

Publication CSXT 8100

1.1.5 – Electronic Information Sharing and Notices

[1st paragraph current language]

CSXT maintains an online system, ShipCSX, to help Customers plan, ship, trace, and pay for their Shipments. CSXT also provides notices relating to railcar arrival and placement through ShipCSX. Customers needing access to ShipCSX can contact our E-Solutions team at 1-877-SHIPCSX (1-877-744-7279). Customers must maintain accurate e-mail addresses on file with CSXT to permit the delivery of electronic notices.

[1st paragraph new language]

CSXT maintains an online system, ShipCSX, to help Customers plan, ship, trace, and pay for their Shipments. CSXT also provides notices relating to railcar arrival and placement through ShipCSX. Customers needing access to ShipCSX can contact our **Customer Solutions** team at 1-877-SHIPCSX (1-877-744-7279). Customers must maintain accurate e-mail addresses on file with CSXT to permit the delivery of electronic notices.

1.1.10 - Rebilling of Charges

[Current language]

Occasionally CSXT is billed for charges due to the actions of Customers or other railroads. CSXT may rebill (pass through) such charges to the party responsible for CSXT being billed, and such party is responsible for the payment of those charges.

[New language]

Occasionally CSXT **incurs costs or** is billed for charges due to the actions of Customers or other railroads. CSXT may **bill or** rebill (pass through) such charges to the party responsible for **CSXT's costs or** CSXT being billed, and such party is responsible for the payment of those charges.

1.2.5 - Other Changes to Shipping Instructions

[New section]

We understand that errors may occur in the creation of waybills and Customers may need to request that we correct those errors in their Shipping Instructions. CSXT may charge \$275 per railcar, or \$2,750 for blocks of 10 or more railcars, for making a customer requested change to each affected Shipping Instruction. These changes include corrections of weights and any other changes to shipping instructions.

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1.2.6 – Late Delivery of Shipping Instructions

[Current language]

Customers have the responsibility to accurately and timely submit Shipping Instructions. If a loaded railcar reaches a CSXT yard without complete Shipping Instructions, a late fee of \$500.00 per railcar may be assessed.

[New language]

Customers have the responsibility to accurately and timely submit Shipping Instructions. If a loaded railcar reaches a CSXT yard without complete Shipping Instructions, a late fee of **\$625** per railcar may be assessed.

Section numbering changes in 1.2:

1.2.7 – Safe Transportation of Food

1.3.1 - Car Ordering Rules

[Current language]

Railcars can be ordered only for days a Customer is served by CSXT. Customers should not order more railcars than their facility can accept. To facilitate Customer railcar order planning, CSXT indicates each plant's railcar capacity in the Plant Switch module in ShipCSX.

- Railcar orders can be submitted up to six weeks in advance of the specified order date, and will expire the end of the second Sunday after the order date if not filled
- Customers must renew orders if expired and railcars are still needed for loading
- To increase or decrease a railcar order less than fourteen days before the order date, the Customer must submit a change request via the Car Order screen on ShipCSX. Decreases in ordered railcars may be subject to charges set out in section 1.3.2
- CSXT will use commercially reasonable efforts to fulfill a changed railcar order
- No changes to a railcar order can be implemented on the order date or processed for the following day

[New language]

Railcars can be ordered only for days a Customer is served by CSXT. Customers should not order more railcars than their facility can accept. To facilitate Customer railcar order planning, CSXT indicates each plant's railcar capacity in the **Inventory Management** module in ShipCSX.

- Railcar orders can be submitted up to **five** weeks in advance of the specified order date, and will **expire five calendar days after the order date if not filled.**

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- Customers must renew orders if expired and railcars are still needed for loading
- To increase or decrease a railcar order less than fourteen days before the order date, the Customer must submit a change request via the **Carrier** Car Order screen on ShipCSX. Decreases in ordered railcars may be subject to charges set out in section 1.3.2
- CSXT will use commercially reasonable efforts to fulfill a changed railcar order
- No changes to a railcar order can be implemented on the order date or processed for the following day

1.3.3 - Safe Loading of Railcars

[1st paragraph current language]

All railcars must be loaded in a safe and secure manner, in compliance with all laws, and in accordance with Association of American Railroad and CSXT rules and standards. Customers are liable for all damage, including damage to CSXT's track and equipment, and all costs incurred by CSXT that result from the improper loading of a railcar. Customers are also liable for all damage to Carrier Cars while in their possession. Customers are liable for costs associated with adjustment, transfer, or proper disposal of lading that results from defects or failures of privately owned or shipper supplied railcars.

[1st paragraph new language]

All railcars must be loaded in a safe and secure manner, in compliance with all laws, and in accordance with Association of American Railroad and CSXT rules and standards. Customers are liable for all damage, including damage to CSXT's track and equipment, and all costs incurred by CSXT that result from the improper loading of a railcar. Customers are also liable for all damage to Carrier Cars while in their possession. Customers **and/or car owners** are liable for costs associated with adjustment, transfer, or proper disposal of lading that results from **railcar defects**.

1.3.6 - Return Empty Hazmat Cars to Origin (Hazardous Auto-Reverse Program)

[New section]

Hazardous material cars, whether full or empty, cannot be moved without shipping instructions.

The Hazardous Auto-Reverse (HAR) Program automatically generates shipping instructions for empty hazmat cars that are returning to their origin, when you submit an empty pull/release request via ShipCSX, EDI, or API. CSX Transportation customers are automatically enrolled in

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this program. HAR generates empty-return shipping instructions, hazardous residue waybills, based on the previous loaded waybill information for moving the car. You can receive an electronic copy of the 49 CFR compliant waybill via ShipCSX Trace tools. This waybill must be retained at your facility location for the period of time designated in the current 49 CFR.

You must review the waybill for inaccurate or incomplete information. If there are discrepancies, please notify CSX by creating a ShipCSX Shipment Problem Resolution case. If you are not able to obtain a copy of the HAR empty waybill in ShipCSX within two hours of release, please submit shipping instructions via EDI or ShipCSX as soon as possible.

EXCEPTIONS NOT COVERED BY HAR PROGRAM which require shipping instructions to be sent to CSXT

- Destination of the empty car is other than the origin of the load
- Car has been cleaned and purged of hazardous material
- Billing date of inbound loads that exceed 180 days for private equipment or 30 days for railroad equipment are no longer available to create HAR billing
- If loaded shipment is rejected by consignee

For assistance, call Customer Service at 1-877-ShipCSX (1-877-744-7279), options 2-1-5.

1.3.7 – Releases of Non-Hazardous Materials

[Current language]

A non-accidental release occurs when there is a release of a non-hazardous material while being transported, such as spilling over sides or the unintentional opening of doors and/or hatches that were not properly secured from origin, while in railroad possession that is not caused by a derailment, collision or other rail related accident.

When a non-accidental release of a non-hazardous product occurs, CSXT acts promptly to address the situation and may incur environmental or other clean-up costs, including from service disruptions and crew/locomotive expenses from moving affected Railcars to a secure location. CSXT may charge a railroad owner, consignor, or freight payor for any and all costs incurred during the response, clean-up, remediation, and switching or repositioning of Railcars resulting from a non-accidental release. The minimum charge for responding to a non-accidental release, including the switching or repositioning of cars involved in a non-accidental release, is currently \$2,500 / railcar per event.

Publication CSXT 8100 (continued)

[New language]

Releases of Non-Hazardous Materials (NAR)

A non-**accident** release occurs when there is a release of a non-hazardous material while being transported, such as spilling over sides or the unintentional opening of doors and/or hatches that were not properly secured from origin, while in railroad possession that is not caused by a derailment, collision or other rail related accident.

When a non-**accident** release of a non-hazardous product occurs, CSXT acts promptly to address the situation and may incur environmental or other clean-up costs, including from service disruptions and crew/locomotive expenses from moving affected Railcars to a secure location. CSXT may charge a railroad owner, consignor, or freight payor for any and all costs incurred during the response, clean-up, remediation, and switching or repositioning of Railcars resulting from a non-**accident** release. The minimum charge for responding to a non-**accident** release, including the switching or repositioning of cars involved in a non-**accident** release, is currently **\$2,575 / railcar per event. Please refer to Publication 4049 for Hazardous Non-accident release (NAR) and the charge of \$5,000.**

Section numbering changes in 1.3:

- 1.3.8 – Safe Return of Empty Railcars
- 1.3.9 – Cleaning Requirements for Carrier Cars
- 1.3.10 – Furnishing Carrier Railcars That Subsequently Move on Another Carrier
- 1.3.11 – Furnishing Carrier Cars for Switch Movements
- 1.3.12 – Limitations on Reloading Carrier Cars
- 1.3.13 – Treatment of Articulated Cars
- 1.3.14 – Non-CSXT Served Customer Car Orders
- 1.3.15 – Cars Must Be Loaded to be Unloaded from Either Side
- 1.3.16 – Excessive Private Railcars

3.4.1 – Flagging and Protective Services

[2nd paragraph current language]

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.

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[2nd paragraph new language]

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 30 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.

5.1.1 – Requesting Special Train Service

[5th paragraph current language]

For dimensional loads, you should start by contacting the CSXT Clearance Bureau at 1-800-581-5049 or Clearance2@csx.com.

[5th paragraph new language]

For dimensional loads, you should start by submitting a Clearance Request at www.shipcsx.com > Resources > Clearance Bureau > Clearance Request. After Clearance File is established and clearance received, you may request Special Train via www.shipcsx.com > Resources > Clearance Bureau > Special Train/Switch Service. For further information, please contact CSXT Clearance Bureau at Clearance2SF@csx.com."

5.2.8 – Mexican Customs Requirements (Carta Porte)

[New section]

Carta Porte

To ensure compliance with updated Mexican customs regulations published in Servicio de Administración Tributaria (SAT) Carta Porte requirements, CSX—along with all rail carriers—will begin implementing edits for Carta Porte version 3.0 effective April 1, 2024.

Per the regulations, the following data must be provided for each commodity within a shipment:

- UNSPSC Commodity Code and Description
- Piece Count and Package Type
- Weight and Weight Type
- Mexico Material Type Code (MMT)
- Mexico Importer Name
- Mexico Importer Federal Tax ID Number

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Additional required fields when applicable:

- Mexico Hazmat Code (UN/NA Number)
- Country of Origin or Destination (if the commodity moves outside North America)

System edits will verify the presence of these values and validate the MMT code against official tables published by the Mexican government.

Click [here](#) to view an updated industry EDI supplement for Carta Porte, including examples of the new requirements.

For questions related to EDI, please contact B2B@csx.com. For process-related inquiries, contact the CSX Customer Solutions Team:

- Carload Users: 1-877-744-7279 (Option 2 → 1 → 5)
- Intermodal Users: 1-877-744-7279 (Option 2 → 2 → 2)

5.5.6 – POWER

[New section]

When customer actions result in CSXT locomotives exceeding 24 hours at origin or destination, CSXT may charge the customer at the current rate of \$100 per hour per locomotive until the train is released to CSX to pull.

7.3 - TIME LIMITS FOR FILING CLAIMS AND LAWSUITS

[Current language]

CSXT liability for loss, delay, and damage is contingent upon CSXT, or the railroad delivering interline Shipments, receiving immediate notification of all noted visible losses or damages discovered during the unloading of a railcar.

- Loss or damage discovered other than between 8:00 a.m. and 5:00 p.m., Monday-Friday shall be reported no later than 24 hours following unloading from the railcar
- Saturdays, Sundays and Holidays are excluded
- Concealed damage must be reported immediately upon discovery and made available for inspection at point of delivery

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- Any claim for loss or damage must be filed within nine months of the date the shipment was delivered, or in the case of failure to make delivery, then within nine months after a reasonable time for delivery
- Any lawsuit or other action for the enforcement or liability for loss of damage must be instituted within two years and one day after CSXT first declines the claim
- Any claim or lawsuit not filed within the periods set forth in the preceding sentences is waived by the Customer

[New language]

CSXT liability for loss, delay, and damage is contingent upon CSXT, or the railroad delivering interline Shipments, receiving immediate notification of all noted visible losses or damages discovered during the unloading of a railcar.

- Loss or damage discovered other than between 8:00 a.m. and 5:00 p.m., Monday-Friday shall be reported no later than 24 hours following unloading from the railcar
- Saturdays, Sundays and Holidays are excluded
- **Loss & Damage reporting can be completed via ShipCSX in just a few steps log into www.shipcsx.com**
- Concealed damage must be reported immediately upon discovery and made available for inspection at point of delivery.
- Any claim for loss or damage must be filed within nine months of the date the shipment was delivered, or in the case of failure to make delivery, then within nine months after a reasonable time for delivery
- Any lawsuit or other action for the enforcement or liability for loss of damage must be instituted within two years and one day after CSXT first declines the claim
- Any claim or lawsuit not filed within the periods set forth in the preceding sentences is waived by the Customer

7.10 - SPECIAL LIMITATIONS FOR SHIPMENTS OF VEHICLES

[Current language]

Any loose items or uninstalled vehicle components in any vehicle transported by CSXT are tendered to CSXT at the sole risk of loss of shipper.

Only one claim may be filed for any individual vehicle.

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[New language]

Any loose items or uninstalled vehicle components in any vehicle transported by CSXT are tendered to CSXT at the sole risk of loss of shipper.

Only one claim may be filed for any **single new finished** vehicle.

9.3 - GLOSSARY

[New entry]

Holidays – CSX may observe the following holidays:

Thanksgiving Day
Day After Thanksgiving
Christmas Eve
Christmas Day
New Year's Eve
New Year's Day

Publication CSXT 8100 and Tariff 4049:
Changes in **red** will be effective October 1, 2025

CSXT 8100 Rate Changes

Section	Category	Current Rate	New Rate
1.2.6	LATE SURRENDER BILL OF LADING	\$500	\$625
1.3.2	EMPTY CAR ORDERED, REDUCED	\$300	\$375
1.3.3	SAFE LOADING OF RAILCARS	\$2,500	\$2,575
1.3.4	INSPECTION / MECHANICAL ADJUSTMENT	\$2,500 per car	\$2,650
1.3.5	IMPROPER BILLING OF HAZMAT	\$2,500	\$3,000
1.3.7	NON-ACCIDENT RELEASE NON-HAZ (NAR)	\$2,500	\$2,575
1.3.9	CAR CLEANING CHARGES CSXT 8100	\$100 minimum per car	\$350
1.3.10	ADVERSE LOADING	\$2,000	\$2,750
2.1.3	EXCESSIVE DETENTION	\$100	\$125
2.5	DEMURRAGE-OVERLOADS-CSXT 8100	\$200	\$208
2.5	DEMURRAGE-CSXT 4049-TIH/PIH HAZ	\$1,500	\$2,000
2.5	DEMURRAGE-CSXT 8100-HEAVY DUTY	\$250	\$350
2.5	DEMURRAGE-CSXT 8100-MECH REFER	\$250	\$350
2.5	DEMURRAGE-CSXT 8100-PVT CARS LOADING	\$100	\$115
2.5	DEMURRAGE-CSXT 8100-PVT CARS UNLDG	\$100	\$115
2.5	DEMURRAGE-CSXT 8100-RR CARS LOADING	\$200	\$208
2.5	DEMURRAGE-CSXT 8100-RR CARS UNLDG	\$200	\$208
2.5	DEMURRAGE-HAZMAT	\$250 (loaded)	\$300
4.1	EXTRA OR SPECIAL SWITCH	\$3,897	\$5,000
4.1	SWITCHING INTRA-DISTRICT	\$550	\$600
4.1	SWITCHING INTRA-PLANT	\$200	\$210
4.1	SWITCHING INTRA-PLANT (RSSM)	\$500	\$625
5.1	SPECIAL TRAIN SERVICE	\$105 per mile; \$25,000 minimum	\$140 / \$30,000
5.2.3	CUSTOMS HOLD CAR-GOVT REQUEST	\$400 per railcar hold fee	\$2,000
5.4.3	OVERLOADED CAR-NOT REDUCED-CSXT 8100	\$1,000	\$1,150
5.5.3	RESERVATION-PVT TRAIN SCHED	\$35 / \$2500	\$50 / \$3,250
5.5.4	HOLDING TRAINS	\$9,000 / \$20,000 per day	\$11,250 / \$25,000
5.5.5	RELEASE / RECALL CREW- =COAL TL	\$2,400	\$3,000
5.5.6	POWER	N/A	\$100 per hour per locomotive

Tariff 4049

Article IX. NON-ACCIDENTAL RELEASE CHARGE (NAR)

[Current language]

When a non-accidental release (NAR) occurs, CSXT acts promptly to address the situation and frequently incurs environmental clean-up costs, service disruption and crew/locomotive expenses required for moving affected Railcars to a secure location. CSXT may charge railcar owner, consignor, or freight payor for any and all costs incurred during the hazmat response, clean-up, remediation, and switching or repositioning hazardous material Railcars resulting from a non-accidental release.

The minimum charge for responding to a non-accidental release, including the switching or repositioning of cars involved in a non-accidental release, is currently \$5,000 /railcar per event

[New language]

Article IX. NON-ACCIDENT RELEASE CHARGE (NAR)

When a non-**accident** release (**NAR**) occurs, CSXT acts promptly to address the situation and frequently incurs environmental clean-up costs, service disruption and crew/locomotive expenses required for moving affected Railcars to a secure location. CSXT may charge railcar owner, consignor, or freight payor for any and all costs incurred during the hazmat response, clean-up, remediation, and switching or repositioning hazardous material Railcars resulting from a non-**accident** release.

The minimum charge for responding to a non-**accident** release, including the switching or repositioning of cars involved in a non-**accident** release, is currently \$5,000 /railcar per event