Optional Services Catalog

Customer Switching and Accessorial Services

a Genesee & Wyoming Company

Charge Schedule

Intra-Plant Switch	$150	Item 6000
Intra-Terminal Switch	$250	Item 6010
Inter-Terminal Switch	$250	Item 6020
Diversion/Re-consignment	$300	Item 6210
Error Moves	$500	Item 6040
Car Released Without Bill of Lading	$250	Item 6050
Special Train Charges	$1,200 Minimum ($300/hr >4 Hours)	Item 6070
Closing Doors	$150	Item 6080
Overload Charges	$250	Item 6090
Re-spot charge	$250	
Cars to Repair Shop	**Cancelled**	
Turning of Car	$300	Item 6130
Empty Cars Ordered But Not Loaded	$250	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	$500	Item 6170
Empty/Loaded Cars Ordered In But Unable to Place	$500	Item 6180

LXVR 7006-2

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 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: LXVR-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 LXVR:

Danny Evans
(662) 435-6192
Danny.evans@gwrr.com

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

The Southern 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 LXVR.

Any charges not covered on this LXVR 7006 are subject to rules and provisions found in the Southern RegionGeneral Tariff 1000.

Handling of Empty Freight Cars

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

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 $300 per car. LXVR will not be responsible for the payment of any per diem or mileage charges, nor will LXVR 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.

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

Cars With Improper Loading or in a Dangerous Manner

When cars are discovered to be loaded in an improper, or dangerous manner, either at origin or beyond the origin switching limits, the transferring or reloading of the shipment will be the responsibility of the shipper, and a switching charge will be assessed of $300.00 per car, if such service is performed by carrier.

The shipper on the Bill of Lading will be responsible for all charges that accrue in connection with this item, in addition, the shipper will indemnify LXVR from liability for any loss of life, personal injury, or damages to property as a result of the improper loading of equipment.

Special Train Service

Special Train Service charge will be $100.00 per mile for the distance over the actual route of movement on this railroad subject to a minimum of 35 miles.

Dimensional Load Charges

Minimum charges of $ 5,000 for a dimensional load. Please consult your Marketing Representative for a rate quote.

See Section VII of the Southern Region General Tariff 1000 for information for moving high/wide or heavy shipments on the LXVR. All Clearance Requirements must be met before shipment arrives on the LXVR.

Charges for Stand-By Switching Services

When the LXVR locomotive and operating crew are held at the request of an industry or shippers agent, or when the locomotive and crew are delayed by an industry or shippers agent within the confines of the industry or immediately adjacent thereto, or is requested by the industry or shippers agent to perform extra switching service before or after regular switching service, the charge for such a stand-by, delay, or extra switch service shall be at the rate of $300.00 for the first hour or fraction thereof with a minimum of 4 hours.

Re-Spotting Charge

When cars placed by LXVR at industry or team tracks for loading or unloading are released by consignee as loaded or empty prior to being completely loaded or unloaded, and such cars are moved by LXVR from industry or team tracks, they will be subject to a charge of $250.00.

The cars will remain on continuous demurrage transaction beginning with the date and time of initial placement and notification by LXVR.

Leaking Cars Containing Hazardous Materials

LXVR will access a charge of $1,500 for the handling of cars loaded with or containing residue of Dangerous Good/Hazardous Materials that are found to be leaking and must be moved to an isolation track for securement. Charges will be assessed to the shipper on the bill of lading. The $1,500 charge includes switching and demurrage charges but excludes securement charges.

Inspection of Cars Prior to Release

When it is necessary for loaded cars to be inspected b LXVR prior to release of car for movement, such inspection service will be performed free of charge only if at least 24 hours notice was given to LXVR for inspection and the car involved is completely ready for inspection at the time and date notification was given to LXVR to arrange for the inspection.

In the event the car is not ready for inspection on the same date as when notification was given and it is necessary for the car inspector to return to point from which dispatch was made, a charge of $50.00 per hour, or fraction of an hour, will be assessed against the party making the inspection arrangements. If the car is not ready at the specified time, and car inspector elects to wait until the car is ready, a charge of $50.00 per hour, or fraction of an hour will be assessed against the party making the arrangements for the inspection from the time car was supposed to be ready and the actual time car was ready for inspection or if the car is not ready at the specified time, and car inspector is held sufficiently long so as to cause the car inspector to exceed an 8 hour workday, including transit time to and from the inspection station, a charge of $100.00 per hour, or fraction of an hour, will be assessed the excess hours over 8, against the party making the arrangements for the inspection.

In addition to the above charges, a vehicle charge will be assessed in the amount of 50 cents per mile, to be assessed on the highway mileage to and from inspection point.

Empty Car Billed as Load

If a car is tendered to carrier for shipment and after the transportation commences it is discovered that through error of the shipper the car is empty, charges will be assessed on basis of Intra-terminal Switching charge of $250.00

Incomplete Bill of Lading Information

When cars have been pulled from the industry or team track and the customer-supplied documentation on, or associated with the Bill of Lading, is insufficient, inaccurate or incomplete to continue or complete service delivery, LXVR will correct the Documentation with the shipper and:

1. The shipper will be assessed an Incomplete Documentation charge of $250.00 per car.

2. If the car must be stopped awaiting further information or documentation from shipper, the car will be placed in hold status and all applicable demurrage or other ancillary charges such as switching will apply.

3. Cars will not be removed from hold status until the sipper provides LXVR with complete information.

METHOD FOR SUBMISSION OF FORWARDING INSTRUCTIONS

LXVR 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. LXVR will accept forwarding instructions to its Customer Service Center via fax (1-888-859-4229) or via email (**LXVR-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 LXVR 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. LXVR will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

METHOD TO RELEASE EMPTY RAILCARS

LXVR will accept empty release information using ShipperConnect™ at no charge. LXVR will accept empty release information to its Customer Service Center via fax (1.888-859-4229) or via email (**LXVR-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 OF NOTIFICATIONS

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