

CSXT 8100 Changes- January 1, 2018

1.3.5 – Safe Loading of Railcars

-Change language to read, “CSXT may apply a charge of \$1,000.00 for each unsafely loaded railcar; additional handling fees may also apply” Currently reads, “CSXT may apply a charge of \$750.00 for each unsafely loaded railcar; additional handling fees may also apply”

2.1.1 – Calculating Demurrage

-Change language to read, “Debit days start at 00:01 the next day after CSXT notifies the Customer of Constructive Placement of a railcar, or Actual Placement of a railcar.” Currently reads, “Debit days start at 00:01 the next scheduled service day after CSXT notifies the Customer of Constructive Placement of a railcar, or Actual Placement of a railcar. For Customers without scheduled service days, debit days start at 00:01 the day after CSXT notifies the Customer of Constructive Placement of a railcar or places a railcar.”

2.1.2 – Reloading and Demurrage

-Change language to read, “There are times when a Customer may appropriate a railcar for reloading. When this happens, the Demurrage cycle stops on the unloading account (2 credit days) and begins on the loading account (1 credit day). This ensures that you will be credited with the proper amount of time to accomplish the task.” Currently reads, “There are times when a Customer may appropriate a railcar for reloading. When this happens, the Demurrage cycle stops on the unloading account (1 credit day) and begins on the loading account (1 credit day). This ensures that you will be credited with the proper amount of time to accomplish the task.”

2.2.1 – Private Car Storage Charges

-Change language to read, “Debit days start at 00:01 the next day after CSXT notifies the Customer of Constructive Placement of the Private railcar and stops when the customer orders the railcar for Actual Placement.” Currently reads, “Debit days start at 00:01 the next scheduled service day after CSXT notifies the Customer of Constructive Placement of the Private railcar and stops when the customer orders the railcar for Actual Placement. For Customers without scheduled service days, debit days start at 00:01 the day after CSXT notifies the Customer of Constructive Placement of a railcar.”

2.4 – Open Gate Yard Demurrage and Private Car Storage (**New Charge)

Demurrage or Private Car Storage charges will also apply to railcars that cannot be delivered to an Open Gate Customer due to the Customer’s facility being full, Customer having more railcars arrive than the Customer’s facility can accept, or due to any other Customer reason.

2.5 – Demurrage and Private Car Storage Rates

Chart for all Rates/Credits Located at Bottom

Demurrage - Non-Hazmat	\$150 per day	(currently \$105 per day)
Refrigerated Cars	\$250 per day	(currently \$200 per day)
Heavy Duty Flat Cars	\$250 per day	(currently \$200 per day)
Private Car Storage –Non-Hazmat	\$75 per day	(currently \$60 per day)
Private Car Storage –Non-Hazmat	1 credit	(currently 2 credits)
Hazmat – RR & PVT Cars	\$250 per day	(currently \$175 per day)
Open Gate Yard Demurrage/Private Car Storage		\$75 per day

3.1 – Sidetracks

-Change language to read, “Industrial Development.” Currently reads, “Regional Development.”

5.2.4 – Fees for U.S. Customs and Border Protection (**New Charge)

-Add a new 2nd Bullet, “CSXT may charge a fee of \$200.00 (U.S.) per railcar when a Customer submits incomplete or erroneous Customs documentation or data.”

5.2.5 – Border Fees (**New Charge)

-Add language at end of item, “CSXT charges a fee of \$25.00 (U.S.) per railcar for customs paperwork and processing.

5.4.3 – Weight Overloads

-Change rate to \$1,000.00 for each overloaded railcar. Currently reads, "\$750.00 for each overloaded railcar."

6.1.6 – Finance Charges

-Change language to read, "May be billed monthly for all line-haul, supplemental, and miscellaneous bills that were past due during the previous month." Currently reads, "Will be billed monthly for all line-haul, supplemental, and miscellaneous bills that were past due during the previous month."

6.2 – Procedures for Disputing Invoices

-Change language to read, "CSXT is committed to resolving disputed invoices fairly and efficiently. A Customer who wishes to dispute a charge must submit their dispute electronically via ShipCSX." Currently reads, "CSXT is committed to resolving disputed invoices fairly and efficiently. A Customer who wishes to dispute a charge should submit their dispute electronically via ShipCSX."

8.1 – Intermediate Switching Services

-Remove Evansville, IN

9.1 – Customers Eligible for Reciprocal Switching

- Columbia SC – Change Consolidated Systems, Inc. to Precoat Metals
- Decatur AL – Remove Conagra Foods, Inc.
- Decatur AL – General Electric - Add * before name; change page 32 to page 35
- Greenville NC – Remove Ready Mix Concrete Company
- Jacksonville FL – Remove Renessenz, LLC
- Savannah GA – Change Arizona Chemical to Kraton Chemical LLC

9.3 – Interchange Error Movements

- Change BPRR (Line-haul) to \$500 (formerly \$450)
- Remove EARY \$83 (duplicate entry)

9.4 – Glossary

-Add "Closed Gate" – A Station is considered 'Closed Gate' with regards to railcars that will remain in CSXT's serving yard until the Customer provided specific placement instruction to CSXT via ShipCSX. A Station may be Open Gate for some commodities or railcars and Closed Gate for other commodities or railcars.

-Add "Open Gate" - A Station is considered 'Open Gate' with regards to railcars that CSXT will deliver upon determining that the Station has space to receive the railcar. No specific placement instruction will be accepted for Open Gate railcars. A Station may be Open Gate for some commodities or railcars and Closed Gate for other commodities or railcars.

9.4.1 – Quick List of Charges

- Change \$750 to \$1,000 per unsafely loaded railcar plus applicable demurrage charges section 1.3.5
- Add Open Gate Yard Demurrage and Private Car Storage - \$75 per railcar section 2.4
- Change Demurrage to section 2.5
- Change Private Car Storage to section 2.5
- Add U.S. Customs and Border Protection section 5.2.4
 - \$200 (U.S.) per railcar for erroneous or incomplete Customs documentation
- Add Border Fees section 5.2.5
 - \$25 (U.S) per railcar for Customs paperwork and processing
- Change \$750 to \$1,000 per overloaded railcar, plus applicable demurrage charges section 5.4.3

Demurrage and Private Car Storage Rates (2.5)

Demurrage Credit (Free) Days	Rate Per Day	Refrigerated Car & Heavy Duty Flat Car Rate Per Day
1 - Day Credit for Loading	\$150 per railcar	\$250 per railcar
1 - Day Credit for Unloading	\$150 per railcar	\$250 per railcar
0 - Day Credit for Overloads	\$150 per railcar	\$250 per railcar
0 - Day Credit for Railcars HELD FOR OTHER PURPOSES	\$150 per railcar	\$250 per railcar

Private Car Storage Credit (Free) Days	Rate Per Day
1 - Day Credit for Empty Railcars	\$75 per railcar
1 - Day Credit for Loaded Railcars	\$75 per railcar
0 - Day Credit for Overloads	\$75 per railcar
0 - Day Credit for Railcars HELD FOR OTHER PURPOSES	\$75 per railcar

Private Car Storage Credit (Free) Days	Hazmat Cars Rate Per Day	RSSM Cars Rate Per Day
0 - Day Credit for Loaded Railcars		\$1,500 per railcar
1 - Day Credit for Loaded Railcars	\$250 per railcar	
1- Day Credit for Empty Railcars	\$75 per railcar	\$75 per railcar

Demurrage Credit (Free) Days	Hazmat Cars Rate Per Day	RSSM Cars Rate Per Day
0 - Day Credit for Loaded Railcars		\$1,500 per railcar
1 - Day Credit for Loaded Railcars	\$250 per railcar	
1 - Day Credit for Empty Railcars	\$150 per railcar	\$150 per railcar

Open Gate Yard Demurrage/Private Car Storage	Rate Per Day
0 - Day Credit for Railcars	\$75 per railcar

FAQ's – Open Gate Yard Demurrage & Private Car Storage

CSXT 8100 Publication Changes Effective January 1, 2018

Q1 – What is Open Gate Yard Demurrage?

A1 – Demurrage will apply to railcars that cannot be delivered to an Open Gate Customer due to the Customer's facility being full, Customer having more railcars arrive than the Customer's facility can accept, or due to any other Customer reason.

Q2 - How will it work?

A2 –

- Consistent with how daily work orders are created today, a snapshot will be taken on a scheduled service day and capture all Open Gate cars that arrive prior to the Yard Cut-off time, how many cars are in the customer's industry and how many cars the customer has released to be pulled.
- If the customer has more cars planned for placement than the number of open spots in the customer's facility plus the number of cars released to be pulled, the number of cars over capacity will be designated for Open Gate Yard Demurrage for that day.
- As Open Gate cars, CSXT will not know which cars will be chosen from those available to place until after the placement event at industry is reported. Once the customer has been served, CSXT will apply the Open Gate Yard Demurrage to the specific cars that the customer was unable to receive.

Q3 – Where do I find my Yard Cut-off Time?

A3 - Yard Cut-off time and Capacity can be found on ShipCSX Plant Switch tool in the Inventory/Switch Request tab.

Plant Characteristics			
Days of Service: Mon, Tue, Wed, Thu, Fri		Next Scheduled Train: A775 - Mon, Nov 13th	Yard Cut-off Time: 1:59 PM - Mon, Nov 13th Industry Cut-off Time: 8:00 PM - Mon, Nov 13th
Closed Gate for: No Closed Gate Criteria - Open Gate Facility			
Plant Summary			
Plant Capacity	Railcar Inventory	Open Switch Requests	Work Order Summary
Total Plant Capacity: 7 Available Plant Capacity: 7	Industry: 5 Yard: 33 En Route: 5	Place: 0 Pull: 5 Off Spot: 0 Intra Plant: 0	Place: 0 Pull: 0 Off Spot: 0 Intra Plant: 0

Q4 - What happens when planned cars are not switched due to a Railroad reason?

A4 - If the exception reported is a Railroad reason, CSXT will give 1 credit for each car reported with this reason code. If a customer continues to be over capacity due to a prior Railroad exception, the credit(s) will continue to carry forward until cars planned for placement do not exceed available capacity.

Q5 – How often will bills be issued?

A5 –Open Gate Yard Demurrage will be billed once per week. CSXT will only bill this charge on scheduled service days and the daily charge will be \$75 per car regardless of car type.

Q6 – Why is CSXT making these changes?

A6 – Open Gate cars that do not move due to a customer not having available capacity cause yard congestion, reduce overall fleet velocity and carrying capacity for all of our customers, and directly impact the level of service we are able to provide. Customers are encouraged to manage their inventory regardless of whether they are Open Gate or Closed Gate in order to minimize demurrage charges.

Q7 – Who should I contact if I have questions about these changes?

A7 – First, contact your Sales Manager. You can also email your questions to CSXT8100Questions@CSX.com