

CSXT 8200 Changes- July 1, 2015

1.2.1 – Shipping Instructions

- Change rate to \$50 per faxed shipping instruction
- Change rate to \$1,800 per unit train for late billing charge

2.1 – Unit Train Management System

- Change rate to \$2,500 per incident

3.4 – Turning Private Railcars

- Change rate to \$4,300 per unit train plus \$60 per railcar
- Change rate to \$235 per railcar

5.1.1 – Weighing Unit Trains and Single Railcars

- Change rate to \$35 per railcar for unit trains
- Change rate to \$275 per railcar for less-than-unit train shipments

5.3.2 – Charges for Overloaded Railcars

-Increase rate and change language to read, “When a railcar is overloaded, CSXT may assess, and the consignor will be responsible for, the following charge(s) in connection with tendering the overloaded railcar: CSXT will also pass through all other expenses incurred by CSXT in connection with the overload.”

Up to 2,500 LBS.	\$100
2,501 LBS. to 5,000 LBS.	\$250
Over 5,000 LBS.	\$750 (Previously \$500)

6.2 – Fuel Surcharges

- Change to “Tariff CSXT 8662”

7.1 – Exceptions to Diversion and Reconsignment Charges

- Change rate to \$120 per railcar

8.1 - Demurrage

-Change language to read, “CSXT may charge demurrage and private railcar storage for railcars in coal, coke or iron ore service according to the terms and conditions set forth in Section 2 of Publication CSXT 8100, except for the situations addressed in this Section 8.”

8.4 – Holding of Trains

- Change rate to \$3,600 per unit train per day

8.5 – Recrewing

- Change rate to \$2,400

10.3 – Quick List of Charges

- Change Railcar Turning Charge to \$235 per railcar
- Change Railcar Weighing Charge to \$275 per railcar
- Change Language and Rate:
 - “For unit trains weighed on a weigh-in-motion scale, the charge for weighing railcars”
 - \$35 per railcar
- Change Recrew Charge to \$2,400
- Change Faxed Shipment Instruction Charge to \$50 per shipment instruction
- Change Late Billing Charge to \$1,800 per shipment instruction
- Change Minimum Cleaning Charge to \$600 per railcar

- Change Overload Charge for railcars overloaded by 5,000 or more pounds to \$750 per railcar
- Change Pier Reconsignment Charge to \$120 per railcar
- Change Rescheduling Charge to \$2,500
- Change Unit Train Holding Charge to \$3,600 per unit train per day
- Change Unit Train Holding Charge from section 8.5 to section 8.4
- Change Unit Train Turning Charge to \$4,300 per unit train, plus \$60 per railcar for every railcar over 75
- Change Recrew Charge from section 8.6 to 8.5

10.5 – Publication CSXT 8100 Index Reprint

- Add “Charges in U.S. Dollars (1.1.6)” – page 5
- Add “Charges are Cumulative (1.1.7)” – page 5
- Add “Agents (1.1.8)” – page 5
- Add “Terms of Contract Carriage (1.1.9)” – page 5
- Add “Rebilling of Charges (1.1.10)” – page 5
- Add “Furnishing Carrier Railcars That Subsequently Move on Another Carrier (1.3.5)”
- Change “Furnishing Carrier Cars for Switch Movements” from (1.3.5) to (1.3.6)
- Add “Cars That Must Be Unloaded From a Specific Side (1.3.10)” – page 9
- Add “Relationship With Other Rail Carriers (1.4)” – page 9
- Add “Additional Limitations for Shipments Through Mexico (7.9)” – page 28
- Add “Special Limitations for Shipments of Vehicles (7.10)” – page 28
- Add “Index (9.5)” – page 56

Remove “Did you Know.....” facts on back cover.