



SUPPLEMENTAL SERVICES GUIDE

07/15





CSX TRANSPORTATION RAIL CUSTOMERS,

In an effort to improve efficiency and service to our valued customers, CSXT consistently reviews the charges for the supplemental services we provide. This guide outlines value-added services that CSXT provides and contains suggestions on how our customers can lessen or eliminate the actions that result in supplemental charges. Many of these charges can be avoided with careful planning.

A common theme in these services is that they impact utilization of CSXT and customer assets. Supplemental charges help us improve service and car availability for all of our customers. We encourage you to join with us as we strive to achieve these goals.

This Guide is meant to improve communication between CSXT and our customers about the purpose and value of these Supplemental Services. The rules governing these services are set forth in Publication CSXT 8100, which takes precedence over the discussions in this Guide.

If you have additional questions about these changes or our rail service, please visit www.shipcsx.com or contact us at CSXT8100Questions@csx.com.

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CREDIT TERMS:

Payment in full of all line-haul freight charges, switching charges and accessorial charges must be received by CSXT from customers within 15 days of the date of the applicable CSXT bill.

FINANCE CHARGES:

CSXT may assess a finance charge of 12% per year (0.0329% per day) on charges that are not received by CSXT when due. The finance charge:

- WILL NOT apply against disputed charges that are found by CSXT to have been billed incorrectly. Finance charges will, however, be assessed if a corrected invoice is not paid within terms from the date of that corrected invoice.
- WILL be assessed on the unpaid balance of any valid charge from the first day following the due date through the date of receipt of payment in full.
- WILL be billed monthly for all charges that were paid late in the prior calendar month.

We encourage all customers who have never established credit with CSXT to visit www.ShipCSX.com and submit a credit application.



PAY ALL BILLS WITHIN
CREDIT TERMS TO AVOID
FINANCE CHARGES.



GOVERNMENT-IMPOSED
FEES FOR TRANSBORDER
SHIPMENTS FROM
CANADA TO THE U.S.

CUSTOMS FEES: The U.S. Department of Agriculture's Animal & Plant Health Inspection Services (APHIS) inspects and levies a fee on every shipment crossing the border, whether or not it is carrying agricultural products. APHIS began assessing this fee on all loaded railcars entering the U.S. from Canada as of June 1, 2007. More information regarding this transborder fee can be found on the USDA Web site: www.aphis.usda.gov.

The U.S. Department of Homeland Security's Customs and Border Protection Service collects a user fee to pay for the costs incurred in providing customs services under the authority of section 13031 of the Consolidated Omnibus Budget Reconciliation Act of 1985 (COBRA), as amended, codified at section 19 of U.S.C. 58c.

CSXT has been paying these charges on behalf of customers since their inception. Carload customers shipping Transborder freight from Canada to the U.S. will be charged \$16.00 for the combination of COBRA and APHIS customs fees. The \$16 per railcar covers the APHIS fee of \$7.75 and the COBRA fee of \$8.25. This charge will appear as a line item on the freight bill called "Customs Fees."

CUSTOMS FEES

CURRENT RATE

APHIS	\$7 ⁷⁵ PER CAR
COBRA	\$8 ²⁵ PER CAR

CUSTOMER SWITCHING: Included in this service are Intra-Plant and Intra-District switching. Intra-Plant switching is a switching movement to another location within an industry. Intra-District switching refers to a switching movement (other than Intra-Plant) to another location within a station or district of the same railroad. Customers can limit switching needs by planning for the efficient loading and unloading of all freight cars. CSXT allows customers who have a high volume of switching to negotiate for a single charge to be billed on a monthly basis. This single charge is set according to the average number of switches requested by the customer. Contact your CSXT account representative for more details.

TIH / PIH commodities, as defined by 49 C.F.R. §1580.100(b), may not be tendered for Intra-District Switching, but can only move in line-haul service.

CUSTOMER SWITCHING CHARGE

NON-HAZARDOUS COMMODITIES

CURRENT RATE	
INTRA-PLANT	\$200 ⁰⁰
INTRA-DISTRICT (NON-HAZARDOUS COMMODITIES)	\$550 ⁰⁰

HAZARDOUS COMMODITIES

CURRENT RATE	
INTRA-PLANT (NON-TIH/PIH)	\$200 ⁰⁰
INTRA-PLANT (TIH/PIH)	\$500 ⁰⁰
INTRA-DISTRICT (NON-TIH/PIH)	\$550 ⁰⁰



CUSTOMERS CAN LIMIT
SWITCHING NEEDS BY
PLANNING FOR THE EFFICIENT
LOADING OR UNLOADING OF
ALL FREIGHT CARS.

DEMURRAGE:

Demurrage is a fee charged for the extended use of railroad-owned or controlled (Carrier) railcars and CSXT tracks. Demurrage is calculated on a debit and credit system and it is billed monthly. For most Carrier cars delivered to a customer, one credit day is granted for empties and one credit day is granted for loads. The days that a car spends waiting to be placed at a customer's facility or sitting at a customer's siding are debited.

- The demurrage clock starts at 00:01 on the next scheduled service day after CSXT places a railcar or notifies the Customer of Constructive Placement of a railcar.
- For customers without scheduled service days or who receive hazardous or TIH/PIH loaded cars, debit days start at 00:01 on the next calendar day after CSXT places a railcar or notifies the Customer of Constructive Placement of a railcar.
- For customers who receive CSXT's approval of a request for a reduction in the frequency of scheduled service, debit days start at 00:01 on the next calendar day after CSXT places a railcar or notifies the Customer of Constructive Placement of a railcar.
- Debit days stop on the day the customer orders the railcar for Actual Placement or when the customer Releases the railcar to CSXT.

At the end of each month, cars, credit days and debit days are totaled for all loaded Carrier cars handled at a specific customer's location. All empty Carrier cars are handled in the same way (note: loaded and empty Carrier cars are handled in separate accounts).

Total debit days minus total credits = chargeable days. If total credit days exceed total debit days, no charges accrue (note: demurrage credits do not carry over to the next month). Chargeable days, multiplied by the applicable rate, determines the chargeable demurrage amount.

For example, a customer during the month of July handled 35 cars that earned 35 credits (assuming 1 credit per car) and totaled 45 debit days. Based on the current demurrage charge of \$105 per day, the customer will have to pay \$1,050.

45 debit days – 35 credits = 10 chargeable days x \$105 = \$1,050.

A customer is considered **OPEN GATE** when all cars can be placed on arrival without regard to car initial and number or other placement instructions. A customer is considered **CLOSED GATE** when cars are ordered to their facility by either car initial and number or to a specific track or track spot.

THE FOLLOWING SIMPLE STEPS CAN HELP REDUCE POTENTIAL DEMURRAGE / PRIVATE CAR STORAGE CHARGES:

- Order Constructively Placed cars as soon as possible.
- Release railroad-owned or -controlled cars the day they are made empty or loaded.
- Make sure shipper-assigned car pools are sized properly.
- Be sure to closely monitor the movement of your cars by using ShipCSX and the Plant Switch and Demurrage tools.

UNLOADING/LOADING

NON-HAZARDOUS COMMODITIES

CURRENT RATE PER CAR PER DAY	
LOADING (1 CREDIT) ALL EMPTY CARS	\$105 ⁰⁰
UNLOADING (1 CREDIT) (NON-HAZARDOUS COMMODITIES)	\$105 ⁰⁰

HAZARDOUS COMMODITIES

CURRENT RATE PER CAR PER DAY	
UNLOADING (1 CREDIT) NON-TIH/PIH	\$175 ⁰⁰
UNLOADING (0 CREDITS) TIH-PIH	\$1,500 ⁰⁰
LOADING (1 CREDIT) ALL EMPTY CARS	\$105 ⁰⁰

REFRIGERATED CARS

CURRENT RATE PER CAR PER DAY	
LOADING (1 CREDIT)	\$200 ⁰⁰
UNLOADING (1 CREDIT)	\$200 ⁰⁰



SHIPCSX.COM CAN HELP
YOU AVOID BEING CHARGED
FOR STORING IDLE CARS.

PRIVATE CAR STORAGE:

Private car storage is a fee charged for the extended holding of customer-owned or -controlled (Private) railcars on CSXT tracks. Currently, CSXT allows 2 credit days for empty cars and 2 credit days for loaded cars. Cars will be placed in storage 00:01 after notification. Private car storage billing is similar to demurrage billing.

- The private storage clock starts at 00:01 on the next scheduled service day after CSXT notifies the Customer of Constructive Placement of a railcar.
- For customers without scheduled service days or who receive hazardous or TIH/PIH loaded cars, debit days start at 00:01 on the next calendar day after CSXT notifies the Customer of Constructive Placement of a railcar.
- For customers who receive CSXT's approval of a request for a reduction in the frequency of scheduled service, debit days start at 00:01 on the next calendar day after CSXT notifies the Customer of Constructive Placement of a railcar.
- Debit days stop on the day the Customer orders the railcar for Actual Placement.

At the end of each month, cars, credit days and debit days are totaled for all loaded Private cars. All empty Private cars are handled in the same way (note: loaded and empty cars are handled in separate accounts).

Total debit days minus total credits = chargeable days. If total credit days exceed total debit days no charges accrue (note: excess credits do not carry over to the next month.) Chargeable days, multiplied by the applicable rate, determines the chargeable private car storage amount.

PRIVATE CAR STORAGE

NON-HAZARDOUS COMMODITIES

CURRENT RATE PER CAR PER DAY	
2 DAYS CREDIT (EMPTY CARS)	\$60 ⁰⁰
2 DAYS CREDIT (LOADED CARS)	\$60 ⁰⁰

HAZARDOUS COMMODITIES

CURRENT RATE PER CAR PER DAY	
2 CREDITS (EMPTY CARS)	\$60 ⁰⁰
1 CREDIT NON-TIH/PIH (LOADED CARS)	\$175 ⁰⁰
0 CREDITS TIH/PIH (LOADED CARS)	\$1,500 ⁰⁰

DIVERSION:

Diversion encompasses any order received by CSXT that requires a change in the billing document of a shipment, a change in the party paying for a shipment, or stopping a car for the purpose of delivery or reforwarding. Because CSXT cannot always accept diversions, customers should maintain careful billing and tracking procedures. Further, stopping a car or “stop-offs” creates an obvious strain on track fluidity and capacity. CSXT is available to work with shippers to create a positive and stable freight system.

MOVING PRIVATE EMPTY CARS:

To move a privately owned empty car to another destination (other than reverse route), have the consignee release the car with an Empty Bill of Lading. This will help you avoid a private empty diversion fee. An Empty Bill of Lading can be submitted via EDI or the ShipCSX Shipping Instructions tool. Once the car has been released, you can still contact the CSXT Diversion Desk to request a diversion, which is subject to a **\$275⁰⁰** fee per car.

DIVERSION CHARGE

CURRENT RATE

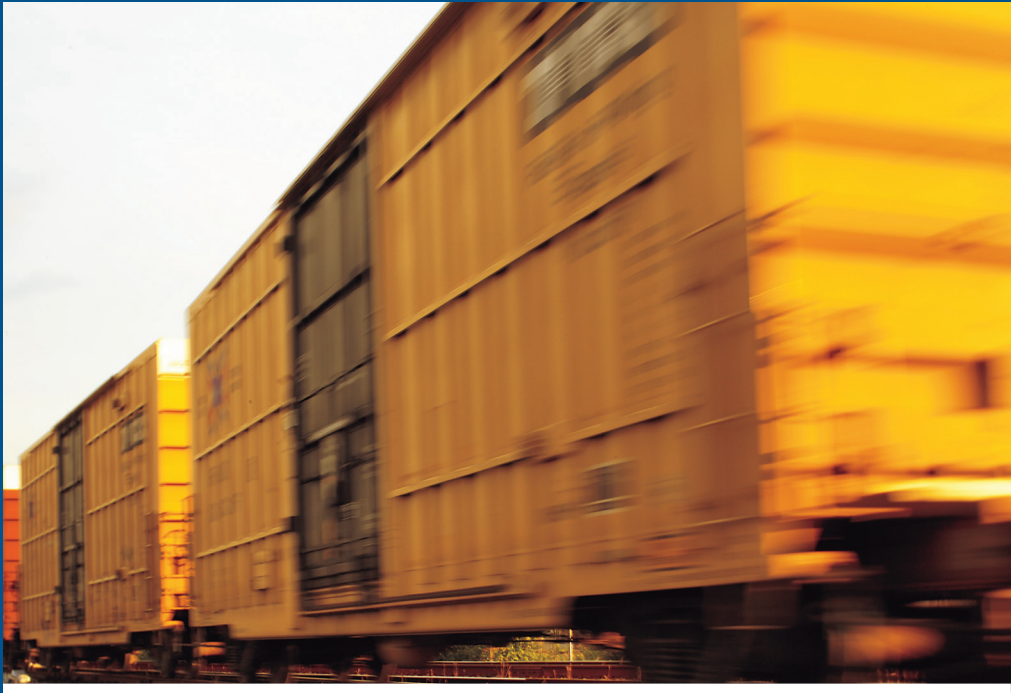
\$275⁰⁰* PER CAR

\$2,750⁰⁰ UNIT TRAIN DIVERSION (10 CARS OR GREATER)

* This charge is in addition to regular freight charges.



WE CAN WORK WITH YOU TO
HELP CREATE A STABLE FREIGHT
SYSTEM AND AVOID COSTLY CAR
STOP-OFFS ON THE NETWORK.



THROUGH BETTER
SCHEDULING, YOU CAN
AVOID CHARGES FOR
ORDERED CARS NOT USED.

EMPTY CARS ORDERED AND NOT USED:

There are two charges that are associated with cars that are ordered for loading and subsequently refused, rejected or the order cancelled.

Cars Actually Placed For Loading: When an empty car has been placed for loading and is subsequently released back to CSXT without being used in revenue service, the service of placing and pulling the empty car will be subject to a per car charge of \$330.00 per car. This charge is not applicable on cars rejected as defective or unfit for loading.

Cars Ordered Cancelled Prior to Actual Placement: When notification is given that an empty car is available for placement and the order for the car is cancelled prior to actual placement, such cancellation will be subject to a charge for each car refused of \$165.00 per car. Actual Placement is when a car is placed in an accessible position for loading or at a point designated by the party ordering the car.

EMPTY ORDERED NOT USED

CURRENT RATE

PLACED AT INDUSTRY	\$330 ⁰⁰
CANCELLED PRIOR TO PLACEMENT	\$165 ⁰⁰

MANUAL SHIPPING INSTRUCTIONS:

CSXT offers customers quick and accurate methods to electronically submit bills of lading, or shipping instructions. [ShipCSX.com](#) & EDI both provide users with reliable submission capabilities. In emergencies, customers may fax Shipping Instructions at an additional charge of \$50.00 per faxed Shipping Instruction. Faxed shipping instructions require manual interpretation of the bill of lading and are more susceptible to billing errors. CSXT's technology team will gladly provide assistance to customers who wish to begin submitting bills of lading electronically. If you would like to arrange for [ShipCSX](#) training, please visit the website or call our CSX Help Desk at 1-877-744-7279, option 2, option 1.

MANUAL SHIPPING INSTRUCTIONS CHARGE

CURRENT RATE

\$50⁰⁰



SHIPCSX.COM IS THE
HASSLE-FREE WAY TO SUBMIT
SHIPPING INSTRUCTIONS.



IN ORDER FOR CSX TO
SCHEDULE WORK TO PULL
YOUR LOADED CARS, A
SHIPPING INSTRUCTION
SHOULD BE SUBMITTED IN
A TIMELY MANNER.

LATE DELIVERY OF SHIPPING INSTRUCTIONS:

This occurs when the bill of lading for a car is not submitted in a timely way. Railcars that are not promptly billed must be pulled from a customer's siding and often switched repeatedly in the yard. The cost of this to both the shipper and carrier is often extremely high. Unfortunately, this is an investment that yields no return for any party involved. Accordingly, shippers should take caution to ensure that every car is issued with a serviceable bill of lading. In order to schedule your work, an accurate, complete bill of lading should be submitted when a car is released to CSXT. Not doing so will result in the car being pulled and subject to all applicable fees in CSXT 8100.

LATE DELIVERY OF SHIPPING INSTRUCTIONS CHARGE

CURRENT RATE

\$500⁰⁰

OVERLOADS:

A railcar is deemed overloaded when the weight of the freight and car exceeds the allowed car or rail weight limit. These instances are a safety risk for CSXT, our customers and the general public. Overloaded cars are perhaps the most expensive, and easily avoidable, supplemental charge. Cars that have an unacceptable weight have to be pulled off and reduced to a safe weight. They are also subject to applicable demurrage charges. Proper loading and weighing of freight can eliminate overloaded railcars. Again, this is an area where shippers have found it beneficial to invest in private weigh scales. Loading cars to a safe transportation weight substantially increases on time arrival of freight. All shippers are responsible to safely load cars to weight capacity.

OVERLOAD CHARGE

CURRENT RATE

\$750⁰⁰



OVERLOADED CARS ARE
A SAFETY RISK FOR CSXT,
OUR CUSTOMERS AND
THE GENERAL PUBLIC.

SPECIAL TRAINS:

Special train service is the movement of a train in other than normal carload freight train service. This service exists to accommodate customers. Often, customer demand dictates that a shipper moves freight on a train that is not in normal carload service and CSXT tries to be flexible in responding to these needs. However, due to high demand for railcars and train crews, these trains are not always available. Therefore, customers should communicate frequently with CSXT to coordinate shipments to ensure that freight can be accommodated to meet the shipper's business climate. If a special train is necessary, the customer should notify customer service at least 48 hours in advance to determine equipment and labor availability, and to allow CSXT adequate time for the necessary review, planning, and response.

SPECIAL TRAIN CHARGE

CURRENT RATE

\$105⁰⁰* PER MILE (\$25,000 MINIMUM)

* This charge is in addition to regular freight charges.



IF A SPECIAL TRAIN IS
NECESSARY, THE CUSTOMER
SHOULD NOTIFY CUSTOMER
SERVICE AT LEAST
48 HOURS IN ADVANCE.



CSXT'S LOAD ENGINEERING
AND DESIGN SERVICES TEAM
CAN HELP SHIPPERS AVOID
INCORRECT LOADING AND THE
NEED FOR TURNING.

TURNING CARS:

Turning a car refers to the turning of cars for purposes of loading or unloading freight. The turning of railcars requires extensive resources of both labor and track availability. Turning also requires a wye track, an arrangement of tracks in the form of a “Y” designed for this purpose. However, because wyes are not always readily available, many cars face a substantial waiting time. Therefore, these costs negatively affect both carrier and shipper. Often, cars require turning when loaded in a non-AAR approved manner. This is usually done in an effort to maximize the weight per car. However, incorrect loading can also result in overloading as well as the need for turning. Shippers can eliminate this resource-costly service by properly planning and loading railcars. CSXT has the best load engineering and design services team in the industry to help shippers in this regard. Refer to www.ShipCSX.com for details.

TURNING CARS

CURRENT RATE	
\$165 ⁰⁰	WITHIN INDUSTRY
\$413 ⁰⁰	IN SWITCH DISTRICT
\$507 ⁰⁰	< 100 MILES
\$1,000 ⁰⁰	> = 100 MILES

WEIGHING CHARGES:

Weighing charges are assessed when the customer requests that CSXT weigh a railcar and the weight is not required by CSXT for rating purposes. A positive trend in the rail industry is that shippers are increasingly investing in private weighing scales. There are limited railroad scales available for public use. Accordingly, most of our customers have found that obtaining their own scales results in money saved and improved fluidity of the weighing process. It is also becoming more common to move cars with a shipper’s weight agreement. Private scale use also enables shippers to prevent overloaded railcars at the time of loading. When railcars are weighed by CSXT, they must often be diverted to another track and transported great distances to the railroad scales. This prevents us from maintaining satisfactory yard efficiency and removes cars from the available service pool. Customers will benefit from acquiring and utilizing private weigh scales.

WEIGHING CHARGES

CURRENT RATE	
\$500 ⁰⁰	RAILROAD SCALES
\$100 ⁰⁰	PRIVATE SCALES



ALL OF OUR CUSTOMERS
WILL BENEFIT FROM ACQUIRING
AND UTILIZING PRIVATE
WEIGHING SCALES.

WORKING WITH CSXT HAS NEVER BEEN EASIER. LOG ON AND REGISTER TO USE SHIPCSX.COM TODAY. JUST VISIT THE WEBSITE, OR CALL OUR CSXT HELP DESK AT 1-877SHIPCSX (1-877-744-7279), OPTION 2.

ShipCSX.com:

ShipCSX.com is the official customer website for CSX. Visit www.CSX.com and select the “Customers” page for information about shipping with CSXT, customer news, and access to our secure ShipCSX customer transaction website.

Our easy-to-use website is organized into 4 groups: Plan, Ship, Trace and Pay. Transactions you can complete online include the following:

PLAN

- Price lookups with downloadable price lists and reference materials
- Service schedules for any CSXT-served city, junction or customer location
- Order cars for loading
- Coal loading requests and schedules

SHIP

- Submit, correct, or cancel shipping instructions
- Request car switches
- See inbound CSXT equipment inventory
- Order empty cars released back to CSXT
- Reject cars

TRACE

- Track railcars and shipments
- Create parameter traces to monitor specific lanes
- Transit Time tool
- Receive e-mail alerts
- Unit train tracking
- Waybill retrieval

PAY

- View, download and print all of your invoices
- Have invoices delivered by e-mail each day
- Pay or dispute bills online
- Track demurrage exposure before it's billed

KEY TERMS:

ACTUAL PLACEMENT: The placement of a railcar at origin or destination, or any other agreed upon point, for loading or unloading.

CONSTRUCTIVE PLACEMENT: The holding of a railcar on CSXT's tracks when Actual Placement of the railcar is not possible due to causes attributable to the customer, in whole or in part.

CSXT CREDIT TERM: Full payment of all line-haul and supplemental charges must be received by CSXT from credit customers within fifteen (15) days of the date of the bill.

DEMURRAGE: Demurrage is a fee charged for the extended use of railroad-owned or -controlled cars.

DIVERSION: An order provided by a Freight Payer or its Agent instructing that a railcar be delivered to a location other than the one indicated on the original Shipping Instruction.

INTRA-DISTRICT SWITCH: The movement of railcars from one location to another within the switching limits of a station or switching district.

INTRA-PLANT SWITCH: A switching movement from one location to another location within the confines of a customer facility.

OVERLOADED RAILCAR: A shipment that exceeds the maximum approved lading weight of a car or the tracks it will transit.

PRIVATE CAR STORAGE: A fee charged for the customer-controlled (private) empty or loaded railcars held beyond the allotted time.

SHIPPING INSTRUCTIONS: Instructions provided at the point of loading that contain all the necessary information to transport the shipment to its final destination.

SPECIAL TRAIN: A train used in other than normal train service.

SUMMARY OF CURRENT RATES

CURRENT RATE

CUSTOMS FEES

APHIS \$7²⁵ PER CAR

COBRA \$8²⁵ PER CAR

CUSTOMER SWITCHING	NON-HAZARDOUS	HAZARDOUS	TIH/PIH
INTRA-PLANT	\$200 ⁰⁰	\$200 ⁰⁰	\$500 ⁰⁰
INTRA-DISTRICT	\$550 ⁰⁰	\$550 ⁰⁰	N/A

DEMURRAGE	NON-HAZARDOUS (DAILY CHARGE)	HAZARDOUS (DAILY CHARGE)	TIH/PIH (DAILY CHARGE)	REFRIGERATED (DAILY CHARGE)
1 DAY CREDIT FOR EMPTIES	\$105 ⁰⁰	\$105 ⁰⁰	\$105 ⁰⁰	\$200 ⁰⁰
1 DAY CREDIT FOR LOADS	\$105 ⁰⁰	\$175 ⁰⁰	N/A	\$200 ⁰⁰
0 DAY CREDIT FOR LOADS	N/A	N/A	\$1,500 ⁰⁰	N/A

DIVERSION

\$275⁰⁰ PER CAR

\$2,750⁰⁰ UNIT TRAIN DIVERSION (10 CARS OR GREATER)

EMPTY ORDERED NOT USED

\$330⁰⁰ PLACED AT INDUSTRY

\$165⁰⁰ CANCELLED PRIOR TO PLACEMENT

MANUAL SHIPPING INSTRUCTIONS

\$50⁰⁰ PER FAXED SHIPPING INSTRUCTION

LATE DELIVERY OF SHIPPING INSTRUCTIONS

\$500⁰⁰

OVERLOADS

\$750⁰⁰

PRIVATE CAR STORAGE	NON-HAZARDOUS	HAZARDOUS	TIH/PIH
2 DAYS CREDIT FOR EMPTIES	\$60 ⁰⁰	\$60 ⁰⁰	\$60 ⁰⁰
2 DAYS CREDIT FOR LOADS	\$60 ⁰⁰	N/A	N/A
1 DAY CREDIT FOR LOADS	N/A	\$175 ⁰⁰	N/A
0 DAY CREDIT FOR LOADS	N/A	N/A	\$1,500 ⁰⁰

SPECIAL TRAINS

\$25,000⁰⁰ MINIMUM

TURNING CARS

\$165⁰⁰ WITHIN INDUSTRY

\$413⁰⁰ IN SWITCH DISTRICT

\$507⁰⁰ < 100 MILES

\$1,000⁰⁰ > = 100 MILES

WEIGHING

\$500⁰⁰ RAILROAD SCALES

\$100⁰⁰ PRIVATE SCALES

IF YOU HAVE QUESTIONS CONCERNING
ANY ASPECT OF OUR RAIL SERVICE, PLEASE
E-MAIL **CSXT8100QUESTIONS@CSX.COM** OR
VISIT US ONLINE AT **WWW.SHIPCSX.COM**

CAN'T FIND WHAT YOU'RE LOOKING FOR?
GO TO THE CSXT 8100 PUBLICATION WEB PAGE
FOR MORE INFORMATION.

NOTES

NOTES



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