



**DB Cargo Nederland N.V.**

**Product catalogue for the  
Shunting service Kijfhoek**





## Shunting service description – Shunting Service Kijfhoek

Chapter number	Heading	Text
0.1	Version	Version Concept 0.3 of 07.12.2021 First issuing: 01.01.2022 (planned) Update: - Update published on: -
0.2	Period of effectiveness and update	The following document describes the shunting service (the “ <b>Shunting Service Description</b> ”) and will be updated every year before September 30 <sup>th</sup> , if necessary, without prejudice of potential extraordinary updates due to amendments of specific contents.
0.3	Publication	The Descriptive Document is published: <ul style="list-style-type: none"><li>• On the website of DB Cargo Nederland N.V. (<a href="https://nl.dbcargo.com">https://nl.dbcargo.com</a>), section “Additional services”, chapter “Shunting service Kijfhoek”;</li><li>• On Rail Facilities Portal (<a href="https://railfacilitiesportal.eu/">https://railfacilitiesportal.eu/</a>) with reference to the station of Kijfhoek;</li><li>• In the network statement of ProRail B.V., within the list of facilities and services not managed or provided by ProRail.</li></ul>
<b>1. General information</b>		
1.1	Introduction	<ul style="list-style-type: none"><li>• DB Cargo Nederland N.V. (“<b>DBCNL</b>”) issued the Descriptive Document in accordance with the provisions of the Implementing Regulation (EU) 2017/2177, in order to publish the supply conditions of the shunting service provided at the ProRail service facility of Kijfhoek (the “<b>Facility</b>”);</li><li>• The shunting service is in accordance with the “Handreiking Spoorgebonden diensten en dienstvoorzieningen” as published by the ACM, version 19/12/2018;</li><li>• The Facility is a hump shunting yard, located on the Dutch main railway infrastructure, equipped with the technical characteristics briefly described in paragraph 3.1. Moreover, it represents the only Dutch shunting yard where trains are being shunted by means of a hump shunting facility pursuant to paragraph 7.3.5.2.2 of the ProRail Network Statement 2023.</li></ul>
1.2	Service facility operator	The shunting service, as described in this descriptive document (the “ <b>Service</b> ”), is provided by <b>DBCNL</b> , a railway undertaking in conformity with Dutch and international legislation, with registered office in the Netherlands at 3511 EP Utrecht, Moreelsepark 1, tel.: +31302354004, email: <a href="mailto:ShuntingServiceKijfhoek@deutschebahn.com">ShuntingServiceKijfhoek@deutschebahn.com</a> , KvK: 30124363, BTW: NL 8038.83.481.B01, IBAN Deutsche Bank NL96DEUT0319851214.



1.3	Access conditions to service facility	The Applicant gains access to the Shunting Service Kijfhoek provided by DBCNL by means of capacity allocation on behalf of ProRail as described in the Network Statement.
<b>2. Services</b>		
2.1	Service description	DBCNL supplies the Service in the facility provided by ProRail, consisting of following activities: <ul style="list-style-type: none"><li>• Examining trains and wagons on arrival before shunting (arrival check);</li><li>• Uncoupling of vehicles and thus preparing the arrived trains for hump shunting;</li><li>• Pushing the wagons over the hump;</li><li>• Shunting wagons (UIC label 15; wagons NH “niet heuvelen”) over the hump;</li><li>• Administration concerning Kijfdis planning to ensure agreed timings of the locomotives;</li><li>• Additional services may result in additional costs. These activities are provided upon specific request of the applicant and the availability of resources by DBCNL.</li></ul>
<b>3. Description of the Facility in which the Service is provided</b>		
3.1	Facility and Service	<ul style="list-style-type: none"><li>• The detailed description of the Facility (e.g.: planimetry, technical characteristics) is available by the service facility operator ProRail B.V., in its responsibility as infrastructure manager for granting access to and use of the Facility;</li><li>• DBCNL carries out the service activities constituting the Service, as described in section 2.1.</li></ul>
3.1.1	Location	<ul style="list-style-type: none"><li>• The Facility is located at the Kijfhoek railway yard;</li><li>• The Facility is located within the territory of the Municipality of Zwijndrecht at Develsingel 11;</li><li>• The Facility is located on the railway lines Dordrecht - Kijfhoek - Rotterdam; Maasvlakte - Kijfhoek - Zevenaargrens.</li></ul>
3.1.2	Opening hours of the Facility and operation hours of the Service.	<ul style="list-style-type: none"><li>• The opening hours of the Facility and the connected infrastructures are established by ProRail;</li><li>• The Service is provided all year round, from Sunday 15.00h to Saturday 23.00h, except during the following holiday periods:<ul style="list-style-type: none"><li>- from 22:00h on 24.12. to 6:00h on 26.12 (Christmas);</li><li>- from 22:00h on 31.12. to 21:00h on 01.01 (New year’s eve).</li></ul></li></ul>
<b>4. Charges for the Service</b>		
4.1	Information on charges	<ul style="list-style-type: none"><li>• The charges for the Service have been defined by DBCNL pursuant to applicable legal framework, as described in the Methodological Document on the determination of the Service charges, published by the ACM as indicated in section 0.3 above;</li><li>• The Charges for the Service, applicable for the railway timetable 2022, are the following:</li></ul>



			<b>Code</b>	<b>Type of shunting operations</b>	<b>Charge (€/operation)</b>
			A1	Shunting of a homogeneous arrival train (all hump approved)	€ 315,30
			B1	Application of labels (plakbrieven) for defects (blue, red, etc)	€ 10,00
			B2	Shunting out per wagon(groups) bypassing the automated hump system (wagon NH "niet heuvelen")	€ 85,99
			C1	Changes to the wagon sequence after correct execution of the service provided	€ 472,95
		<ul style="list-style-type: none"> <li>Where category A: main service, B: Obligatory service, C: Optional service.</li> </ul>			
4.2	Other charges	<ul style="list-style-type: none"> <li>A cancellation fee is applicable of 50% of the original fee in case of cancellation &lt;48hrs before execution;</li> <li>A cancellation fee is applicable of 100% of the original fee in case of cancellation &lt;24hrs before execution;</li> </ul>			
4.3	Changes subject to charges	<ul style="list-style-type: none"> <li>The charges will be reviewed on a monthly basis and may be subject to changes.</li> </ul>			
<b>5. Access conditions to the Shunting Service Kijfhoek</b>					
5.1	Legal requirements	<ul style="list-style-type: none"> <li>In order to access the Service, the Applicant gains access to the Shunting Service Kijfhoek provided by DBCNL by means of its own capacity allocation on behalf of ProRail as described in the Network Statement;</li> <li>The applicant must agree with DBCNL in writing the template agreement for the assignment of the shunting activity (the "Agreement");</li> <li>DBCNL undertakes to provide the Service in accordance with the applicable legislation, the provisions of the Agreement and the minimum quality conditions of the Service, as published on the DBCNL website indicated in section 0.3 above;</li> <li>The service is provided to applicants that are member of the Railway standards GCU and ATTI.</li> </ul>			
5.2	Technical conditions	<ul style="list-style-type: none"> <li>DBCNL provides the Service to applicants (railway undertakings) using vehicles duly authorized to operate on the Dutch national railway infrastructure and are equipped with silent brakes;</li> <li>The Service is provided with appropriate diesel locomotives and personnel in possession of all the authorizations required by the applicable regulatory and technical framework in order to carry out shunting activities on the Facility.</li> </ul>			
5.3	IT systems & requirements	<ul style="list-style-type: none"> <li>In order to receive prompt information for execution of the Service, the Applicant shall grant DBCNL, for the entire duration of the Agreement, access to the traffic monitoring systems (e.g. ProRail Donna/ VKL) regarding the trains of the applicant reaching the Shunting facility only.</li> </ul>			



5.4	Operational requirements & conditions	<ul style="list-style-type: none"><li>• The presence of a timetable in Donna (ProRail system) is required. The rejection of infrastructure capacity by ProRail will result in the rejection of capacity for the Service;</li><li>• The minimum transit-time between arrival and departure is 3 hours. Shorter transit-times are only possible upon specific request and upon availability of resources;</li><li>• In case the train consists of wagons NH “niet heuvelen” (not equipped to run freely over the hump), these wagons need to be positioned to the north of the yard upon arrival;</li><li>• After confirmation of the Service by DBCNL, the applicant will receive the necessary information concerning the input Kijfdis (Shunting group abbreviation, etc);</li><li>• Bleve-free shunting may result in additional shunting costs as these wagons need to be shunted twice or more in order to place them in the right position.</li></ul>
<b>6. Capacity allocation</b>		
6.1	Requests for the Service	<ul style="list-style-type: none"><li>• With regard to the requests for the Service, in order to define the annual schedule for each applicant and, consequently, for the entire Service provided in the Facility, the requests must be sent in accordance of ProRail timelimes before end of March for the change of railway timetable in December by filling in the specific application form available on the website of DBCNL. The form, duly completed in all its parts, must also be sent in editable format to the e-mail address as stated in section 1.2. The request is being processed only when complete and admissible. A reaction by DBCNL shall take no longer than 5 working days. In case of an incomplete or invalid request the applicant is requested to redo its request within 5 working days before the request is automatically refused.</li><li>• The same form must be sent in the event of 1) requests for intermediate timetable periods X-2 months, 2) requests for changes to the Service within the period of effectiveness of the timetable;</li><li>• Requests for the annual timetable and intermediate timetable periods must be sent in at least 1 week before closure of the Donna timetable deadlines as provided by ProRail in de Network Statement.</li></ul>
6.2	Response to requests	<p>DBCNL undertakes to:</p> <ul style="list-style-type: none"><li>• process the request for the Service, completed with all the requested elements, without delay and within 20 working days, in consideration of the characteristics of the requests, the resources of DBCNL and the capacity in the Facility (as allocated and managed by ProRail);</li><li>• meet all requests for the performance of the Service as far as possible and within the available resources, considering the network capacity available in the Facility, the allocation of which is exclusive task of ProRail;</li><li>• in the event of a conflict between requests, identify the best possible solution for their satisfaction, in agreement with the applicants and with ProRail, potentially also through the definition of alternatives or different ways of performing the Service, in accordance with Articles 9, 10 and 12 of the Implementing Regulation (EU) 2017/2177. A non-discriminatory priority scheme is applicable as published on the website in section 0.3.</li></ul>



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6.3	Information on available capacity and temporary capacity restrictions	<ul style="list-style-type: none"><li>• Information on the available infrastructure capacity at the Facility and on the temporary restrictions thereof shall be made available by ProRail;</li><li>• DBCNL will promptly notify the Applicants of any temporary restrictions of the Service.</li></ul>
6.4	Priorisation rules in case of conflicts in requests	<ul style="list-style-type: none"><li>• On time requests prevail above requests not on time;</li><li>• Annual requests prevail above intermediate timetable requests and incidental request;</li><li>• Intermediate timetable request prevail above request within the period of effectiveness of the timetable;</li><li>• Trains with higher number of effective traffic days per week prevails above requests with lower number of traffic days per week;</li><li>• For request within the period of effectiveness of the timetable applies the principle “first come, first serve”;</li><li>• All trains (annual and intermediate timetable) with a delay of more than 30’ minutes are to be considered as a train within the period of effectiveness of the timetable and therefore will get a lower priority.</li></ul>