



Subject to Contract

## DB Cargo (UK) Limited and DB Cargo International Limited (together, DBC UK) Policy relating to the stabling of vehicles at DBC UK Service Facilities

### 1. Introduction

DBC UK recognises that rail connected Service Facilities are an important asset in the management of railway in operations across the UK. Operators and other railway stakeholders may have requirements to stable locomotives, wagons, passenger units and other railway rolling stock (referred to collectively in this Policy as “Vehicles”) at DBC UK Service Facilities. This Policy sets out the criteria DBC UK will apply when considering any request to stable Vehicles and the associated facility service charges (“FSCs”). “Stabling” for the purpose of this Policy shall be deemed to be any parking or laying up of Vehicles outside of any period agreed to support normal operational activities connected with a planned departure and/or arrival of the relevant Vehicles (having regard to any relevant train service specification agreed with DBC UK).

### 2. Stabling Criteria

Stabling requests should be submitted through the Beneficiary Access Request System (“BARS”) or, if stabling is required on particularly short notice or an emergency basis (i.e., less than 48 hours’ notice), by contacting DBC UK’s Duty Manager ([productiondutymanager@dbcargouk.com](mailto:productiondutymanager@dbcargouk.com) or 01302 575047).

DBC UK will apply the following criteria when considering any requests to stable Vehicles:

- The type and availability of infrastructure to support stabling within the relevant Service Facility.
- The impact of any stabling on the normal or expected operations at the relevant Service Facility having regard to applicable train plans and other scheduled activities.
- Any safety or security concerns which may be introduced or increased by permitting the relevant request for stabling.
- An assessment of the requested duration on existing commitments and operations at the relevant Service Facility (including any competing requests for stabling from different access beneficiaries).
- Any further matters which may assist DBC UK’s proper consideration of the request including without limitation any supporting representations made by the relevant access beneficiary.

DBC UK’s decision will be communicated to the access beneficiary using BARS or by return of email from the Duty Manager or another authorised representative of DBC UK. DBC UK will use reasonable endeavours to support an alternative stabling proposal if there is an opportunity to accommodate the request under different terms (for example a reduced number of vehicles or a revised duration), or at an alternative Service Facility.

### 3. FSCs for Stabling

Once DBC UK has considered and applied the criteria in section 2 above to reach a decision, the following FSCs shall apply at each category of location (the relevant category being designated within DBC UK’s list of locations maintained at <https://uk.dbcargo.com/rail-uk-en/services/locations-andaccess>).

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Category of Service Facility	FSC for Stabling
A (High Constraint)	One pound and forty- one pence (£1.41) per metre per hour or part thereof
B (Low Constraint)	One pound and forty-four pence (£1.44) per metre per 12 hours or part thereof
C (No stabling available)	N/A. See paragraph 4 below.

The categorisation above has been determined by DBC UK having regard to the criteria set out in section 2 of this Policy. This categorisation will be reviewed periodically in light of changing operational patterns and other relevant constraints, and any subsequent changes will be communicated with affected Access Beneficiaries in accordance with the Service Facility Change process incorporated in the relevant access contract.

‘High Constraint’ will typically mean that a Service Facility has one or more of the following non-exhaustive features: very limited available capacity, a material impact on existing or planned operations at the Service Facility, and/or safety or security matters that require further measures to be adopted.

‘Low Constraint’ will typically mean that a Service Facility has one or more of the following non-exhaustive features: readily available stabling capacity, limited or no impact on existing or planned operations at the Service Facility, and/or no safety or security matters requiring further measures to be adopted.

‘No stabling available’ means that there is no physical stabling capacity or that the available stabling capacity is fully utilised at the time of the request.

#### 4. Unauthorised Stabling

DBC UK takes its operational and safety responsibilities very seriously and requires all access beneficiaries to follow the processes and requirements set out in this Policy in order to avoid the potential disruption and risks associated with unauthorised Stabling. If any access beneficiary undertakes Stabling at a DBC UK Service Facility without proper authorisation, DBC UK reserves the right to (in addition to its other rights and remedies) charge any period of unauthorised Stabling at the Category A rate of FSCs stated in section 3 (irrespective of the category normally applied to the relevant Service Facility).

#### 5. Review

This Policy will be reviewed annually with any updates communicated via DBC UK’s FSC review process and uploaded to <https://uk.dbcargo.com/rail-uk-en/services/locations-and-access>. An up-to-date copy of this Policy can also be provided on request using the following contact details: [dbcuk.accessrequest@dbcargouk.com](mailto:dbcuk.accessrequest@dbcargouk.com).

Effective: 2 April 2026