Optional Services Catalog

Extended Asset Use

Flexible Asset Utilization…

The effective management of railcars is critical to the success of the railroad and our customers. Efficient asset utilization benefits you by increasing the availability of railcars.

From time to time, you may need to use our railcars for a longer period of time. In that case we provide you, at your option, with the use of that equipment, for a fee.

Extended use of railway provided assets

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Free time is defined as Saturdays, Sundays, Holidays and Fridays if car is placed on Friday. Once charges for additional time begins, there are no more free days; all days will be billed the daily rate.

AT LOADING	FREE TIME	ITEM 3040
Loading	2 Days	$45 per Railcar per Day up to 12 Days $100 per Railcar per Day each day thereafter
AT UNLOADING	**FREE TIME**	**ITEM 3050**
Unloading	2 Days	$45 per Railcar per Day up to 12 Days $100 per Railcar per Day each day thereafter

EXTENDED USE OF RAILWAY TRACK ASSETS		
PRIVATE EMPTY RAILCAR	**FREE TIME**	**ITEM 3040**
Loading on AKMD Track	2 Days	$45 per Railcar per Day up to 12 Days $100 per Railcar per Day each day thereafter
PRIVATE EMPTY RAILCAR	**FREE TIME**	**ITEM 3050**
Unloading on AKMD Track	2 Days	$45 per Railcar per Day up to 12 Days $100 per Railcar per Day each day thereafter

DANGEROUS GOODS AND HAZARDOUS MATERIALS (EXCLUDING TIH/PIH)		
	FREE TIME	**ITEM 3050**
Loading and Unloading	0 Days	$250 per Railcar per Day

TIH/PIH MATERIALS		
	FREE TIME	**ITEM 3050**
Loading and Unloading	0 Days	$1000 per Railcar per Day

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

HEAVY DUTY FLAT CAR DETENTION		
LOADING AND UNLOADING	**FREE TIME**	
1st 24 Hours	0 Days	$150 per Railcar per Day
2nd 24 Hours	0 Days	$200 per Railcar per Day
3rd 24 Hours	0 Days	$250 per Railcar per Day
4th 24 Hours	0 Days	$300 per Railcar per Day
5th 24 Hours	0 Days	$350 per Railcar per Day
6th 24 Hours and each hour thereafter	0 Days	$450 per Railcar per Day

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AKMD 6006-2

(Cancels All Prior Versions)

- **Loading and Unloading Flexibility**
- **Billing Guarantee**
- **Weekly 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.

Please contact your local marketing representative if you have any questions concerning this service.

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.

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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 have changed our systems to issue Extended Asset Utilization invoices weekly.

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. 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.

Flexible Car Ordering…

Things don't always go as planned. We recognize that, sometimes, you will have to change your railcar order for loading or unloading. When this involves ordering an empty railcar for loading and actual or constructive placement is performed, and the railcar is then released without being loaded, it is classified as a *railcar ordered but not used.*