



TARIFF CSXT 8200-J

(Supplement 21)

CONTAINING

COAL RATE DISTRICTS,

MILEAGE SCALE PRICES

AND

RULES AND PRICES

COVERING

ACCESSORIAL SERVICES ON

COAL (STCC 11) AND COKE (STCC 29 914)

(THE DIRECT PRODUCT OF COAL)

COAL/COKE/ACCESSORIAL SERVICES PRICE CATALOG

ISSUED: DECEMBER 10, 2012

EFFECTIVE: JANUARY 1, 2013

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(C) Change: Item changed to incorporate provisions from CSXT 4734, cancelled as of December 31, 2012



PLAN OF TARIFF

APPLICATION OF TARIFF: (No change in prices)

This tariff publication contains Coal Rate Districts, Mileage Scale Prices, and Rules and Prices covering Accessorial Services on Coal (STCC 11) and Coke (the direct product of Coal) (STCC 29 914).

CSXT provides essential transportation services to consignors, consignees, and terminals transferring coal to barges and vessels that involve the movement of empty and loaded coal cars and their placement at Mine Origins and destinations. The associated transportation performance requirements for these shipments are set forth in this tariff or other applicable transportation contracts.

Any action by a consignor, consignee, or transfer terminal to initiate a reservation request from the carrier for loading of cars at a Mine Origin designated in this tariff will constitute acceptance of all the rules, requirements, and applicable charges contained. No action taken by consignor, consignee, or transfer advising carrier of any exceptions to the confirmed loading date (CLD) schedule constitutes acceptance of all the rules, requirements, and applicable charges contained herein by all parties named in the reservation, regardless of the party initiating the request.

(C) INTRASTATE APPLICATION OF TARIFF:

This publication applies on Interstate traffic and on Intrastate traffic in **ALL States** in the United States served by CSXT including the District of Columbia.

(C) Change: Item changed to incorporate provisions from CSXT 4734, cancelled as of December 31, 2012



LIST OF PARTICIPATING CARRIERS

(C) ABBREVIATIONS	NAME OF CARRIER
A&O	Appalachian & Ohio Railroad, Inc.
BEEM	Beech Mountain Railroad Company
BPRR	Buffalo & Pittsburgh Railroad, Inc.
CSXT	CSX Transportation, Inc
PAL	Paducah & Louisville Railroad Company
TTIS	Transkentucky Transportation Railroad, Inc.

ABBREVIATIONS	EXPLANATION
ICC	Interstate Commerce Commission Historic
ILLCC	Illinois Commerce Commission
NSO	National Service Order (Western Trunk Line Committee, Agent)
OPSL	Official List of Open and Prepay Stations (Station List Publishing Company, Agent) (Traffic Executive Association-Eastern Railroad, Agent)
RER	Railway Equipment Register (R.E.R. Publishing Company, Agent)
RIC	Railinc Agent
STCC	Standard Transportation Commodity Code Tariff
STB	Surface Transportation Board

(C) Change: Item changed to incorporate provisions from CSXT 4734, cancelled as of December 31, 2012



GOVERNING RULES

(ITEM 10) – STATION LIST AND CONDITIONS

This tariff is governed by Tariff OPSL 6000-Series to the extent shown below:

PREPAY REQUIREMENTS AND STATION CONDITIONS:

For additions and abandonments of stations and except as otherwise shown herein for prepay requirements, changes in names of stations, restrictions as to acceptance of delivery of freight, and changes in station facilities.

When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.

(ITEM 15) - SHIPPING INSTRUCTIONS

All shipping instructions must be submitted by the consignor or person acting on consignor's behalf using CSX's internet web site, ShipCSX.com, or via previously agreed-upon means of Electronic Data Interchange. Consignors may make arrangements directly with third party logistics services providers to submit shipping instructions on their behalf via ShipCSX.com or via EDI.

CSX will accept shipping instructions via telefacsimile 1-800-448-8984 at its Customer Service Center, subject to a \$35.00 charge per faxed Bill of Lading. CSXT reserves the right to reject as an unreasonable request for service, any "Fax" shipping instructions that are illegible, whether due to poor transmission quality, poor or illegible handwriting, or otherwise. CSXT will not accept delivery of shipping instructions by U.S. Mail, express service, personal delivery, or otherwise.

Charges for "Fax" shipping instructions do not apply to voids and corrections.

All shipments received and accepted are transported subject to all applicable circulars, tariffs, contracts, price quotations, and the terms of the Uniform Straight Bill of Lading.

(ITEM 20) - REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.

- a. Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.
- b. Where reference is made in this tariff to another tariff, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic.

(ITEM 40) - CONSECUTIVE NUMBERS

Consecutive numbers, represented in this tariff by the first and last numbers connected by the word "To" or a hyphen, will be understood to include both of the numbers shown. If only the first number bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.

(C) (ITEM 45) - CAPACITIES AND DIMENSIONS OF CARS – DEFINITION OF TONS

For marked capacities, lengths, dimensions, and cubical capacities of cars, see Tariff RER 6413-Series.

The term "ton" or "tons", when used in this publication, means a net ton of 2,000 pounds avoirdupois weight.

(C) (ITEM 60) - NATIONAL SERVICE ORDER AND OTHER TARIFFS

This tariff is subject to the provisions of various Interstate Commerce Commission Service Orders and General Permits as shown in Tariff NSO 6100-Series ; Directory of Hazardous Materials Shipping Descriptions Latest No. Series; Uniform Freight Classification Tariff 6000 Series ; Bureau of Explosives Tariff 6000 Series.

(C) Change: Item changed to incorporate provisions from CSXT 4734, cancelled as of December 31, 2012



GOVERNING RULES

(ITEM 75) - METHOD OF CANCELLING ITEMS

As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. For example, Item 445A cancels Item 445, and Item 365B cancels Item 365A in a prior supplement which in turn cancelled Item 365.

(ITEM 100) – METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS

Matter brought forward without change from one supplement to another will be designated as “Reissued” by a reference mark in the form of a square enclosing a number, the number being that of the supplement in which the reissued matter first appeared in its currently effective form. To determine its original effective date consult the supplement in which the reissued matter first became effective.

(ITEM 120) – PER CAR MINIMUM WEIGHT ON COAL

Minimum weight will be marked capacity of car, except when car is loaded to full visible or cubical capacity and shipper so certifies on shipping document that car is so loaded, actual weight will apply.

Not applicable on Trainload/Unit Train Shipments, Item 5020-Series will apply.

(ITEM 125) – PER CAR MINIMUM WEIGHT ON COKE

Minimum weight will be 90,000 pounds, except when car is loaded to full visible or cubical capacity and shipper so certifies on shipping document that car is so loaded, actual weight will apply.

(ITEM 130) – CAR TYPE

Prices apply when loaded in unequipped Gondola or Hopper cars.

(ITEM 135) – LIMITS OF TIME FOR CLAIM AND SUIT

Claims must be filed in writing within nine months after delivery of property. Suits must be instituted within two years and one day from the date carrier has disallowed the claim.

(ITEM 140) – RIGHT TO SELL REFUSED OR UNCLAIMED PROPERTY

Property refused or unclaimed within fifteen days after arrival notice is issued may be sold by carrier under circumstances and in such manner as may be authorized by law.

The proceeds of any sale will be applied to the payment of all lawful charges and expense incurred by carrier and any balance will be paid to owner of the property.

(AA) (ITEM 150) – CURRENCY

Prices in this publication are stated in U.S. dollars and cents and are payable in the same.

(AA) (ITEM 160) – CSXT 8100 APPLICATION

The terms and conditions of tariff CSXT 8100 series apply to Coal (STCC 11) and Coke (the direct product of Coal) (STCC 29 914) services to the extent not inconsistent with this publication.

(AA) (ITEM 170) – TERMINAL OR TRANSIT PRIVILEGES OR SERVICES

Terminal or transit privileges or services may or may not be offered, at the discretion of CSXT, and shall be subject to the charges, terms, and rules applicable thereto, as provided in separate publications of CSXT, as well as relevant laws regulations.

(AA) Addition: Item brought forward from CSXT 4734, cancelled as of December 31, 2012



SECTION 5 – TRAINLOAD/UNIT TRAIN SERVICE

(ITEM 5020) – TRAINLOAD/UNIT TRAIN SIZES

Trainload/Unit Train Service applicable at origins serviced by carrier shall be comprised of the following standard sizes (exceptions may be required due to operating restrictions or market requirements):

<u>Number of Cars</u>	<u>Train Minimum Weights</u>
75	7,500 tons
90	9,000 tons
150	15,000 tons

Trainload/Unit Train Service requested by consignee (procedures outlined in Item 5000) will be authorized by carrier in accordance with train sizes listed herein. Any other train size allowed by carrier will be subject to a train minimum weight of 100 tons per car times (x) number of cars provided for loading.

(ITEM 5030) – UNAUTHORIZED USE OF CARS FURNISHED FOR TRAINLOAD/UNIT TRAIN SERVICE

It is the responsibility of consignor to request the proper train size for the intended shipment and to separately request such other equipment/cars as may be needed for other trainload/unit train or less than trainload shipments. If consignor requests a train size larger than intended, and subsequently loads a portion of the cars placed by carrier for inclusion in a specific trainload/unit train shipment for single car movement, a charge will be assessed by carrier of \$328.00 per car for each car not shipped in the original trainload/unit train shipments.

(AA) (ITEM 5035) – PRIVATE RAILCAR PER DIEM AND MILEAGE

Carrier will not be responsible for, or pay, per diem or mileage allowance payments with respect to shipper owned, leased or otherwise provided equipment involved in movements to which this publication is applicable.

(ITEM 5040) – CAR DETENTION ON PRIVATE-OWNED LOADED OR EMPTY CARS AT ORIGIN OR DESTINATION

When private cars are held on private tracks, no detention charges are applicable. If the railroad is prevented from placing private cars on such private tracks due to any cause attributable to consignee or consignor, they will be considered constructively placed. When cars are held short, notice will be sent or given consignor, consignee, or their agent that cars are held under constructive placement. When cars are constructively placed the consignor or consignee will be assessed detention charges of \$1,500.00. In addition, a charge of \$1,965.00 will be assessed by carrier for usage of CSXT locomotives and crews when cars are placed on private tracks, other than for loading or unloading.

(ITEM 5045) – CAR DETENTION ON PRIVATE-OWNED LOADED OR EMPTY CARS HELD AT INTERMEDIATE STATIONS

Unless agreed to by the carrier, when the railroad is prevented from placing private cars on private tracks due to any cause attributable to consignee or consignor, the cars will be constructively placed if cars are held at an intermediate station in excess of twelve (12) hours. When cars are held short, notice will be sent or given consignor, consignee, or their agent that cars are held under constructive placement. When cars are constructively placed, the consignor or consignee will be assessed a detention charge of \$1,500.00. Also, a charge of \$1,965.00 will be assessed by carrier for usage of CSXT locomotives and crews when cars are placed on private tracks, other than for loading or unloading. After five (5) days, an additional charge of \$30.00 per car, per day will be assessed against the appropriate party.

(AA) Addition: Item brought forward from CSXT 4734, cancelled as of December 31, 2012



SECTION 5 – TRAINLOAD/UNIT TRAIN SERVICE

(C) (ITEM 5050) – WEIGHING

- a. Trainload/Unit Train prices do not include the service of weighing by the carrier. Weight for assessment of freight charges to be ascertained on consignee's or consignor's scale at their expense and under supervision of carrier or its designated agent. (see Exception)
- b. Carrier will at the request of consignee weigh all cars of a shipment at a charge of \$70.00 per car, except when weighing-in-motion scales are in operation via route of movement, weighing charge of \$30.00 per car will be assessed. (see Exception)
- c. The term "Weighing-in-motion scales" refers to a scale which electronically weighs each car in the train without uncoupling the cars or stopping the train's forward motion, while passing over the scale.

(ITEM 5060) – HOLDING CHARGE

Coal moving in trainload/unit train service, which shipment has departed a loading point under load and prior to the issuing of a waybill, on which orders are furnished carrier by consignor or consignee or owner thereof, to hold said train for subsequent disposition, a charge of \$3,000.00 per train, per day, or fraction thereof, will be assessed, the party requesting said train be held. Time to be computed from the time notification is furnished carrier and will cease upon receipt of shipping instructions or other disposition.

When trainload/unit train shipments cannot be delivered because other frozen cars/trains are blocking delivery at destination, and it has been determined that an approved freeze conditioning agent was not applied to the cars/trains preventing delivery at destination, carrier may assess a \$3,000.00 charge for holding subsequent trainload/unit train shipments until they can be delivered to destination.

(ITEM 5070) – BLOCKING OF CARS

Each group of a consignment of loaded cars from any given loading point must be tendered to the carrier in a solid block of cars and identified by the consignor in accordance with the consignment in which they are to be transported. If this is not done, and it becomes necessary for the carrier to perform switching service in order to arrange group(s) of cars into a solid block consignment, a charge of \$380.00 will be assessed against the consignor or his agent by carrier for performing the blocking service for each group of cars requiring blocking.

(ITEM 5080) – TRAINLOAD/UNIT TRAIN DIVERSION OR RECONSIGNMENT

Reconsignment or diversion of an entire trainload consignment will be permitted subject to charges in Section 4.

(ITEM 5090) – TURNING EMPTY PRIVATELY-OWNED OR LEASED CARS

- a. Upon written request of car owner or lessee, empty open-top cars used for the transportation of coal in trainload/unit train service will be turned in the opposite direction by the involved carrier at a charge of:
 - (1) \$2,950.00 per train, up to and including 60 cars.
 - (2) \$50.00 each additional car in excess of 60 cars.
- b. Upon request of car owner or lessee that an empty open-top car of their ownership or lease, used in transportation coal and having rotary coupler at one end, be turned so as to face such rotary coupler in a given direction, carrier will perform such service at a charge of \$189.00 per car. Except, if necessity for turning a car is due to fault of the carrier, the service will be performed at no charge.

(C) Change: Item changed to incorporate provisions from CSXT 4734, cancelled as of December 31, 2012



SECTION 8 – COAL COKE DEMURRAGE

(ITEM 8070) - DESTINATION (RIVER) DEMURRAGE (Continued)

- (d) An allowance will be made when a mechanical breakdown of the terminal dock operator's dumping facility occurs only if such disability continues for more than twenty-four (24) consecutive hours, provided claim is presented in writing to the carrier by the terminal dock operator within ten (10) calendar days after such disability ceases. Claim will state in detail nature of disability and the date and hour disability commenced and ended. An allowance of one (1) day will be made for each car for which a notice of arrival has been sent or given and will be limited to one (1) day for each consecutive twenty-four (24) hours period of total disability, exclusive of Sundays and Holidays. No allowance will be made for periods of less than twenty-four (24) consecutive hours duration.
- (3) After computing the detention in Paragraph (2) for each month, the monthly net debit or credit balances will be consolidated for each consignee into one (1) settlement period as defined in Paragraph c.(5). If the credits equal or exceed the debits at the close of a given settlement period, no charge will be made for detention of the cars, and no payments will be made by the railroad for excess credit; nor can credits in excess of debits at the close of a given settlement period be used to offset debits for any other settlement period.
- e. **Charges for excess debit days, will be made at the rate of \$45.00 per excess debit day for each consignee at the close of each settlement period.**

Note. Holidays will mean the following:

- New Year's Day
- President's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

(C) (ITEM 8100) - DESTINATION (TIDEWATER) HANDLING AND DEMURRAGE AT PRIVATE PIERS

Private piers are not operated by CSXT and owners of Coal must make their own arrangements for handling through these facilities with the private pier owners.

- a. Twenty-four (24) hours free time will be allowed for complete unloading. Time to be computed from the first 7:00 a.m. after constructive placement or actual placement on designated interchange tracks serving the facility and continuing until empties are returned to interchange track and advice furnished authorized personnel of this railroad that car is unloaded and available. If actual placement is prevented due to any cause attributable to the consignee, car will be considered constructively placed and notice given consignee.
- b. In computing free time, Christmas Day and New Year's Day will be excluded when they fall within the free time period.
- c. After expiration of free time, demurrage will be charged at the rate of \$45.00 per car, per day or fraction of a day.
 - (1) When at the option of this railroad to reduce switching and prevent delay, cars of the same "Class" recently tendered are placed ahead of cars of the same "Class" previously tendered, demurrage will be adjusted to the basis of the amount that would have accrued but for such run-around.
 - (2) In the event of error by this railroad, missed switching occurs, demurrage will be charged on the basis of the amount that would have accrued but for such error.

(C) Change: Item changed to incorporate provisions from CSXT 4734, cancelled as of December 31, 2012



SECTION 8 – COAL COKE DEMURRAGE

(C) (ITEM 8100) - DESTINATION (TIDEWATER) DEMURRAGE AT PRIVATE PIERS (Continued)

When cars that have been tendered to the carrier blocked in shipments of a minimum of thirty (30) cars per the provisions of "Switching at private pier" become separated, the railroad will restore them to the original shipment, or an equivalent number of the same "Class" of cars, before tendering the cars to the consignee (see Note). This provision does not apply if the consignee agrees to accept that portion of the blocked shipment which has arrived. If the consignee requests the blocked shipments be switched before delivery, a charge of fifty dollars (\$50.00) per car for each car will be assessed.

When shipments of less than a minimum of thirty (30) blocked cars are tendered to the railroad from any loading point which subsequently results in a request for switching before delivery to the consignee, a charge of fifty dollars (\$50.00) per car for each car involved in the switching will be assessed.

Switching of cars separated from 7,000 ton shipments will be provided, without charge to the consignee, before delivery. A charge of fifty dollars (\$50.00) per car will be assessed if 7,000 ton shipments are requested to be switched into blocks of less than thirty (30) cars before delivery to the consignee.

Note. This provision does not apply to cars that become mechanically defective en route.

- a. Demurrage Billing will be issued subsequent to the close of each month.

EXCEPTION

If by reason of (1) strike or lockout, (2) a mechanical breakdown (Note 2), or mechanical breakdown of railroad equipment (Note 3), in consignee's facility, consignee cannot unload and release within the free time allowed, the free time will be extended for an additional period equal to the actual time such disability exists. (Note 1)

Note 1. The consignee encountering disability must, within ten (10) days from date of disability, certify in writing to the carrier the nature of the disability, and the actual time disability commenced and terminated.

Note 2. Breakdown in consignee's receiving facility will include only the mechanical breakdown in equipment vital to the coal unloading. Fire will include only fire in the facility.

Note 3. Breakdown of railroad equipment will include only the mechanical breakdown of railroad cars or locomotive, except if breakdown is a result of damage caused by consignee.

(C) Change: Item changed to incorporate provisions from CSXT 4734, cancelled as of December 31, 2012



SECTION 9

SECTION 9 – MILEAGE SCALE PRICES OR CHARGES

(C) (ITEM 9000) - APPLICATION AND MILEAGE SCALE PRICES OR CHARGES

The mileage scale prices or charges described below are applicable to all movements of Coal (STCC 11) and Coke (the direct product of Coal) (STCC 29 914), domestic or export, to which this publication is applicable.

Prices or charges determined by application of the following mileage scale will be based on the distance from and to CSXT stations via the shortest route. The mileage scale prices or charges are:

- a. COAL: Minimum Charge \$37.00 per net ton plus \$0.040 per net ton per mile up to 1,200 miles**
- b. COKE: Minimum Charge \$37.00 per net ton plus \$0.040 per net ton per mile up to 1,200 miles**

All movements subject to this item will also be subject to the terms and conditions of HDF CSXT Fuel Surcharge Publication 8661 Series.

The prices of charges set forth above are NOT applicable, and may not be used, as proportional prices or charges in constructing rail combination prices or charges.

The mileage scale prices or charges set forth above **do not include** the cost to transfer Coal or Coke from the railcar to the vessel / barge or to storage at piers, whether carrier, or privately, owned.

(C) Change: Item changed to incorporate provisions from CSXT 4734, cancelled as of December 31, 2012