



**NETZE**

# **Facility Pricing System 2022 of DB Netz AG**

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Valid from 12 December 2021  
to 10 December 2022



You know the way –  
we know the solution for your  
starting point and destination

## Service provider for passenger and freight transport

As the rail infrastructure company of Deutsche Bahn AG, DB Netz AG is responsible for the more than 33,000 kilometre-long network including all the equipment required for rail operations. This makes us the largest European rail infrastructure provider. More than 400 passenger and rail freight companies use our wide range of services and benefit from our long-standing expertise.

### Customised infrastructure solutions

The product portfolio of DB Netz AG comprises infrastructure for passenger and freight traffic routes, as well as service facilities that are essential for preparing and handling trains before and after their journeys. We also offer our customers additional and ancillary services. As Germany's largest provider of service facilities for rail transport, DB Netz AG currently provides you with more than **1,500 operating locations with around 17,500 usage objects**. Among other things, this brochure provides you with an overview of our service facilities, the charges for their use and the ordering process.

Our Network Statement for Service Facilities (NSSF) and the list of charges for service facilities apply exclusively. The latest valid versions are available online.

# Our **Facility Pricing System** at a glance

## **A systematic approach**

Whatever solutions you require, the Facility Pricing System of DB Netz AG provides you with a clear overview at all times. It shows our full product and service offering for service facilities. While the focus in freight transport is on transshipment and train formation, passenger transport involves handling and stabling trains before and after their journeys.

## **Structured change for optimum service**

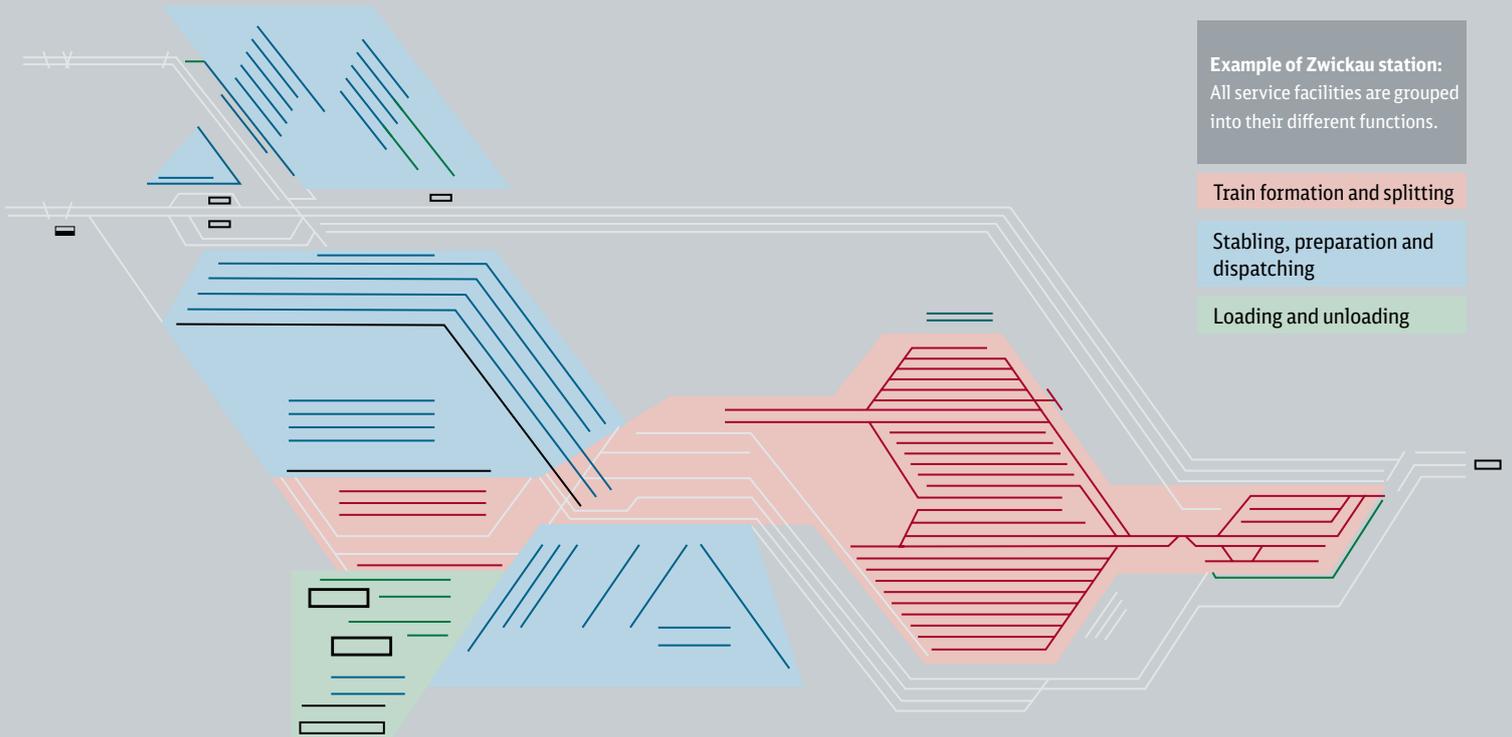
The Facility Pricing System has been geared to the wishes of our customers and the market requirements, enabling us to offer an even better service. The clear product and pricing system makes using our facilities simple and transparent.

## **Improved services – your benefits**

- Simple structure based on product categories
- Easily memorised product design
- Transparent rules for granting use of service facilities
- Flexible use of spare capacity in service facilities
- Rapid price calculation thanks to simple charging rules



## What we offer



# Looking for fully equipped **service facilities?**

## How to find the usage object you need

With our wide range of offers, we are able to cover your company's requirements for both passenger and freight transport. Our portfolio includes state-of-the-art train formation yards for single wagonload transport, tracks for the preparation and stabling of rolling stock, and wagon loading and unloading switch. The service facilities differ both in terms of their size and in the equipment available. The clear categorisation of our products helps you choose the right service facility for you.

All infrastructure components such as the track, switch and overhead line are combined into "usage objects", meaning that you simply need to state the relevant usage object in your enquiry.

Track + switch + overhead line = usage object



## Focus on function

To find the right product category for your order, it is first necessary to determine the functions offered by your service facility. The functions describe the intended purpose of a service facility. In the table below, you will find a list of the functions, product categories and technical equipment available.

Function	Product category	Technical features
Train formation and splitting	Train formation I	Fully automatic hump shunting technology
	Train formation II	Semi-automatic hump shunting technology
	Train formation III	Simplest level of technology or no technology, two tracks with at least 400 m
Stabling, preparation and dispatching	Stabling I	Connected on two sides, >215 m usable length, at least one set of remote-controlled switch
	Stabling II	Connected on one or two sides (≤ 215 m usable length), no remote-controlled/manual switch
	Stabling III	Manual switch
Loading and unloading	Loading I	Loading dock length > 215 m
	Loading II	Loading dock length > 90 m and ≤ 215 m
	Loading III	Loading dock length ≤ 90 m

+ additional equipment

## You can choose between three product categories for each function:

### 1. Train formation and splitting

These service facilities are used to form, process and divide trains. They include train formation yards, which represent a special link in the rail freight transport logistics chains. Depending on their size and technical equipment, formation yards differ in terms of their operation and performance and the level of resources available to the user. They range from operating locations with simple equipment (e.g. sites without hump shunting), to medium-sized facilities with an intermediate level of equipment (e.g. with hump shunting), to highly productive, fully equipped formation yards.

#### Train formation I:

Tracks with fully automatic hump shunting technology

Integrated technology:

- Fully automatic speed control
- Primary retarders, secondary retarders
- Wagon conveyor system if required
- Gradient-compensation brakes with retractable/moveable buffer stop if required

High capacity of wagons per hour

No drag shoe layers

#### Train formation II:

Tracks with semi-automatic hump shunting technology

Integrated technology:

- Semi-automatic speed control
- Primary retarders, some secondary retarders

Medium capacity of wagons per hour

Drag shoe layers, use of traction unit if required

#### Train formation III:

Tracks with simplest level of train formation technology or no such technology

Basic movement/pushing of wagons or rakes of wagons within the service facilities

Gridiron sidings with at least three tracks, each with a usable length of at least 400 m

Low capacity of wagons per hour

Drag shoe layers and use of traction unit

### 2. Stabling, preparation and dispatching

These usage objects are used for stabling trains, wagons and traction units, as well as for other activities in connection with this – especially the handling of wagons before or after a train journey or shunting movement. Storage sidings are our “parking spaces” for trains.

We provide you with dispatching tracks for temporary use. These can be used to process trains before or after their journeys for up to a maximum of two hours or up to a maximum of 12 hours. The dispatching tracks are shown in the list of service facilities.

This means that you can use service facilities just as you need them, either for a few hours or for a longer period of time.

#### Stabling I:

Tracks connected on two sides and usable length of more than 215 m with:

- Remote-controlled switch technology
- Mixed form (remote-controlled/locally controlled electric switch or remote-controlled/manual technology)

#### Stabling II:

Tracks connected on one side (irrespective of usable length) with:

- Locally controlled electric switch technology
- Remote-controlled technology

Tracks connected on two sides with:

- Locally controlled electric switch technology
- Mixed form locally controlled electric switch/manual technology
- Mixed form locally controlled electric switch/remote-controlled switch technology, up to 215 m usable length
- Mixed form remote-controlled/manual technology, up to 215 m usable length
- Remote-controlled technology, up to 215 m usable length

#### Stabling III:

Tracks connected on one/two side(s) with manual switch technology (irrespective of usable length)

### 3. Loading and unloading

This function relates to usage objects provided for the loading and unloading of freight wagons as well as transshipment to other modes of transport. They enable and facilitate the transfer of the goods in transit from road to rail and vice versa.

<b>Loading I:</b>
Loading dock length > 215 m
Used for handling block train transport
<b>Loading II:</b>
Loading dock length > 90 m and ≤ 215 m
Used for handling rakes of freight wagons
<b>Loading III:</b>
Loading dock length ≤ 90 m
Used for handling single wagonload transport



**Good to know**

Where permitted by the NSSF, you may also use service facilities for a purpose other than the intended function.

**No charges for feeder tracks**

No fees are charged for service facilities used as connections to the rail network of DB Netz AG or third-party infrastructure if they cannot be assigned to any of the above-mentioned functions.

## For better clarity: The power of nine



Once you have established the function of your service facility, you can determine how much technical equipment you need. By combining these two criteria, you can identify the appropriate product category, which ultimately determines the charge payable. Usage objects can be divided into nine product categories.

The name says it all: After specifying the function required, the next step is to choose the level of technology to be provided. This is graded from I to III. For example, a track with a long usable length and complex switch connection is assigned to a higher product category than a short track with a simple switch connection. The greater the level of technology provided by a track, the higher the product category and thus the higher the charge for using the track.

### Additional equipment for you

We offer additional equipment for certain service facilities in both passenger and freight transport. These are particularly useful for handling trains before and after their journeys. Additional equipment comprises separate usage objects, which you can book as optional extras. It is important to remember that the use of additional equipment is always paired with the use of a local track to which it belongs.

#### Passenger transport

- Working platforms: allow personnel to access and exit railway vehicles safely and enable working on one level for the purposes of interior cleaning
- Boarding platforms: used to overcome the difference in height between the railway vehicle and ground level
- Electric preheating units for trains: used as an external power supply to railway vehicles stabled without an operating traction unit
- Interior cleaning facilities: enable coaches to be prepared for passenger transport; in addition to actual interior cleaning, this also involves waste disposal and the disposal of effluent from retention toilet systems while the train is stabled at a local facility
- Media cabinets: ensure the reliable supply of hot and cold water while also providing the electricity necessary for cleaning purposes; they may be part of the interior cleaning facility or toilet disposal system
- Water filling systems: you can use water from our water filling systems to provide the supply of drinking water in your passenger coaches
- Toilet disposal systems: used for retention toilet systems of passenger coaches and multiple units; the waste water tanks are evacuated by suction using an electric pump system, with subsequent drainage into the sewerage system

#### Freight transport

- Rolling stock weighbridges: for determining weight (static or dynamic); available at selected service facilities
- Oil refilling switch at load transfer yards: for filling and emptying HGVs and rail vehicles

#### Passenger and freight transport

- Sand filling systems: used to fill the brake sand boxes of railway vehicles
- Turntables: used for turning vehicles in the horizontal plane and creating a path between two or more chosen tracks
- Compressed air units and trackside brake testing units: the latter enable a train's brakes to be tested even if no traction unit is attached; for your mobile brake testing units, we also provide compressed air units with connection to an electric power supply
- Shore supply switch: power outlets (230 V/400 V) used to prepare traction units, railcars and multiple units for operation and to keep them on standby
- Stabling of traction units (in special sidings for traction units): used for regular, uninterrupted stabling of traction units during breaks in operation lasting more than three hours; stabling sidings for traction units are offered with or without additional facilities on the basis of environmental protection guidelines



**The entire range of products and services offered by DB Netz AG can be found here:**

- APN: Anlagenportal-Netz (DB Netz AG facilities portal): [www.dbnetze.com/apn](http://www.dbnetze.com/apn) (in German only)
- Tracks in service facilities: [www.dbnetze.com/serviceeinrichtungen](http://www.dbnetze.com/serviceeinrichtungen)
- Dispatching tracks: [www.dbnetze.com/dispo](http://www.dbnetze.com/dispo)
- Loading switch: [www.dbnetze.com/ladestellen](http://www.dbnetze.com/ladestellen)



## Clear pricing system – so simple

Calculating the usage charges is very straightforward. Each product category has been allocated a charge for every hour of use. Simply multiply the hourly charge by the number of hours to quickly work out the total amount due. Charges for additional equipment and other fees are set out on the following pages.

Product category	Charge per hour of use*
Train formation I	7.55 Euro
Train formation II	5.35 Euro
Train formation III	4.20 Euro
Stabling I	4.20 Euro
Stabling II	1.87 Euro
Stabling III	1.21 Euro
Loading I	3.29 Euro
Loading II	2.49 Euro
Loading III	1.66 Euro

Additional equipment	Charge per hour of use in euros*
Working platform	0.14
Sand filling system	0.97
Turntable	4.21
Compressed air unit with a 230 V power connection	0.84
Compressed air unit without connection to electric power supply	0.71
Boarding platform	0.06
Shore supply switch	0.35
Weighbridge	5.28
Electric train preheating system	0.02
Media cabinet	0.04
Oil refilling point	0.95
Brake test unit	1.21
Traction unit stabling with absorbent matting	0.61
Traction unit stabling with containment tub/cushion system	0.61
Traction unit storage sidings with containment sump	1.59
Water filling system	0.44
Toilet waste disposal system	1.14

\* Prices subject to value added tax

### How to calculate your usage charge

The charge for each usage object is calculated by multiplying the hours of use by the price for the product category

If additional equipment is required as well as a product, the price of the additional equipment is also multiplied by the hours of use. If the resulting amount is below the minimum charge of EUR 50, it is automatically rounded up to the minimum charge. Your final usage charge is calculated by adding the price for the product category to the price for the additional equipment.

Hourly rate for product category x hours of use = charge for usage object

+

Hourly rate for additional equipment x hours of use = charge for additional equipment

=

Usage charge

#### Example

EUR 4.20 per hour  
x 72 hours  
= EUR 302.40

EUR 0.35 per hour  
x 72 hours  
= EUR 25.20  
= EUR 50  
(Minimum charge)

EUR 302.40  
+ EUR 50  
= EUR 352.40

#### Sample calculation for a single user:

You would like to order a stabling siding with a usable length of 700 m, an overhead line and a double-sided switch connection. As additional equipment, you also need a shore supply point. Your period of use is to be 72 hours.

The chosen usage object is assigned to the Stabling I product category. This means that the price is EUR 4.20 per hour, which is multiplied by the hours of use. Thus the charge for your usage object is EUR 302.40.

For the additional equipment – “shore supply point” – the price is EUR 0.35 per hour. This price is also multiplied by the usage period of 72 hours. In this way, you arrive at the charge for your additional equipment. However, as this amount is below the minimum charge of EUR 50, it is rounded up accordingly.

Finally, you simply add the two charges together to obtain your final usage charge of EUR 352.40.



#### Minimum charge

If the calculated usage charge for a continuous period of use is below the minimum charge of EUR 50, DB Netz AG will apply the minimum charge in order to cover the use of the equipment and administration. Our recommendation: Requesting usage objects for longer periods pays off.

#### Discounts

If service facilities are used continuously over the entire working time-table period (2022: 8,736 hours), you will receive a 10% discount.

### Sample calculation for multiple users:

Two users would like to employ a usage object with a usable length of 300 m, an overhead line, a quality level I double-sided switch connection for the **entire working timetable period**, along with a shore supply point as additional equipment. The period of use of 24 hours a day is divided up equally between the two users so that the usage object is available to each for a period of 12 hours.

The selected usage object is assigned to the Stabling I product category. This means that the price is EUR 4.20 per hour, which is multiplied by the hours of use. Thus the charge for the usage object is EUR 36,691.20.

The additional equipment – “shore supply point” – costs EUR 0.35 per hour. This price is also multiplied by the usage period of 8,736 hours. The charge is EUR 3,057.60.

Adding both charges together results in a total usage charge of EUR 39,748.80.

As they are using the facilities over the entire working timetable period, the two users receive a discount of 10% on this total amount.

The 50/50 split in daily use means that each user pays EUR 17,886.96

## Other fees

### Additional staffing time for signal boxes

Per employee and 30-minute period or part thereof = EUR 30

### Additional provision of local knowledge

Per employee and 60-minute period or part thereof = EUR 60

### Facility coordinator

In the case of ad hoc services, the facility coordinator is responsible for the assignment of usage objects within a 73-hour period prior to the commencement of use and is also responsible for coordinating use of capacity for these service facilities.

The following service facilities have a facility coordinator:

Aachen West, Duisburg-Ruhrort Hafen, Cologne-Eifeltor, Cologne-Kalk North, Oberhausen West (integrated with Oberhausen Osterfeld South) and Passau. A separate fee is payable for the facility coordinator. This can be found in our current list of charges for service facilities at [www.dbnetze.com/aps](http://www.dbnetze.com/aps).

### Ancillary/consumption costs

Use of additional equipment may incur ancillary and consumption costs, which will be billed in addition to the usage charges. These may be charged at a flat rate or as they arise/based on consumption. Ancillary costs may be incurred for water/wastewater, electricity and the cleaning of loading switch if not carried out by the train operating company/RU.

### Investments at the request of the customer

In certain circumstances, DB Netz AG can make new and expansion investments in service facilities at your request. In such cases, the facility-specific usage charge will depend on the investments made and the agreed duration of the contract.

Separate usage agreements will apply. Further information is available at [www.dbnetze.com/infra-auf-kundenwunsch](http://www.dbnetze.com/infra-auf-kundenwunsch) (in Germany only)

### Example

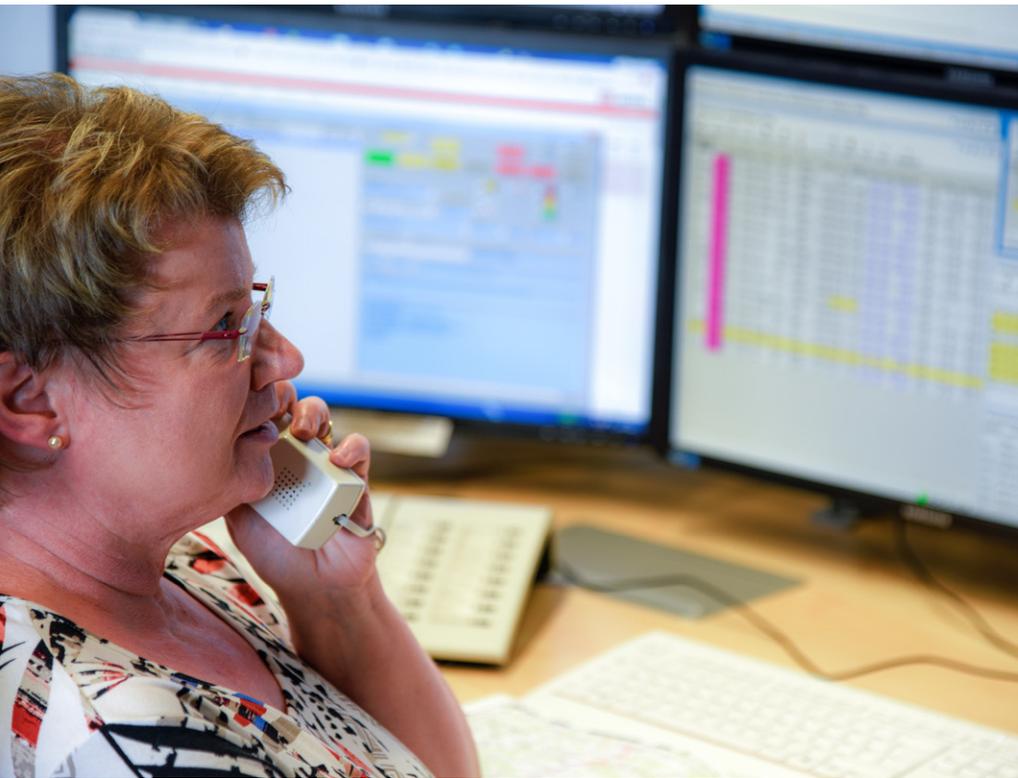
EUR 4.20 per hour  
x 8,736 hours  
= EUR 36,691.20

EUR 0.35 per hour  
x 8,736 hours  
= EUR 3,057.60

EUR 36,691.20  
+ EUR 3,057.60  
= EUR 39,748.80

EUR 39,748.80  
- 10 %  
= EUR 35,773.92

EUR 35,773.92  
: 2  
= EUR 17,886.96



# The convenient way to order the service facilities **you need**

### **Who can place an order?**

Our infrastructure is available to all domestic and foreign railway companies with a registered office in Germany and an operating licence and safety certificate from the Federal Railway Authority. You must also meet the technical and legal requirements set out in detail in our terms and conditions of use (NSSF). The basis for ordering and using our service facilities is a valid *Grundsatz-Infrastrukturnutzungsvertrag* (Basic infrastructure usage contract).

The DB Netz AG APN – Anlagenportal-Netz (DB Netz AG facilities portal) – serves as a platform for booking enquiries in relation to service facilities. Simply search for the desired service facility and period of use and the system will show you the current status. You can view and manage your own booking enquiries.



### What are the next steps?

Capacity requests for **working timetable services** for the following year can be made via the APN from 1 July to 15 August. If there are no other capacity requests, DB Netz AG will offer you the desired usage object by means of an individual usage agreement for service facilities. You will be notified if your request can be fulfilled by 15 October of each year in the form of an offer from DB Netz AG. You can accept our offer in writing or electronically within five business days. For **ad hoc services**, a request may be submitted at short notice – up to 73 hours before you plan to begin using the service facility. It is important to note that only residual capacity or shared use of service facilities can be booked in this way.

### Several interested parties – what happens next?

If there are several requests for a usage object in the working timetable, we will initiate a coordination process to find a solution acceptable to all parties involved. We will begin by clarifying among the interested parties whether operations can be optimised so as to accommodate multiple users based on the available time windows. If it is still not possible to fulfil everyone's wishes, the next step will be to jointly check whether alternative usage objects of another service facility may be suitable. If no agreement can be reached in this manner within 14 days, we will make a decision based on the following procedure:

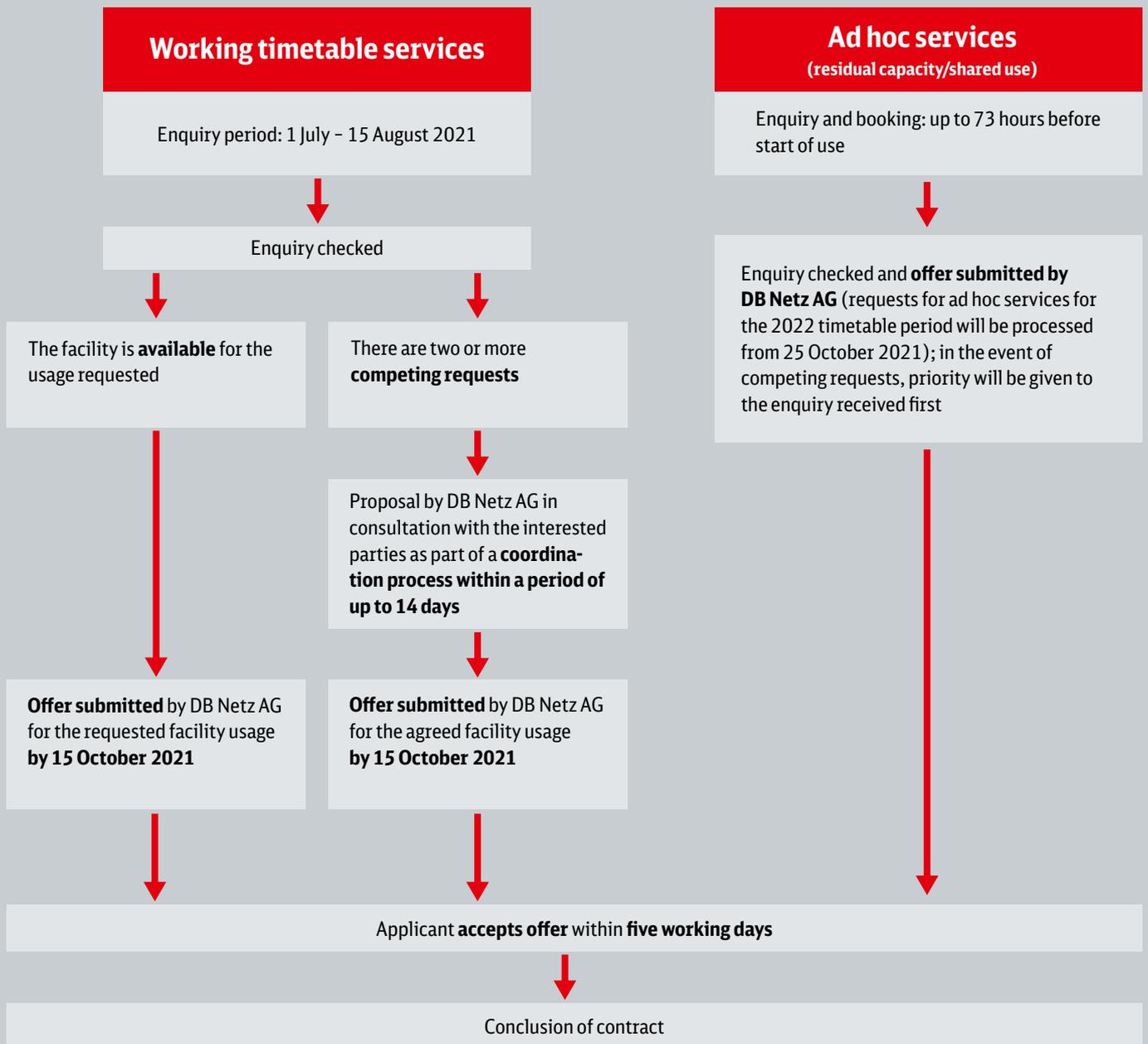
- Initially, priority is given to requests that are the necessary consequence of a train path.
- In the following step, use of the service facility is awarded based on the charges for the track in question for a one-year period, calculated in accordance with the requests submitted by the parties. The party with the highest usage charge receives the offer.
- If the matter cannot be decided on the basis of these criteria, priority will be given to a use for which there is no viable alternative.
- If a decision is still not possible in this case, the interested parties are requested to submit their highest bid for the usage object to the Federal Network Agency within five days.
- Ultimately, the party with the highest bid will be awarded use of the service facility.

#### **i** Own requirements

Good to know: Service facility capacity that is reserved for infrastructure-critical purposes (e.g. construction logistics) is not available for booking in the working timetable. However, such residual capacity may be made available for ad hoc services.

# Ordering process for service facilities

Orders can be submitted via the APN using the following link:  
[www.dbnetze.com/apn](http://www.dbnetze.com/apn)



# Personal support for better advice

Our local points of contact will be pleased to provide you with advice and support on access to and use of our service facilities, as well as on individual usage agreements and the billing of usage charges.

## Regional sales

### Regional Unit North

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### **i** Any questions? We are here to help. You can also contact us online:

- General information on the Facility Pricing System (including list of charges): [www.dbnetze.com/fps](http://www.dbnetze.com/fps)
- Terms and conditions of use: [www.dbnetze.com/nssf](http://www.dbnetze.com/nssf)
- Contacts: [www.dbnetze.com/contacts](http://www.dbnetze.com/contacts)

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