

# LAKE TERMINAL RAILROAD

## Freight Tariff LT 6004 - C

### Demurrage Rules and Charges



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**Issued by:**

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**ITEM 5— CANCELLATION NOTICE**

This tariff cancels Rates, Rules, Regulations and Charges published in the following Tariff:

LT 6004

All Other Agreements Pertaining to Texas & Northern Railway Demurrage

**ITEM 10— LIST OF PARTICIPATING CARRIERS**

ABBREVIATION	NAME OF CARRIER
LT	Lake Terminal Railroad

**ITEM 15— REFERENCE TO TARIFFS, ITEMS, NOTES, GLOSSARY, RULES, ETC**

When reference is made in this Tariff to Tariffs, items, notes, the glossary, rules, etc., such references are continuous and include supplements to and successive issues of such Tariffs and reissues of such items, notes, the glossary, rules, etc.

**ITEM 20— CREDIT AND PAYMENT OF CHARGES TEXT****Credit Establishment**

All customers are required to establish credit with LT prior to shipment. Please contact Doug Pearson, Manager of Revenue Accounting at [drpearson@uss.com](mailto:drpearson@uss.com) or (412) 433-7074.

LT reserves the right, in its sole discretion, to establish or not establish credit for any customer. LT reserves the right, in its sole discretion, to maintain or cancel credit for any customer.

**Payment of Charges – Non-Credit Customers**

Customers who have not applied for and/or received credit approval with LT, or who have had their credit suspended by LT, must pay line-haul freight charges, switching charges, demurrage charges, miscellaneous charges and any other applicable fees in full:

1. Prior to LT acceptance of a shipment at origin if tendered prepaid
2. Prior to placement of a shipment at destination if tendered collect

**Credit Terms**

Payment in full for all line-haul freight charges, switching charges, demurrage charges and miscellaneous charges must be received by LT from customers within 15 days of the bill date. This applies to customers that have already established credit with LT.

**No Offset of Charges**

Customers may not offset or otherwise withhold payment of any LT charges due to any alleged overcharge, freight damage or other dispute with LT.

**ITEM 200—GLOSSARY OF TERMS**

<b>Actual Placement</b>	When a car is placed in an accessible position for loading or unloading, or at a point designated by the Consignor or Consignee.
<b>Assigned Car</b>	A car of any ownership specifically requested and assigned to a shipper by a railroad.
<b>Articulated Car</b>	Consist of a number of cars which are semi-permanently attached to each other and share common axles and/or have car elements without axles suspended by the neighboring car elements.
<b>Bill Of Lading</b>	A shipping document that is both a receipt for property to be transported and a contract for hauling it, stating the terms, conditions, and liabilities under which property is accepted for transportation. Shipments will be rated according to the date of receipt of the bill of lading.
<b>Care of Party</b>	A party other than the consignee designated on the bill of lading or waybill as the entity entitled to receive delivery of the goods from the carrier at destination.
<b>Common Points</b>	Points that can be reached by, or in connection with, two or more railroads operating from or to the same junction point.
<b>Consignee</b>	The party to whom a shipment is consigned, or the party entitled to receive the shipment. For purposes of this Tariff, Consignee includes any person who receives railcars from a rail carrier for unloading, as more specifically described in 49 CFR Part 1333.
<b>Consignor/Shipper</b>	The terms Consignor and Shipper are interchangeable. The party in whose name cars are ordered, or the party who furnished forwarding directions. For purposes of this Tariff, Consignor/Shipper includes any person who receives railcars from a rail carrier for loading, as more specifically described in 49 CFR Part 1333.
<b>Constructive Placement</b>	When a car cannot be actually placed because of any condition attributable to the Consignor or Consignee, including order notify and inbound shipments, such car will be held on LT tracks and notice will be given to the Consignor or Consignee that the car is held awaiting disposition instructions.
<b>Credit</b>	Non-chargeable demurrage day. Credits can only be earned on those cars released.

<b>Demurrage Day</b>	A twenty-four-hour period, or part thereof, commencing 0001 after tender (calendar day).
<b>Destination</b>	Billing destination, or if such destination is serviced by a serving yard, then such serving yard will be considered as the destination.
<b>Disposition</b>	Information, including forwarding instructions or release, which allows the railroad to either tender or release the car from the Consignor's or Consignee's account.
<b>Diversion</b>	A change in billing/shipping instructions that changes the route and/or destination of a freight car. Changes which constitute a Diversion include: <ul style="list-style-type: none"> <li>A. A change in destination</li> <li>B. A change in route</li> <li>C. A cancellation of a previous diversion order</li> <li>D. The addition of a Mexican Customs Broker, US Freight Forwarder, US Customs Broker and/or Canadian Customer Broker</li> </ul>
<b>Electronic Means</b>	Any approved electronic device (i.e. email, facsimile) used to communicate to Customer Service the disposition of a car.
<b>Empty Cars Ordered and Not Used</b>	Empty cars ordered for loading and not used in transportation service.
<b>Empty Release Information</b>	Written or electronic instructions given by consignee to authorized personnel of LT that car is unloaded and available to LT. Information given must include identity of consignee, party furnishing data, car initial and number.
<b>Forwarding Instructions</b>	Shipping instructions given to LT at the point of loading or unloading, containing all of the necessary information to transport the shipment to the final destination.
<b>Hazardous Material</b>	Materials categorized as hazardous materials by the U.S. Department of Transportation under the Hazardous Materials Transportation Act (49 U.S.C. §§ 1801, et seq.) and the Hazardous Materials Regulations (49 C.F.R. Parts 170-179) issued thereunder, as amended from time to time.
<b>Holiday</b>	New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day After Thanksgiving, Christmas Eve, Christmas Day and New Year's Eve. In the event any one of the above holidays occurs on a Sunday, the following Monday will be considered a holiday.

<b>Idler Car</b>	An empty car used to protect overhanging loads, or used between cars loaded with long material.
<b>Industrial Switch Connection</b>	A switch located upon LT property and maintained by LT for access to privately owned sidetracks.
<b>Interstate Traffic</b>	Traffic having origin, destination, and/or transportation in more than one state.
<b>Inter-terminal Switching</b>	A switching movement from a track served by one railroad to a track served by another railroad when both tracks are within the same switching limits of one station or industrial switching district.
<b>Intra-plant Switching</b>	A switching movement from one track to another track within the same plant or industry, or from one location to another location on the same track within the same plant or industry.
<b>Lease Charge</b>	A switching movement from one track within a LT yard to another track located on a customer's property within the same switching limits of one station or industrial switching district.
<b>Lease Track</b>	Any track(s) assigned to a user through written agreement. Lease track will be treated the same as a private track.
<b>Normal Business Hours</b>	Normal business hours are from 8:00AM to 4:30PM EST Monday through Friday except for holidays.
<b>Notification</b>	The transfer of information advising the change in the status of a railcar.
<b>Payor of Freight</b>	The responsible party listed on the bill of lading or waybill for the payment of the line-haul freight charges.
<b>Private Car</b>	A car bearing other than railroad reporting marks and which is not a railroad-controlled car.
<b>Private Track</b>	Any track which is not owned or leased by the railroad.
<b>Public Delivery Track</b>	Any track open to the general public for loading and unloading.
<b>Railroad-Controlled Car</b>	A car bearing railroad reporting marks or a car bearing other than railroad reporting marks provided to the railroad directly by car companies.
<b>Refused Loaded Car</b>	When the loaded car is refused at destination without being unloaded.
<b>Reloading</b>	When a car is held for loading after being released as an empty.

<b>Reshipment</b>	A new document by which the entire original shipment is forwarded in the same car to another destination after the car has reached original final destination.
<b>Serving Yard</b>	A yard at which customers are notified of the availability of railcars.
<b>Tender</b>	The notification, actual placement or constructive placement of the railcar.
<b>Time</b>	Eastern Standard Time is applicable, expressed on the basis of the 24-hour clock. (Example: 12:01 AM is expressed at 0001 Hours).
<b>Tolerance</b>	The difference in weights due to variation in scales or weighing, which may be permitted without correction of the billed weight.
<b>Unloading</b>	The complete unloading of a car <u>and</u> the receipt of notice through Electronic Means from consignee that the car is empty and available to the railroad.
<b>Waybill</b>	A document covering a shipment and showing the forwarding and receiving station, the names of consignor and consignee, the car initials and number, the routing, the description and weight of the commodity, and instructions for special services.

## ITEM 250—NOTIFICATION TO CUSTOMERS

- The following notifications by Electronic Means will be furnished as indicated when a railcar is available:

### **Cars to be delivered to Private Tracks**

- Notice of arrival will be given to party entitled to receive notification when railcar is available.
- Notification of constructive placement on all cars held on LT tracks due to any condition attributable to Consignee or Consignor.
- Delivery upon industrial interchange tracks of Consignee or party entitled to receive same will constitute notification.

### **Cars to be delivered to Public Tracks**

Notice of arrival will be given to party entitled to receive notification when railcar is actually placed.

### **Refused Carload Freight**

When advised of refusal of car at destination, notice will be sent or given to Consignor or owner of the lading

- Notification information provided:
  - Car Initial, number, and commodity
  - If the contents transferred en route, LT will furnish car initial and number of the original car and replacement car.

3. Methods and procedures for notification:

Notification must be sent or given by Electronic Means, (see Electronic Means, Item 200). When Consignor or Consignee utilizes electronic or mechanical device notification will be considered as having been given to Consignor or Consignee, as of the date and time transmitted

**The Consignor or Consignee is responsible for providing the LT with the correct contact or contacts for notification purposes.**

### **ITEM 300—NOTIFICATION TO LT**

Disposition must be submitted by the Consignor/Consignee in writing by Electronic Means when furnishing such instructions. All written instructions or instructions given by Electronic Means will be considered as having been furnished at the date and time that they are received and that time and date will govern.

### **ITEM 350— CARS HELD FOR LOADING, TRANSACTIONS, ETC.**

Loading is the complete loading of a car in conformity with American Association of Railroads (AAR) loading and clearance rules, and the furnishing of forwarding instructions.

### **ITEM 400— CARS HELD FOR COMPLETE UNLOADING, TRANSACTIONS, ETC.**

Unloading means the complete unloading of a car and the receipt of notice through Electronic Means from consignee that the car is empty and available to the railroad.

### **ITEM 450— PRIVATE AND RAILROAD CARS HELD FOR OTHER PURPOSES, TRANSACTIONS, ETC.**

Applicable to cars held:

1. On orders of Consignor or Consignee.
2. While awaiting proper disposition from the Consignor or Consignee.
3. As a result of conditions attributable to the Consignor or Consignee.

### **ITEM 500—DEMURRAGE PLAN**

1. Applicable at all stations.
2. Settlement of charges will be made on a monthly basis on all cars released during each calendar month.
3. Charges will be assessed against the consignee at destination on cars waiting placement or the consignor at origin on cars waiting forwarding instructions.
4. Credits earned and demurrage days accrued by customers having facilities at separate stations cannot be combined.
5. All days are chargeable including weekends and holidays.
6. Credits earned and demurrage days accrued will be calculated separately for the following:
  - A. Cars held for loading transactions. Two (2) credit days will be earned.



- B. Cars held for complete unloading transactions. Two (2) credit days will be earned.
  - C. Cars held for complete loading or unloading transactions but not used. Zero (0) credit day will be earned.
7. Excess credits earned for one transaction cannot be used to offset demurrage days on another transaction.
8. Excess credits earned in one calendar month cannot be used to offset demurrage days in another calendar month.
9. All Private cars and Railroad-Controlled cars held for or by Consignors or Consignees are subject to demurrage rules and charges, except the following:
  - A. Cars for loading or complete unloading of LT company material while held on LT tracks or private siding connecting therewith.
  - B. Cars assigned to shippers returned to point of assignment to the extent storage rules apply.
  - C. Railroad-Controlled cars leased for storage of commodities while held on the lessee's tracks and car hire (per diem) is not paid by LT.
  - D. Cars specially equipped for handling welded railroad rail held for loading such rail.
  - E. Empty cars ordered and rejected within twenty-four hours as unsuitable for loading.

#### ITEM 550—DEMURRAGE CALCULATIONS AND CHARGES

1. Total demurrage days for cars released will be added.
2. Total credits for cars released will be added per car.
3. The demurrage day starts from the first 0001 after placement or constructive placement.
4. For Private cars, the demurrage day runs from constructive placement to the cars being placed on the customer's track.
5. If total demurrage days exceed the total credits, calculation of charges will be made as follows:
  - A. Subtract number of total credits from total demurrage days to determine chargeable days.
  - B. The number of chargeable days will be assessed at \$48.00 per day per car for cars being loaded or unloaded.

#### ITEM 600—PROCEDURE FOR DISPUTING INVOICES

In order for relief to be considered on an invoice, a dispute must be submitted to the email listed on the bill within 15 calendar days of the bill date. The dispute must include the reason for the dispute, cars involved and the dates that the dispute applies to.

#### ITEM 650—SITUATIONS WHERE RELIEF IS PERMISSIBLE

1. **Weather Interference:** When because of earthquakes, hurricanes, or floods, the operations of the Consignor or Consignee are disrupted, the demurrage calculations may be adjusted to account for the disruption.

2. **Railroad Error:** If, through Railroad Error, demurrage charges are assessed, demurrage will be adjusted to the amount that would have accrued but for such error.

KEY:	
NEW	New Addition
TEXT	Change in Wording
↑	Price Increase
↓	Price Decrease