

# Optional Services Catalog

## --Extended Asset Use



### FLEXIBLE ASSET UTILIZATION...

The effective management of railcars is critical to the success of NCVA/CARR 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

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Daily charges do not apply to non-chargeable days, as defined in RA 1000 Section III, Demurrage and Storage Provisions, Page 15, Item 1090.

<b>AT LOADING</b>	<b>FREE TIME</b>	<b>ITEM 1000</b>
Loading	1 Day	\$70 per Railcar per Day
<b>AT UNLOADING</b>	<b>FREE TIME</b>	<b>ITEM 1010</b>
Unloading	2 Days	\$70 per Railcar per Day

#### Extended use of railway track assets

<b>PRIVATE EMPTY RAILCAR -</b>		
<b>LOADING ON NCVA/CARR TRACK</b>	<b>FREE TIME</b>	<b>ITEM 1030</b>
Loading	1 Day	\$55 per Railcar per Day
<b>PRIVATE LOADED RAILCAR -</b>		
<b>UNLOADING ON NCVA/CARR TRACK</b>	<b>FREE TIME</b>	
<b>(NOT CONTAINING HAZARDOUS MATERIALS)</b>		
Unloading	2 Days	\$55 per Railcar per Day
<b>HEAVY DUTY DETENTION</b>		
		<b>ITEM 1120</b>

All Rail Owned Car Types (subject to car hire)	\$150 per Railcar per Day
All Private Car Types (exempt from car hire)	\$ 90 per Railcar per Day

#### Dangerous goods and hazardous materials (Excluding TIH/PIH)

<b>LIABILITY AND HANDLING FEE</b>	<b>FREE TIME</b>	<b>ITEM 1050</b>
Loading and Unloading	0 Days	\$170 per Railcar per Day

## NCVA and the CARR 6006-6

(Cancels all previous issues)

North Carolina and Virginia  
Railroad

Chesapeake & Albemarle  
Railroad

**Loading and Unloading  
Flexibility**

**30/30/30 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.**



NCVA and CARR are  
RailAmerica companies

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

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

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

## 30/30/30-DAY BILLING GUARANTEES

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

In fact, we are so confident in our new process, that we guarantee our billing and response time.

### BILLING – ON TIME

### ITEM 1060

**We commit to bill you on time (within 30 days)**

We have changed our systems to issue Extended Asset Utilization invoices weekly. We commit to billing you within 30 days, or it's free.

If we should bill you after 30 days of the service completion date, notify us in writing within 30 days of the invoice mailing date and your invoice will be cancelled.

### BILLING DISPUTES

### ITEM 1070

**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 Billing, 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.

### GUARANTEED ON-TIME RESPONSE ITEM 1080

**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.

## 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*.

Charges covering the following can be found in the 7006 Switching and Accessorial Tariff for the NCVA:

- Empty Cars Ordered – Not Loaded
- Cars Ordered on Behalf of Customer – Cancelled While Enroute
- Cars Provided by Foreign Railroad in Improper Condition
- Empty or Loaded Railcars Released Not Available to Pull
- Empty or Loaded Railcars Ordered In – Unable to Place

