



RAILAMERICA PROPERTIES

# RA 1000 SWITCHING, ACCESSORIAL AND DEMURRAGE KEY POINTS



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# SWITCHING AND OTHER ACCESSORIAL CHARGES

## DEFINITIONS:

- **Intra-Plant Switch** – Switching movement from one location to another location in the same industry.
- **Intra-Terminal Switch** – Switching movement from one location to another location within the switching limits of one station or industrial district on the same railroad.
- **Inter-Terminal Switch** – Switching movement from a location on one railroad to a location on another railroad within the switching limits of the same station or switching district.
- **Reciprocal Switch** – An arrangement between carriers where the carrier physically serving the industry performs switching service for loading and unloading on behalf of the other carrier on shipments having an immediately preceding or following line-haul movement via the other carrier.

## KEY POINTS OF INFORMATION

- 1) Customer received car for loading that was not fit for loading = no charge
- 2) Customer ordered car, it was spotted and not used = charge for car ordered and not used
- 3) Car is bad ordered before spotting at customer = no charge
- 4) Customer asks for cars already spotted at industry to be moved to another location within the industry = charge for intra-plant switch
- 5) Customer requests released cars to be pulled and new cars spotted = no charge
- 6) Customer requests cars previously placed at doors to be moved to different doors = charge for intra-plant switch
- 7) Customer requests cars to be moved at time of crew spotting industry = crew will move cars as requested, if time allows, and advise the Transportation Service Center for application of intra-plant switching charges
- 8) Customer requests cars to be moved from their lease track to their facility = charge for intra-terminal switch

# SWITCHING AND OTHER ACCESSORIAL CHARGES

## FREQUENT EXAMPLES– CONTINUED

### Scenario Examples of Industry Moves:

Car 1

Car 2

Car 3

Car 4

Car 5

- 1) Customer releases car 3 and 5 and requests two more cars to be spotted when released cars are picked up – no request for specific doors = no charge.
- 2) Same scenario as above except customer requests specific doors for new cars coming in which involves intra-plant switching of cars already on the property = charge for intra-plant switch (car 4)

## DEMURRAGE CHARGES FREQUENT EXAMPLES

- 1) EARLY CARS: Customer ordered cars, but cars arrived on-line before order date. Calculation of free time will begin on order date.
- 2) RUN AROUND CARS: Customer does not order in oldest car first, free time and charges will be calculated from notification of car availability/constructive placement. Railroad will spot cars in the order of arrival at terminal, oldest car first.
- 3) TRANSIT TIME: Customer does not receive a daily spot based on Carrier Operations; customer will not be charged for the time from when car is requested until it is spotted if customer has the space in their facility to receive cars.
- 4) SUNDAYS AND HOLIDAYS: Customer free time begins at 0001 hrs following notification/constructive placement of car. Sundays and Holidays are considered as non-chargeable only if free time has not expired.

# DEMURRAGE – RULES OF CALCULATION

Demurrage is a daily assessment for each day a car or portion thereof is held by a Carrier awaiting placement and/or subsequent release by a customer either for loading or unloading. The Demurrage Rules of Calculation are as follows:

- 1) Customer must be notified upon arrival of the car at the serving area terminal.
- 2) Customer will advise at that time whether car is requested for spot.
- 3) If Customer does not take car at the time of notification, then the car will be placed on constructive placement awaiting actual placement.
- 4) Free time allowance begins at 12:01AM the day after notification of car availability.
- 5) Customer is allowed 24 for loading or 48 hours for unloading of car excluding Sundays and Holidays as defined in RA 1000 Section III Tariff.
- 6) Once free time expires, every day is a chargeable day for demurrage calculations.
- 7) Customer does not receive a daily spot based on Carrier Operations; customer will not be charged for the time from when car is requested until it is spotted if customer has the space in their facility to receive cars.

## Demurrage matrix for calculation of free time and chargeable days.

<b>LOADING</b>		SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE
7:00am NOTIFICATION, ACTUAL PLACEMENT OR CONSTRUCTIVE PLACEMENT, 24 Hours Free Time	SAT	FREE	FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE
	SUN		FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE
	MON			FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE
	TUE				FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE
	WED					FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE
	THU						FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE
	FRI							FREE	FREE	FREE	CHARGE	CHARGE
<b>UNLOADING</b>		SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE
7:00am NOTIFICATION, ACTUAL PLACEMENT OR CONSTRUCTIVE PLACEMENT, 48 Hours Free Time	SAT	FREE	FREE	FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE
	SUN		FREE	FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE
	MON			FREE	FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE
	TUE				FREE	FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE	CHARGE
	WED					FREE	FREE	FREE	CHARGE	CHARGE	CHARGE	CHARGE
	THU						FREE	FREE	FREE	FREE	CHARGE	CHARGE
	FRI							FREE	FREE	FREE	FREE	CHARGE