

# Optional Services Catalog

## Extended Asset Use

### Flexible Asset Utilization...

The effective management of railcars is critical to the success of GEXR 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

If you use our railcars for a longer period of time, you will be subject to our debit/credit system which calculates credits and debits to arrive at a monthly total. If credits exceed debits, no charge will be incurred. If debits exceed credits, the charges below apply per debit. Billing will only include cars placed within the calendar month. At no time will credits be shared between loading and unloading events.

Note: Debits do not apply to non-chargeable days, as defined in the Canada Region General Tariff 1000 Section III, Demurrage and Storage Provisions.

AT LOADING	FREE TIME	ITEM 3040
Loading	1 Day	\$80 per Railcar per Day
AT UNLOADING	FREE TIME	ITEM 3050
Unloading	2 Days	\$80 per Railcar per Day

*EXTENDED USE OF RAILWAY TRACK ASSETS		
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3040
Loading - GEXR Track	1 Day	\$80 per Railcar per Day
PRIVATE LOADED RAILCAR	FREE TIME	ITEM 3050
Unloading - GEXR Track	2 Days	\$80 per Railcar per Day
(Excludes Hazardous Materials)		
*For Private Equipment loading or unloading on GEXR Track, a Saturday, Sunday, or Holiday will be considered non-chargeable when the car has been tendered with 24 hours before the Saturday, Sunday, or Holiday. If free time on the car has already expired and customer is in chargeable days, then all subsequent Saturdays, Sundays, or Holidays are chargeable. A Saturday, Sunday or Holiday cannot be the first chargeable day. This is applicable for private equipment only and does not apply for any other type of equipment.		

DANGEROUS GOODS AND HAZARDOUS MATERIALS		
	FREE TIME	ITEM 3050
Loading and Unloading	0 Days	\$250 per Railcar per Day

HEAVY DUTY CAR DETENTION		
	FREE TIME	ITEM 3050
Loading	1 Day	\$250 per Railcar per Day
Unloading	2 Days	\$250 per Railcar per Day
<i>Applies to specialty equipment and equipment used in transporting dimensional shipments.</i>		



**a Genesee & Wyoming Company**

## **GEXR 6006-15**

(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.

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

[www.gwrr.com](http://www.gwrr.com)



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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.

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## Billing On-Time

**We commit to bill you on time**

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

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## 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:

[CanadaDisputes@gwrr.com](mailto:CanadaDisputes@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.*

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## 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*.