



**Cargo**

# **Standard Rates and other Provisions of DB Cargo AG**

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**Translated from German:  
the German text  
alone is legally binding.**

**Valid from: 1 January 2025**





**DB Cargo –  
customer-oriented,  
environmentally sustainable,  
connected.**

## Standard Rates of DB Cargo

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These "Standard Rates and Other Provisions of DB Cargo AG" together with any amendments and supplements will be published on the internet at [www.dbcargo.com/gtc](http://www.dbcargo.com/gtc).



# 1 General

This document sets out the standard rates and other provisions of DB Cargo AG (hereinafter “DB Cargo”) for wagonload transport and intermodal transport. They apply to both domestic and international rail freight traffic except where otherwise indicated in the following.

Unless agreed otherwise, freight rates and other charges will be calculated as described in this standard rates and other provisions of DB Cargo AG. You can find additional and special services in the service catalogue of DB Cargo AG.

## 2 Basic services and freight rates

### 2.1 Freight rates in wagonload transport

Please contact us for your individual transport needs. We will make you an attractive offer for transport and additional services that are important for you.

The prices (freight rates) and charges quoted in the price lists do not include value added tax. Value added tax, will be charged on the total amount subject to this tax. Distances are as quoted in the DB Cargo Table of Distances for Rail Freight Traffic (DIUM).

Freight rates are calculated on the basis of the actual weight for each wagon rounded to the nearest metric tonne. Fractions of a tonne below 500 kg will be rounded down; fractions of a tonne equal to or greater than 500 kg will be rounded up. The weight determines which price category in the price tables is applicable. If a minimum capacity utilisation has been agreed upon, the freight rate will be calculated for at least such capacity.

#### 2.1.1 Station-internal freight rates

Freight rates for cargo movements within a freight station	Amount in EUR	Price list no.
<b>1. Movement of a consignment within a station</b> Any movement of a consignment within a freight station that involves the loading and unloading of the goods will be subject to a station charge calculated per wagon.	488	0118 000
<b>2. Shunting</b> If a consignment that has been or is to be transported has to be moved <b>after train preparation is complete</b> , it will be subject to a shunting fee charged per wagon.	246	0119 008
<b>3. Rail vehicles running on their own wheels</b> Rail vehicles running on their own wheels conveyed with or without a load will be subject to a charge in accordance with section 1 or section 2.		0118 000 or 0119 008
<b>4. Wagons of other keepers</b> Movements of empty registered wagons of other keepers will be charged per wagon at the price listed for the shortest distance in the price tables of empty running rates.		0120 006

## Standard Rates of DB Cargo

### 2.1.2 Special freight rates: buffer or intermediate wagons, rail vehicles on own wheels

In the case of empty buffer wagons or intermediate wagons, freight rates are charged in accordance with price table 1, weight category up to 21.499 t less 25 % (tariff 0123 000).

In the case of loaded buffer or intermediate wagons, freight rates are charged only for the goods loaded and at the rates set out in the relevant tariff.

The price for the transportation of railway vehicles running on their own wheels is calculated using price table 1 (Transportation in a wagon with two axles) based on the tare weight of the vehicle plus the weight of any load it may be carrying. The resulting price is then discounted by 25 % to give the final price (tariff 0112 003).

Exchangeable Euro pallets on full load runs will be conveyed free of charge if the weight of the pallets and the weight of the cargo are specified separately in the consignment note or wagon list/train journal.

In case of wagons which are provided by the customer, the rates take account of both the wagon provision costs and planned empty runs. The rates for running under load are calculated on the basis of the existing price lists and discounted as follows:

- a) 8 % for consignments in open, category F, saddle-bottom or hopper-bottom wagons of other keepers with gravity discharge, with the exception of coal transport,
- b) 12 % for consignments with coal,
- c) 15 % for all other consignments. Any additional runs involving empty wagons of other keepers that are not directly linked to a run under load will be subject to the rates detailed in subsection 2.3.

**Price table 1 for special wagonload freight rates (Tarif 0110 007)**

Transportation in a wagon with two axles				Transportation in a wagon with more than two axles and a loading length of up to 26.99 m					
Weight of consignment in t	up to 21.499	21.500–30.499	Each additional tonne costs	up to 34.499	34.500–44.499	44.500–54.499	54.500–64.499	64.500–74.499	Each additional tonne costs
Distance in km	Price per wagon in EUR								
100	1562	1916	68	2374	2961	3633	4301	4901	64
150	1869	2472	89	3050	3641	4431	5249	5986	88
200	2112	3002	104	3698	4383	5375	6372	7262	96
250	2482	3522	119	4341	5162	6325	7478	8542	112
300	2748	3886	142	4813	5712	6995	8286	9437	139
350	3104	4402	151	5441	6456	7917	9368	10683	147
400	3342	4737	164	5857	6944	8505	10074	11491	161
450	3522	4984	175	6169	7316	8959	10615	12098	164
500	3754	5320	195	6582	7808	9565	11327	12911	178
550	3973	5640	201	6965	8270	10128	11990	13665	195
600	4182	5928	211	7332	8693	10649	12642	14382	201
650	4388	6213	219	7680	9108	11160	13220	15073	211
700	4588	6492	227	8020	9518	11653	13809	15738	217
750	4736	6705	240	8287	9827	12048	14260	16257	225
800	4840	6859	251	8477	10046	12330	14591	16637	227
850	4943	7013	253	8676	10285	12606	14922	17011	240
900	5053	7162	255	8860	10507	12880	15253	17388	248
950	5166	7320	263	9048	10729	13159	15583	17758	251
1000	5274	7478	269	9243	10961	13439	15897	18138	255
1100	5440	7709	277	9533	11293	13851	16402	18691	263
1200	5655	8010	286	9911	11752	14405	17062	19438	275
1300	5876	8330	293	10287	12200	14954	17710	20188	279

## Standard Rates of DB Cargo

### 2.1.3 Payment reference

The consignor may select the payment reference listed in the table below. Items not borne by the consignor will be charged to the consignee. This does not affect the provisions in Section 421 (4) of the German Commercial Code (HGB).

Payment reference	Meaning
	<b>The consignor pays for</b>
Freight paid	■ carriage (freight rates) along the entire transport route.
Freight paid including...	■ carriage (freight rates) along the entire transport route and certain specified costs.
Free	■ carriage (freight rates) along the entire transport route and all dispatch costs.
Free of... (description of costs)	■ <u>only</u> certain specific costs.
Free of all costs	■ all costs along the entire transport route (freight rates, charges, duties and other costs incurred during transit), but excluding costs caused by the consignee.
Freight forward	Consignee pays carriage, charges and all other costs.

The party liable to pay the freight charges is also liable to pay for the additional and special services itemised in service catalogue of DB Cargo AG, with the exception of:

- the charges for railway infrastructure managers in accordance with service catalogue, subsection 2.4.6, which are only covered by the term "freight paid and all costs" if these charges were incurred at the forwarding station,
- the surcharge for ordering a block train at short notice in accordance with subsection 3.2 (standard rates and other provisions), which is payable by the consignor in the consignment note.
- the surcharge for the transport order as defined in service catalogue, subsection 2.1.1, which is payable by the consignor in the consignment note.

## Standard Rates of DB Cargo

### 2.2 Freight rates in intermodal transport

Prices (freight rates) are available from our sales personnel on request. The freight rate is expressed as a basic charge: the fee for forwarding one load unit by rail.

The basic charge covers the following services:

- rail transport of the load unit into the transshipment station or public loading siding or up to the agreed transfer point,
- supply of container flat wagons for rail transport within the specified periods allowed for loading and unloading,
- handling of the load unit at the terminal.

All other services rendered will be charged separately.

DB Cargo can also provide customers with containers, and offer pre-carriage and onward carriage by road to or from the transshipment station or siding.

Load units that arrive at the terminal and for which no further instructions have been received will be handed over for storage.

In such cases, a charge will be added for each load unit.

The storage of load units is subject to DB Cargo AG's "Special Provisions for Storage and Other Services Rendered at Transshipment Stations (Ubf) and in Service Centres (SC) for Combined Transports (Storage Conditions for Intermodal Transport").

#### 2.2.1 Freight rates for domestic transport

Freight rates are calculated per load unit by multiplying the basic charge with the relevant scaling factor determined by the length and total weight of the load unit. Where only one load unit is supplied for the route, a minimum factor of 1.0 will apply.

The scaling factors for domestic transport are listed in the following table.

### Price table 2 for intermodal transport freight rates

Load unit as a function of length and total weight <sup>1)</sup>					
	≤ 6.15 m	6.16–7.82 m	7.83–9.15 m	9.16–13.75 m	Semi-tr.
≤ 8 t	0.48	0.50	0.75	0.96	1.00
> 8 up to ≤ 16.5 t	0.48	0.50	0.75	0.96	1.00
> 16.5 up to ≤ 22 t	0.75	0.75	0.90	1.00	1.00
> 22 up to ≤ 34 t	0.75	0.75	0.96	1.00	1.00
> 34 t	0.85	0.85	1.00	1.00	1.00

1) The total weight is the sum of the tare weight of the load unit, the weight of the cargo and the weight of any loading equipment/pallets stowed with the cargo. Stacks of empty used flats that do not exceed the railway's loading gauge will be treated as a single empty load unit.

No discount calculated in accordance with 2.1.2 is applied for the use of wagons of other keepers. Consignments shall be dispatched "freight paid and all costs".

#### 2.2.2 Station-internal freight rates

Freight rates for cargo movements within a freight station	Amount in EUR	Tariff
<b>1. Movement of a consignment within a station</b> Any movement of a load unit within a freight station that involves the loading and unloading of the goods will be subject to a station charge.	488	0398 008
<b>2. Shunting</b> If a load unit that has been or is to be transported under a container consignment note has to be moved <b>after train preparation is complete</b> , it will be subject to a shunting fee charged per wagon.	246	0399 006

## Standard Rates of DB Cargo

### 2.3 Empty running rates in wagonload and intermodal transport

In the consignment note for an empty run, the column labelled 'Contents' must be marked: Empty, freight paid as per price list no./tariff no. (insert number).

The expected empty runs will be planned in consultation with the customer and incorporated into the rail transport pricing estimate.

The empty running rates numbered 0113 (wagonload transport) and 4988 (intermodal transport) apply when an

empty run is directly associated with a prior or subsequent loaded run operated by DB Cargo.

The empty running rates numbered 0114 (wagonload transport) and 4970 (intermodal transport) apply to empty runs where the direct associated prior or subsequent loaded run is not operated by DB Cargo.

DB Cargo reserves the right to retrospectively charge the empty running rate under 0114 or 4970 for an empty run without an associated loaded run.

For the transport of empty wagons provided by the customer – excluding transfer journeys of brand-new wagons/wagons for scrap <sup>1)</sup> :	Tariff
■ where there is an direct associated prior or subsequent loaded run, the empty running rate will be calculated in accordance with price tables 3:	0113 001 4988 580
■ where there is no direct associated prior or subsequent loaded run the empty running rate will be calculated in accordance with price tables 3:	0114 009 4970 091

1) On transfer journeys of brand-new wagons/wagons for scrap, the wagons run on their own wheels as rail vehicles. Subsection 2.1.2 shall apply.

### Price table 3 for empty running rates in wagonload and intermodal transport

	Wagon with 2 axles		Wagon with 3 and 4 axles - except of car carrier wagons		Wagon with more than 4 axles <sup>1)</sup> - except of car carrier wagons	
	With loaded run	Without loaded run	With loaded run	Without loaded run	With loaded run	Without loaded run
<b>Tariff wagonload:</b>	0113 001	0114 009	0113 001	0114 009	0113 001	0114 009
<b>Tariff intermodal:</b>	4988 580	4970 091	4988 580	4970 091	4988 580	4970 091
<b>Distance in km</b>	<b>EUR</b>	<b>EUR</b>	<b>EUR</b>	<b>EUR</b>	<b>EUR</b>	<b>EUR</b>
100	369	663	483	866	907	1636
150	385	694	504	907	954	1717
200	415	747	537	967	1027	1847
250	445	803	575	1036	1088	1962
300	516	934	672	1205	1273	2291
350	592	1066	764	1379	1454	2617
400	629	1135	803	1445	1527	2748
450	670	1201	869	1564	1640	2949
500	704	1271	916	1648	1793	3225
550	786	1413	1020	1839	1946	3501
600	910	1640	1175	2116	2244	4039
650	1033	1858	1347	2428	2559	4607
700	1091	1965	1426	2566	2711	4880
900	1116	2009	1450	2612	2766	4980
1100	1184	2129	1527	2748	2921	5257
1300	1297	2336	1697	3057	3243	5893

1) Separate prices are to be agreed for low-floor wagons and wagon units with more than eight axles.



### 3 Other provisions

You can find additional and special services in the service catalogue of DB Cargo AG. These other provisions apply to both wagonload and intermodal transport unless otherwise indicated in the following.

#### 3.1 Compensation for damage to wagons

In the event of damage to wagons, further charges may be levied in addition to the cost of repair. In particular, these include:

##### 3.1.1 Empty running costs to the nearest service point

Empty running costs (in accordance with the following table) will be charged if damage occurs or cleaning is required, necessitating the wagon to be taken directly to a service point (“Werkstatt”) or for cleaning.

Wagon with 2 axles	Wagon with 3 and 4	Wagon with more than 4 axles
EUR	EUR	EUR
369	483	907

##### 3.1.2 Wagon outage costs

The wagon’s journey to a service point and the time it spends there are treated as unproductive time. In normal cases, a wagon outage of three days is charged based on the demurrage rates (see subsection 3.7). Higher fees will apply to wagon types that are in high demand (also in accordance with subsection 3.7).

##### 3.1.3 Administrative charge

An administrative charge will be levied on each wagon for handling a case of “damage during loading/unloading”. Double the normal rate for personnel (see service catalogue) will be charged. The average processing time is 30 minutes.

#### 3.2 Short-notice order for a block train (wagonload transport)

If made less than 24 hours prior to the scheduled departure time, an order for a permanently coupled train (block train) in wagonload transport will incur a fee of EUR 2,074/train.

#### 3.3 Loading periods

The loading time starts with originally scheduled hand over time. Unless otherwise agreed, the local rules on loading periods shall apply to service in private sidings and at public loading points. Information on these may be requested from DB Cargo Customer Service.

If the periods allowed for loading and unloading in private sidings have not been contractually agreed, a period of eight hours applies for loading and unloading until the next service.

#### 3.4 Track usage when agreed loading period is exceeded on railway-owned track

If the agreed loading periods for wagons of other keepers on railway-owned track are exceeded, a track usage charge of EUR 10 per wagon and per day will be levied.

#### 3.5 Delayed stabling

If the wagons cannot be provided for loading or unloading as agreed, there will be unscheduled stabling at the receiving station. If the customer is responsible for this, DB Cargo shall charge a fee of 200 EUR per wagon for the additional expense.

In the event of intermediate storage on the transport route, the cause of which is not attributable to DB Cargo’s sphere of risk, a charge of EUR 125 per wagon shall be levied in addition to the demurrage charge (in accordance with section 3.8)

#### 3.6 Return of unusable wagons (wagonload transport)

If a wagon is returned in an unusable condition (see section 4.6 of the General Terms and Conditions (GTC)) a charge of EUR 340<sup>1)</sup> per wagon will be levied. Any claims for damages shall remain unaffected.

#### 3.7 Non-contractual use of wagons belonging to DB Cargo

If a wagon is used contrary to the terms of the contract, the contractual payments (in particular demurrage charges, wagon rental) for the entire period will be levied plus a charge equal to 2.5 times the amount that would have been due had the wagon been rented.

1) Transport costs associated with the return of unusable freight wagons/cleaning/weighing of freight wagons will be charged separately.

## Standard Rates of DB Cargo

### 3.8 Demurrage charges

The following demurrage charges are agreed for exceeding the loading periods during loading or unloading of wagons and load units provided by DB Cargo.

#### 3.8.1 General demurrage charges

Demurrage charges per 24 hours and wagon					
	Day 1-6			From day 7	
	Day 1-3	Day 4-6	During periods of high demand		During periods of high demand
Wagon category	EUR	EUR	EUR	EUR	EUR
E, F, G, H, K, L, T, U, Z	75	104	142	177	276
Hb(b)i	93	119	157	198	304
Fa, La, R, SI, Sm, Ta	101	128	168	225	332
Ea, Facns 133, Fal, Ha, Hillmrrs, Hi(i)(m)rrs-tt, Laa, Rb, Rg, Ri, Rn, Rs-y, S, Tadg, Tads, Ua, Za	119	157	204	271	417
Faal, Falrr, Fan, S(d)gg, Sa, Shi, Slps-u, Tanoos 896/898, Ta(l)n, Tamn	149	201	258	345	526
Kijl 450, Kkk 447	202	262	341	463	676

The allocation of a wagon category to a price class is defined by the sequence of category and code letters. If the relevant wagon category is not explicitly listed, it will be assigned to the price class applying to the next higher wagon category (example: the wagon category "Habbi" is assigned to price class 4 that applies to the wagon category "Ha"). Please ask our Customer Service for wagon categories with high wagon demand.

#### 3.8.2 Demurrage charges for railway construction sites

Demurrage charges per 24 hours and wagon		
	Day 1-7	Day 8-30
Wagon category with type number	EUR	EUR
Fc, K	266	276
Fac, R, S	316	342
Facns 141, Fas 126, Fakks 127, Fans 128, Sps 466/468, Slps 462 bis 465	394	420

On exceeding loading times by more than 30 days, the 24-hour demurrage rate stated in column "Day 1-7" is doubled. Please ask our Customer Service for wagon categories with high wagon demand.

#### 3.8.3 Demurrage charges for load units

The demurrage charge for load units provided by DB Cargo in intermodal transport is EUR 19.90 for every 24-hour period commenced (plus stabling fees at the transshipment station or service centre in accordance with the Storage Conditions for Intermodal Transport). This shall not affect demurrage charges for wagons provided by DB Cargo and surcharges for excess time and unhitching work.



## Standard Rates of DB Cargo

### 3.9 Cancellation (wagonload transport)

#### 3.9.1 Cancellation of block trains

In the week before the day of service, a requirements planning session is held by 12 noon on Tuesday with customers for block trains for the following week.

The following charges apply to cancellations of a permanently coupled train (block train) in wagonload transport:

- 30% of cancellation fee is charged if cancellation order is placed 72–48 hours before the day of service
- 60% of cancellation fee is charged if cancellation order is placed between 48–24 hours before the day of service
- 90% of cancellation fee is charged if cancellation order is placed under 24 hours before the day of service
- 100% of cancellation fee is charged if cancellation order is placed on the day of service

The cancellation fee per train is as follows:

- Routes of  $\leq 200$  km<sup>1)</sup> EUR 5,184
- Routes of  $> 200$  km<sup>1)</sup> EUR 8,670
- Routes of  $> 400$  km<sup>1)</sup> EUR 13,854

Cancellations greater than 72 hours before the day of transport are subject to DB InfraGo AG's train path cancellation charges. DB Cargo reserves the right to charge the customer a fee of EUR 0.37 per DIUM-km (<https://dium.dbcargo.com/dium/index.jsp>) for these cancellations.

Cancellation is free of charge if caused by reasons for which DB Cargo is responsible.

The full cancellation fee (100%) for the relevant distance applies if a customer fails to transfer a train and does not cancel it by the agreed and planned deadline.

Reordering a block train prior to hand-over to DB Cargo constitutes a cancellation of the initially ordered block train with a simultaneous new order of a block train. The cancellation order must be made in writing to the relevant team in the Customer Service Centre of DB Cargo.

#### 3.9.2 Cancellation of an order for empty freight wagons

The following shall apply if no cancellation fee is due for the cancellation of the transport:

- If a freight wagon that has been ordered but not yet supplied is cancelled after 10.00 a.m. on the working day (Saturdays excluded) preceding the date on which the wagons are required, a fee equal to the demurrage charge will be levied.
- If an order for a freight wagon that has already been supplied is cancelled, a demurrage charge will be levied for the period during which the wagon was prepared and ready for use, and a charge to cover the costs in retrieving the empty wagon (price list 3, empty run without loaded run, 1st distance stage.)

1) Kilometres according to the Table of Distances for Rail Freight Traffic for domestic German routes of DB Cargo, kilometres for cross-border routes according to the Uniform Distance Table for International Freight Traffic (DIUM) of the International Union of Railways (UIC).

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