units or a terminal in general that loading units are to be transferred to a warehouse keeper engaged by the customer for warehousing on instruction. Carriage with Kombiverkehr will be considered complete on delivery of the loading unit to the warehouse keeper designated by the customer.
- d) Where available, prices and terms for storage services will be put in the portal meinKOMBIWERKEHR following publication by the operator and can be retrieved in the timetable information on our website. They are published without warranty. Storage charges may also be levied for transshipment stations not listed.

These may be included in Kombiverkehr's price lists as ancillary services or will be charged directly by the operator of the transshipment station or the UIRR partner represented locally. The costs will be passed on directly to the forwarder or first to and thereafter by Kombiverkehr (see section II).

- e) The prices and terms and conditions for storage services are generally subject to annual adjustment, but can also be amended during the year.
- f) If the originally planned shipping date is postponed, e.g. due to train cancellations, the resulting storage fees on the shipping side shall be borne by the customer.
- g) Complaints about the duration of storage on receipt can only be processed if the complaint is accompanied by a copy of the collection document (e.g. the collection slip issued by the Kombiverkehr agency) countersigned at the time of collection.
- h) The receipt of loading units will not be acknowledged. As soon as Kombiverkehr becomes aware of deviations from the scheduled arrival time, its Transport Monitoring department and/or that of the UIRR partner will inform customers accordingly.
- i) Status updates from information systems such as myKOMBIWERKEHR, CESAR, automatically generated stock lists of the terminal companies or from other systems are given without warranty.

II. Calculating the storage charges

The storage charges incurred after the free storage period are set out in the terminal details and can be obtained via the interactive route network maps. The relevant storage times defined by the terminal apply for the billing of storage charges. The charges will be passed on in accordance with the current price rules of the terminal or the UIRR partner, plus a handling fee of 3.75% levied by Kombiverkehr.

Alternative regulations and terms apply for arrival and departure by truck (without rail transport). Storage at other locations not mentioned in the separate documents is always subject to the prices and the terms and conditions of the local service provider.

Where possible, it will be billed in the month following the end of the storage period. Given the large number of different accounting modalities and methods applied by the terminals and partners, however,

- interim bills (e.g. weekly, monthly or similar) may be issued or
- there may be more than 1 month between the end of the storage period and billing.

INCIDENTAL CHARGES, GENERAL

III. Calculating additional handling and service charges

In addition to the transshipment services included in Kombiverkehr's transport prices, the following additional handling and/or service charges are also applicable:

a) Handling charge for incoming empty and laden loading units

Every handling operation on trucks/chassis on site that is performed outside the free period is subject to a charge.

b) Handling charge for outgoing empty and laden loading units

Every handling operation on trucks/chassis on site that is performed outside the free period is subject to a charge.

c) Service charge

A service charge is levied for every loading unit that was stored on the transshipment station outside the free period (this applies for arrival and departure by rail).

To find out the amount and the terms and conditions for storing loading units at the various terminals, please contact:

Kombiverkehr, Operations, Jan-Eric Woydich
Phone +49 69 / 7 95 05 - 3 34
email jwoydich@kombiverkehr.de

An overview of the storage charges and the storage terms and conditions can be found on the myKOMBIVERKEHR portal.

If you have any questions about billing, please contact:
Kombiverkehr, Billing & Invoice Verification, Service
Phone +49 69 / 7 95 05 - 2 78
email service@kombiverkehr.de

ADDITIONAL CHARGE FOR THE AUTHORISATION OF UNCODIFIED UNITS

Railway undertakings stopped offering the previous procedure of "provisional codification" in 2007. Since then uncoded loading units can only be authorised for a single transport run. This requires an individual check to be carried out (there are exemptions in international transport), as well as special prior arrangement. This procedure is subject to an additional charge.

Further information can be obtained from:
Kombiverkehr, Infrastructure & Technology,
Manager Technology, Kristian Kölsche
Phone +49 69 / 7 95 05 - 3 31
email kkoelsche@kombiverkehr.de

INCIDENTAL CHARGES, GENERAL

EN-ROUTE COSTS

If additional expenses are incurred at the request or through the fault of the customer, a handling charge will also be levied in addition to the en-route costs. These en-route costs arise in particular for:

- corrective loading, adjustment
- missing customs documents and certificates
- customs inspection and other officially prescribed controls and checks
- veterinary and phytosanitary controls
- subsequent instructions (order amendments after conclusion of the freight agreement between the customer and Kombiverkehr)
- missing or inadequate dangerous goods labelling on dangerous goods loading units. The legally required dangerous goods labelling will be affixed immediately. If there are differences between the labelling on the loading unit and the details in the booking, the loading unit will be blocked until clarification and will not be transported any further. Please note that Kombiverkehr will place the order without prior assumption of costs by the customer. Photos of damaged, missing or incorrect labels on the loading units will not be taken. Similarly, no photos will be taken after settlement.
- missing or inadequate safety labelling (e.g. warning sign with flashing arrow) on loading units. The legally required safety labelling will be affixed immediately. Please note that Kombiverkehr is commissioned to do this without the customer assuming the costs in advance. Photos of the damaged, missing or incorrect warning signs on the loading units will not be taken. Similarly, no photos will be taken after settlement.
- subsequent attachment/removal of seals
- product escaping from loading units (requiring deployment of the fire service, etc.)
- loading units that cause trains to be delayed or switched because dome covers or protective caps are open / folded back

PRODUCTS OF PARTNER COMPANIES

In addition to the products of Kombiverkehr, it is also possible to pay for products of partner companies (accompanied and unaccompanied transport) through an existing deferral account with Kombiverkehr.

A fee of 25 euros per loading unit is charged for handling such transports. The customer must handle any claim directly with the partner company in the shipping or receiving country.

These consignments will not be considered when calculating the limited partner bonus.

OTHER CHARGES

In individual cases (e.g. special services that deviate from the standard service), additional charges may apply. We will inform you of these on request.

INCIDENTAL CHARGES – ADDITIONS

NORTH EUROPEAN TRANSPORT & GERMAN BALTIC SEA PORTS

Storage charges and additional handling costs

Please note that storage charges for loading units booked end-to-end may be incurred in the ports due to the frequency of ferry departures.

Incidental charges for Lübeck

a) Loading units arriving by ship / ferry

In principle, transfer of the loading units from the ship to the Lübeck-Skandinavienkai (Baltic Rail Gate) terminal is included in the sea freight price. However, this presupposes that Kombiverkehr has received a corresponding booking for onward transport by rail by the time the ship arrives. Otherwise additional transfer costs and storage charges (according to point b) may be incurred.

In this case Kombiverkehr will instruct Lübecker Hafen-Gesellschaft (LHG) to transfer the loading unit to the terminal and will invoice the customer separately for this. We will happily send you the corresponding special agreement of LHG for indirect transfers of containers and swap bodies on units and semitrailers at the Skandinavienkai terminal on request.

b) Storage charges, handling and transfer costs

An overview of the storage charges and the storage terms and conditions will be made available after publication by the operator in the portal myKOMBIKER and can be found in the timetable information on our website.

Further information can be obtained from:

Kombiverkehr, Operations, Jan-Eric Woydich

Phone +49 69 / 7 95 05 - 3 34

email jwoydich@kombiverkehr.de

EASTERN EUROPEAN TRANSPORT

Additional charges for Lovosice

Non-stackable loading units, such as semitrailers and swap bodies, require transport to a separate storage area on the terminal site in Lovosice. This transfer is carried out by the terminal, for which an additional transfer fee per loading unit is charged and passed on by Kombiverkehr.

The amount of the transfer surcharges in Lovosice can be found in the corresponding overview of the storage fees in the portal myKOMBIKER.

SOUTH EUROPEAN TRANSPORT

BAV fees

Applicable on the routes of Hupac Intermodal using the Busto Arsizio, Brescia and Novara CIM terminals.

Since the BAV (Swiss Federal Office of Transport) ceased paying subsidies in 2022, a higher fee in addition to the freight costs for transalpine transport via Switzerland has been payable since 01.01.2023. This will be shown on the invoice in the same way as the costs of hazardous goods shipments.

SOUTHEAST EUROPEAN TRANSPORT

Additional fees ICS2 ENS declarations

For the transport of loading units from Turkey to Trieste by DFDS ferry, the electronic submission of the ICS2 ENS declaration to the shipping company is required before arrival at the port of departure. For this purpose, the Excel template provided by the shipping company must be completed in full and correctly and sent to the relevant Kombiverkehr agency.

If this declaration is not submitted in time and has to be done manually by the shipping company, additional fees will be charged.

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Publisher

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