Optional Services Catalog

Customer Switching and Accessorial Services

Charge Schedule

Intra-Plant Switch	**$250**	Item 6000
Intra-Terminal Switch	**$500**	Item 6010
Inter-Terminal Switch	**$500**	Item 6020
Diversion/Re-consignment	$350	Item 6210
Error Moves	**$500**	Item 6040
Car Released Without Bill of Lading	**$400**	Item 6050
Special Switching	**1-4hrs $1,100** 5-8hrs **$2,500** 8-12hrs $290/hr	
Special Train Service (See note 1)	**$2,500**	**Item 6070**
Closing Doors	**$300**	Item 6080
Overload Charges	$500	Item 6090
Turning of Car	$450	Item 6130
Empty Cars Ordered But Not Loaded	$500	Item 6140
Cars Ordered and Cancelled While En route	$150	Item 6150
Cars Received and Refused Due to Improper Condition	**$500**	Item 6160
Empty/Loaded Cars Released But Not Available to Pull	$750 (Per Event)	Item 6170
Empty/Loaded Cars Ordered In But Unable to Place	$500	Item 6180
Weighing	$300 (Industry Scales)	

***Note 1**: To meet special-handling regulations, all TIH-PIH loads, or groups of loads arriving /departing together are subject to the Special Train Charge – Item 6070*

a Genesee & Wyoming Company

SJVR 7006-25

(Cancels All Prior Versions)

Customer Switching

Billing Guarantee

Timely Invoicing

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

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Billing Commitment

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process:

Billing – On-Time

We commit to bill you on time
We will issue Customer Switching and Accessorial Services invoices monthly.

Billing Disputes

We commit to addressing disputed bills quickly:

If you believe that there has been a billing error, we want to make it right as quickly as possible. Please submit your claim, in writing, within 30 days to: SJVR-Billing@gwrr.com or **Revenue Billing, 13901 Sutton Park Drive South, Ste 185, Jacksonville, FL 32224**. This will allow us to research your claim quickly and resolve the issue in a timely manner. Along with a brief description, your claim must include the car initial and number and the related invoice number.

Please contact your local marketing representative if you have any questions concerning your business on the SJVR:

Mr. David Siegel
221 N "F" Street
P O Box 837
Exeter, CA 93221
(559) 592-1857
david.siegel@gwrr.com

This document is subject to the terms, conditions and guidelines provided in the Pacific Region General Tariff 1000.

The Pacific Region General Tariff 1000 Section VI provides guidelines and provisions for switching and other accessorial charges. Please review these provisions as it applies to your business on the SJVR.

Any charges not covered on this SJVR 7006 are subject to rules and provisions found in the Pacific Region General Tariff 1000 Series Tariff.

Customer Switching and Accessorial Services

Surcharges:

The surcharge payments shown below are payable by the shipper or consignor on outbound shipments and receiver or consignee on inbound shipments at San Joaquin Valley Railroad Co. stations on shipments originating or terminating at said stations. These surcharge payments are to be collected by and accrue solely to the San Joaquin Valley Railroad Co. The surcharges established in the following table are not freight or other lawful charges within the meaning of section 7 of the uniform bills of lading and the execution of section 7 shall not in any way relieve the shipper/consignor nor receiver/consignee from liability for the payment of the surcharges set forth in this table. When more than one surcharge applies each surcharge will be assessed. All surcharge fees must be paid in advance.

SJVR STATIONS	SURCHARGE	EFFECTIVE
South of Lindsay including Strathmore	$2,850.00	10/07/2008
Lamont	$3,675.00	04/21/2009
Patch	$3,675.00	04/21/2009
Ribier	$3,675.00	04/21/2009
Di Giorgio	$3,675.00	04/21/2009
Arvin	$3,675.00	04/21/2009
Hollis	$4,286.00	01/01/2013
Levee	$2,150.00	04/21/2009
Oxalis	$1,018.00	01/01/2015
Lindsay (Exeter Sub Only)	$956.00	05/15/2011
Lindsay (Porterville Sub Only)	UP Traffic - $1381.00	01/01/2013
Ivanhoe	$875.00	07/01/2011

Empty Cars Ordered and Not Used from the Union Pacific Railroad or BNSF Railroad

When an empty car is rejected by the shipper as being unfit for loading or if it is not the correct equipment ordered and the car was originally received from the BNSF or the Union Pacific Railroad, a charge of $475 will be assessed to Union Pacific or BNSF. This item supersedes any other published charge for this activity.

Call Outs/Car Repairs

When it is necessary for Carrier to close or open doors, hatches, gates or secure tie down devices on empty or loaded cars, a charge of $175 will be assessed against the customer releasing said car. In addition, when Carrier is required to repair damage to cars caused by customer, all costs of repairs will be charged to the customer. Outbound loaded cars or released empty cars will not be moved unless all doors, hatches, gates and tie down devices are secured.

Ordering Cars by Specific Car Number

Customers ordering cars in by specific car number, versus date order as they were received in carrier's yard, will be assessed a charge of $**100.00** per car unless otherwise covered under a separate agreement.

Railcars Rejected by Customer as Unsuitable For Loading Customer-refused Loaded Cars

Empty railcars rejected as unsuitable for loading and loaded railcars refused at destination without being unloaded are allowed two days of free time for inspection and release. Customers choosing to keep railroad-owned cars, or private cars on railroad property, beyond that time will be billed the Extended Asset Use charge as listed in the current SJVR Tariff.

Handling of Empty Freight Cars

This provision will not apply when the empty movement is immediately preceded by a loaded revenue movement on SJVR and empty is returned to original interchange or if the empty movement is immediately followed by a loaded revenue movement on SJVR.

This provision applies on all types of rail cars, including, but not limited to, cars provided by railroads, leased cars and cars bearing other than railroad reporting marks, but not including passenger train cars.

The charge for movement of empty cars is $2.00 per mile subject to minimum 150 miles. SJVR will not be responsible for the payment of any per diem or mileage charges, nor will SJVR absorb any switch charges. This rate will apply only to movement of cars in regularly scheduled train service.

If special train service is required for movements other than those listed above, charges contained in the Charge Schedule on page 1 of this Catalog will apply.

SJVR's maximum liability for loss and damage is $100.00 per railcar.

Method for Submission of Forwarding Instructions

SJVR will accept forwarding instructions through one of three methods at no charge; ShipperConnect (e-BOL), a Class I web site, or by making arrangements directly with third party logistics services providers to submit forwarding instructions on their behalf via a Class I web site or via EDI. SJVR will accept forwarding instructions to its Customer Service Group via fax (1-989-797-5171) or via email (**SJVR-cs@gwrr.com**), subject to a **$75.00** charge per faxed or emailed bill of lading. This charge will be assessed to the online Customer of record with the railroad.
The SJVR reserves the right to reject as an unreasonable request for service, any "fax" or "email" forwarding instructions that are illegible, whether due to poor transmission quality, poor or illegible handwriting, or otherwise. SJVR will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

Method to Release Empty Railcars

SJVR will accept empty release information using Customer Service Group via fax (1.989-797-5171) or via email (**SJVR-cs@gwrr.com**) subject to a **$75.00** charge per faxed or emailed release. This charge will be assessed to the online Customer of record with the railroad.

Date and Time Record on Notification

When electronic or mechanical devices are used to furnish forwarding instructions and/or empty release information to SJVR, the recorded date and time at which the instructions are received by SJVR will govern.