Customer Update

Publication CSXT 8200 - Changes in red will be effective December 1, 2026

[CURRENT LANGUAGE]

SECTION 1 INTRODUCTION

Welcome to How Tomorrow Moves.

CSX Transportation is North America's largest Class I Railroad east of the Mississippi River. With a 21,000 mile network serving 23 states, Washington, D.C., Ontario and Quebec, CSXT can help you tap into the economies of rail no matter where you're shipping to or from.

...and how we work for you.

We strive to provide all of our customers with cost efficient, environmentally friendly transportation solutions that are backed by unmatched customer service. This publication provides the terms and conditions of coal, coke and iron ore service associated with CSX Transportation. If you have any questions about the terms and conditions in this publication, please contact our Coal Development office at smcoaldev@csx.com. Coal receivers may also contact their sales representative. If you have questions about the electronic tools described in this publication, please contact us at 877-SHIPCSX (1-877-744-7279, Prompt 2, Prompt 1) or visit www.shipcsx.com. We maintain a contact list for distributing updates and changes to these Terms and Conditions. To be added to our distribution list for updates and changes, please visit https://www.csx.com/index.cfm/customers/commodities/coal/pricing/CSX-coal-tariffs subscription.

[UPDATED LANGUAGE]

SECTION 1 INTRODUCTION

CSX Transportation is North America's largest Class I Railroad east of the Mississippi River. With 20,000 route miles of track in serving 26 states, Washington, D.C., Ontario and Quebec, CSXT can help you tap into the economies of rail for shipments to some of the largest population centers in the nation. CSX also links more than 240 short line and regional railroads and more than 70 ocean, river, and lake ports with major population centers and farming towns alike.

How we work for you.

We strive to provide all of our customers with cost efficient, environmentally friendly transportation solutions that are backed by unmatched customer service. This publication provides the terms and conditions of coal, coke and iron ore service associated with CSX Transportation.

If you have any questions about the terms and conditions in this publication, please contact S&MCOAL@CSX.com or your sales representative.

If you have questions about the electronic tools described in this publication, please contact us at 877-SHIPCSX (1-877-744-7279, Prompt 2, Prompt 1, 5) or visit www.shipcsx.com.

[CURRENT LANGUAGE]

SHIPPING INSTRUCTIONS (1.2.1)

CSXT accepts shipping instructions and accessorial service requests delivered through ShipCSX.com or via previously agreed-upon means of Electronic Data Interchange. In emergencies, Customers may email Shipping Instructions to waybillcarload@csx.com at an additional charge of $50.00 per emailed Shipping Instruction for carload shipments and $500.00 per emailed Shipping Instruction for Unit Trains.

The following services are not available:

• Railcars tendered as Held for Inspection, Order, or Order Notify

• Railcars consigned in any manner that requires CSXT to hold a railcar and not make delivery until a proper release order, or security (in accordance with Uniform Freight Classification, Rule 7) for the goods, is provided.

The origin will typically tender the shipping instructions to CSXT at the time railcars are pulled from the origin. Origins that electronically tender the shipping instructions to CSXT must do so within two (2) hours of departure of the loaded car from the origin. A late billing charge of $1,800 per unit train may be assessed against the origin when the bill of lading is not provided to CSXT within this time period.

[UPDATED LANGUAGE]

SHIPPING INSTRUCTIONS (1.2.1)

(Removed second sentence of 1st paragraph)

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charge of $1,800 per unit train may be assessed against the origin when the bill of lading is not provided to CSXT within this time period.

[NEW LANGUAGE]

Other Changes to Shipping Instructions (1.2.2)

Refer to the 8100 section 1.2.5 – Shipping Instructions Changes

[SHIFT SECTION FROM 1.2.2 TO 1.2.3]

UNIT TRAIN SIZES (1.2.3) Unit trains shall be standardized based on the capacity of each origin, destination, and routing, but shall not be less than seventy-five (75) railcars. Exceptions may be requested through the reservation system

[CURRENT LANGUAGE]

UNIT TRAIN MANAGEMENT SYSTEM (2.1)

CSXT uses a reservation process, the Unit Train Management System, to match consignee demand, consignor supply and CSXT capacity to achieve efficient and reliable coal, coke, and iron ore 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

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 the transportation of coal, coke or iron ore.

Customers desiring unit train transportation service must provide proposed monthly loading schedules to CSXT through the Unit Train Management System. 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 tons customer expects to ship during any given annual or other applicable period.

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.

[UPDATED LANGUAGE]

Refer to the 8100 section 5.5 - Unit Trains

[CURRENT LANGUAGE]

CSXT SYSTEM RAILCAR CLEANING (3.1)

The cleaning of railcars is generally governed by Section 1.3.3 of Publication CSXT 8100

[UPDATED LANGUAGE]

CSXT SYSTEM RAILCAR CLEANING (3.1)

The cleaning of railcars is generally governed by Section 1.3.9 of Publication CSXT 8100

[CURRENT LANGUAGE]

TURNING PRIVATE RAILCARS (3.4)

Upon written request of a railcar owner or lessee, open-top railcars used in unit train service will be turned in the opposite direction by CSXT at a charge of $4,300 plus $60 per railcar for every railcar over 75. Upon request of the railcar owner or lessee that a railcar with a rotary coupler at one end be turned, CSXT will perform such service for a charge of $235 per railcar. If the necessity for turning a railcar is due to fault of CSXT, the service will be performed at no charge The cleaning of railcars is generally governed by Section 1.3.9 of Publication CSXT 8100

[UPDATED LANGUAGE]

TURNING PRIVATE RAILCARS (3.4)

Refer to 8100 section 5.3 – TURNING CARS

[CURRENT LANGUAGE]

SCALES (5.1.2)

Scales must be certified and operated in conformance with the requirements of the Association of American Railroads Scale Handbook and the National Institute of Standard and Technology Handbook-44. CSXT's current information about scales at each origin is available to customers in the CSXT Coal Origin Directory found in the appendices, Section 10.1 of this document.

[UPDATED LANGUAGE]

SCALES (5.1.2)

Refer to 8100 section 5.4 - SCALES

[CURRENT LANGUAGE]

CHARGES FOR OVERLOADED RAILCARS (5.3.2)

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. WEIGHT OVER LIMIT CHARGE ASSESSED PER RAILCAR UP TO 2,500 LBS. 2,501 LBS. TO 5,000 LBS. $100 $250 OVER 5,000 LBS. $750

[UPDATED LANGUAGE]

CHARGES FOR OVERLOADED RAILCARS (5.3.2)

Refer to 8100 section 5.4.3 – WEIGHT OVERLOADS

[UPDATE LANGUAGE (Throughout section)]

COMMON CARRIER TRANSPORTATION RATE (6.1)

Update to reflect NET TON throughout section and document

[CURRENT LANGUAGE]

COMMON CARRIER TRANSPORTATION RATE (6.1)

• Common carrier line-haul rates for unit trains hauling (1) iron ore, and (2) coal from mines and loadouts outside of the CAPP region (as listed in the CSX Coal Origin Directory list of Coal Loading Facilities by Origin), are fifty-five dollars ($55.00) per ton plus five cents ($0.05) per ton per mile.

• The common carrier line-haul rate for unit trains hauling coal from mines and loadouts located in the CAPP region shall constitute the sum of two components, (1) the rate of fifty-five dollars ($55.00) per ton plus five cents ($0.05) per ton per mile from the relevant Gateway (Corbin [milepost 00C172], Russell [milepost CA524], or Hinton [milepost CA357], as appropriate) to destination, plus (2) the Gateway Differential rate for the relevant Gateway and Origin Loadout pairing in the tables set forth in Section 6.1.1 on the next page.

• Common carrier line-haul rate for unit trains hauling coke is fifty-five dollars ($55.00) per ton plus five cents ($0.05) per ton per mile.

• The fuel surcharge provisions of Tariff CSXT 8662 shall apply to all freight tendered pursuant to this Section 6.1.

• The mileage component of the transportation charge is based on the distance between the origin and destination via the shortest CSXT route.

• If a route extends beyond the CSXT network, it is the Customer's responsibility to contact and determine the requirements, limitations, and fees of the other Carrier(s) participating in the movement.

[UPDATED LANGUAGE]

COMMON CARRIER TRANSPORTATION RATE (6.1)

• Common carrier line-haul rates for unit trains hauling (1) iron ore, and (2) coal from mines and loadouts outside of the CAPP region (as listed in the CSX Coal Origin Directory list of Coal Loading Facilities by Origin), are fifty-five dollars ($55.00) per ton plus five cents ($0.05) per ton per mile.

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relevant Gateway and Origin Loadout pairing in the tables set forth in Section 6.1.1 on the next page.

• Common carrier line-haul rate for unit trains hauling coke is fifty-five dollars ($55.00) per ton plus five cents ($0.05) per ton per mile.

• Due to the complexities of ground storage and vessel scheduling, the above common carrier rate is not available for shipments to a vessel loading facility.

• The fuel surcharge provisions of Tariff CSXT 8662 shall apply to all freight tendered pursuant to this Section 6.1.

• The mileage component of the transportation charge is based on the distance between the origin and destination via the shortest CSXT route.

• If a route extends beyond the CSXT network, it is the Customer's responsibility to contact and determine the requirements, limitations, and fees of the other Carrier(s) participating in the movement.

[UPDATED RATES & LOCATIONS]

RATES FOR TRANSPORTATION FROM ORIGIN TO THE GATEWAYS (6.1.1)

- Crab Orchard (via Hinton Gateway): Changed differential from $1.30 to $4.00.
- Crab Orchard (via Russell Gateway): Changed differential from $2.90 to $4.90.
- Add new Gateway Differential: Itmann via Hinton Gateway at $3.00.
- Beth, WV (Hinton & Russell Gateways): Delete differentials due to removal of switch and dismantled loadout.
- Fork Creek, WV: Changed Hinton Gateway from $.70 to $2.20 per net ton; Russell Gateway from $0 to $1.80 per net ton.

[CURRENT LANGUAGE]

EXCEPTIONS TO DIVERSION AND RECONSIGNMENT CHARGES (7.1)

CSXT will not assess diversion or reconsignment charges in the following circumstances: 1. Cargo that is left over at lake piers or that remains in transit to a lake pier after the last vessel of the lake season is loaded at a given lake pier. 2. The reconsignment is a change in consignee on traffic consigned to Lake Erie or tidewater ports and involves no extra movement of the affected railcars. If the change in the name of the consignee involves extra movement of the affected railcar(s), a charge of $120 per car will be assessed.

[UPDATED RATE & LANGUAGE]

EXCEPTIONS TO DIVERSION AND RECONSIGNMENT CHARGES (7.1)

CSXT will not assess diversion or reconsignment charges in the following circumstances: 1. Cargo that is left over at lake piers or that remains in transit to a lake pier after the last vessel of the lake season is loaded at a given lake pier. 2. The reconsignment is a change in consignee on traffic consigned to Lake Erie or tidewater ports and involves no extra movement of the affected railcars. If the change in the name of the consignee involves extra movement of the affected railcar(s), a charge of $275 per car will be assessed.

[CURRENT LANGUAGE]

DEMURRAGE AT BLENDING FACILITIES AND RIVER PIERS (8.2)

CSXT may charge demurrage for railcars held at blending facilities and vessel transloading facilities (other than Toledo Docks) in the following circumstances: • Railcars held in excess of 24 hours* from 12:01 AM of the day after the placement or constructive placement of the railcars, excluding holidays, will be charged $30 per railcar, per day until all the railcars of a shipment are released to the carrier

[UPDATED RATE & LANGUAGE]

DEMURRAGE AT BLENDING FACILITIES AND RIVER PIERS (8.2) CSXT may charge demurrage for railcars held at blending facilities and vessel transloading facilities (other than Toledo Docks) in the following circumstances: • Railcars held in excess of 24 hours* from 12:01 AM of the day after the placement or constructive placement of the railcars, excluding holidays, will be charged $75 per railcar, per day until all the railcars of a shipment are released to the carrier

[CURRENT LANGUAGE]

HOLDING OF TRAINS (8.4)

When Unit Trains are held other than for CSXT's convenience, we may assess the responsible customer a minimum charge of $9,000 per Unit Train held per Day.

[UPDATED RATE & LANGUAGE]

HOLDING OF TRAINS (8.4)

When Unit Trains are held other than for CSXT's convenience, we may assess the responsible customer a minimum charge of $11,250 per Unit Train held per Day.

[CURRENT LANGUAGE]

RECREWING (8.5) When customer actions result in CSXT having to recrew a unit train, CSXT may charge the customer a recrew charge of $2,400

[UPDATED RATE & LANGUAGE]

RECREWING (8.5) When customer actions result in CSXT having to recrew a unit train, CSXT may charge the customer a recrew charge of $3,000

[CURRENT LANGUAGE]

DUMPING AND TRANSFERS AT CURTIS BAY PIER (9.1.2)

The charge for dumping/transferring coal into vessels at Curtis Bay Piers, Maryland, is seven dollars and fifty cents ($7.50) per ton. Ground storage and other services may be available on a contractual basis and will be charged and billed separately. CSXT reserves the right, in its sole discretion, to reject any inbound railcars due to the pier's inability to handle the dumping, transfer, or storage of coal or coke.

[UPDATED RATE & LANGUAGE]

DUMPING AND TRANSFERS AT CURTIS BAY PIER (9.1.2)

The charge for dumping/transferring coal into vessels at Curtis Bay Piers, Maryland, is ten dollars ($10.00) per net ton. Ground storage and other services may be available on a contractual basis and will be charged and billed separately. CSXT reserves the right, in its sole discretion, to reject any inbound railcars due to the pier's inability to handle the dumping, transfer, or storage of coal or coke.

[CURRENT LANGUAGE]

CURTIS BAY PIERS (9.2.1) CSXT vessel laycans are generally made available on a first-come, first-served basis. • Vessel laycan requests must be submitted not less than ninety (90) days prior to the expected laycan.

[UPDATED LANGUAGE]

CURTIS BAY PIERS (9.2.1) CSXT vessel laycans are generally made available on a first-come, first-served basis. • Vessel laycan requests must be submitted not less than thirty (30) days prior to the expected laycan.

[CURRENT LANGUAGE]

TOLEDO DOCK PIER (9.2.2)

• Vessel nomination requests must be submitted not less than fourteen (14) days prior to the expected vessel ETA.

• Vessel ETA updates must be provided on a daily basis to ToledoDocks@CSX.com; vessels with an ETA change greater than 24 hours will be subject to re-approval, particularly if the ETA is within a seven (7) day window.

• CSXT is not liable for any loss or damage due to the inability to accept a nomination request and schedule a vessel's arrival at or near a requested arrival date.

• Acceptance of a laycan request and scheduling of a vessel arrival date does not constitute a guaranty of berth space on the scheduled vessel arrival date or during the accepted laycan.

• CSXT is neither a dispatch nor a demurrage facility.

• CSXT offers only customary quick dispatch, which means that CSXT uses commercially reasonable efforts to load the coal at the pier under the prevailing conditions, but does not warrant any defined lay time.

[UPDATED LANGUAGE]

TOLEDO DOCK PIER (9.2.2)

- Vessel nomination request must be submitted no less than fourteen (14) days prior to expected vessel ETA.

- Vessel ETA updates must be provided daily to ToledoDocks@CSX.com. Vessels with an ETA change greater than 24 hours will be subject to re-approval, particularly if the ETA is within a seven (7) day window.
- CSXT is not liable for any loss or damage due to the inability to accept a nomination request or schedule a vessel's arrival at or near a requested arrival date.
- Acceptance of a laycan request and scheduling of a vessel arrival date does not constitute a guaranty of berth space on the scheduled arrival date or during the accepted laycan.
- CSXT is neither a dispatch nor a demurrage facility.
- CSXT offers only customary quick dispatch, meaning commercially reasonable efforts will be used to load coal at the pier under prevailing conditions, without warranting defined lay time.
- For customers requiring Saturday and/or Sunday transloading, written confirmation must be submitted to ToledoDocks@CSX.com no later than 13:00 on the Friday preceding the weekend.
- CSXT may assess fees for weekend operations. Customers agree to pay $10,000 for weekend transloading, billable if the vessel fails to arrive as scheduled for reasons within the customer's control after CSXT has accepted the request and staffed the pier.

QUICK LIST OF CHARGES (10.3)

- *Update to reflect CSXT8100 changes listed*
- Update unit of measure updated to net tons
- Reservation change fee changed to $50 from $35
- Rescheduling charge changed to $3,250 from $2,500
- Cleaning fee changed to $350 from $600

Section	Supplemental Charge Updates	Current Rate	New Rate
1.2.1	Emailed shipping instructions, carload	$50 per instruction	Removed
1.2.1	Emailed shipping instructions, unit train	$500 per instruction	Removed
1.2.2, new	Customer-requested shipping-instruction correction	Refer to 8100	$300 per railcar
1.2.2, new	Corrections for blocks of 10 or more railcars	Refer to 8100	$3,000 per block
6.1.1	Crab Orchard via Hinton differential	$1.30 per net ton	$4.00 per net ton
6.1.1	Crab Orchard via Russell differential	$2.90 per net ton	$4.90 per net ton
6.1.1	Itmann via Hinton differential	Not stated	$3.00 per net ton
6.1.1	Fork Creek via Hinton differential	$0.70 per net ton	$2.20 per net ton
6.1.1	Fork Creek via Russell differential	$0.00 per net ton	$1.80 per net ton
7.1	Diversion/reconsignment involving extra railcar movement	$120 per car	$275 per car
8.2	Demurrage at blending facilities and river piers	$30 per railcar per day	$75 per railcar per day
8.3	Demurrage at Toledo Dock	$30 per railcar per day	$75 per railcar per day
8.4	Holding of unit trains	$9,000 per train per day	$11,250 per train per day
8.5	Recrewing	$2,400 per occurrence	$3,000 per occurrence
9.1.2	Curtis Bay dumping and transfer	$7.50 per ton	$10.00 per net ton
9.2.2, new	Weekend Toledo transloading	Tiered structure based on season	$10,000
10.3	Reservation change fee	$35	$50
10.3	Rescheduling charge	$2,500	$3,250
10.3	Cleaning fee	$600	$350 Minimum

Supplemental charges increased 4% to adjust for inflation