Optional Services Catalog

Customer Switching and Accessorial Services

a Genesee & Wyoming Company

PNW 7006-2

(Cancels All Prior Versions)

Charge Schedule

Intra-Plant Switch	**$135**	Item 6000
Intra-Terminal Switch	**$250**	Item 6010
Inter-Terminal Switch	**$350**	Item 6020
Diversion/Re-consignment	**$350**	Item 6210
Error Moves	**$500**	Item 6040
Special Train Charges	$3,000 min. ($300/hr >8 Hours)	Item 6070
Car Released Without Bill of Lading	**$400**	Item 6050
Closing Doors	**$300**	Item 6080
Overload Charges	**$500**	Item 6090
Turning of Car	$250	Item 6130
Empty Cars Ordered but Not Loaded	**$350**	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
Car Received at Interchange Without Billing	$500	
Hold Charge Awaiting Billing	$75 per day	
Weighing Charge	**$75** per car	

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 a review, you must submit your claim, in writing, within 30 days of the invoice date to: centralregion_disputes@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. Any claim not filed within thirty (30) days from the invoice date will be declined. All non-disputed charges should be paid within 15 days of the date of the invoice.

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

Ryan Atkins
Manager, Marketing & Sales
501-844-4444 X205
Ryan.atkins@gwrr.com

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

The Central 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 PNW.

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

Switching of Locomotives

Locomotives moving on own wheels, but not under own power, when moved from one location to another location within the same switching district, will be assessed a charge of $400.00. If the locomotive is moved for turning, the charge will be applied in each direction.

Charges for Cars with Four or More Axles

Charges for intra-plant, intra-terminal or inter-terminal switching will be confined to cars having no more than four axles.
When cars with more than four axles are found in switching service, the charges for such services will be 200% of that shown herein for the same service application on cars with four axles.

Delay of Train

When the train crew or locomotive is delayed or prevented from continuous movement at the carrier's ordinary operating convenience because of interruption, interference, or any other condition caused by customer, the train crew and /or locomotive will be held at the nearest available location and the service completed when conditions permit. For such delay, a charge of $25 for each five minutes or fraction thereof in excess on 20 minutes will be assessed to customer. This charge is in addition to any applicable freight or switching charges.

Charge for Heavy Duty Flat Cars

When heavy duty flat cars as defined in Tariff ICC RPS 6740-series are used on shipments both originating and terminating within the same switching district, the following charges will be assessed:

USE CHARGE
$1,000.00 per car switching movement (not subject to any other switching charges published in this tariff.

SPECIAL DETENTION CHARGES:
Additional detention charges published in PNW 6006-series Tariff

METHOD FOR SUBMISSION OF FORWARDING INSTRUCTIONS

PNW 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. PNW will accept forwarding instructions to its Customer Service Center via fax (1-904-999-3986) or via email (**PNW-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 PNW 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. PNW will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

Method to Release Empty Railcars

PNW will accept empty release information using ShipperConnect™ at no charge. PNW will accept empty release information to its Customer Service Center via fax (1-855-634-5102) or via email **(PNW-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 PNW, the recorded date and time at which the instructions are received by PNW will govern.