

Schedule of Fees and Charges and Description of the User Charge System of the Hamburg Port Railway

Effective as of 01 January 2017

Notice:

In the event of any inconsistency or
conflict between the German and the
English version, the German version
shall prevail

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1 User Fees and Charges – Principles

The Schedule of Fees and Charges applicable to the use of the railway infrastructure (“Port Railway”) of the Hamburg Port Authority (HPA) is divided into three categories:

- Fixed basic fees
- Actual-use charges
- Time-based charges

The fees/charges will be billed to the railway undertaking (RU) that has entered into an infrastructure use agreement with the HPA and that is the one that according to the traffic advice [*Fahrplananordnung*] of DB Netz AG has ordered the service. This also applies to trips by trains listed in the timetable as “work trains”.

A RU that has moved a wagon onto the network of the Port Railway remains responsible for the location of the wagon until the wagon has left the network of the Port Railway. This also applies if the wagon has been transferred to another RU within the network of the Port Railway.

1.1 Fixed basic fees

The fixed basic fees pay for the provision of the Port Railway’s service facilities as well as the use of defined functional track groups. Each RU must pay them once for every case of use irrespective of the extent of the actual use of the facilities per every case of use. “Case of use” refers to one train trip (locomotive plus group of wagons) that crosses the infrastructure boundary between the HPA and DB Netz AG. The fixed basic fees are payable for inbound traffic as well as for outbound traffic. Trips of locomotives running light are not considered a case of use and will not be charged.

A reduced basic fee applies to direct train trips between the infrastructure of the Port Railway and the transshipment rail yard at Hamburg-Billwerder - referred to as circle line. The reduced fee will most likely apply for 24 months.

1.1.1 Functional track groups

The fixed basic fees are payable for the use of the following defined functional track facilities:

- Category I: entry and exit tracks
- Category II: sorting and primary buffer tracks
- Category III: preparation and secondary buffer tracks
- Category “S”: disabled wagon tracks

Track category “L” standard dwell time: 9 hours

The fixed basic fee is payable once per each travelling direction and per train (loc plus group of wagons).

Irrespective of the above regulation, the standard dwell times applicable to the track categories will be captured and added up separately per each track category (see chapter 1.3 of the Schedule of Fees and Charges).

Track category “S” (disabled wagon tracks)

The use of disabled wagon tracks is charged per wagon based on dwell times. Apart from track category “S” charges no other actual-use charges applicable to other track categories will be charged for the use of disabled wagon tracks.

Track category “L” (locomotive dwell time)

Charges apply to locomotives that are not used to move wagons within the Port of Hamburg after the free-of-charge standard dwell time is over. The standard dwell time starts counting once the locomotive crosses the point where the HPA’s infrastructure connects to DB Netz AG’s infrastructure or the infrastructure of a loading point and reaches its destination track. The locomotive dwell time charge applies if the locomotive does not move any wagons on the Port Railway’s infrastructure within one calendar day (00:00-24:00 hours). In this case the no-movement time per each calendar day (00:00-24:00 hours) will be added up. When the locomotive leaves the Port Railway infrastructure (to go to a loading point or continue on the infrastructure of DB Netz AG), the times added up minus the free-of-charge standard dwell time will be billed.

With regard to locomotive movements that start before and end after midnight, the billing is based on the time the locomotive movement started. If the locomotive movement starts at 23:50 on day 1 and ends on the next day 2 at 00:40, no charge will be due for day 1. For day 2 a charge will be due if the locomotive is not moved again on that day. If the locomotive is moved again at, e.g. 14:00, no dwell time charge will be due for day 2 either.

1.1.2 Incentive for the short-term use of category I tracks

If the wagons of a train occupy category I tracks per each travelling direction for a short while only (total dwell time < 60 minutes), the fixed basic fee payable per train (loc plus group of wagons) will be reduced provided that all wagons of the train have left the track category within this period of time. If individual wagons of the train exceed the 60-minute dwell time, the fixed basic fee must be paid in full.



The fixed basic fee will also be reduced for trains that enter and exit on category I and II tracks, operational tracks and passing loops if upon entering all wagons on the train go straight to a loading point or leave the infrastructure of the Port Railway directly from the loading point. In order for the reduction to apply, the following requirements must have been met:

- For inbound trains the first track captured must be a track that runs straight to a loading point/comparable virtual track and not a track of the Port Railway infrastructure; and
- For outbound trains the last track captured must be a track on which the train exits straight from the loading point/comparable virtual track and not a track of the Port Railway infrastructure.

1.1.3 Surcharge for notifications of ad-hoc traffic

RUs must notify the HPA of the date and estimated time of arrival of their inbound trains as well as the railway/marshalling yard of the Port Railway they are destined for in a timely manner (24 h prior to arrival at the latest). This is to ensure that disruptions of regular operations (pre-planned services of other trains or RUs) are kept to a minimum and to allow the HPA to advise the notifying RU of a favourable time window. Trains heading towards the port at short notice, which the HPA has not been notified of at least 24 hours in advance by traffic advice of DB Netz AG or direct message (e-mail or fax stating the date of the service, the estimated time of arrival and the loading point the train will call at) by the RU in charge, will be charged with a **50% surcharge** on the fixed basic fee. The outbound train service will not be affected by this regulation.

1.2 Actual-use charges

The charges based on actual use are due for:

- Loading point district transfer trips across districts
- Heavy-goods trains
- Special facilities
 - Sorting facilities in the marshalling yards of the Port Railway (hump yard)
 - Public loading points
- HABIS-Zoll customs seaport module

1.2.1 Charges payable for loading point district transfer trips across districts

Up until now the charges payable for the use of the infrastructure addressed non-moving traffic and shorter wagon dwell times. In order to optimise wagon movements in the long run, a new incentive has been created: charges for loading point district transfer trips between defined loading point districts.

A loading point district refers to several regionally and operationally linked loading points combined into districts comparable in terms of capacity. The districts have been established to take account of

the different sizes and capacities of the loading points in the western (WHO) and eastern part of the port (HHO). In the western part of the port one terminal usually equals one loading point district. In the eastern part of the port several loading points are combined into one loading point district, whereby not only the loading points will be integrated in the loading point districts, but the infrastructure close to the loading points as well (e.g. district railway/marshalling yards in the Peute area).

The allocation of tracks to a loading point district is outlined in a separate track categorisation list (see chapter 5 of the Schedule of Fees and Charges) that applies to all RUs.

A loading point district transfer trip refers to the movement of one or several wagons of a train (defined by train number, date of service, RU) from one loading point district into another one.

The entering or leaving loading point district transfer trip (the one to cross between the Infrastructure of DB Netz AG and the Infrastructure of the Port Railway) will not be billed to authorised access users. Only loading point district transfer trips within the Port Railway infrastructure will be billed to authorised access users.

Trips to loading points located in different loading point districts will be billed to the inbound or outbound RU respectively in accordance with the RU's share in a loading point district transfer trip ("boundary crossing trip").

1.2.2 Heavy-goods train charges

Compared to ordinary trains, heavy-goods trains put a disproportionately high strain on the infrastructure. As such they require special logistics attention and it is only fair to distinguish them from ordinary trains.

The technical properties of the wagons of a train determine if a train is classified as a heavy-goods train. These properties are:

- Number of axes
- Length over buffer
- Total wagon weight

If the axle load of a wagon exceeds 22.5 t and/or the load per metre of a wagon exceeds 8 t, it will be classified as heavy-goods wagon. If a train has 5 or more heavy-goods wagons, it will be classified as a heavy-goods train. Heavy-goods trains are subject to a lump sum charge per train per travelling direction.

1.2.3 Use of sorting facilities

The use of sorting facilities (hump yard) at marshalling yards of the Port Railway is chargeable based on the number of wagons sorted at the facility.

Wagons entering the sorting tracks of the sorting facility and their dwell times there will be charged in accordance with the regulations concerning the actual-use charges and time-based charges applicable to the respective functional track group. The actual-use charges for the use of the sorting facility will be charged separately.

1.2.4 Use of public loading points

The HPA operates three public loading points the use of which is chargeable. Clause 4 of the Schedule of Fees and Charges lists the public loading points available to users.

To ensure availability of the desired facilities, the authorised access user must contact the HPA in advance to enquire about capacities.

Capacity enquiries and bookings can be made with the Service Centre (tel.: +49 40 42847-1888, e-mail: b-servicedesk@hpa.hamburg.de). The following information must be provided:

- Desired period of use (day, time)
- Wagons on the train (including wagon numbers)
- Type of loading/activity to be carried out

The staff at the Service Centre is available around the clock (24/7).

Prior to actually using the public loading point, the user must inform the HPA's Service Centre of the planned use. The user must book the wagons on the track of the loading point via the transPORT rail basic system (see also clause 4.2 et seq. HPA-NBS-BT)

If several users have applied to use a facility at identical periods of time, the principles of the coordination procedure apply (see clause 3.2 HPA-NBS-AT).

1.2.5 Use of HABIS-Zoll [HABIS customs]

The information system, HABIS-Zoll, can be used via the HABIS functional module "HABIS-Zoll customs seaport module" to handle customs processes. The use is chargeable. The basis of assessment for the use of the functional module within HABIS-Zoll is the customs declaration of intent submitted via the system.

1.3 Time-based charges

If standard dwell times on tracks of the categories I to III and “S” are exceeded, additional time-based charges will be due. A separate standard dwell time applies to each of the track categories I to III and “S”. For the functional track groups below the following additional charges are payable per time unit or part thereof, per wagon:

- Category I: Dwell times exceeding 4 hours, per hour or part thereof
- Category II: Dwell times exceeding 10 or 15 hours, per hour or part thereof
- Category III: Dwell times exceeding 24 or 35 or 120 hours, per hour or part thereof
- Category “S”: Dwell times exceeding 24 hours, per hour or part thereof

Within the service facilities of the Port Railway as the synchronisation facility between the processes at the loading points and terminals in the port and the line use on the long-distance network of DB Netz AG there are no facilities available for long-term wagon parking. If there are no capacities available on a specific track category, RUs must use the next-higher track category.

1.4 Service-dependent reductions in the fees and charges

1.4.1 Reduced fixed basic fees in the event of restricted line use for technical reasons

The network of the Port Railway adjoins the long-distance network of DB Netz AG at three locations (junction at Hausbruch, Süderelbbrücke and Veddel). The railway/marshalling yards - Hamburg Süd, Hohe Schaar, Waltershof, Mühlenwerder and Alte Süderelbe - of the Port Railway can each only be reached via one of the above junctions. However an alternative route is available to reach each junction via one of the other branch-offs.

If for technical reasons a RU cannot directly approach the railway/marshalling yards in the area of the feeding tracks or the junction point to the network of the Port Railway via one of the three branch-offs, the RU directly affected will, upon application with the HPA, be granted a 25% reduction in the fixed basic fee. The right to assert further rights remains unaffected.

In order to be granted the reduction as stated above, the train of the RU must have reached an entry track of a railway/marshalling yard on the network of the Port Railway with a delay of more than two hours compared to the planned arrival time at the junction. The RU must provide proof that its train has

reached the branch-off where the disruption occurred maximally 20 minutes earlier/later than the branch-off arrival time stated in the timetable of DB Netz AG.

RUs whose trains reach the junction where the disruption occurred earlier or later than the 20-minute period mentioned above, will not be granted any reduction in the fixed basic fee.

Technical reasons with regard to the infrastructure are:

- Point disruptions
- Broken rails
- Signal box failure
- Signal failure
- Overhead line (catenary) damage
- Total breakdown of transPORT rail (= unplanned breakdown of the system and/or the transPORT rail-RU interface and/or HABIS Zoll for technical reasons, making it impossible to enter or exit a track.)

1.4.2 Reduction in the fixed basic fees if wagons fitted with noise-reducing brakes are used

In order to reduce noise pollution for adjacent residential areas and leisure facilities caused by moving trains in the area of the tracks leading towards the Port of Hamburg, incentive systems that address the source of the noise have been introduced. The incentives are aimed at RUs that have fitted their wagons with what is known as “noise-reducing brake pads” (K/LL). In addition, the incentives promote the use of wagons fitted with brake discs.

The incentives have been introduced based on an initiative by the Bundesrat [Germany’s upper house of parliament] that provides for the introduction of noise-dependent pathway pricing systems on all railway infrastructures from 2011 (December) onwards when the national railway timetable changes. As a service facility provider the Hamburg Port Railway can and wants to play a pioneering role and make this initiative a success.

To support the initiative, RUs are offered a reduction in the fixed basic fees depending on the number of wagons fitted with the brakes. Per each wagon fitted with the brakes, the inbound or outbound RU will receive a lowering of currently € 1.00 per wagon of inbound and outbound trains respectively. RUs will provide the HPA the required data in a suitable form; the data will then be stored in the system. Random checks for the correctness of the data will be performed.

1.4.3 Reduction in actual-use charges if shunting locomotives fitted with soot filters are used

Most of the shunting locomotives in the port are diesel locomotives without soot filter. To promote the use of soot filters in shunting locomotives, the costs of loading point district transfer trips across districts will be lowered from 01 January 2011 if the locomotives used are equipped with soot filters. The incentive benefits the inbound or outbound RU.

Each loading point district transfer trip conducted with a shunting locomotive equipped with soot filter will cost the RU, whose wagons the shunting locomotive moves, 20% less.

1.4.4 Reduced time-based charges in the event of restricted line use for technical reasons

If for technical reasons leaving the tracks or a track group of a railway/marshalling yard of the Port Railway is impossible or possible only at additional operational expense, the HPA will not charge any time-based charges for the railway/marshalling yard sections directly affected for the time the disruption lasts.

Additional operational expenses in this context are:

- the planned outbound direction of a train cannot be used and the train has to exit in the opposite travelling direction;
- the track can only be left if an additional multiple unit is used (e.g. if the electric overhead line (catenary) failed)

The above regulation applies to all track categories (I to III and "S").

Technical reasons with regard to the infrastructure are:

- Point disruptions
- Broken rails
- Signal box failure
- Signal failure
- Overhead line (catenary) damage
- Total breakdown of transPORT rail

1.5 Other fees and charges

1.5.1 Fees payable for additional staff services provided to process out-of-gauge loads

Like heavy-goods trains, the transport of out-of-gauge loads put a high strain on the railway infrastructure, and the preparation and planning of the complex logistic processes requires a wide range of staff and skills to ensure the required safety for all parties involved.

For planning services, including calculations, rendered in relation to out-of-gauge loads of any kind (including heavy-goods wagons) an hourly fee will be charged, depending on the time needed.

For the movement of individual wagons and/or trains with properties other than the ones mentioned in item 1.2.2, a fee per wagon will be charged.

2 Schedule of Fees and Charges

2.1 Fixed basic fees

The following fixed basic fees are payable:

- | | |
|---|-----------------|
| • Train ride including the use of defined functional track groups (fee per train) | € 142.10 |
| • Trips of locomotives running light | € 00.00 |

The charges are payable per travelling direction for every first use by a wagon of a train. The direction of an inbound train switches after the first loading point in the Port of Hamburg has been reached.

Surcharge on the basic fee:

- | | |
|--|------------------------------------|
| • The surcharge for <u>inbound</u> trains the HPA has not been notified of at least 24 hours in advance is | 50% on the fixed basic fee. |
|--|------------------------------------|

Basic fee reductions:

- | | |
|---|-----------------|
| • Short-term use of tracks as defined in sub-clause 1.1.2 | € -40.60 |
| • Direct train trips between the Port Railway infrastructure and the transshipment rail yard at Hamburg-Billwerder (referred to as circle line) | € -50.00 |
| • Noise-reducing brakes (lowering per wagon) | € -1.02 |

2.2 Actual-use charges

Loading point district transfer trips: (charged per share in one loading point district transfer trip. Exempted is the entering or leaving loading point district transfer trip to cross the infrastructure boundary between DB Netz AG and the Port Railway)

- Loading point district transfer trip without soot filter: **€ 25.00**
- Loading point district transfer trip with soot filter: **€ 12.50**

Heavy-goods trains: (charges per train (loc plus group of wagons))

- Heavy-goods train: **€ 50.75**

Special facilities: (charges per wagon (loc plus group of wagons))

- Sorting facilities at Port Railway marshalling yards (hump yard) **€ 1.53**
- Public loading points
 - Loading track, Langer Morgen **€ 10,00/hour/wagon**
 - Loading track, Antwerpenstraße **€ 10,00/hour/wagon**
 - Loading track, Rossweg (use of track and storage area) **€ 680.00/day**
 - Use of storage area from the 4th day after loading **€ 180.00/day**

HABIS functional module: (fee per declaration of intent)

- HABIS-Zoll customs seaport module **€ 1.50**
- Transit train: (charges per wagon) **€ 5.08**

2.3 Time-based charges

The following time-based charges apply to the functional areas:

Functional track groups: (charges per wagon)

- Category I: from the 5th hour **€ 2.65/hour**
- Category II: from the 11th hour **€ 0.66/hour**
- from the 16th hour **€ 1.02/hour**
- Category III: from the 25th hour **€ 0.26/hour**
- from the 36th hour **€ 0.41/hour**
- from the 121st hour **€ 0.56/hour**

- **Category “S”:** from the 25th hour **€ 2.65/hour**
- **Category “L”** from the 10th hour **€ 5.10/hour**

Apart from track category “S” charges no other actual-use charges applicable to other track categories will be charged for the use of disabled wagon tracks.

The charges are payable per wagon and locomotive under track category “L” respectively if the pre-defined standard dwell time per time unit stated has been exceeded. The periods of time are captured per travelling direction and combined for all tracks of one track category.

2.4 Other fees and charges

2.4.1 Lump sum reminder fee

The lump sum reminder fee as set forth in HPA-NBS-BT item 2.4 per reminder is **€ 7.00**

2.4.2 Additional staff services provided to process out-of-gauge loads

Planning	€ 75.00 per hour or part thereof
Movements	€ 1.85 per wagon

2.4.3 Provision of pilots

The fee for the services of a pilot requested by the authorised access user is:

€ 75.00 per hour or part thereof

2.4.4 Emergency response technology

The fee for the provision of a road-rail vehicle including the staff qualified to operate the vehicle is:

€ 760.00 per hour or part thereof

2.4.5 Hand-held radio devices

The fee for the provision of a hand-held radio device for the use as set out in HPA-NBS-BT item 3.2.1 in connection with Annex 6 for the leased models is:



- Long-term lease for one timetable period (December-December) € **1,300.00** per device
- Month-on-month lease € **300.00** per device and month
- Ad-hoc use € **130.00** per device / 24 hours

2.4.6 Training of the staff of authorised access users

The Hamburg Port Authority will make the staff of authorised access users familiar with the local surroundings prior to the first entry of the train into the port. The services will be provided by a qualified employee of the HPA.

The fee is € **75.00** per hour or part thereof

2.4.7 Manning the Port Railway operating control centres outside of operating hours

If services are requested outside of the usual operating hours of the Port Railway operating control centres, the following fee will be charged:

€ **75.00** per hour or part thereof

2.4.8 Entry of wagon master data

If the wagon master data of the authorised access user are entered by the HPA (see also HPA-NBS-BT item 5.2.3 d), the following fee will be charged:

Per entry / correction: € **20.00** per 15 minutes or part thereof

2.4.9 Correction of transport data

If for reasons the user is responsible for the user does not supply the HPA the data (e.g. wagon sequence data) required for the transport process at all or of an inferior quality only or if the authorised access user asks the HPA to enter the transport data in transPORT rail (see HPA-NBS-BT, item 4.2.3 c.), the HPA will charge the user the additional costs directly related to the data entry (see HPA-NBS-BT, item 4.2.3 c.).

The fee for each correction is € **20.00** per 15 minutes or part thereof

2.4.10 Container loading scheduling

RUs are responsible for their own container loading processes. On request the Port Railway will provide container loading scheduling services against payment of a fee (see also HPA-NBS-BT item 5.3.2).

The fee is **€ 2.20** per container

2.4.11 Container loading scheduling (for services not mentioned in the outline agreement on container loading scheduling, item 2.4.10)

The fee is **€ 5.00** per container

2.4.12 Entry of wagon sequencing for inbound and outbound trains

Entering the wagon sequencing for inbound and outbound trains usually is the responsibility of the respective RU. The HPA provides the service against payment of a fee (see also clause 4.2.3 c HPA-NBS-BT).

Each entry will be charged at: **€ 20.00** per 15 minutes or part thereof

2.4.13 Access to transPORT rail for RUs (TD04-RU)

For the installation, configuration and implementation of the standard connection of transPORT rail via an EDI interface as well as for the performance of quality tests, the following fees will be charged (provided the customer has an existing internet connection and knows how to set up and maintain the access):

€ 640.00, one-time fee
(plus individual installation costs as per item 2.4.9 "correction of transport data" if applicable)

Fee to install transPORT rail via web client: **€ 160.00**, one-time fee

2.4.14 Access to transPORT rail for operators (own scheduling; TD04-OP)

For the installation, configuration and implementation of the standard connection of transPORT rail via an EDI interface as well as for the performance of quality tests, the following fees will be

charged (provided the customer has an existing internet connection and knows how to set up and maintain the access and the respective RU has given its consent):

€ 640.00, one-time fee
(plus individual installation costs as per item 2.4.9 “correction of transport data” if applicable)

Fee to install transPORT rail via web client
(provided the respective RU has given its consent):

€ 160.00, one-time fee

2.4.15 Fees for the use of transPORT rail

For the use of transPORT rail (see also HPA-NBS-BT item 4.3.3) the following fees are payable:

In wagon loading traffic: **€ 0.85** per wagon

In combined traffic: **€ 0.46** per container

2.4.16 Adaptation of transPORT rail to suit individual needs

Upon the request of authorised access users transPORT rail can be adapted to suit individual needs (see also HPA-NBS-BT item 5.3.5). For the required programming the following fee is payable:

€ 1,150.00 per day

2.4.17 Fees for the use of transPORT rail *info*

For the use of transPORT rail (see also HPA-NBS-BT item 4.4) the following fees are payable:

Basic module*:	€ 60.00 per licence and month
Module A*:	€ 5.00 per licence and month
Module B*:	€ 15.00 per licence and month
Module C*:	€ 30.00 per licence and month

Discounts will be granted on the total price if more than 10 licences are bought. The discounts are as follows:

- 11-20 licences: 10% discount

- more than 20 licences: 20% discount

*Refer to Annex 1 for more detailed information

2.4.18 No transmission of transport data

For trains, for which the data required for the transport process have not been entered in transport rail prior to their arrival in the Port of Hamburg, a separate lump sum fee per train will be charged (see also HPA-NBS-BT item 5.2.3 c.).

The fee is **€ 500.00** per train

For wagons carrying dangerous goods that are moved onto the infrastructure of the Port Railway without GEGIS reference, a separate lump sum fee per wagon will be charged (see also HPA-NBS-BT item 5.2.3 c.).

The fee is **€ 500.00** per wagon
Maximum fee: € 1,500.00 per train

2.4.19 Parking of disabled wagons outside of categorised tracks

Operable and non-operable disabled wagons parked on tracks not allocated to any specific track category will be charged like wagons parked on category III tracks 24 hours after they have been parked.

Upon expiry of the 24-hour time limit the Port Railway will charge an additional two types of fees:

1. As an incentive to remove disabled wagons from operational tracks the following lump sum fee will be charged: **€ 400.00** per wagon
2. As an additional incentive to remove disabled wagons from operational tracks in a timely manner, the following fee will be charged: **€ 20.00** per wagon and hour

2.4.20 Violation of the regulations applicable to maintenance work performed on the disabled wagon tracks

In the event of a breach of the provisions of clause 3.11 HPA-NBS-BT a separate fee will be imposed amounting to: **€ 500.00** per each breach

2.4.21 All fees and charges applicable in 2017 at a glance

Fixed basic fee	Actual-use charges	Time-based charges (per wagon)
<p>Train entrance/exit:</p> <ul style="list-style-type: none"> • € 142.10/train <p>Reduction:</p> <ul style="list-style-type: none"> • € -40.60 fixed basic fee short (1 h) • € -50 transfer from/to the transshipment rail yard at HH-Billwerder • € -1.02 wagon with noise-reducing brakes (per wagon) 	<p>Loading point district transfer trip</p> <p>€ 25/trip</p> <p>Reduction:</p> <ul style="list-style-type: none"> • € 12.50 locomotive with soot filter <p>Surcharge for heavy-goods trains</p> <p>€ 50.75/train</p> <p>Special facilities</p> <ul style="list-style-type: none"> • Sorting facility at Port Railway marshalling yards: € 1.50/wagon • ANTW, LAMO: € 10/h/wagon • ROSS: € 680/day 	<p>Category I (entry/exit tracks) >4 hours: € 2.65/h</p> <p>Category II (consolidation tracks) >10 hours: € 0.66/h, >15 hours: € 1.02/h</p> <p>Category III (buffer tracks) >24 hours: € 0.26/h, >35 hours: € 0.41/h, >120 hours: € 0.56/h</p> <p>Category S (disabled wagon tracks) >24 hours: € 2.65/h</p> <p>Category L (locomotive dwell time) >9 Stunden: 5.10 €/h</p>

2.4.22 Use of the railPORT direct portal

The functions of the information portal **railPORT direct** are divided into several modules. A licence is granted for pre-defined modules. The basic module is the minimum scope; all other modules can be combined freely. All licences of a client must have the same combination of modules.

Modules and prices: (listed in German as the service is not available in English)

3 Track Categorisation List of the Port of Hamburg

The tables below show the categorisation of tracks by railway/marshalling yard. The track numbers are listed in accordance with the number system created for the Port Railway which is described in the information on the local guideline supplements applicable to staff at the RU's operating centres. The tracks are categorised based on number areas.

	Railway/marshalling yard	Track category I	Track category II	Track category III	Track category "S"
Eastern port area (HHO)	Hamburg Süd	HBS 001 - 005 HBS 008 - 010 HBS 013 HBS 014 - 015 HBS 018 - 025 HBS 101 - 104	HBS 006 - 007 HBS 011 - 012 HBS 016 - 017 HBS 026 - 029 HBS 031 HBS 241 - 244 HBS 281 - 288 HBS 291 - 293	HBS 030 HBS 105 - 109 HBS 251 - 258 HBS 262 - 268 HBS 271 - 273 HBS 275 - 277 HBS 304 - 305	
	Ross			ROS707,709 ROS 772 - 774	ROS710 Allocated collecting track: HBS030
	Peute			PEU 602 - 608	
	Hohe Schaar	HOS 005 - 019	HOS 062 - 068	HOS 042 - 045 HOS 047 - 048 HOS 051 - 056 HOS 071 - 078 HOS 081 - 085	
	Eversween			HOS 185 - 186 HOS 304 - 306	HOS 186 Allocated collecting track: HOS085
	Pollhornweg			POL 801 - 806	
Western port area (WHO)	Waltershof	WHO 001 - 012 WHO 017 - 022	WHO 013 - 016	WHO 041 WHO 105 - 126 WHO 151 - 155	WHO 126 Allocated collecting track: WHO152
	Alte Süderelbe	ASE 551 - 558	ASE 561 - 568 ASE 571 - 578 ASE 581 - 588	ASE 537	ASE 537 Allocated collecting track: WHO152

	Track group Altenwerder-Ost	AWO 436 - 438	AWO 431 - 435 AWO 442 - 444	AWO 445 - 448	
	Altenwerder West			AWW 313 - 315	
	Mühlenwerder	MUE 611 - 618	MUE 621 - 628		
	Maakendamm (Mühlenwerder)			MUE 652 - 654	
	Hansaport				HPT 714 Allocated collect- ing track: WHO152

The maps showing the visualised track categorisation list are available on the internet pages of the HPA at:

<http://www.hamburg-port-authority.de>

4 Public Loading Points in the Port of Hamburg

Eastern port area (HHO)	HOS165 track (loading track, Langer Morgen)
Eastern port area (HHO)	ROS775/776 track (loading track, Rossweg)
Western port area (WHO)	WHO066 track (loading track, Antwerpenstraße)

5 List of Loading Point Districts in the Port of Hamburg

The tables below show the categorisation of tracks by railway/marshalling yard. The track numbers are listed in accordance with the number system created for the Port Railway, which is described in the information on the local guideline supplements applicable to staff at the RU's operating centres. The tracks are categorised based on number areas.

Eastern port area (HHO)

LBZ	Tracks subject to fees and charges (see item 3)	Loading points
101	HBS 001 - 031 HBS 101 - 109 HBS 241 - 244 HBS 251 - 258 HBS 262 - 277 HBS 281 - 293 HBS 304 - 305	ALLT, BUSS, BUV, CES, CFS, COMP, COTT, DEA, FRIG, GHG, GREI, HAL, HAPA, HE, HHL 22, HHL 25, HHL 43, HHL 45, HHL 46, HHL 48, HHL UEZ, KARO, KUET, LIND, LSG, OAM, PCH, QAST, RBS, SCHU, SHEL, SLO, STLG, TIED, UNK, VOLL

	BUC 002 - 011 PEU 602 - 608	ADOL, ALTK, ASCA, DETJ, DIET, DORN, DREY, DUNC, ECUK, EMON, ETH, FRGO, GEF, GOEL, HAMM, HLD, HOBE, IMKE, IREK, KLOE, KOES, LAGE, LANG, LUV, MELO, MGM, NA, NAR, POHL, SCHE, UCS, ZAUN
102	ROE 001 - 002 ROS 707 - 710 ROS 772 - 774	AGRA, HHL TCT, HUM, TRAN
201	HOS 005 - 019 HOS 042 - 045 HOS 047 - 056 HOS 062 - 068 HOS 071 - 085 HOS 185 - 186 HOS 304 - 306	ADM, BP, BURM, COLA, FREI LAMO, GTH, HAGE, HAKR, HARM, HCS, HEW, HOS, HUR, KALA, KRUS, KTG, MERC, MOIL, OELM, OILT, PROG, RHEN, SAND, SEUC, TCO, VOPA
202	POL 801 - 806	CARX, CMR, CRH, DITT, GDH, HALT, HBM, HELL, HKG, HOAL, KHZ, LOEW, LSEE, MARK, NEUM, ROEG, SCHU, TOEP, WALL

Western port area (WHO)

LBZ	Tracks subject to fees and charges (see item 3)	Loading points
301	WHO 001 - 022 WHO 041 WHO 105 - 126 WHO 151 - 155	FREI ANTW
302	MUE 611 - 618 MUE 621 - 628 MUE 652 - 654	HCCR, WENK
303	HPT 714	HP, MVR
304	AWO 431 - 448 ASE 537 ASE 551 - 558 ASE 561 - 568 ASE 571 - 578 ASE 581 - 588	
305	AWW 313 - 315	DAB, EUK MARE, HAW, HLG, HSW, KLO, REMA
401		EUK EKOM, EUK EUC
402		HHL BK, HHL BK6, HHL BK7
403		HHL CTA, HHL RHLO, KUEN, NOLO
404		NPH BOM, NPH DUP
405		RHEN

A map showing the loading point districts is available on the internet pages of the HPA at:

<http://www.hamburg-port-authority.de>

6 Value-added Tax

All fees and charges quoted above are exclusive of value-added tax as applicable.