

Optional Services Catalog
**Customer Switching
 and Accessorial Services**



a Genesee & Wyoming Company

Charge Schedule

Item 6000 Intra-Plant Switch	\$300
Item 6010 Intra-Terminal Switch	\$575
Item 6020 Inter-Terminal Switch	\$575
Item 6210 Diversion/Re-consignment	\$410
Item 6040 Error Moves	\$600
Item 6050 Car Released without Bill of Lading	\$575
Item 6070 Special Train Charges	\$4,000 Minimum
Item 6080 Closing Doors	\$400
Item 6090 Overload Charges	\$600
Item 6130 Turning of Car (where applicable)	\$473
Item 6140 Empty Cars Ordered But Not Loaded	\$557
Item 6150 Cars Ordered and Cancelled while En Route	\$200
Item 6160 Cars Received and Refused due to Improper Condition	\$600
Item 6170 Empty/Loaded Cars Released but Not Available to Pull	\$600
Item 6180 Empty/Loaded Cars Ordered In But Unable to Place	\$600
Weighing / Re-weighing (each, where applicable)	\$300

PCNR 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

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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, a claim must be submitted, in writing, within 30 days of the invoice date to:

CoastalDisputes@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.

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

Russ Smitley
VP Sales and Marketing
(904) 900-6270

Email: russ.smitley@gwrr.com

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

The General Coastal Region 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 PCNR.

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

Handling of Empty Freight Cars

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

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 \$557 per car. PCNR will not be responsible for the payment of any per diem or mileage charges, nor will PCNR 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.

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

Re-Spot Charge For Release Of Partially Loaded/Unloaded Cars:

When cars are placed by PCNR at industry or team tracks for loading or unloading and are released by consignee as loaded or empty prior to being completely loaded or unloaded, and such cars are moved by PCNR from industry or teams tracks, a charge of \$400 will be assessed for the "Re-Spot" at industry or team track to complete the loading or unloading of cars.

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

Method for Submission of Forwarding Instructions

PCNR 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. PCNR will accept forwarding instructions to its Customer Service Center Group via fax (1-904-394-1136) or via email (PCN-cs@gwrr.com), subject to a \$125.00 charge per faxed or emailed bill of lading. This charge will be assessed to the online Customer of record with the railroad.

The PCNR 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. PCNR will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

Method to Release Empty Railcars

PCNR will accept empty release information using ShipperConnect™ at no charge. PCNR will accept empty release information to its Customer Service Group via fax (1-904-394-1136) or via email (PCN-cs@gwrr.com) subject to a \$125.00 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 PCNR, the recorded date and time at which the instructions are received by PCNR will govern.

Equipment Mis-Use Charges

If the PCN provides to the shipper a CSXT controlled or furnished freight car, such car must be routed via a route in which the CSXT participates as a line-haul carrier.

If the PCN provides to the shipper a NS controlled or furnished freight car, such car must be routed via a route in which the NS participates as a line-haul carrier.

If cars are not routed, per the above, a charge of \$2000 per car will be assessed to the entity and/or individual who provided the routing instructions. Such charges will be in addition to any charges which the CSXT or NS may assess.

Exception: This charge will not be assessed when the entity and/or individual who provided the routing instructions has received prior concurrence of the CSXT or NS car management department, respectively, and furnishes same to PCN, to use such equipment via other than the CSXT or NS, respectively.

Dimensional Load Charges

Minimum charge of \$6,000 for a dimensional load. Please consult your Marketing Representative for a rate quote.

Charges for Stand-By Switching Services

When the PCNR 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 \$600.00 per hour with a minimum of 8 hours.