Optional Services Catalog

Customer Switching and Accessorial Services

a Genesee & Wyoming Company

PNWR 7006-5

(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.

www.gwrr.com

Charge Schedule

Item 6000	Intra-Plant Switch	^$250
Lease Track to Customer Track	Intra-Terminal Switch	^$250
Item 6010	Intra-Terminal Switch	^$400
Item 6020	Inter-Terminal Switch	^$400
Item 6210	Diversion/Re-consignment	^$375
Item 6040	Cars Received in Error by Carrier	^$500
Item 6050	Car Released Without Bill of Lading	^$285
Item 6070	Special Train Charges	^$3,000 Minimum ^$350/hr>10hr
Item 6080	Closing Doors	^$200
Item 6090	Overload Charges	^$850
Item 6130	Turning of Cars	^$325
Item 6140	Empty Cars Ordered but Not Loaded	^$550
Item 6150	Cars Ordered and Cancelled While En route	^$175
Item 6160	Cars Received and Refused due to Improper Condition	^$500
Item 6170	Empty/Loaded Cars Released but Not Available to Pull	^$550
Item 6180	Empty/Loaded Cars Ordered In But Unable to Place	^$550
	Weighing Doesn't Include Switching (Industry Scales)	^$375
	Special Switching	^$1,700
	Cherry Pick	^$175

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Billing Guarantees

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.
To be eligible for a review, a claim must be submitted, in writing, within 30 days of the invoice date to: WesternDisputes@gwrr.com

Along with a brief description, your claim must include the car initial and number and the related invoice number.

Any claim not filed within thirty (30) days from the date of the invoice will be declined.

Any non-disputed charges should be paid by the due date listed on the respective invoice.

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

Jason Wolfe
Manager, Sales & Marketing
(541) 924-6589
Jason.Wolfe@gwrr.com

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

The Western 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 PNWR.

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

Handling of Empty Freight Cars

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

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 ^$5.50 per mile, subject to a minimum of ^175 miles. PNWR will not be responsible for the payment of any per diem or mileage charges, nor will PNWR 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.

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

Re-Railing Railcars and Railcars Damaged by Customers

Railcars should not be moved by customers after placed by PNWR. At times, it is necessary for customers to move railcars and all precautions should be taken to avoid incident and derailing railcars. If a railcar becomes derailed, customer must notify PNWR immediately. If PNWR is used to assist in the re-railing of the cars or if PNWR finds a railcar damaged in a derailment and not reported a minimum charge of ^$3,000 will be assessed plus all other charges for costs that may apply to re-rail and repair railcars and track.

Transload/Team Track Utilization

Please contact PNWR Marketing & Sales representative for inquiries regarding use of railroad owned transload track/team track for private or railroad cars

Use of Idler Car

When articles on account of length, require more than one car, each additional car (commonly known as an idler) shall be charged at ^$75 per idler unless otherwise specified in pricing document.

Over-Dimensional and/or Heavy Loads

Rates for any one or more of the following conditions must be on an individual shipment basis arranged with the PNWR prior to shipment from or arrival to the PNWR.

- Car having capacity exceeding 220,000 lbs weight
- Clearance/Dimensional shipments with heights exceeding 15’ 10”, width exceeding 10’ 8”, or weight restrictions.
- All cars of AAR Car Types FA,FC,FCA,FD,FMS,FW,LF,LG and LS.

See Section VII of the Pacific Region General Tariff 1000 for information for moving high/wide or heavy shipments on the PNWR. All Clearance Requirements must be met before shipment arrives on the PNWR. Contact: pnwr-cs@gwrr.com for more information.

The cost of processing this request for clearance is ^$300 when the movement originates on the PNWR.

Heavy duty flat cars of mechanical designation “FD”, “FM” or “FW” with capacity in excess of 130 tons, will be subject to an additional charge of ^$3,000 per car when car is moved within or between any stations on the PNWR.

Special Train Service

In addition to Special Train Service Charges as found in Item 6070, if an additional locomotive is necessary a charge of ^$600 per locomotive plus fuel as provided in PNWR 9502 Fuel Cost Recovery Surcharge Tariff would apply.

If Special Train Service is requested for other than freight service, the Marketing and Sales Department must be contacted for rate information and will be quoted on a case by case basis.

Empty Cars Furnished by Connecting Lines but Not Ordered

On empty cars that are furnished for loading but not ordered by PNWR or its customers and the car has been placed to industry or railroad track other than interchange, then a charge of ^$175 per car will be assessed against the railroad furnishing the car.

Method to Release Empty Railcars

PNWR will accept empty release information using ShipperConnect™ at no charge. PNWR will accept empty release information to its Customer Service Group via fax (1-904-999-5328) or via email **(PNWR-cs@gwrr.com)** subject to a ^$45.00 charge per faxed or emailed release. This charge will be assessed to the online Customer of record with the railroad.

Method for Submission of Forwarding Instructions

PNWR 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. PNWR will accept forwarding instructions to its Customer Service Group via fax (1-904-999-5328) or via email **(PNWR-cs@gwrr.com),** subject to a ^$45.00 charge per faxed or emailed bill of lading. This charge will be assessed to the online Customer of record with the railroad.

The PNWR 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. PNWR will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

Date and Time Record on Notification

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

Private Passenger Cars Moving on Own Wheels in Regular Freight Service Unoccupied (STCC 37 421 90)

Minimum charges for private passenger cars moving is ^$800 per car (includes first 100 miles) and ^$3.50 per mile after first 100 miles when moved between any station on the WPRR or PNWR to any other station on the WPRR or PNWR or from any station on the WPRR or PNWR or interchange with any other Carrier to any station on the WPRR or PNWR or interchange with any other Carrier.

PNWR accepts no liability for damage to rolling stock.
All cars require mechanical inspection before accepting for movement.
Rate is applicable on any movement, including interline movements with one or more Carriers.