

CSXT 8100 Changes- July 1, 2016

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- Change "Holding of Trains" to "Holding of Equipment" in Section 2
- Add "Unit Trains" in Section 5

1.2.6 - Safe Transportation Of Food (**NEW ITEM)

-Customers have the responsibility to ensure compliance with the obligations, if any, imposed by the Sanitary Food Transportation Act and its implementing regulations, including all the requirements of 15 C.F.R. Subpart O, §§1.900-1.934.

1.3.2 – Loading Railcars

- Change title to read "Safe Loading of Railcars"
- Change 2nd paragraph to read, "If you have any questions about loading railcars, please contact CSXT's Load Engineering and Design team at 1-800-432-1032 or LEADSClosedCar@csx.com for merchandise, LEADSOpenTop@csx.com for metals, machinery, military equipment, open top hoppers, forest products and building materials."
- Add new language after 2nd paragraph

A railcar is unsafely loaded if it exceeds the railcar's physical limits or is unbalanced. If a railcar is unsafely loaded, to the extent practicable, the Customer may be notified and given an opportunity to take corrective action.

- CSXT may apply a charge of \$750.00 for each unsafely loaded railcar; additional handling fees may also apply
- Unsafely loaded railcars shall be subject to demurrage charges until corrective action is completed
- If an additional railcar is needed to transport part of the unsafely loaded railcars, the rate for transporting that extra railcar will be determined as if it were traveling the originally billed route under the same commodity-specific public price or private contract price as the originally unsafely loaded railcar

2.3 – Demurrage and Private Car Storage Apply to Cars Held for Other Purposes

-Change language to read "These Demurrage and Private Car storage fees are calculated without credit days. The number of debit days is multiplied by the applicable rate to determine the amount payable to CSXT by the Customer."

2.5 – Holding of Trains

- Change title to read "Holding of Equipment"
- Change language to read "When CSXT's locomotives or unit trains are held other than for CSXT's convenience, CSXT may assess the responsible customer a charge of \$1,800 per locomotive per day."

3.1.9 – Continuation Charge

- Add language: 0-5 Annual Carloads - \$10,000
 6-9 Annual Carloads - \$7,500

4.1 – Customer Switching Charges (Other Than Rail Security-Sensitive Materials)

- Change "Switching outside normal hours" to read "Extra or Special Switch"

4.2 – Switching Orders

- Change language to read "Requests for extra or special switching should be submitted to CSXT Customer Service."

5.4 – Weighing

-Change price for Private scales at the facilities of the party requesting the weighing to \$200.00 per railcar (formerly \$100.00)

5.4.3 – Weight Overloads

- Change name to "Weight Overloads" (formerly "Overloads")

5.5 - UNIT TRAINS (**NEW ITEM)

CSXT uses a reservation process, the Unit Train Management System, to match consignee demand, consignor supply and CSXT capacity to achieve efficient and reliable unit train operations. The reservation system must be used by all parties for each step in the

reservation process, from the initial reservation request through the release and rerouting to an origin of the empty Railcars after unloading. The Unit Train Management System instructions on how to use it are located at www.shipcsx.com.

5.5.1 - Service Limitations (***NEW ITEM)

The Unit Train Management System:

- Does NOT establish binding commitments on any of the parties to a reservation except as specifically stated in ShipCSX.
- Does NOT constitute a tender or an offer of a particular contract for transportation.

5.5.2 - Monthly Pro Rata Scheduling (***NEW ITEM)

Customers desiring unit train transportation service must provide proposed monthly loading schedules to CSXT through ShipCSX. These monthly loading schedules must include all volume, timing, and loading information requested by the Unit Train Management System. Customers must endeavor to include in each proposed monthly loading schedule a pro rata portion of the shipments Customer expects to tender during any given annual or other applicable period.

5.5.3 - Change Requests (***NEW ITEM)

Customers may submit a reservation change request until 1400 hours (EST) on the day two calendar days prior to the projected load date. The charge for any manual processing of a timely change request is \$35. Any customer initiating a reservation change after that time for reasons other than force majeure may be charged a rescheduling charge of \$2,500 per incident.

7.4 – Mitigation of Damages

-Change title to read “Mitigation of Damages; Set off”

-Add 2nd paragraph “CSXT reserves the right to set off any amounts owed to a Customer due to a claim for loss or damage to freight against any and all amounts that Customer owes to CSXT.”

8.1 – Intermediate Switching Services

-Columbus OH

- remove language “General charge applies between any two carriers except:”
- remove “\$105.00 for empty cars”
- add language at the end of paragraph two, “which are subject to the general charge.”

-Savannah GA

- change rate to \$140 for AAR car types starting with S or Q and \$280 for AAR car types starting with P

9.1 – Customers Eligible for Reciprocal Switching

-Atlanta GA – Change Atlanta Intercell Company to Dixie Pulp & Paper Co.

-Augusta GA – Change DSM Chemicals North America to Fibrant LLC

-Detroit MI – Change Severstal North America, Inc. to AK Steel Corp.

-Knoxville TN – Remove Rohm & Haas Co.

-Orangeburg SC – Change Albemarle to SI Group

-Richmond VA – Change Joseph Smith & Sons to Benning DC

9.3 – Interchange Error Movements

-Change BDR to \$250 (formerly \$240)

-Change CPDR to \$500 (formerly \$405)

-Change GFRR to \$500 (formerly \$250)

-Add HESR \$500

-Change IHB to \$350 (formerly \$150)

-Change IR to \$250 (formerly \$235)

-Change ISRR to \$500 (formerly \$390)

-Change LIRC to \$300 (formerly \$250)

-Change NCVA to \$500 (formerly \$405)

- Change NSR to \$250 (formerly \$150)
- Change NYA to \$390 (formerly \$175)
- Add PR \$165
- Change SAPT to \$300 (formerly \$175)
- Change SCRF to \$500 (formerly \$405)
- Change TPW to \$500 (formerly \$250)
- Change TSRR to \$550 (formerly \$500)
- Change TTR to \$300 (formerly \$186)

9.4.1 – Quick List of Charges

-Add “Safe Loading of Railcars”	\$750 per unsafely loaded railcar Plus applicable demurrage charges	section 1.3.2
-Change “Holding of Trains” to read “Holding of Equipment”	\$1,800 per locomotive per day	section 2.5
-Add “Sidetrack Continuation Charge”	\$10,000 0-5 Annual Carloads \$7,500 6-9 Annual Carloads	section 3.1.9
-Change “Switching Outside Normal Hours” to “Extra or Special Switch”		section 4.1
-Add “Unit Train Reservation” - \$2,500 – changes made <48 hours notice		section 5.5.3
-Change Weighing at private scales to \$200 per railcar		section 5.4