

Optional Services Catalog

--Customer Switching and Accessorial Services



HESR is a RailAmerica company

www.railamerica.com

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

Mr. Ken Livingston

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This document is subject to the terms, conditions and guidelines provided in RailAmerica General Tariff RA-1000.

The RA 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 HESR. Any charges not covered on this HESR 7006 are subject to rules and provisions found in the RA 1000 Series Tariff.

HESR 7006-12

(Cancels All Previous Issues)

Huron & Eastern Railroad

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.



CHARGE SCHEDULE

Intra-Plant Switch	\$175	Item 1000
Intra-Terminal Switch	\$275	Item 1010
Inter-Terminal Switch	\$350	Item 1020
Error Moves	\$435-Durand \$275-Saginaw \$275-Bay City	Item 1040
Car Released Without Bill of Lading	\$150	Item 1050
Special Train Charges	Minimum \$3,000 (after 8 hrs – \$90/hr) (excludes TIH/PIH commodities)	Item 1070
Closing Doors	\$150	Item 1080
Overload Charges	\$500	Item 1090
Weighing	\$250	
Diversion/Reconsignment	\$350	Item 1650

Refer to Addendum 1 for Additional Switching Services on the **HESR**.

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

ITEM 1100

We commit to bill you on time

We will issue Customer Switching and Accessorial Services invoices monthly.

BILLING DISPUTES

ITEM 1110

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 this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to: Revenue Dept., RailAmerica, 7411 Fullerton Street, Suite 300, Jacksonville, FL 32256. Along with a brief description, your claim must include the car initial and number and the related invoice number.

HESR-BILLING@railamerica.com

GUARANTEED ON-TIME RESPONSE

ITEM 1120

If we don't respond within 30 days, your dispute will be accepted "as is."

We are committed to responding to your claim in a timely manner. If we do not respond to your dispute, in writing, within 30 days your dispute will be accepted as is.



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ADDENDUM 1

--Customer Switching and Accessorial Services

HESR

Stations and Respective Zones

Station	Station No.	Interchange With	Zone
Akron	62378		2
Applegate	62403		1
Arthur	62374		2
Auburn	472		4
Bad Axe	62390		1
Bank Sand	62944		2
Bay City	463	LSRC	4
Brent Creek	409		4
Brown City	72875		3
Buena Vista	62372		4
Burt	415		4
Carsonville	62402		1
Clifford	72869		3
Colling	62947		2
Caro	62946		2
Carrollton	451		4
Croswell	62404		1
Deckerville	62399		1
Denmark Junction	62942		3
Durand	400	CN, TSBY	4
Elkton	62384		2
Essexville	466		4
Fairgrove	62377		2
Flushing	406		4
Gera	72830		3
Gilford	62376		2
Kawkawlin	469		4
Kinde	62391		1
Lennon	403		4
Marlette	72865		3
Mayville	72850		3
McGregor	62400		1
McHale	72844		3
Millington	62940		2
Midland	475		4
Minden City	62396		1
Monitor	459		4
Montrose	412		4
Munger	62943		2

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ADDENDUM 1 HESR – Cont.

Stations and Respective Zones – Cont.			
Station	Station No.	Interchange With	Zone
North Juniata	72846	CSXT	3
Owosso	509		4
Palms	62395		1
Pigeon	62383		2
Quarry	62381		2
Reese	62375		2
Richville	62950		2
Ruth	62397		1
Saginaw	62370		4
Sebewaing	62380		2
Tyre	62394		1
Ubly	62393		1
Unionville	62379		2
Vassar	62941		2
Vernon	500		4
Wahjamega	62945		2
Zilwaukee	454		4

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ADDENDUM 1 HESR – Cont.

Public Delivery Tracks

Public delivery tracks are available for convenience of the shipping public at the following locations:

<u>ZONE 2</u>	<u>ZONE 1</u>	<u>ZONE 3</u>	<u>ZONE 4</u>
Arthur Fairgrove Akron Unionville Sebewaing Pigeon Elkton Richville Reese	Bad Axe Ubly Deckerville Carsonville Croswell Ruth Kinde	Vassar Caro Munger Millington	Bay City Saginaw Durand

Rates are applicable to both Railroad and Private marked cars.*

	Zone 1	Zone 2	Zone 3	Zone 4
Zone 1	\$295.00	\$345.00	\$395.00	\$545.00
Zone 2	\$345.00	\$295.00	\$345.00	\$395.00
Zone 3	\$395.00	\$345.00	\$295.00	\$445.00
Zone 4	\$545.00	\$395.00	\$445.00	\$295.00

***Note-** Rates applicable on local moves between zones.

Rates may not be used in combination with rates from any interchange.

Rates apply when an empty car movement is not immediately preceded by a loaded revenue movement or immediately followed by a loaded revenue movement.

Rates are subject to the HESR Fuel Surcharge Program

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ADDENDUM 1 HESR – Cont.

Definition of Switching Terms

Terminal Switching- A move between industrial tracks and a point of interchange with a connecting carrier, either direct or through an intermediate carrier, when such connecting carrier has had or will have a road haul movement on that shipment.

Single Car Rate- On all commodities except grain (STCC 011) \$330.00 per car

Single Car Grain Rates (STCC 011) \$250.00 per car

60 C/L Minimum Unit Train Rate \$175.00 per car

Unit train must consist of a minimum of 60 cars moved at one time, on one bill of lading. If two or more facilities combine carloads to reach this minimum, the smaller number of cars will carry an additional charge of \$35.00 per car, payable by the shipper.

Application of Switching Charges

Except as otherwise noted:

(A) Switching charges named herein will cover the handling of cars loaded one way and empty the other, between the points provided for. If car is loaded in both directions, regular charge will be made for each loaded movement.

(B) Empty cars handled in one direction and not in connection with a loaded movement, or empty car(s) placed or constructively placed per shipper's request but not used, will be assessed the intra-terminal switching rate unless cars are defective or unfit for loading.

(C) Each movement of an empty or loaded car switched within the confines of the same plant or industry will be considered a new move.

Absorption of Connecting Lines Switching Charges

On all carloads which originate or terminate on lines other than HESR, a maximum of \$330.00 per car will be absorbed by the HESR. Any charges exceeding that amount will be in addition to the line haul charges and will be assessed against the party paying the line-haul transportation charges, unless arrangements are made to the contrary. Absorption provisions published in other tariff take precedence over those provided for in this section.

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ADDENDUM 1 HESR – Cont.

Station	Description of Switching Limits
Auburn, MI	Included in the Saginaw switching district on outbound shipments of grain and grain products. All other traffic is subject to line-haul rates.
Bay City, MI	Included in the Saginaw switching district on outbound shipments. All other traffic is subject to line-haul rates.
Carrollton, MI	Included in the Saginaw switching district.
Kawkawlin, MI	Included in the Saginaw switching district on outbound shipments of grain and grain products. All other traffic is subject to line-haul rates.
Monitor, MI	Included in the Saginaw switching district on outbound shipments of grain products, sugar, beet pulp and molasses. All other traffic is subject to line-haul rates.
Saginaw, MI	The switching limits of this station includes tracks located within the corporate limits of Saginaw, Carrollton, Michigan.

List of Industries Open To Terminal Switching on the HESR

Auburn, MI – ADM, Ittner Bean & Grain, Auburn Bean & Grain, Midwest Agri

Carrollton, MI – Peavey, Michigan Sugar, Midwest Agri

Bay City, MI – Michigan Sugar Company, Midwest Agri

Monitor, MI – Michigan Sugar Company. Midwest Agri

Saginaw, MI – Central Warehouse Company, Frutchey Bean, Genei of Saginaw, Hager Distribution Company, LaFarge, Muehlenbeck Distribution Company, Peavey, Saginaw Steering Gear, Self Serve Lumber, United Building Center, Midwest Agri

Surcharges (Applies to TIH/PIH Commodities Only)

Surcharges published in this tariff will be additional to the line-haul transportation charge or charges on regulated traffic published in tariffs or other instruments whatsoever as well as deregulated traffic having application from or to stations on the Huron & Eastern Railway company as shown in the following:

<u>HESR Stations</u>	<u>Milepost</u>	<u>Surcharge</u>	<u>Effective Date</u>
Owosso, MI	MP 0.0 to 2.17	\$4000.00	January 1, 2009

--Customer Switching and Accessorial Services

HESR – Cont.

Switching – Turning of Cars to Permit Unloading

- 1) In instances where it is desired that freight in carloads be placed on delivery tracks for loading at stop-off points or unloading at stop-off points or destinations from one particular side or end of car, cars must be properly placarded on both sides and notation made on Bill of Lading and waybill substantially as follows:

NOTICE TO CARRIER

Deliver car for loading or unloading from the door or end specified by placard.

- 2) When freight in carloads is not properly placarded on both sides of car to load or unload from one particular side or end of car, shipper or consignee directs carrier to turn and return to their track for loading or unloading, the following charge shall apply:

Charges (See Note A)

<u>If a car is turned at a "Y"</u>	<u>Charge Per Car</u>
A. Within the corporate limits of the station at which "Y" is located	\$110.00
B. Outside the corporate limits of such station	\$260.00

NOTE A – If Bill of Lading carries notation that car has been placarded, and placard has disappeared before placement, the charge named herein will not apply.

Unit Train Switching Charges

On unit train shipments when additional switching is required at one location, a total charge for this switching will be assessed as designated below:

\$1500.00 for 90 car unit trains

\$1000.00 for 65 car unit trains.

METHOD FOR SUBMISSION OF FORWARDING INSTRUCTIONS

HESR 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. HESR will accept forwarding instructions to its Transportation Logistics Center (TLC) via fax (1.855.634.5101) or via email (hesr-cs@railamerica.com), subject to a \$35.00 charge per faxed or emailed bill of lading. This charge will be assessed to the online Customer of record with the railroad.

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

METHOD TO RELEASE EMPTY RAILCARS

HESR will accept empty release information using ShipperConnect™ at no charge. HESR will accept empty release information to its Transportation Logistics Center (TLC) via fax (1.855.634.5101) or via email (hesr-cs@railamerica.com), subject to a \$35.00 charge per faxed or emailed release. This charge will be assessed to the online Customer of record with the railroad.

DATE AND TIME RECORD OF NOTIFICATIONS

When electronic or mechanical devices are used to furnish forwarding instructions and/or empty release information to HESR, the recorded date and time at which the instructions are received by HESR will govern.