

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

ENTERED
Office of Proceedings
May 1, 2019
Part of
Public Record

STB Ex Parte No. 754

OVERSIGHT HEARING ON DEMURRAGE AND ACCESSORIAL CHARGES

DATA SUBMISSION OF CSX TRANSPORTATION, INC.

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May 1, 2019

By decision dated April 8, 2019, the Board directed Class I carriers to file, by May 1, 2019, certain information related to their demurrage and accessorial charges in advance of the Board's Oversight Hearing on Demurrage and Accessorial Charges scheduled for May 22, 2019. CSX hereby files the requested information ("data submission"), addressing each of the Board's requested items in turn.

I. A list of all material changes to demurrage and accessorial tariffs since January 1, 2016

A list of all material changes to CSX accessorial and demurrage tariffs since January 1, 2016, is presented in the table attached hereto as **Appendix A**. Per the Board's request, for each such tariff change, CSX has specified (a) when notice of the change was given; (b) when the change became effective; and (c) the reason(s) for the change. For context and to assist the Board in its review, CSX has also provided a description of each tariff item.

II. For each of the past three calendar years, the total dollar amounts of charges billed and charges collected pursuant to (i) all demurrage tariffs combined and (ii) all accessorial tariffs combined

The total dollar amounts of charges billed and charges collected pursuant to all demurrage and accessorial tariffs combined for each of the past three calendar years are presented in the table attached hereto as **Appendix B**.

III. A detailed explanation of the current process by which shippers, receivers, and other parties may dispute demurrage and accessorial charges, and, to the extent readily available, the percentage of charges, by dollar amount, that have been contested in the first quarter of 2019 and each of the past three calendar years

1. CSX's Dispute Process

CSX's online eSolutions platform, ShipCSX.com, provides customers with electronic tools and the necessary information to evaluate the viability of a particular accessorial or demurrage charge and to dispute the charge when necessary. Within ShipCSX, customers can:¹

- Manage demurrage charges as well as analyze information by location, account, or by specific railcars
- View number of cars and details on constructively placed, ordered, placed, and released for the month by location
- View account details of demurrage charges for the current month and the previous three months (or longer for a specific car)
- Request a plant switch for cars accruing demurrage charges

ShipCSX also provides capabilities to view, pay and dispute bills online. Customers are able to upload documents in support of their dispute. Once filed, a customer can view and manage their open and closed disputes for any active invoices.

CSX's formal procedure for disputing invoiced accessorial and demurrage charges is set forth in Section 6.2, Tariff CSXT 8100²:

CSXT is committed to resolving disputed invoices fairly and efficiently. A Customer who wishes to dispute a charge must submit their dispute electronically via ShipCSX. In order to be reviewed, a dispute should be submitted within 30 days from the invoice date, and must be:

- Clearly and fully described
- Specific in identifying the reasons for the claim

¹ ShipCSX tools help customers plan, ship, trace, and pay for their shipments and related charges. Within ShipCSX, customers have visibility into their supply chain and the ability to manage car orders and car supply. Using these tools, customers are able to manage their pipeline to reduce accessorial and demurrage costs.

² Tariff CSXT 8100 is available at:

https://www.csx.com/share/wwwcsx15/assets/File/Customers/8100_TariffDocument_Jan2019.pdf

- Complete in the supporting documentation provided

Once filed, a CSXT Customer Account Associate will investigate and report the company's acceptance or denial of the claim in writing. Customers must pay all undisputed portions of the bill as stated.

CSX employs a team that is dedicated to the review and handling of accessorial and demurrage matters. The CSX team works directly with customers to help them better understand CSX's tariff policies, utilize the ShipCSX tools for pipeline and demurrage management, and review disputed invoices. Members of the CSX team frequently involve other internal departments, including Sales & Marketing, Car Management, and Operations, in order to (i) fairly and accurately resolve customer concerns about existing accessorial and demurrage charges; and (ii) assist the customer with reduction of future charges via more efficient car ordering and pipeline management. The CSX team adjusts invoices when a review indicates that the charge was the result of CSX fault, including bunching, missed switches, data reporting or technology errors, or a similar cause.

2. Percentage of Charges Contested

The Board has also requested, to the extent such information is readily available, the percentage of charges, by dollar amount, that have been contested in the first quarter of 2019 and each of the past three calendar years. Due to current system limitations, this information is not readily available to CSX.

IV. A detailed explanation of any system or practice under which credits or debits have been issued in connection with the assessment of demurrage or accessorial charges since January 1, 2016, and any changes thereto

CSX utilizes both automated and manual debit and credit processes in connection with the assessment of certain accessorial and demurrage charges. The ShipCSX platform automatically calculates credits and allowances pursuant to the applicable tariff, then calculates the charges owed

using a monthly averaging system. As described above, CSX also manually applies credits when a customer disputes a charge on the basis of CSX fault, including bunching, missed switches, data reporting or technology errors, or a similar cause. With respect to missed switches, when a closed gate customer³ orders cars and CSX misses a switch on a regularly scheduled service day, a credit allowance is given to every car in the yard on constructive placement. With respect to bunching,⁴ CSX similarly offers credits to customers when bunching occurs on CSX's network en route to their destination. There are no limits on the amount of credits or debits that are available or may be incurred within a given month.

CSX's credit and debit process for demurrage is set forth in Section 2.1, Tariff CSXT 8100:

Calculating Demurrage (2.1.1)

CSXT calculates and bills Demurrage on a monthly basis using a debit/credit system. Carrier Cars⁵ are tracked, calculated, and billed in separate accounts based on whether they are loaded, empty, refrigerated boxcars, heavy duty flat cars, RSSMs,⁶ or other Hazardous Material railcars. CSXT:

- Allows one day credit to load or unload a Carrier Car; except that no credits are available for Carrier Cars loaded with RSSM.

If CSXT cannot place or pull a railcar due to a customer's failure to facilitate CSXT's access to the railcar, the railcar continues to accrue debits.

At the end of each month, credited days and debited days are totaled for each Carrier Car Released at a particular Customer location:

- If total credit days exceed total debit days, no Demurrage accrues
- If total debit days exceed total credit days, Demurrage accrues
- Excess debit days, multiplied by the applicable rate, determine the Demurrage amount billed to the Customer

³ A customer is considered "closed gate" with regard to railcars that will remain in CSX's serving yard until the customer provides specific placement instruction to CSX via ShipCSX.

⁴ CSX offers bunching credits to customers when cars from the same origin that are shipped on different days arrive together at destination.

⁵ Carrier Cars are defined as carrier owned or controlled cars.

⁶ RSSM refers to Rail Security-Sensitive Materials.

- Carrier Cars are tracked, calculated, and billed in separate accounts based on whether they are loaded, empty, inbound, or outbound; credits in one account cannot be used to offset debits in the other
- Excess Demurrage credits do not carry over to the next month

Debit days start at 00:01 the next day after CSXT notifies the Customer of Constructive Placement of a railcar, or Actual Placement of a railcar.

EXAMPLE

A Customer handles 35 loaded Carrier Cars during the month of July at one of its facilities. They earn 35 credits (1 credit per Carrier Car), and total 50 debit days.

$$50 - 35 = 15 \quad \times \quad \$150 = \$2,250$$

Debit Days	Credit Days	Excess Debit Days	Daily demurrage rate	Monthly demurrage bill
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CSX also provides two (2) credit days to customers for appropriating cars for reload.

Customers can appropriate a car if they have an open car order for the same type of car and the car is non-hazmat, rail operated (not private), and not assigned to a shipper pool.

Reloading and Demurrage (2.1.2)

There are times when a Customer may appropriate a railcar for reloading. When this happens, the Demurrage cycle stops on the unloading account (2 credit days) and begins on the loading account (1 credit day). This ensures that you will be credited with the proper amount of time to accomplish the task.

- Railcars that have been emptied and are to be reloaded at the same location must be “appropriated” in ShipCSX prior to reloading to receive all available Demurrage credits
- Assistance regarding reloading is available by calling 1-877-SHIP-CSX (1-877-744-7279), Prompt #2, Prompt #1

CSX’s credit and debit process for private car storage is set forth in Section 2.2, Tariff

CSXT 8100. Private car storage charges are calculated in the same manner as demurrage.

CSX's credit and debit process for open gate yard demurrage is set forth in Section 2.4,

Tariff CSXT 8100:

CSXT calculates and bills Open Gate Yard Demurrage on a weekly basis for activity for two weeks prior. Charges will only apply on scheduled service days. At the close of the billing cycle, the number of cars that were eligible for Open Gate Yard Demurrage are totaled as well as any credits created from Railroad misses that were reported during that week.

Credits are given to a customer when the Railroad reports an exception due to the fault of the Railroad. Each car reported as a Railroad failure will be given one credit. Credits accumulated for a specific day are not eligible to off-set charges for the same day, they will roll to the next day. Credits will continue to carry forward until the available capacity equals the available cars in the yard for placement.

If the car count exceeds the credits, an Open Gate Yard Demurrage bill will be issued at the applicable rate.

A table detailing the demurrage and private car storage credit (free) days is set forth in Section 2.5, Tariff CSXT 8100:

DEMURRAGE CREDIT (FREE) DAYS
1-DAY CREDIT FOR LOADING
1-DAY CREDIT FOR UNLOADING
0-DAY CREDIT FOR OVERLOADS
0-DAY CREDIT FOR RAILCARS HELD FOR OTHER PURPOSES
PRIVATE CAR STORAGE CREDIT (FREE) DAYS
1-DAY CREDIT FOR EMPTY RAILCARS
1-DAY CREDIT FOR LOADED RAILCARS
0-DAY CREDIT FOR OVERLOADS
0-DAY CREDIT FOR RAILCARS HELD FOR OTHER PURPOSES
PRIVATE CAR STORAGE CREDIT (FREE) DAYS
0-DAY CREDIT FOR LOADED RAILCARS
1-DAY CREDIT FOR LOADED RAILCARS
1-DAY CREDIT FOR EMPTY RAILCARS
DEMURRAGE CREDIT (FREE) DAYS
0-DAY CREDIT FOR LOADED RAILCARS
1-DAY CREDIT FOR LOADED RAILCARS
1-DAY CREDIT FOR EMPTY RAILCARS
OPEN GATE YARD DEMURRAGE/PRIVATE CAR STORAGE
0-DAY CREDIT FOR RAILCARS

Changes to CSX's credit and debit processes since January 1, 2016 are described in detail in Appendix A attached hereto.

V. **Conclusion**

CSX respectfully submits the above and attached information pursuant to the Board's April 8, 2019 decision.

Respectfully submitted,



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Dated: May 1, 2019

APPENDIX A

List of Material Changes (attached)

CSXT 8100 Tariff - List of Material Changes Since January 1, 2016

Notice of Change	Effective Date of Change	Description of Tariff Item	Description of Change to Tariff Item	Reason(s) for Change
5-Oct-15	1-Jan-16	Excessive Detention of Carrier Cars	New item: additional charge of \$100 per car per day for RR boxcars not released within 15 days (in industry)	Improve asset utilization, reduce dwell
		Holding Heavy Duty Flat Car Detention Charges	New item: \$500 per car per day for heavy duty flat cars held short of destination due to Customer	Improve asset utilization, reduce dwell
		Cancelling Special Train Service	New item: \$12,500 cancelling service after submitting form; \$25,000 cancelling train less than 48 hours before departure	Improve efficiency: reduction of cancelled trains; cost offset
		Extra or Special Switch	Price change: increased charge from \$3,597 to \$3,897 per occurrence per crew shift	Improve efficiency; remuneration for additional services
6-Apr-16	1-Jul-16	Unit Train Reservation Change	New item: \$2,500 charge for changes made < 48 hours notice	Improve efficiency: reduction of scheduled train changes
30-Sep-16	1-Jan-17	Unit Train - Manual Shipping Instructions	New item: \$500 per unit train (blocks of 10 cars or more)	Improve efficiency: elimination of manual work
		Unit Train - Recrew	New item: \$2,400 per recrew	Improve efficiency: reduction of recrews
7-Apr-17	27-Apr-17	Unit Train - Holding	Price/metric change: changed price from \$1,800 per locomotive held per day to \$9,000 per Unit Train held per day	Improve asset utilization, reduce locomotive dwell
22-May-17	1-Jul-17	Safe Loading of Railcars - Releases of Non-Hazardous Materials	New item: \$2,000 per railcar per release event	Improve safety; offset of environmental/clean-up costs
		OT-5 Certification Failure	New item: \$600 per car tendered without current AAR-required OT-5 approval (billing did not begin until May 2018)	Improve safety
		Excessive Detention of Carrier Cars	Change of time (no rate change): per car charge for RR boxcars not released within 10 days (in industry) - reduced from 15 days	Improve asset utilization, reduce dwell
9-Jun-17	1-Jul-17	Continuation Charge	Price change: 0 Annual Carloads - \$25,000; 1-12 Annual Carloads \$16,000 (previously 0-5 carloads \$10,000; 6-9 carloads \$7,500)	Improve safety; improve efficiency; offset cost of continued switch maintenance
17-Oct-17	15-Nov-17	Empty Car Ordered, Reduced/Cancelled/Rejected	Price change/new item: increased charge for empty RR cars placed at industry and then not used from \$165 to \$300; added new \$300 charge per railcar ordered and cancelled less than 7 days prior or up to 3 days after the order delivery	Improve efficiency: reduce rejects; reduce cancellations; reduce idle cars at industry
15-Nov-17	1-Jan-18	Fees for US Customs and Border Protection	New item: \$200 (U.S.) fee for incomplete and erroneous Customs documentation or data	Improve efficiency; offset of cost
		Border Fees	New item: \$25 (U.S.) per railcar for CSXT to perform customs paperwork and processing	Improve efficiency; remuneration for services; offset of cost
		Weight Overload	Price change: increased from \$750 to \$1,000 per overloaded railcar	Improve safety; reduction of overloads
		Safe Loading of Railcars - Unsafely Loaded Railcar	Price change: increased charge from \$750 to \$1,000 per unsafely loaded railcar	Improve safety; reduction of unsafely loaded cars
		Demurrage	Price change: Demurrage charge on empty and loaded RR cars increased from \$105 to \$150 (no change to credit days)	Improve asset utilization, reduce dwell
		Private Car Storage - Non-Hazmat	Price change; change of time: Private Car Storage charge increased from \$60 to \$75; credit days reduced from 2 to 1	Improve asset utilization, reduce dwell
		Car Storage - Hazmat	Price change: storage charge for loaded RR and private hazmat cars increased from \$175 to \$250 (no change to credit days) (new rate was not applied until 7/1/2018)	Improve asset utilization, reduce dwell
		Refrigerated Car Demurrage	Price change: Demurrage for refrigerated cars increased from \$200 to \$250 (no change to credit days)	Improve asset utilization, reduce dwell
		Open Gate Yard Demurrage	New item: \$75 per car that cannot be delivered due to Customer being over available capacity/refusing cars	Improve asset utilization, reduce dwell
		Reloading and Demurrage	Added credit: increased credit days when customer appropriates a railcar for reloading from 1 to 2	Customer accommodation; improve asset utilization, reduce dwell
		Calculating Demurrage	Policy change: Demurrage/private storage clock previously stated at 12:01AM on the next scheduled service day. Demurrage/private storage clock now starts 12:01AM the day after constructive or actual placement	Improve asset utilization, reduce dwell

CSXT 8100 Tariff - List of Material Changes Since January 1, 2016

Notice of Change	Effective Date of Change	Description of Tariff Item	Description of Change to Tariff Item	Reason(s) for Change
15-Nov-17	1-Jan-18	Calculating Demurrage	Policy change: although holidays were not defined as credit days in CSXT 8100, CSXT previously applied an additional credit day to cars on demurrage/storage on some holidays. Beginning on January 1, 2018, CSXT will no longer apply additional credits on these holidays.	Improve asset utilization, reduce dwell
		Procedures for Disputing Invoices	Policy change: Must use ShipCSX to submit disputes	Improve efficiency; record-keeping
		Diversions	Enforcement of existing empty railcar diversion policy (no rate change)	Improve asset utilization; remuneration for additional services
		Intra-Plant Switching	Enforcement of existing intraplant switch policy (no rate change)	Improve asset utilization; remuneration for additional services
30-May-18	1-Jul-18	Late Delivery of Shipping Instructions	New item: \$500 per loaded railcar that reaches a CSXT yard without complete Shipping Instructions	Improve efficiency; reduction of no-bills
		Proper Billing of Hazmat Materials	New item: CSXT may charge \$2,500 per hazmat loaded railcar tendered to CSXT incomplete or erroneous waybill data for hazmat shipments	Improve safety
		Cleaning of Carrier Cars	Minimum price change: Changed minimum charge for cleaning services from \$600 to \$100	Asset utilization; offset of additional cost
		COBRA (U.S. Dept of Homeland Security's Customs & Border Protection Services)	Price change: U.S. Government increased fee for cars entering the U.S. from Canada from \$8.25 to \$8.47	Offset of governmental cost
		Safe Loading of Railcars	Policy/fee change: if corrective instructions are not received from customer after 48 hours of receipt of notification that railcar is unsafely loaded, CSXT may charge cost of contractor retained by CSXT to adjust the load, plus 15% handling fee	Improve safety; reduce unsafely loaded railcars
		Excessive Detention of Carrier Cars	Metric change: \$100 per car per day for RR cars that are not released within 10 days (in industry) - All RR car types included (previously only applied to boxcars)	Improve asset utilization, reduce dwell
		Intra-Plant Switch RSSM	New item: added \$500 per railcar intra plant switching charge for RSSMs	Improve asset utilization, remuneration for additional services
		Procedures for Disputing Invoices	Addition of time: Dispute should be submitted in 30 days (previously 15 days)	Customer accommodation
27-Nov-18	1-Jan-19	COBRA (U.S. Dept of Homeland Security's Customs & Border Protection Services)	Price change: U.S. Government increased fee for cars entering the U.S. from Canada from \$8.47 (U.S.) to \$8.65 (U.S.)	Offset of governmental cost

Intermodal Service Directory 1 - List of Material Changes Since January 1, 2016

Notice of Change	Effective Date of Change	Description of Tariff Item	Description of Change to Tariff Item	Reason(s) for Change
2-May-16	1-Jun-16	Payment	Policy change: payment due date changed from thirty (30) to fifteen (15) days of the date of the applicable CSXI bill.	Improve efficiency; improve timely remuneration for services
		Required Data for Shipments that will be Exported by Ocean Carrier	New item: Shipper responsible for failure to comply with SOLAS or IMO Guidelines or failure to provide the verified gross mass at the time of request by marine terminal operator or ocean carrier related to the Shipment	Offset of governmental cost
3-Mar-17	2-Apr-17	Customs Surcharges	New item: \$4.00 (U.S.) per Shipment for any Shipment originating in Canada and moving southbound across the United States-Canada border for fees imposed by the United States Customs agency	Offset of governmental cost
1-Mar-18	1-Apr-18	Customs Surcharges	New item: \$25 (U.S.) per shipment fee for customs paperwork processing; \$200 (U.S.) per shipment fee for incomplete or erroneous customs documentation	Improve efficiency; offset of cost
		Origin Storage Free Time for Shipper Vehicles (Private)	Change of time: no Free Time provided when Shipper Vehicles are held at origin due to Shipper-caused delays	Improve asset utilization, reduce dwell
		Storage Rules and Conditions for Shipper Vehicles (Private)	New item: CSXI may store Shipper Vehicles at offsite locations; \$150 charge for drayage offsite will apply (in addition to storage charges) after expiration of Free Time	Improve asset utilization; remuneration for services
		Door to Door Services - Vehicle Dropped at Origin or Destination	New item: If drop request is approved by CSXI without a contractual drop charge established, a drop charge of \$150 or \$2.00 per mile (whichever is greater) will be assessed for Origin or Destination drops.	Improve efficiency; remuneration for services
1-May-18	1-Jun-18	Procedures for Disputing Invoices	Policy change: Must use ShipCSX to submit disputes; disputes must be submitted within 30 days	Improve efficiency; record-keeping
		Gate Reservation System - Modifications, Cancellations, Missed Reservations	New item; policy change: Shippers required to have a gate reservation to in-gate equipment at certain terminals. In the event Shipper cancels a Gate Reservation during the Gate Reservation Window, cancellation charge of \$50 applies. In the event Shipper fails to In-Gate during the Gate Reservation Window, no-show charge of \$100 applies	Improve efficiency; reduce terminal congestion; reduction of cancellations/missed reservations
1-Aug-18	1-Sep-18	Origin and Destination Storage Charges for Shipper Vehicles (Private) - Peak Season Daily Storage Charge	New item: During seasonal peak periods, with 30-day advance notice, CSXI may apply a supplemental Peak Season Daily Storage Charge to maintain terminal fluidity necessary to handle the increased traffic during peak. When the charge is in effect, an additional daily storage charge of \$100 per Shipper Vehicle will apply on chargeable Days 2-7.	Improve asset utilization, reduce dwell
		Origin and Destination Storage Charges for Shipper Vehicles (Private) - Excessive Dwell	New item: \$500 daily storage charge for units dwelling beyond 7 chargeable days	Improve asset utilization, reduce dwell
		Shipments of 20-foot Containers	New item: 20-foot Containers are required to be loaded in pairs of two (2) within a designated Double Stack Car platform in accordance with the AAR Loading Capability Guide.	Improve asset utilization, reduce dwell

Intermodal Service Directory 1 - List of Material Changes Since January 1, 2016

Notice of Change	Effective Date of Change	Description of Tariff Item	Description of Change to Tariff Item	Reason(s) for Change
30-Nov-18	1-Jan-19	Destination Storage Free Time for Shipper Vehicles (Private)	Change of time: Change to business days for purposes of free time at various CSXI terminals, varying by location. See annotation 8.4 following this chart.	Improve asset utilization, reduce dwell
		Origin and Destination Storage Charges for Shipper Vehicles (Private)	Price change: Change to storage charges at various CSXI terminals, varying by location. See annotation 8.6 following this chart.	Improve asset utilization, reduce dwell
		Storage/Premise Use	New item: Storage of Shipper Vehicles at offsite locations; \$150 charge for drayage offsite will apply (in addition to storage charges) after expiration of Free Time	Improve asset utilization; remuneration for services
		Origin Storage Free Time for Shipper Vehicles (Private)	Change of time: 20 foot no-mate delays added to list of Shipper-caused delays.	Improve asset utilization, reduce dwell
		Door to Door Services - Overweight Conditions	New item: new charge of \$120 for CSXI to provide (upon request) a tare weight and Gross Weight after cargo is loaded	Remuneration for services
		Door to Door Services - From Shipper to Origin Terminal	New item: new weight confirmation fee of \$100 for CSXI to provide a weight confirmation to verify that overweight condition has been corrected	Remuneration for services
		Door to Door Services - Additional Services	Price change: driver will load or unload Cargo at the rate of \$150.00 per pallet load/\$80.00 per hour for floor load.	Remuneration for services
		Door to Door Services - Vehicle Dropped at Origin or Destination	New item: \$35.00 per move for CSXI respot or relocation a Container within the facility	Remuneration for services
		Door to Door Services - Cleaning of Vehicles	Minimum price change: Minimum charge for cleaning of vehicles changed from \$100 to \$50	Improve efficiency; cost offset
		Door to Door Services - Accessorial Administrative Fee for Disposal at Landfill	Minimum price change: Changed from \$15 to \$20	Improve efficiency; cost offset
		Door to Door Services - After Hours Appointment Setting/Cancellations	New item: \$100 charge for pickup or delivery appointments outside standard business hours; \$50 for late cancellation within 6 hours of appointment start time	Remuneration for services; improve asset utilization
		Door to Door Services - Mileage Matrix	New item: sets out mileage charges for any case where a mileage charge is to be applied	Remuneration for services; improve asset utilization
		Shipments of 20-foot Containers	New item: no mate 20' containers subject to applicable storage charges from expiration of free time.	Improve asset utilization, reduce dwell

Intermodal Service Directory 1 - Annotation 8.6**April 1, 2018 Version****8.6 Origin and Destination Storage Charges for Shipper Vehicles (Private)**

Group 1	Chicago 59th Street, Chicago Bedford Park, and Memphis		
Storage Charges	International Shipments	\$200 per day	
	Domestic Shipments	Days 1-5	\$100 per day
		Days 6+	\$200 per day

Group 2	Kearny, Little Ferry, North Bergen, Northwest Ohio ICTF, Pittsburgh and		
Storage Charges	International And Domestic Shipments	Days 1-5	\$100 per day
		Days 6+	\$200 per day

Group 3	All CSXI Terminals not listed in Group 1 or Group 2		
Storage Charges	International and Domestic Shipments	Days 1-5	\$100 per day
		Days 6+	\$200 per day

September 1, 2018 Version (added peak vs. non-peak; price changes)**8.6 Origin and Destination Storage Charges for Shipper Vehicles (Private)****Group 1****Chicago 59th Street, Chicago Bedford Park, and Memphis**

Storage Charges	International Shipments	Peak	Day 1	\$200 per day
			Days 2-7	\$300 per day
			Days 8+	\$500 per day
		Non-Peak	Days 1-7	\$200 per day
Days 8+	\$500 per day			
Storage Charges	Domestic Shipments	Peak	Day 1	\$100 per day
			Days 2-5	\$200 per day
			Days 6-7	\$300 per day
			Days 8+	\$500 per day
		Non-Peak	Days 1-5	\$100 per day
			Days 6-7	\$200 per day
			Days 8+	\$500 per day

Group 2**Northwest Ohio ICTF, Pittsburgh and Valleyfield**

Storage Charges	International and Domestic Shipments	Peak	Day 1	\$100 per day
			Days 2-5	\$200 per day
			Days 6-7	\$300 per day
			Days 8+	\$500 per day
		Non-Peak	Days 1-5	\$100 per day
			Days 6-7	\$200 per day
			Days 8+	\$500 per day

Group 3**All CSXI Terminals not listed in Group 1 or Group 2**

Storage Charges	International and Domestic Shipments	Peak	Day 1	\$100 per day
			Days 2-5	\$200 per day
			Days 6-7	\$300 per day
			Days 8+	\$500 per day
		Non-Peak	Days 1-5	\$100 per day
			Days 6-7	\$200 per day
			Days 8+	\$500 per day

January 1, 2019 Version (NW Ohio ICTF moved to Group 3)

8.6 Origin and Destination Storage Charges for Shipper Vehicles (Private)

Group 1

Chicago 59th Street, Chicago Bedford Park, and Memphis

Storage Charges	International Shipments	Peak	Day 1 \$200 per day Days 2-7 \$300 per day Days 8+ \$500 per day
		Non-Peak	Days 1-7 \$200 per day Days 8+ \$500 per day
Storage Charges	Domestic Shipments	Peak	Day 1 \$100 per day Days 2-5 \$200 per day Days 6-7 \$300 per day Days 8+ \$500 per day
		Non-Peak	Days 1-5 \$100 per day Days 6-7 \$200 per day Days 8+ \$500 per day

Group 2

Pittsburgh and Valleyfield

Storage Charges	International and Domestic Shipments	Peak	Day 1 \$100 per day Days 2-5 \$200 per day Days 6-7 \$300 per day Days 8+ \$500 per day
		Non-Peak	Days 1-5 \$100 per day Days 6-7 \$200 per day Days 8+ \$500 per day

Group 3

All CSXI Terminals not listed in Group 1 or Group 2

Storage Charges	International and Domestic Shipments	Peak	Day 1 \$100 per day Days 2-5 \$200 per day Days 6-7 \$300 per day Days 8+ \$500 per day
		Non-Peak	Days 1-5 \$100 per day Days 6-7 \$200 per day Days 8+ \$500 per day

Intermodal Service Directory 1 - Annotation 8.4

April 1, 2018 Version

8.4

Destination Storage Free time for Shipper Vehicles (Private)

Group 1

Chicago 59th Street, Chicago Bedford Park, and Memphis

Business Days for Calculating Free Time	Any day on which the Terminal has gate hours, including Saturday and Sunday. Holidays are considered business days regardless of gate hours.
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Group 2

Kearny, Little Ferry, North Bergen, Northwest Ohio ICTF, Pittsburgh and Valleyfield

Business Days for Calculating Free Time	Any day on which the Terminal has gate hours, excluding Sundays. Holidays are considered business days regardless of gate hours, unless the Holiday falls on a Sunday.
--	--

Group 3

All CSXI Terminals not listed in Group 1 or Group 2

Business Days for Calculating Free Time	Any day on which the Terminal has gate hours, including Saturday and Sunday. Holidays are considered business days regardless of gate hours.
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September 1, 2018 Version (moved Kearney, Little Ferry, North Bergen to Group 3)

8.4

Destination Storage Free time for Shipper Vehicles (Private)

Group 1

Chicago 59th Street, Chicago Bedford Park, and Memphis

Business Days for Calculating Free Time	Any day on which the Terminal has gate hours, including Saturday and Sunday. Holidays are considered business days regardless of gate hours.
--	--

Group 2

Northwest Ohio ICTF, Pittsburgh and Valleyfield

Business Days for Calculating Free Time	Any day on which the Terminal has gate hours, excluding Sundays. Holidays are considered business days regardless of gate hours, unless the Holiday falls on a Sunday.
--	--

Group 3

All CSXI Terminals not listed in Group 1 or Group 2

Business Days for Calculating Free Time	Any day on which the Terminal has gate hours, including Saturday and Sunday. Holidays are considered business days regardless of gate hours.
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January 1, 2019 Version (moved Northwest Ohio ICTF to Group 3)

8.4

Destination Storage Free time for Shipper Vehicles (Private)

Group 1

Chicago 59th Street, Chicago Bedford Park, and Memphis

Business Days for Calculating Free Time	Any day on which the Terminal has gate hours, including Saturday and Sunday. Holidays are considered business days regardless of gate hours.
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Group 2

Pittsburgh and Valleyfield

Business Days for Calculating Free Time	Any day on which the Terminal has gate hours, excluding Sundays. Holidays are considered business days regardless of gate hours, unless the Holiday falls on a Sunday.
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Group 3

All CSXI Terminals not listed in Group 1 or Group 2

Business Days for Calculating Free Time	Any day on which the Terminal has gate hours, including Saturday and Sunday. Holidays are considered business days regardless of gate hours.
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APPENDIX B

Total Accessorial & Demurrage Charges Billed and Collected for Calendar Years 2016-2018

Dollars in millions

2016	Billed	Collected
Demurrage*	\$ 99.8	\$ 99.7
Accessorial	87.8	87.8
Total	\$ 187.6	\$ 187.5

2017	Billed	Collected
Demurrage*	\$ 101.1	\$ 97.4
Accessorial	90.1	89.6
Total	\$ 191.2	\$ 187.0

2018	Billed	Collected
Demurrage	\$ 246.7	\$ 215.3
Accessorial	124.4	111.8
Total	\$ 371.1	\$ 327.1

*Beginning in 2018, CSX reclassified premise use from incidental to demurrage for STB R-1 reporting. Accordingly, information for 2016 and 2017 has been reclassified in the table above - for purposes of this data submission only - to conform to current presentation and provide the Board a more accurate year-over-year comparison to 2018 figures.