Optional Services Catalog
# Extended Asset Use

## Flexible Asset Utilization…

The effective management of railcars is critical to the success of  CBNS 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

If you use our railcars for a longer period of time, you will be subject to our debit/credit system which calculates credits and debits to arrive at a monthly total. If credits exceed debits, no charge will be incurred. If debits exceed credits, the charges below apply per debit. Billing will only include cars placed within the calendar month. At no time will credits be shared between loading and unloading events.

Note: Debits do not apply to non-chargeable days, as defined in the CBNS General Tariff 11000 Section III, Demurrage and Storage Provisions.

| AT LOADING | CREDIT | ITEM 3040 |
|---|---|---|
| Loading | 1 | $80 per Railcar per Day |
| AT UNLOADING | CREDIT | ITEM 3050 |
| Unloading | 2 | $80 per Railcar per Day |
| *Includes Empty Hazardous Residue Cars for Loading | | |
| *Excludes Loaded Hazardous Residue Cars for Unloading | | |

| EXTENDED USE OF RAILWAY TRACK ASSETS | | |
|---|---|---|
| PRIVATE EMPTY RAILCAR | CREDIT | ITEM 3040 |
| Loading on CBNS track | 1 | $80 per Railcar per Day |
| PRIVATE LOADED RAILCAR | CREDIT | ITEM 3050 |
| Unloading on CBNS track | 2 | $80 per Railcar per Day |
| *Includes Empty Hazardous Residue Cars for Loading | | |
| *Excludes Loaded Hazardous Residue Cars for Unloading | | |

| DANGEROUS GOODS AND HAZARDOUS MATERIALS | | |
|---|---|---|
| | CREDIT | ITEM 3050 |
| Unloading | 0 | $250 per Railcar per Day |
| *Excludes TIH/PIH Commodities & Empty Hazardous Residue Cars for Loading | | |

| HEAVY DUTY CAR DETENTION | | |
|---|---|---|
| | CREDIT | ITEM 3050 |
| Loading | 1 | $250 per Railcar per Day |
| Unloading | 2 | $250 per Railcar per Day |
| *Applies to specialty equipment and equipment used in transporting dimensional shipments.* | | |



*a Genesee & Wyoming Company*

# CBNS 6006-13
*CBNS operated by NSER*

**(Cancels All Prior Versions)**

- **Loading and Unloading Flexibility**
- **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.

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

For Storage of railcars please contact your local Sales & Marketing Representative.

This document is subject to the terms, conditions and guidelines provided in The CBNS General Tariff 11000.

**www.gwrr.com**

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# 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

**We commit to bill you on time**

We have changed our systems to issue Extended Asset Utilization invoices monthly.

# Billing Disputes
**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 a review, a claim must be submitted, in writing, within 30 days of the invoice date to: CanadaDisputes@gwrr.com

Along with a brief description, your claim must include the car initial and number and the related invoice number.

*Any claim not filed within thirty (30) days from the date of the invoice will be declined.*

*Any non-disputed charges should be paid by the due date listed on the respective invoice.*



# 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.*