

## **CSXT 8100 Publication: Changes in red will be effective in February 2024**

### **1.3.3 – Safe Loading of Railcars [CURRENT LANGUAGE]**

All railcars must be loaded in a safe and secure manner, in compliance with all laws, and in accordance with Association of American Railroad and CSXT rules and standards. Customers are liable for all damage, including damage to CSXT's track and equipment, and all costs incurred by CSXT that result from the improper loading of a railcar. Customers are also liable for all damage to Carrier Cars while in their possession. Customers are liable for costs associated with adjustment, transfer, or proper disposal of lading that results from defects or failures of privately owned or shipper supplied railcars.

If you have any questions about loading railcars, please contact CSXT's Load Engineering and Design team at:

- 1-800-432-1032
- LEADSClosedCar@csx.com for merchandise
- LEADSOpenTop@csx.com for metals, machinery, military equipment, open top hoppers, forest products and building materials

A railcar is unsafely loaded if it exceeds the railcar's physical limits (including by being overloaded), contains lading that is improperly secured, is leaking, or is unbalanced. A railcar with liquids (including liquefied gasses) is unbalanced if it is not properly emptied or completely filled with the proper outage in the vapor space. Partial loads are not permitted. A railcar is considered overloaded when it exceeds the railcar weight or track weight limits related to the route that the shipment will take. CSXT may take immediate action to secure an unsafely loaded railcar. If a railcar is unsafely loaded, to the extent practicable, the Customer will be notified and given an opportunity to take corrective action.

- If CSXT determines that a railcar is unsafe to move because it is unsafely loaded, we will work with the Customer to facilitate a weight reduction, load transfer or load adjustment. Unsafely loaded railcars may be moved to an isolated track for securement or correction, at Customer expense
- Within 48 hours of receipt of notification that a railcar is unsafely loaded, Customers should provide CSXT with a written plan for the correction of the unsafe situation. If, after 48 hours, no such corrective instructions are received, CSXT shall be deemed to be authorized to take an action to correct the unsafe situation. Customer shall be responsible for the costs of any contractor retained by CSXT to adjust the load, plus a 15% handling fee
- CSXT may apply a charge of \$1,000.00 for each unsafely loaded railcar; additional handling fees may also apply
- Unsafely loaded railcars shall be subject to demurrage charges until corrective action is completed
- If an additional railcar is needed to transport part of the unsafely loaded railcar's lading, the rate for transporting that extra railcar will be determined as if it were traveling the originally billed route under the same commodity-specific public price or private contract price as the original unsafely loaded railcar.

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### 1.3.3 – Safe Loading of Railcars [NEW LANGUAGE]

All railcars must be loaded in a safe and secure manner, in compliance with all laws, and in accordance with Association of American Railroad and CSXT rules and standards. Customers are liable for all damage, including damage to CSXT's track and equipment, and all costs incurred by CSXT that result from the improper loading of a railcar. Customers are also liable for all damage to Carrier Cars while in their possession. Customers are liable for costs associated with adjustment, transfer, or proper disposal of lading that results from defects or failures of privately owned or shipper supplied railcars.

If you have any questions about loading railcars, please contact CSXT's Load Engineering and Design team at:

- 1-800-432-1032; or
- [LEADS@CSX.COM](mailto:LEADS@CSX.COM)
- For loading hazardous materials or loading tank cars, please contact our HazMat team at [FRAHMReports@csx.com](mailto:FRAHMReports@csx.com).

A railcar is unsafely loaded if it is not in compliance with the AAR rules as stated above and/or it contains lading that is improperly secured, is leaking, or is unbalanced or if it exceeds the physical limits of the railcar (including being overloaded by weight or by volume). A railcar with liquids (including liquefied gasses) is unbalanced if it is not properly emptied or completely filled with the proper outage in the vapor space. Partial loads are not permitted. A railcar is considered overloaded when it exceeds the railcar weight or track weight limits related to the route that the shipment will take. CSXT may take immediate action to secure an unsafely loaded railcar. If a railcar is unsafely loaded, to the extent practicable, the Customer will be notified and given an opportunity to take corrective action.

- If CSXT determines that a railcar is unsafe to move because it is unsafely loaded, we will work with the Customer to facilitate a weight reduction, load transfer or load adjustment. Unsafely loaded railcars may be moved to an isolated track for securement or correction, at Customer expense
- Within 48 hours of receipt of notification that a railcar is unsafely loaded, Customers should provide CSXT with a written plan for the correction of the unsafe situation. If, after 48 hours, no such corrective instructions are received, CSXT shall be deemed to be authorized to take an action to correct the unsafe situation. Customer shall be responsible for the costs of any contractor retained by CSXT to adjust the load, plus a 15% handling fee
- CSXT may apply a charge of \$2,500 for each unsafely loaded railcar; additional handling fees may also apply
- Unsafely loaded railcars shall be subject to demurrage charges until corrective action is completed
- If an additional railcar is needed to transport part of the unsafely loaded railcar's lading, the rate for transporting that extra railcar will be determined as if it were traveling the originally billed route under the same commodity-specific public price or private contract price as the original unsafely loaded railcar.

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### 1.3.6 – Releases of Non-Hazardous Materials [CURRENT LANGUAGE]

When a non-accidental release of a non-hazardous product occurs, CSXT acts promptly to address the situation and may incur environmental or other clean-up costs, including from service disruptions and crew/locomotive expenses from moving affected Railcars to a secure location. CSXT may charge a railroad owner, consignor, or freight payor for any and all costs incurred during the response, clean-up, remediation, and switching or repositioning of Railcars resulting from a non-accidental release. The minimum charge for responding to a non-accidental release, including the switching or repositioning of cars involved in a non-accidental release, is currently \$2,000.00/ railcar per event.

### 1.3.6 – Releases of Non-Hazardous Materials [NEW LANGUAGE]

An non-accidental release occurs when there is a release of a non-hazardous material while being transported, such as spilling over sides or the unintentional opening of doors and/or hatches that were not properly secured from origin, while in railroad possession that is not caused by a derailment, collision or other rail related accident.

When a non-accidental release of a non-hazardous product occurs, CSXT acts promptly to address the situation and may incur environmental or other clean-up costs, including from service disruptions and crew/locomotive expenses from moving affected Railcars to a secure location. CSXT may charge a railroad owner, consignor, or freight payor for any and all costs incurred during the response, clean-up, remediation, and switching or repositioning of Railcars resulting from a non-accidental release. The minimum charge for responding to a non-accidental release, including the switching or repositioning of cars involved in a non-accidental release, is currently \$2,500/ railcar per event.

### 2.1.1 – Calculating Demurrage [CURRENT LANGUAGE]

Calculating Demurrage (2.1.1) CSXT calculates and bills Demurrage on a monthly basis using a debit/credit system. Carrier Cars are tracked, calculated, and billed in separate accounts based on whether they are loaded, empty, refrigerated boxcars, heavy duty flat cars, RSSMs, or other Hazardous Material railcars. The company:

- Allows one day credit to load or unload a Carrier Car; except that no credits are available for Carrier Cars loaded with RSSM.

If CSXT cannot place or pull a railcar due to Customer's failure to facilitate CSXT's access to the railcar, the railcar continues to accrue debits.

At the end of each month, credited days and debited days are totaled for each Carrier Car Released at a particular Customer location:

- If total credit days exceed total debit days, no Demurrage accrues
- If total debit days exceed total credit days, Demurrage accrues
- Excess debit days, multiplied by the applicable rate, determine the Demurrage amount billed to the Customer

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- Carrier Cars are tracked, calculated, and billed in separate accounts based on whether they are loaded, empty, inbound, or outbound; credits in one account cannot be used to offset debits in the other
- Excess Demurrage credits do not carry over to the next month Debit days start at 00:01 the next day after CSXT notifies the Customer of Constructive Placement of a railcar, or Actual Placement of a railcar

Debit days start at 00:01 the next day after CSXT notifies the Customer of Constructive Placement of a railcar, or Actual Placement of a railcar.

### 2.1.1 – Calculating Demurrage [NEW LANGUAGE]

Calculating Demurrage (2.1.1) CSXT calculates and bills Demurrage on a monthly basis using a debit/credit system. Carrier Cars are tracked, calculated, and billed in separate accounts based on whether they are loaded, empty, refrigerated boxcars, heavy duty flat cars, RSSMs, or other Hazardous Material railcars. The company:

- Allows one day credit to load or unload a Carrier Car; except that no credits are available for Carrier Cars loaded with RSSM.

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- If total debit days exceed total credit days, Demurrage accrues
- Excess debit days, multiplied by the applicable rate, determine the Demurrage amount billed to the Customer
- Carrier Cars are tracked, calculated, and billed in separate accounts based on whether they are loaded, empty, inbound, or outbound; credits in one account cannot be used to offset debits in the other
- Excess Demurrage credits do not carry over to the next month. ~~Debit days start at 00:01 the next day after CSXT notifies the Customer of Constructive Placement of a railcar, or Actual Placement of a railcar~~

Debit days start at 00:01 the next **scheduled service** day after CSXT notifies the Customer of Constructive Placement of a railcar, or Actual Placement of a railcar.

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### **2.2.1 - Private Car Storage Charges [CURRENT LANGUAGE]**

#### **Private Car Storage Charges (2.2.1)**

Like Demurrage, CSXT calculates and bills for Private Car Storage on a monthly basis using a credit/debit system. The company:

- Allows one day credit for a loaded or empty Private Car; except that no credit days are available for Private Cars carrying RSSM.

Private Car Storage charges are calculated like Demurrage. At the end of each month, credit days and debit days are totaled for each Private Car located on CSXT tracks pending access to a particular Customer facility:

- If total storage credit days exceed total debit days, no charges accrue
- If total storage debit days exceed total credit days, Private Car Storage charges apply
- Excess debit days, multiplied by the applicable rate, determine the Private Car Storage amount billed to the Customer
- Excess storage credits do not carry over to the next month
- Empty and loaded private railcars are tracked and billed in separate accounts; credits in one account cannot be used to offset debits in the other

Debit days start at 00:01 the next day after CSXT notifies the Customer of Constructive Placement of the Private railcar and stops when the customer orders the railcar for Actual Placement.

### **2.2.1 - Private Car Storage Charges [NEW LANGUAGE]**

#### **Private Car Storage Charges (2.2.1)**

Like Demurrage, CSXT calculates and bills for Private Car Storage on a monthly basis using a credit/debit system. The company:

- Allows one day credit for a loaded or empty Private Car; except that no credit days are available for Private Cars carrying RSSM.

Private Car Storage charges are calculated like Demurrage. At the end of each month, credit days and debit days are totaled for each Private Car located on CSXT tracks pending access to a particular Customer facility:

- If total storage credit days exceed total debit days, no charges accrue
- If total storage debit days exceed total credit days, Private Car Storage charges apply
- Excess debit days, multiplied by the applicable rate, determine the Private Car Storage amount billed to the Customer
- Excess storage credits do not carry over to the next month
- Empty and loaded private railcars are tracked and billed in separate accounts; credits in one account cannot be used to offset debits in the other

Debit days start at 00:01 the next **scheduled service** day after CSXT notifies the Customer of Constructive Placement of the Private railcar and stops when the customer orders the railcar for Actual Placement.

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### 3.1 – Sidetracks [CURRENT LANGUAGE]

Most Customer facilities are accessed via Sidetracks. At CSXT, we expect to operate with a private sidetrack agreement that establishes the responsibilities and processes necessary for use of those tracks, including important issues related to local safety, and operations. In the absence of a private sidetrack agreement, the following terms and conditions govern the use of the Sidetracks. CSXT reserves the right, however, to decline service on a Sidetrack in the absence of a private sidetrack agreement.

If you have any questions regarding the design and construction of new Sidetracks, please access our Industrial Development website at: <http://www.csx.com/index.cfm/customers/industrial-development>

### 3.1 – Sidetracks [NEW LANGUAGE]

Most Customer facilities are accessed via Sidetracks. At CSXT, we expect to operate with a private sidetrack agreement that establishes the responsibilities and processes necessary for **our** use of those tracks, including important issues related to local safety, and operations. In the absence of a private sidetrack agreement, **CSXT assumes that you are inviting us onto your property when we provide you service, and** the following terms and conditions shall govern **our** use of the Sidetracks. CSXT reserves the right, however, to decline service on a Sidetrack in the absence of a private sidetrack agreement **if you deny the applicability of these terms to our use of that Sidetrack.**

### 5.4.3 – Weight Overloads [CURRENT LANGUAGE]

Maximum weights and the procedures for handling overloaded railcars are established in CSXT's Open Top and Closed Car Policy, available at CSX.com. A railcar is overloaded if it exceeds the railcar's limit or that of any line segment along the route between origin and destination. If a railcar is overloaded, to the extent practicable, the Consignor may be notified and given an opportunity to take corrective action.

- CSXT may apply a charge of \$1,500.00 for each overloaded railcar; additional handling fees may also apply
- Overloaded railcars shall be subject to demurrage charges until corrective action is completed
- If an additional railcar is needed to transport part of the overload, the rate for transporting that extra railcar will be determined as if it were traveling the originally billed route under the same commodity-specific public price or private contract price as the originally overloaded railcar
- Overload charge is inclusive of the movement to classify the car for departure of the yard

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### 5.4.3 – Weight Overloads [NEW LANGUAGE]

Maximum weights and the procedures for handling overloaded railcars are established in CSXT's Open Top and Closed Car Policy, available at CSX.com. A railcar is overloaded if it exceeds the railcar's limit or that of any line segment along the route between origin and destination. If a railcar is overloaded, to the extent practicable, the Consignor may be notified and given an opportunity to take corrective action.

- CSXT may apply a charge of **\$1,000.00** for each overloaded railcar **and may move to destination without being reduced and/or switched**; additional handling fees may also apply
- Overloaded railcars shall be subject to demurrage charges until corrective action is completed
- If an additional railcar is needed to transport part of the overload, the rate for transporting that extra railcar will be determined as if it were traveling the originally billed route under the same commodity-specific public price or private contract price as the originally overloaded railcar
- Overload charge is inclusive of the movement to classify the car for departure of the yard

***\*Cars stopped and reduced due to an overload are subject to safe loading charges in section 1.3.3***

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**Section 9.1 - CUSTOMERS ELIGIBLE FOR RECIPROCAL SWITCHING**

**Language Update:** Former Conrail symbol changed from (\*) to (FC)

**[CUSTOMER NAME CHANGES]**

<b>[CURRENT NAME]</b>	<b>[NEW NAME]</b>	<b>[INDUSTRY]</b>
Valvoline LLC	VGP Holdings LLC	Cincinnati, OH
Vertellus Integrated Pyridines	Aurorium Indianapolis LLC	Indianapolis, IN
BP Husky Refining LLC	Ohio Refining Company LLC	Toledo, OH

**[CUSTOMER ADDITIONS]**

<b>[CUSTOMER]</b>	<b>[INDUSTRY]</b>	<b>[INTERCHANGE]</b>	<b>[Rate]</b>
Southern States Chemical Inc., 1580 Columbia Nitrogen Drive	Augusta, GA	NS	\$500
Rohm & Haas Co., 730 Dale Avenue	Knoxville, TN	NS	\$500

**[CUSTOMER REMOVALS]**

<b>[CUSTOMER]</b>	<b>[INDUSTRY]</b>	<b>[INTERCHANGE]</b>
Argos's USA LLC	Greenville, NC	NS, CLNA
Diamond Crystal Brands, Inc.	Savannah, GA	NS
Transflo Terminal Services	New Orleans, LA	BNSF, CN, KCS, UP, NS

**[RATE CHANGES]**

<b>[INDUSTRY]</b>	<b>[INTERCHANGE]</b>	<b>[CURRENT RATE]</b>	<b>[NEW RATE]</b>
Detroit, MI All Customers	NS	\$550	\$500
Decatur, AL: (JT) Big Heart Pet Brands (JT) Bunge North America, Inc.	NS	\$500	Switching covered by agreement



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**Section 9.3 - INTERCHANGE ERROR MOVEMENTS**

<b>[RATE CHANGES] [INTERCHANGE PARTNER]</b>	<b>[OLD RATE PER CAR]</b>	<b>[NEW RATE PER CAR]</b>
ISW	\$400	\$565
SWP	\$450	\$475
URR	\$426	\$451
ABS	\$500	\$1,000