

2019 Rail Service Guide

The **Southwest Pennsylvania Railroad**, based in Scottsdale, provides rail freight service to over 30 customers along its 66-mile network. SWP connects with Norfolk Southern, CSX Transportation, and the Wheeling & Lake Erie railroads, providing you with a variety of competitive rail routing options.



We've prepared this guide as a handy "reference card" for your rail service. SWP 8100 TARIFF item numbers are listed with each section, consult tariff for details. If you have any questions, please contact: **SWP Customer Service (412) 426-2800** or customer@carloadexpress.com

Rail Service Overview

- Rail delivery to a customer-designated facility or leased track is included with your overall rail service.
- Please provide delivery instructions prior to your scheduled switching service.
- We provide GE's RailCarrier Interface™ for online access to your railcar inventory, which allows you to make switching requests, release empty cars, trace your railcars, and more.
- For customers loading outbound shipments, shippers must provide a bill of lading before we can accept them into our network.

Industrial Switching: SWP 8100 Sections 2,5

When you request additional switching, such as a "re-spot" at your facility, or a switch between a lease track and your facility, accessorial switching fees typically apply. These requests must be submitted before your scheduled switching service takes place.

Industrial Switching Fees		
Intra-Plant	Within same industry	\$215
Intra-Terminal	Within same rail station	\$350
Inter-Terminal	Between stations	\$425

Railcar Use (Demurrage & Storage)

To encourage the efficient utilization of railcars and the rail network, we apply daily charges to cars that are held in customer control beyond the allocated (free) time. Planning your rail usage based on your facility's throughput and capacity will minimize these expenses by avoiding processing of more cars than your facility can routinely handle.

Demurrage: SWP 8100 Section 8

- The clock starts when a *railroad-owned* car is **placed** at a customer track, or when **constructively placed**.
- You have 48 hours to **unload** a loaded car, before demurrage charges begin.
- You have 24 hours to **load** an empty car, before demurrage charges begin.
- A **placed** car has arrived at your facility and is ready for you to begin unloading or loading.
- A **constructively placed** car is available to you, but cannot be placed at the scheduled time, due to your lack of space or specific request.
- Demurrage **days** and **credits** apply 7 days a week, except for 8 holidays, and are invoiced monthly.
- Loaded and empty car days or credits are not combined and not transferable.
- Credits do not apply to reloaded cars.

Storage: SWP 8100 Section 9

- Storage clock starts when a *loaded privately-owned* car is made available to you, but due to your lack of space or at your request, the car cannot be **placed** at the scheduled time.
- Free time of 48 hours is applied before storage charges begin.
- **Storage days** accrue 7 days a week, except for 8 holidays, and are invoiced monthly.
- Free time does not apply to cars that are diverted or not otherwise unloaded.

	Demurrage	Storage
Daily Rate	\$75	\$35
Hazmat Rate	\$190	\$90
Free Time for Loading	1 Day	None
Free Time for Unloading	2 Day	2 Days

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Demurrage Example:

A customer handles 25 loaded railroad-owned cars during a particular month at one of its facilities. The cars accumulated 100 total days online. As two free days are provided for unloading, 50 excluded (free) days are applied. The customer earned 10 credits for unloading 10 of the cars within 24 hours:

100	–	50	–	10	=	40	x	\$75	=	\$3,000
Days Online		Excluded Days		Credit Days		Net Days		Daily Rate		Monthly Demurrage Bill

If you have a question or concern regarding a bill, please contact us as soon as possible so we can discuss it with you.

Special Circumstances: SWP 8100 Sections 7 & 10

Things don't always go as planned. Contact us as soon as you're aware of a problem, such as:

- Empty cars unfit for loading
- Product damaged enroute
- Unable to safely unload car
- Car needs to be turned
- Waybill missing or incorrect
- Car needs to be rerouted (diverted)

In some cases, we may charge a fee for some of these services. Consult SWP 8100 tariff or ask us for more details.

Rail Safety

Safety is everyone's business, and it's our top priority. We want to move your shipment swiftly – and safely. It is the customer's responsibility to:

- Ensure the exterior of the equipment is clear of debris, product, or other accumulation
- Always wear personal protective equipment when working near railway facilities, tracks, or equipment
- When unloading cars, cars should be relatively clean and free of debris, dunnage, or other material
- Utilize blue flag protection when working in or around rail equipment
- Remove snow and ice from facility private sidetrack(s), particularly flangeways
- Keep all equipment, materials or obstructions of any kind a minimum of 12 feet from the nearest rail. SWP must be notified of any obstruction within this zone and the obstruction must be protected by designated warning signs
- Keep private sidetrack(s) maintained – call us if you have questions
- Ensure you have permits and pre-authorization from us for any shipment exceeding standard equipment dimensions or restrictions
- Always inspect equipment before loading your product to ensure it is acceptable and free from defects that may affect your load
- Ensure the shipment's weight remains within the equipment load limit and is evenly distributed
- Block and brace your shipment to prevent shifting both lengthwise and laterally
- Ensure the product is contained entirely within the equipment
- Securely close all gates, doors, hatches, etc.
- Ensure that an ISO 17712 seal is applied at all times, when moving (as applicable)

If you have any questions concerning Rail Safety requirements for your shipments, call Customer Service at (412) 426-2800. Questions concerning private sidetracks, please call our Director of Track Maintenance at (412) 426-6800.

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