Optional Services Catalog

Customer Switching and Accessorial Services

a Genesee & Wyoming Company

Charge Schedule

Intra-Plant Switch	$200	Item 6000
Intra-Terminal Switch	$375	Item 6010
Inter-Terminal Switch	$375	Item 6020
Diversion/Re-consignment	$350	Item 6210
Error Moves	$475	Item 6040
Car Released Without Bill of Lading	$200	Item 6050
Special Train Charges	Minimum $2,000	Item 6070
Closing Doors	$175	Item 6080
Overload Charges	$770	Item 6090
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	$475	Item 6160
Empty/Loaded Cars Released But Not Available to Pull	$500	Item 6170
Empty/Loaded Cars Ordered In But Unable to Place	$500	Item 6180
Unit Train Switching	$500 Per Train	
Weighing	$330	

PSAP 7006-15

(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

a Genesee & Wyoming Company

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 this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to: PSAP-Billing@gwrr.com or **Revenue Billing, 13901 Sutton Park Drive South, Ste 185, Jacksonville, FL 32224**. 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 PSAP:

Mr. Bryan Reilly
1710 Midway Court
Centralia, WA 98531
(360) 239-9685
bryan.reilly@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 PSAP.

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

Switching Application

Switching rates and charges named in this section will apply as follows:

- Applicable at all points on the PSAP unless specified by written agreement.
- Intra-Terminal, Inter-Terminal and Intra-Plant service as described in G&W 1000, Intra-Terminal, Inter-Terminal and Intra-Plant services are applicable in connection with line haul traffic.
- Normal switching contemplates only one switch per day and only on those days when the PSAP has regularly scheduled switching service to the industry or plant.
- When shipments consist of one or more loaded cars and one or more idler cars, each loaded car and each idler car shall be charged as a loaded car.
- When shipments are made in articulated cars, with the exception of intermodal equipment, have one or more freight carrying units, permanently or semi-permanently coupled with one or more axles between the units, each unit of said car will be charged as one loaded car regardless of the number of car numbers assigned to said car.
- Charges in this tariff do not apply to shipments of dimensional or overweight loads requiring special train service or handling as determined by PSAP.
- Special Switching – If requested by an industry or connecting carrier special switching will be performed at the sole discretion of the PSAP at the negotiated charges. Such charges are in addition to all other applicable charges and switching rates named in this tariff. Special Switching charge will be assessed and billed to the industry or connecting carrier authorizing or requesting the special switching service.

Handling of Empty Freight Cars

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

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 a minimum of 150 miles. PSAP will not be responsible for the payment of any per diem or mileage charges, nor will PSAP 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.

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

Special Train Service

If special train service is requested, cancellation of that service must be received by 5:00 PM the day prior to special train service date.

Method for Submission of Forwarding Instructions

PSAP 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. PSAP will accept forwarding instructions to its Customer Service Center via fax (1-855-707-7481) or via email (**PSAP-cs@gwrr.com**), subject to a $35.00 charge per faxed or emailed bill of lading. This charge will be assessed to the online Customer of record with the railroad.
The PSAP 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. PSAP will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

Method to Release Empty Railcars

PSAP will accept empty release information using ShipperConnect™ at no charge. PSAP will accept empty release information to its Customer Service Center via fax (855-707-7481) or via email (**PSAP-cs@gwrr.com**) subject to a $35.00 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 PSAP, the recorded date and time at which the instructions are received by PSAP will govern.

AUTOMAX AUTO-RACKS – Facility (Infrastructure) Charge

When articulated (two or more units permanently or temporarily joined together) tri-level and bi-level Automax auto-rack railcars, used in the transportation of motor vehicles, are received at interchange and are destined for the Port of Grays Harbor Terminal additional switching may be necessary due to the track configuration of the Port. A switching and accessorial charge of $1,100 will be added to each Automax car, empty or loaded to cover the additional switching services performed by the PSAP crew.

APPLICATION OF INTERMEDIATE – GENERAL RULES AND CHARGES

Intermediate Switching is an interline switch that involves the movement of a railcar, loaded or empty, from the interchange track of one connecting rail Carrier to the interchange track of another connecting rail carrier within the switch limits of the same station, where the switch carrier neither originates or neither terminates the shipment nor receives line haul revenue.

Intermediate Switching charge is $500 per railcar, loaded or empty.

Except as otherwise provided, when an intermediate rail carrier, applicable, affects the interchange between PSAP and the line-haul rail carrier published charges assessed against PSAP by the intermediate carrier for the switch movement of a loaded railcar from or to the connecting line-haul carrier or for the return of a loaded/empty railcar to the line-haul carrier will be in addition to the applicable PSAP Intermediate switching charge.

APPLICATION OF INTER-TERMINAL, LINE HAUL, RECIPROCAL SWITCHING – GENERAL RULES AND CHARGES

Inter-Terminal, line haul, and reciprocal switching is an interline switch that involves the movement of a railcar, loaded or empty, from the interchange track of one connecting rail carrier to the interchange track of another connecting rail carrier within the switch limits of the same station, where the switch carrier neither originates or neither terminates the shipment nor receives line haul revenue.

Inter-Terminal, Line Haul, Reciprocal Switching charge between switching districts of Blakeslee Junction, Centralia, Chehalis, Essex, and Lakeside and Maytown is $500

Inter-Terminal, Line Haul, Reciprocal Switching charge between switching districts of Blakeslee Junction, and Frederickson is $1500.

APPLICATION OF INTERCHANGE ERROR/ SWITCHING – GENERAL RULES AND CHARGES

When PSAP elects to forward an interchange error movement to the proper rail carrier within the same switching district, intermediate charges will be assessed in accordance with this book against shipper, billing party or rail carrier.

Interchange Error/Switching charges with BNSF, Union Pacific, TMBL, TRMW, and WWR is $500 per railcar, loaded or empty.

In the even PSAP receives a railcar for Reciprocal Switching to a closed customer, PSAP will assess an additional $2,300 per railcar against the requesting shipper, billing party or rail carrier from whom the railcar was received.

When railcar(s), empty or loaded, are received from a connecting rail carrier in error or without necessary forwarding instructions and PSAP returns the railcar(s) to the delivering rail carrier, a charge

Continued on next page

of $475 per railcar, except as otherwise provided below, may be assessed against the against shipper, billing party or carrier rail carrier interchanging the railcar(s) to PSAP.

When PSAP elects to forward an interchange error movement to the proper rail carrier within the same switching district, intermediate charges will be assessed in accordance with this book against the against shipper, billing party or delivering rail carrier.

When railcars are received in interchange and are returned for mechanical or safety reasons PSAP will assess the same charge as an interchange error movement.

Unless otherwise provided, when loaded or empty railcar(s) are received from a connecting rail carrier in error or without necessary forwarding instructions and PSAP performs line-haul service or when railcars are received at the incorrect interchange location moving in line-haul service (including Run-Through Train Service), such movements will be subject to a charge of $3 per mile ($300 minimum per railcar, $150 minimum per TOFC/COFC** unit) to the requesting shipper, billing party, or rail carrier. PSAP to return the railcar(s) to the original interchange point (round trip) or to a subsequent interchange point or destination customer. Forwarding instructions (EDI 404, 417, 418) that contain erroneous information received from another rail carrier that cause additional line-haul movement of traffic, are subject to the same charges.

PSAP will not be liable for any setback, switching, or line-haul charges assessed by another rail carrier resulting from a billing error or an interchange error of another rail carrier.

Intermediate Switch Charges			
TO/FROM	**TO/FROM**	**PER CAR CHARGE**	**NOTES**
UP	BNSF	**$500**	Switching charges billed to the rail carrier ordering the shipment to interchange.