

SUMMARY OF REVISIONS

Issued: September 13, 2019

Effective: November 15, 2019

ITEM(S)	ITEM DESCRIPTION	DESCRIPTION OF CHANGES
Various	Various	<ul style="list-style-type: none"> • UPDATE all references to “Commodity Transportation Management System” (CTMS) to reflect current naming convention of “Unit Train System.”
Various	Various	<ul style="list-style-type: none"> • UPDATE references to demurrage charges to also reference detention charges.
Our Mission	Our Mission	<ul style="list-style-type: none"> • UPDATE email address to utstransportation@nscorp.com.
99	GLOSSARY	<ul style="list-style-type: none"> • ADD Glossary for defined terms, capitalizing those defined terms throughout the document.
103	NS UNIT TRAIN SYSTEM	<ul style="list-style-type: none"> • UPDATE email address as follows: Email: utscoalsupport@nscorp.com Or as subsequently designated by System Manager.
107	BILL OF LADING	<ul style="list-style-type: none"> • REDUCE time allowed to provide Bill of Lading from two (2) hours after completed loading to one (1) hour. • ADD \$1,000 charge if accurate billing is not provided within one hour of completed loading for facilities using NS motive power and crews. • REMOVE fax as method to submit BOL.
108	LOADING & MINIMUM LOADING WEIGHTS	<ul style="list-style-type: none"> • ADD instructions regarding how to determine origin loading status through AccessNS. • UPDATE language that accepting cars and/or NS locomotive power for loading signals agreement to origin detention rules. • ADD Shippers are responsible for ensuring the appropriate car type prior to loading and shall notify NS if a different car type is necessary.
109	PERMITTING SHIPMENTS & TRANSPORTATION	<ul style="list-style-type: none"> • UPDATE method of contact to only include email at the following address: Email: utscoalsupport@nscorp.com Or as subsequently designated by System Manager.
110	WINTER SEASON FREEZE PROOFING	<ul style="list-style-type: none"> • UPDATE language as to when freeze proofing is necessary.
111	RELEASE OF EMPTIES AT DESTINATION	<ul style="list-style-type: none"> • ADD \$1,000 charge if release empty notification is not provided within one hour of completed unloading, unless demurrage/detention applies. • REDUCE time allowed to provide release empty notification from two (2) hours after completed unloading to one (1) hour. • REMOVE fax as method to submit release empty notification.
112	COMPLETE UNLOADING AND	<ul style="list-style-type: none"> • ADD charge of \$750 per car for all cars having been released as empty and removed that are found to have not been properly cleaned or completely unloaded. This is in addition to

	CLOSING CAR DOORS	<p>the Consignee's already applicable responsibility for reimbursement of the cost of making the car suitable for loading.</p> <ul style="list-style-type: none"> • REMOVE separate \$181 per car charge for coke cars that have not been completely unloaded (previously found in NS Coal Tariff 9219).
113	REJECTED COAL, COKE, AND IRON ORE	<ul style="list-style-type: none"> • ADD requirement that rejection notice must be provided within 5 days of the Bill of Lading or NS may choose not to accept rejection notice. • INCREASE demurrage/detention charges for rejected shipments: <ul style="list-style-type: none"> ○ Prior Demurrage Charges: <ul style="list-style-type: none"> ▪ First five (5) days: \$60 per car per day ▪ Days six (6) through ten (10): \$120 per car per day ▪ After day ten (10): \$180 per car per day ○ New Demurrage or Detention Charges: <ul style="list-style-type: none"> ▪ Demurrage/detention charges shall accrue as set forth in Item 203 and Stop in Transit Charges shall accrue as set forth in Item 204. • REDUCE maximum time allowed for redirection of rejected shipment from 14 days after original refusal notice to 10 days. • UPDATE language to clarify that the Consignor of the shipment is responsible for disposition costs of the rejected Commodity.
115	PAYMENT AND CREDIT	<ul style="list-style-type: none"> • UPDATE language to indicate where credit has been extended to Payor, payment must be received by NS within the time period NS has designated to Payor, but in the absence of such a designation, then within fifteen (15) days of the date of the freight bill or invoice.
201	OVERLOADS	<ul style="list-style-type: none"> • INCREASE charges for overloaded railcars: <ul style="list-style-type: none"> ○ Prior language pertaining to overloads in 9219-B included: <ul style="list-style-type: none"> ▪ \$300 per car charge; or ▪ NS could elect to reduce and confiscate the overloaded coal, plus a \$175 per car charge. ○ New language provides: <ul style="list-style-type: none"> ▪ Overloads stopped in route subject to (1) a charge of \$750 per car, with shipment owner responsible for reduction; and (2) demurrage per NS 6004-D for the first seven days; on day eight and thereafter, subject to charge of \$250 per car per day. ▪ Overloads not stopped in route subject to \$750 charge if Overloaded by more than 5,000 pounds, except for Overloads found to be Overloaded based upon dump weights at NS Coal Transload Facilities shall be charged \$250 per car. • ADD relief for Overloaded cars due to weather conditions if: <ul style="list-style-type: none"> ○ Certified weights below load limit provided within 24 hours; and ○ Overload condition is resolved within five days.

		<ul style="list-style-type: none"> • ADD provision allowing for NS to dispose of the lading in any overloaded car not reduced within 14 days, with proceeds going towards outstanding charges. 													
202	<p style="text-align: center;">TRAIN CANCELLATION</p>	<ul style="list-style-type: none"> • REPLACE prior Train Cancellation Charges as follows: <p style="text-align: center;">Prior Charges:</p> <p>Cancellation before crew on duty (but after 10am day prior to permitted load date) :</p> <table border="1" data-bbox="656 430 1511 506"> <tr> <td>Railroad Cars</td> <td>\$3,500</td> </tr> <tr> <td>Private Cars</td> <td>\$2,000</td> </tr> </table> <p>Cancellation after crew is on duty:</p> <table border="1" data-bbox="656 579 1472 695"> <thead> <tr> <th></th> <th>Single Car Loadout</th> <th>Flood Load</th> </tr> </thead> <tbody> <tr> <td>Railroad Cars</td> <td>\$2,000 + \$15/car</td> <td>\$4,500</td> </tr> <tr> <td>Private Cars</td> <td>\$2,000</td> <td>\$3,000</td> </tr> </tbody> </table> <p style="text-align: center;">New Charges:</p> <ul style="list-style-type: none"> ○ If empty Coal Unit Train has not begun movement and cancellation notice received after 12:00pm two days prior to permitted load date, then charge of \$2,500. ○ If empty Coal Unit Train has begun movement and cancellation notice is received (or train unable to load on load date), then charge of \$5,000, provided that if empty Coal Unit Train already has been placed at flood load facility, then \$7,500 charge shall apply instead, in addition to demurrage/detention, as applicable. ○ If a particular empty Coal Unit Train has begun movement and cancellation notice is received (or train unable to load on load date) and at Customer’s request next loading point is more than 200 miles away from original loading point, then \$25,000 charge shall apply in lieu of the foregoing charges. • UPDATE cancellation notice requirement from 10:00 a.m. the day prior to the permitted load date to notification by 12:00 p.m. two days prior to the permitted load date in order for no Train Cancellation Charge to apply. • REMOVE separate Out of Route Charge of \$5,000 on cancelled Coal Unit Trains when Railway has physically begun movement of the empty train to load point and remove separate \$2,500 Switching Charge if empty train placed at flood load facility. • UPDATE method of cancellation notice to emailing: utscoalsupport@nscorp.com or as subsequently designated by System Manager. • REPLACE former unit train definition with new Coal Unit Train definition for purposes of applying this Item. • ADD instructions regarding how to determine origin loading status through AccessNS. 	Railroad Cars	\$3,500	Private Cars	\$2,000		Single Car Loadout	Flood Load	Railroad Cars	\$2,000 + \$15/car	\$4,500	Private Cars	\$2,000	\$3,000
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203	UNIT TRAIN DETENTION	<ul style="list-style-type: none"> • Effective January 1, 2020: <ul style="list-style-type: none"> ○ ADD new provision for Coal Unit Train Detention Charges of \$800 per hour, or fraction thereof, that any railcars are detained beyond any applicable Free Time (For unloading, 24 hours for Railroad-Controlled cars or Private Cars with NS locomotive; otherwise, zero Free Time for Private Cars) <ul style="list-style-type: none"> ▪ Charges are per Coal Unit Train and are in lieu of demurrage pursuant to NS 6004-D, and Coal Unit Trains will not earn Credit Days as defined thereunder ▪ NS 6004-D shall apply for any shipments not qualifying as Coal Unit Train ▪ Remaining Free Time cannot be carried over to another Coal Unit Train ▪ All days count for unloading ▪ Free Time extended 24 hours for frozen lading, with proper documentation of application of freeze treatment while loading; shipments held in excess of extended Free Time subject to Detention Charges as outlined, or a one-time charge of \$20,000.00, whichever is less
204	COAL UNIT TRAINS STOPPED IN TRANSIT	<ul style="list-style-type: none"> • INCREASE stoppage charge from \$3,000 to \$5,000 for Coal Unit trains consisting of Private Cars (to match existing stoppage charge for Railroad-Controlled Cars). • UPDATE demurrage/storage charges to incorporate current rates in NS 6004-D (former charge of \$100 per car per day or fraction thereof for Railroad-Controlled Cars and \$60 per car per day or fraction thereof for Private Cars). • Effective January 1, 2020 (pursuant to Item 203): <ul style="list-style-type: none"> ○ REPLACE demurrage/storage charges pursuant to NS 6004-D with new Coal Unit Train Detention Charges of \$800 per hour, or fraction thereof, which shall begin to accrue 24 hours following the train stoppage until NS is cleared to move the train.
205	FLOOD LOADING WITH RAILWAY CREWS AT RAILWAY ORIGINS	<ul style="list-style-type: none"> • UPDATE language to clarify the phrase “free time” in this Item refers to free time for loading as opposed to unloading. • ADD instructions regarding how to determine origin loading status through AccessNS. • INCREASE minimum train size for flood loading requirements from 50 cars to 80 cars. • INCREASE charge for each 15 minute period, or fraction thereof, beyond loading free time for trains with 50 or more cars from \$80 to \$120 (to match existing charge for trains with 49 or fewer cars); charge will now be the same regardless of train size.
206	ORIGINAL DEMURRAGE FOR NON-FLOOD LOAD FACILITIES	<ul style="list-style-type: none"> • REDUCE free time for Non-Flood Loading facilities from within two days from the first 12:00 a.m. after empty car placement to within 24 hours from Actual or Constructive Empty Placement if shipment size is 75 cars or less and within 48 hours if shipment size is 76 cars or more. • REMOVE two credit days previously earned for each car released for which shipping instructions received.

		<ul style="list-style-type: none"> • INCREASE charge per car per day or fraction thereof beyond free time on Railroad Controlled Cars from \$100 to \$150. • ADD instructions regarding how to determine origin loading status through AccessNS. 																		
303	COAL UNIT TRAIN RECONSIGNING CHARGE	<ul style="list-style-type: none"> • REPLACE prior system that differentiated reconsignments based on block size with new system that differentiates based on whether reconsignment is for Coal Unit Train (this Item) or not (Item 305): <ul style="list-style-type: none"> ○ Prior Charges: <table border="1" data-bbox="737 506 1487 785"> <thead> <tr> <th>Block Size</th> <th>Charge per car prior to placement</th> <th>Charge per car after placement</th> </tr> </thead> <tbody> <tr> <td>25 or less cars</td> <td>\$205.00</td> <td>\$293.00</td> </tr> <tr> <td>26 to 74 cars</td> <td>\$104.00</td> <td>\$149.00</td> </tr> <tr> <td>75 or more cars</td> <td>\$52.00</td> <td>\$79.00</td> </tr> </tbody> </table> ○ New Charges for Coal Unit Trains: <table border="1" data-bbox="737 930 1487 1123"> <thead> <tr> <th></th> <th>Charge per car prior to placement</th> <th>Charge per car after placement</th> </tr> </thead> <tbody> <tr> <td>Coal Unit Train</td> <td>\$60.00</td> <td>\$87.00</td> </tr> </tbody> </table> • REPLACE previously applicable stopping in transit and demurrage/detention charges associated with reconsignment (NS 9037-I Items 210 and 225) with updated Stop in Transit (Item 204) and demurrage/detention (Item 203) charges. • UPDATE to clarify demurrage or detention charges shall apply for shipments Reconsigned after Actual or Constructive Placement until the Reconsignment order is received. 	Block Size	Charge per car prior to placement	Charge per car after placement	25 or less cars	\$205.00	\$293.00	26 to 74 cars	\$104.00	\$149.00	75 or more cars	\$52.00	\$79.00		Charge per car prior to placement	Charge per car after placement	Coal Unit Train	\$60.00	\$87.00
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304	OTHER SWITCHING CHARGES NOT APPLICABLE	<ul style="list-style-type: none"> • UPDATE to clarify charges in Item 303 cover all switching of Reconsigned Coal Unit Trains. 																		
305	NON COAL UNIT TRAIN RECONSIGNING CHARGES	<ul style="list-style-type: none"> • REPLACE previously applicable reconsignment charges for shipments that do not qualify as a Coal Unit Train with applicable charges from NS 8002-A Section 2 (Rules and Charges for Diversion) or successor publications. 																		
306	CHARGES FOR OUT-OF-ROUTE MOVEMENT	<ul style="list-style-type: none"> • UPDATE language to clarify out-of-route charge applies from the Reconsignment point to the nearest point which lies intermediate between the initial origin and the destination to which the shipment has been Reconsigned. • REPLACE prior mileage based table with \$250 flat fee +\$5 per car per mile to the nearest intermediate point out of route. 																		

307	COAL TO SANDUSKY DOCK, OH FOR LAKE MOVEMENT	<ul style="list-style-type: none"> • UPDATE provision to reflect that if reconsignment only involves a change in coal classification name then no charges will apply.
308	COAL TO LAMBERTS POINT, VA FOR VESSEL MOVEMENT	<ul style="list-style-type: none"> • UPDATE provision to reflect that if reconsignment only involves a change in coal classification name then no charges will apply. • REMOVE Elmore, WV as place of notification for permissible reconsignment to other destinations. Reconsignment to another destination will only be permitted if the car has not been placed in a through train destined for Lambert's Point and reconsignment order has been given prior to Bluefield, WV.
400	CONDITIONS GOVERNING DEMURRAGE AT NS TRANSLOAD FACILITIES	<ul style="list-style-type: none"> • UPDATE language to clarify that placement at Sandusky railyard shall constitute placement at the Sandusky transload facility. • UPDATE definition of Constructive Placement at NS Transload Facilities for purposes of this Item. • UPDATE language to clarify that \$60.00 charge applies for 10 days after the initial Free Days, with \$120.00 charge beginning on day 11 for NS Coal Transload Facilities other than Lamberts Point, and \$30.00 for each day up to 15 days after the initial Free Days and \$60.00 for day 16 and thereafter at Lamberts Point. • REMOVE reference to mailing demurrage invoices. • UPDATE language to replace "refused coal" with "rejected coal." • UPDATE language to clarify that no additional free days apply upon Reconsignment.
504	ANCILLARY SERVICES	<ul style="list-style-type: none"> • ADD minimum vessel size (10,000 net registered tons) for tug assistance. • INCREASE tug assistance rate per net registered ton from \$0.74 to \$0.79 for Steam or Motor Ships with power and from \$0.79 to \$0.83 for Steam or Motor Ships without power. • INCREASE initial dockage charge from \$0.63 to \$0.65 per net registered ton for the first 24 hours steam or motor ship is berthed. • ADD additional hourly dockage charge of \$0.02708 per net registered ton per hour or partial hour rounded up to the following hour for when steam or motor ship is actively loading. • ADD that NS may order vessels to vacate their berth if loading is unable to commence due to causes beyond the reasonable control of NS. Notice will be provided at least 4 hours prior to required departure time. A charge of \$788.00 per hour, or fraction thereof, will be assessed for time beyond required departure.
	LEVEL OF CHARGES	<ul style="list-style-type: none"> • REMOVE. Previously Item 220 in NS 9037.
	NATIONAL SERVICE ORDER TARIFF	<ul style="list-style-type: none"> • REMOVE. Previously Item 60B in NS 9219.

	COAL FROM ALBERS, IL TO CAROL, IN	<ul style="list-style-type: none"> • REMOVE. Previously Item 120 in NS 9219.
	COAL AT PRIDE, AL	<ul style="list-style-type: none"> • REMOVE. Previously Item 150 in NS 9219.
	COAL AT RICHBURG, MS	<ul style="list-style-type: none"> • REMOVE. Previously Item 160 in NS 9219.
	COAL AT RICHBURG, MS	<ul style="list-style-type: none"> • REMOVE. Previously Item 165 in NS 9219.
	COAL TO SCHERER, GA	<ul style="list-style-type: none"> • REMOVE. Previously Item 170 in NS 9219.
	COAL AT WANSLEY, GA	<ul style="list-style-type: none"> • REMOVE. Previously Item 180 in NS 9219.
	COAL AT COLUMBIANA-YELLOWLEAF, AL	<ul style="list-style-type: none"> • REMOVE. Previously Item 200 in NS 9219.
	WEIGHING COAL BETWEEN ARCO AND LAKE CITY, TN	<ul style="list-style-type: none"> • REMOVE. Previously Item 210 in NS 9219.
	WEIGHING COAL AT SHEFFIELD, AL FOR THE PURPOSE OF TESTING SCALES AT PRIDE, AL	<ul style="list-style-type: none"> • REMOVE. Previously Item 215 in NS 9219.
	WEIGHING UNIT COAL TRAIN FROM WENTZ, VA TO SCHERER, GA	<ul style="list-style-type: none"> • REMOVE. Previously Item 220 in NS 9219.
	COAL AT ENOSVILLE, IN, ALGERS IN PLACEMENT	<ul style="list-style-type: none"> • REMOVE. Previously Item 230 in NS 9219.
	WEIGHING OF EMPTY CARS ENOSVILLE, IN, ALGERS, IN	<ul style="list-style-type: none"> • REMOVE. Previously Item 235 in NS 9219.
	COAL BERRY, AL TO JACKSON, AL	<ul style="list-style-type: none"> • REMOVE. Previously Item 245 in NS 9219.
	PARTICIPATING CARRIERS	<ul style="list-style-type: none"> • REMOVE. Previously in NS 4007.
	TERMINAL OR TRANSIT PRIVILEGES OR SERVICES	<ul style="list-style-type: none"> • REMOVE. Previously Item 25 in NS 4007.
	ROUTING EMERGENCY	<ul style="list-style-type: none"> • REMOVE. Previously Item 508 in NS 4007.
	ROUTING	<ul style="list-style-type: none"> • REMOVE. Previously Item 509 in NS 4007.