

## CSXT 8100 Publication – January 1, 2020 Updates

### **New Items:**

#### **Inspections or Adjustments (1.3.4) \*\*\*NEW ITEM**

*New language:* “If CSXT is requested to do an inspection, or to make any mechanical adjustments (including, without limitation, tightening bolts, closing gates/doors/hatches, etc.), CSXT may apply a charge a minimum of \$1,000.00 for each railcar inspected or adjusted.”

#### **Construction New Tracks (3.4)**

We have learned that a vast majority of commercial general liability insurance policies exclude any location within fifty (50) feet of a railroad track. As such, many of our customers and neighbors need to exercise caution when considering any construction activities in the vicinity of our track, or any railroad tracks. The exclusion arises because of the unusual risks of construction activity in the vicinity of railroad tracks.

#### **Flagging and Protective Services (3.4.1)**

CSXT has sole authority to determine the need for flagging required to protect its operations and property. In general, flagging protection will be required whenever anyone is, or are likely to be, working within fifty (50) feet of live track or other track clearances specified by CSXT, or over tracks.

Anyone performing construction within fifty (50) feet of CSXT’s tracks shall reimburse CSXT directly for all costs of flagging that is required on account of construction. Anyone planning such construction activity shall give a minimum of 10 days’ advance notice to CSXT Representative for anticipated need for flagging service. No work shall be undertaken until the flag person(s) is/are at the job site. If it is necessary for CSXT to advertise a flagging job for bid, it may take up to 90-days to obtain this service, and CSXT shall not be liable for the cost of delays attributable to obtaining such service.

CSXT shall have the right to assign an individual to any construction site within fifty (50) feet of CSXT’s tracks to perform inspection service whenever, in the opinion of CSXT, such inspection may be necessary. CSXT may charge, and any Customer shall pay, the costs incurred by CSXT for such inspection service. Inspection service shall not relieve anyone from liability for its own construction.

CSXT shall render invoices for, and Customers shall pay for, the actual pay rate of the flagpersons and inspectors used, plus standard additives. If the rate of pay that is to be used for inspector or flagging service is changed before the work is started or during the progress of the work, whether by law or agreement between CSXT and its employees, or if the tax rates on labor are changed, bills will be rendered by CSXT and paid by Customer using the new rates. Customers shall perform their operations that require flagging protection or inspection service in such a manner and sequence that the cost of such will be as economical as possible.

### **Insurance Offer (3.4.2)**

At CSXT's option, Customers and others who own land in the vicinity of CSXT's rights of way, may pay CSXT, at CSXT's current rate at time of request, the cost of adding any surveying, construction or demolition activities, to CSXT's blanket Railroad Protective Liability (RPL) Policy for the period of actual surveying, construction or demolition activities. This coverage is offered at CSXT's discretion and may not be available under all circumstances.

## **Language Changes:**

### **Electronic Information Sharing and Notices (1.1.5)**

*Current language:* "Customers needing access to ShipCSX can contact our E-Business team at 1-877-SHIPCSX (1-877-744-7279), Prompt 2, Prompt 1."

*New language:* ""Customers needing access to ShipCSX can contact our E-Solutions team at 1-877-SHIPCSX (1-877-744-7279)."

### **Charges in U.S. Dollars (1.1.6)**

*Current language:* "All charges are in U.S. Dollars, except when expressly listed in Canadian Dollars."

*New language:* "All charges are in U.S. Dollars, except when expressly listed in Canadian Dollars. Any service without a specific Canadian price and listed in this Publication will be provided in Canada, at the rates set in U.S. dollars, then adjusted for the exchange rate and Canadian taxes prior to billing."

### **Tendering Railcars Without OT-5 Approval (1.3.14) – Remove Item**

### **Excessive Private Railcars (1.3.15)**

*Current language:* "CSXT may send Private Railcars to the storage facility noted on the relevant OT-5 upon forty-eight (48) hours' notice, if a Customer does not provide new billing instructions. Any such move shall be subject to empty railcar line-haul and other applicable charges."

*New language:* "CSXT may send Private Railcars to the storage facility in accordance with AAR Circular OT-57. Any such move shall be subject to empty railcar line-haul and other applicable charges. Refer to Circular OT-57 for additional information regarding the application process and other relevant requirements."

### **Reloading and Demurrage (2.1.2)**

*Current language:* "Assistance regarding reloading is available by calling 1-877-SHIPCSX (1-877-744-7279), Prompt #2, Prompt #1."

*New language:* ""Assistance regarding reloading is available by calling 1-877-SHIPCSX (1-877-744-7279)."

### **Switching Orders (4.2)**

*Current language:* "CSXT will accept Customer switching requests by any of the following electronic or phone methods:

- ShipCSX.com
- Electronic Data Interchange (EDI)
- ShipCSX Mobile
- Interactive Voice Response (IVR) at 1-877-ShipCSX (1-877-744-7279), Prompt 5, Prompt 2, Prompt 5

Requests for extra or special switching should be submitted to CSXT Customer Service."

*New language:* "CSXT will accept Customer switching requests by any of the following electronic or phone methods:

- ShipCSX.com
- Electronic Data Interchange (EDI)
- ShipCSX Mobile
- Interactive Voice Response (IVR) at 1-877-ShipCSX (1-877-744-7279)

Requests for extra or special switching should be submitted to the CSXT Customer Solutions Department through our ShipCSX Problem Resolution tool."

### **Requesting Special Train Service (5.1.1)**

*Current language:* "If you believe your freight requires Special Train Service, please contact your CSXT Marketing Manager or call CSXT Customer Service at 1-877-744-7279, Prompt 5, Prompt 6."

*New language:* "If you believe your freight requires Special Train Service, please contact your CSXT Sales Manager or the CSXT Customer Solutions Department through our ShipCSX Problem Resolution tool."

### **Border Fees (5.2.5)**

*Current Language:* "In addition to established line-haul rates and accessorial charges, transborder shipments are also subject to various additional shipping charges.

When CSXT is the transborder carrier of record for shipments entering the U.S. from Canada:

- The U.S. Department of Agriculture’s Animal & Plant Health Inspection Services (APHIS) collects a fee of \$2.00 (U.S.) on each railcar crossing the border
- The U.S. Department of Homeland Security’s Customs & Border Protection Services collects a fee of \$8.65 (U.S.) on each railcar crossing the border

CSXT pays the \$10.65 combined fee when it is the transborder carrier of record. CSXT, in turn, charges the shipper of record the \$10.65 (U.S.) fees for each loaded railcar entering the U.S. from Canada. The fees appear on the freight bill with the railcar(s) affected.

When CSXT is the transborder carrier of record for shipments crossing the U.S. – Canada border:

- CSXT charges a \$25.00 (U.S.) on each railcar for customs paperwork and processing (The \$25.00 (U.S.) will also appear on the freight bill.)”

*New Language:* “In addition to established line-haul rates and accessorial charges, transborder shipments are also subject to various additional shipping charges.

When CSXT is the transborder carrier of record for shipments entering the U.S. from Canada:

- The U.S. Department of Agriculture’s Animal & Plant Health Inspection Services (APHIS) collects a fee on each railcar crossing the border
- The U.S. Department of Homeland Security’s Customs & Border Protection Services collects a fee on each railcar crossing the border

CSXT pays the combined fee when it is the transborder carrier of record. CSXT, in turn, charges the shipper of record fees for each loaded railcar entering the U.S. from Canada. The fees appear on the freight bill with the railcar(s) affected.

Additionally, when CSXT is the transborder carrier of record for shipments crossing the U.S. – Canada border:

- CSXT charges a \$25.00 (U.S.) on each railcar for customs paperwork and processing (The \$25.00 (U.S.) will also appear on the freight bill.)”

### **New Origin-Destination Pairs (5.6.2)**

*Current language:* “If you believe your TIH Hazard shipment may constitute a New TIH Service, please contact your CSXT Marketing Manager or call CSXT Customer Service at 1-877-744-7279, Prompt 5, Prompt 6.”

*New language:* “If you believe your TIH Hazard shipment may constitute a New TIH Service, please contact your CSXT Sales Manager or the CSXT Customer Solutions Department through our ShipCSX Problem Resolution tool.”

## **Establishment of Credit and Credit Agreement (6.1.2)**

Change website to: <https://www.csx.com/index.cfm/customers/new-to-csx-or-rail/become-a-customer/credit-application/>

Change address to:     Credit Administration  
                                  CSX Transportation, Inc. – J-735  
                                  500 Water Street  
                                  Jacksonville, FL 32202

## **Collection Costs (6.1.9)**

*Current language:* “Customers are expected to pay all of the costs billed to them. All expenses incurred by CSXT to collect money owed, including, but not limited to, attorneys’ fees, investigation and expert fees, and the costs of litigation shall be paid by the Customer.”

*New language:* “Customers are expected to pay all of the fees, charges and costs billed to them. All expenses incurred by CSXT to collect money owed shall be paid by the Customer. In the event that suit must be filed to collect any money owed, the non-prevailing party shall pay the attorney’s fees, costs and expenses incurred by the prevailing party. This section shall be governed and construed in accordance with Florida law.”

## **Claims for Damage to, or Delay or Loss of, Freight (Section 7)**

*Current language:* “Freight claims for loss or delay of, or damage to, cargo should be reported through ShipCSX Freight Claims tool. Log in to ShipCSX, locate the “Resources” pull down menu, and select “Claims Management.” For help with ShipCSX, call 1-877-ShipCSX (1-877-744-7279), option 2.”

*New language:* ““Freight claims for loss or delay of, or damage to, cargo should be reported through ShipCSX Freight Claims tool. Log in to ShipCSX, locate the “Resources” pull down menu, and select “Claims Management.” For help with ShipCSX, call 1-877-ShipCSX (1-877-744-7279).”

## **Glossary (9.4)**

### **Intra-District Switch:**

*Current definition:* “The movement of railcars from one location to another within the switching limits of a station or switching district.”

*New definition:* “The movement of railcars by one carrier from one location to another within the switching limits of a station or switching district.”

## **Price Changes:**

### **Proper Billing of Hazardous Material (1.3.4) – change to 1.3.5**

*Current language:* “Failure to provide such information poses an unacceptable risk to the public, and we may charge \$2,500.00 for each railcar loaded with Hazardous Materials tendered to CSXT with incomplete or erroneous waybill data.”

*New language:* “Customers and Carriers each have responsibilities for ensuring that the billing information for Hazardous Material cargoes is complete and in compliance with applicable laws. Customers are responsible for providing accurate information describing the Hazardous Materials prior to tendering the railcar to CSXT. Failure to provide such information poses an unacceptable risk to the public, and we may charge \$2,500.00 for each (i) railcar loaded with a Hazardous Material, or (ii) empty railcar that may contain Hazardous Material residue which tendered to CSXT with incomplete or erroneous waybill data, or without all information required by any governmental agency for the safe transportation of Hazardous Materials.”

### **Turning Cars (5.3)**

*Current language:* “Loading a railcar in a manner that requires unloading from a single side can be unsafe, and is prohibited unless permitted by applicable AAR rules.

For example, AAR rules stipulate that a railcar requiring placement for loading or unloading from a particular side or end must be placarded on both sides and the following written notification must be included on the associated Shipping Instruction:

#### **NOTICE TO CARRIER**

Deliver railcar from side or end specified by placard.

If a railcar must be turned, the turning charge will depend on the round-trip distance to and from the turning location. CSXT’s turning charges are:

For a movement within the customer facility: \$413.00 per railcar

For a movement of 100 miles or less: \$507.00 per railcar

For a movement of over 100 miles: \$1,000.00 per railcar

If the turning charge is greater than the line-haul charges for the same movement, CSXT will charge the applicable line-haul charges.”

*New language:* “Loading a railcar in a manner that requires unloading from a single side can be unsafe, and is prohibited unless permitted by applicable AAR rules.

If a railcar must be turned, the turning car charge is:

\$1,000.00 per railcar

Requests for turning a car should be submitted to CSXT through the ShipCSX Problem Resolution tool.  
CSXT reserves the right the decline to perform the turning of a car.”

#### **Holding of Trains (5.5.4)**

*Current language:* “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.”

*New language:* “When Unit Trains are held other than for CSXT’s convenience, we may assess the responsible customer a minimum of \$9,000 per Unit Train carrying non-hazardous cargo per Day or \$20,000 per Unit Train carrying any commodity of regulated, hazardous commodities per Day.”

#### **Reciprocal Switching in Canada (9.2)**

**Change prices as follows:**

Zone	Single Cars	60 Cars
1	Change C\$229 to C\$340	Change C\$46 to C\$50
2	Change C\$248 to C\$435	Change C\$55 to C\$80
3	Change C\$284 to C\$280	Change C\$65 to C\$70
4	Change C\$251 to C\$275	Change C\$74 to C\$55

#### **Explanation of Zones:**

*Current language:* “Where a siding is located wholly or partially within Zone 4 and the point of connection with the siding is more than 40 KM (24.86 miles) from the interchange along the line of CSXT trackage, an additional charge of: \$3.75 (Col1)/\$1.45 (Col 2), per kilometer, per car, will be assessed.”

*New language:* “Where a siding is located wholly or partially within Zone 4 and the point of connection with the siding is more than 40 KM (24.86 miles) from the interchange along the line of CSXT trackage, an additional charge of: \$7.20 (Col1)/\$1.10 (Col 2), per kilometer, per car, will be assessed.”