

FREIGHT TARIFF 6004-D

Demurrage & Storage Rules and Charges

Applying at all NS points in the United States and other points as specifically provided herein; also at points on other roads (see Item 40)

Effective: November 3, 2025

Issued: October 23, 2025

*Issued By:
Pricing Services
Norfolk Southern Railway Company
and Consolidated Subsidiaries
650 West Peachtree St NW
Atlanta, GA 30308*



TABLE OF CONTENTS

SUBJECT	ITEM
CANCELLATION NOTICE	20
LIST OF PARTICIPATING CARRIERS	40
GENERAL TARIFF RULES	60 – 100
GLOSSARY OF TERMS	200
NOTIFICATION TO CUSTOMERS BY NS	300
NOTIFICATION TO NS	350
SITUATIONS WHEN RELIEF IS PERMISSIBLE	400
CARS AWAITING CUSTOMS INSTRUCTIONS, PAYMENTS OF DUTIES	450
CARS SUBJECT TO DEMURRAGE	500
CARS SUBJECT TO STORAGE	550
RULES GOVERNING CARS HELD FOR LOADING	600
RULES GOVERNING CARS HELD FOR UNLOADING	650
RULES GOVERNING CARS HELD FOR PURPOSES OTHER THAN LOADING OR UNLOADING	700
RULES GOVERNING MERCHANDISE UNIT TRAIN DETENTION	750
RULES GOVERNING MERCHANDISE UNIT TRAINS STOPPED IN TRANSIT	760
RULES GOVERNING STORAGE OF ASSIGNED CARS	800
RULES GOVERNING ORIGIN TURNOVERS	850
STORAGE OF RAILWAY EQUIPMENT MOVING ON OWN WHEELS	900
DEMURRAGE / STORAGE RULES	950
DEMURRAGE / STORAGE CALCULATION	1000
DEMURRAGE / STORAGE APPLICATION	1010
HAZARDOUS COMMODITIES	1012
STORAGE OF EXPLOSIVES, HAZARDOUS MATERIALS, SUBSTANCES OR WASTE	1015
LEASE TRACK OVERAGE	1100

ITEM 20 – CANCELLATION NOTICE

This tariff cancels Rates, Rules, Regulations and Charges published in Demurrage Rules and Charges and Storage Provisions in the following Tariffs:

NS Tariff 6004-C and Supplements 1 through 5

ITEM 40 - LIST OF PARTICIPATING CARRIERS

ABBREVIATION	NAME OF CARRIER
NS	Norfolk Southern Railway Company and Consolidated Subsidiaries Includes the following subsidiaries and affiliated carriers: Norfolk Southern Railway Company Alabama Great Southern Railroad Company The Camp Lejeune Railroad Company Chesapeake Western Railway Cincinnati, New Orleans, and Texas Pacific Railway Company The Central of Georgia Railroad Company Georgia Southern and Florida Railway Company State University Railroad Company Tennessee, Alabama & Georgia Railway Company Tennessee Railway Company
	All NS Handling Line Stations on carriers named in note 3700 of The Official Railroad Station List OP SL 6000-series. (See Item 60 & Note 1 of this item)

Note 1 - The provisions of this tariff will also apply on traffic to or from Norfolk Southern Handling Lines as defined in Note 3700 of OP SL 6000-Series when traffic is billed from or to the NS station numbers assigned to the handling line station. The carriers shown in Column 1 of Note 3700 are a party to this tariff except where pricing authorities provide for specific demurrage provisions.

ITEM 60 - APPLICATION OF REFERENCED PUBLICATIONS

The following publications contain rules, regulations, charges and allowances specifically referred to herein or that may apply directly or indirectly along with the terms of demurrage, storage and other matters that are covered in this publication.

NS Conditions of Carriage #1-Series
NS Conditions of Carriage #2-Series (Coal)
NS 6306 series - Rules and Regulations for Handling Municipal Solid Waste, Contaminated Soil, Hazardous Materials, and Related Articles
NS 8001 series - Switching
NS 8002 series - Accessorial Services
AAR 2 series - Hazardous Materials Shipping Descriptions (49-series STCC numbers)
BOE 6000 series - Bureau of Explosives Rules
RER 6411 series - Official Railway Equipment Register
RPS 6007 series - Mileage Allowances and Rules
RPS 6740 series - Heavy Duty Flat Car Charges
OP SL 6000 series - Official Railroad Station List
STCC 6001 series - Standard Transportation Commodity Code
UFC 6000 series - Uniform Freight Classification

ITEM 80 - REFERENCE TO TARIFFS, ITEMS, NOTES, AND RULES

Where 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, and rules.

ITEM 100 - CONSECUTIVE NUMBERS

Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word “to” or a hyphen they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.

ITEM 200 - GLOSSARY OF TERMS

1. **Actual Placement:** When a car is placed in an accessible position for loading or unloading or at a point designated by Consignor or Consignee.
2. **Assignee:** A shipper who has requested and has been assigned cars to a specific pool of cars for their use.
3. **Assigned Car:** A car of any ownership specifically requested and assigned to a shipper from a pool of assignment service cars.
4. **Car Days:** A twenty-four (24) hour period or fraction thereof commencing 0000 hours (Local Time) after actual or constructive placement until the car is released and available to NS.
5. **Closed Gate:** When a car cannot be placed on Consignee's siding at time of arrival due to siding having a locked gate, door and/or standing instructions not to place any cars unless the Consignee first contacts NS for placement instructions. All cars are constructively placed at time of arrival.
6. **Consignee:** 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.
7. **Consignor:** The party in whose name cars are ordered. For purposes of this tariff, Consignor includes any person who receives railcars from a rail carrier for loading, as more specifically described in 49 CFR Part 1333.
8. **Constructive Placement:** When a car cannot be actually placed because of any condition attributable to the Consignor or Consignee, such car will be held at an available hold point and notice will be given the Consignor or Consignee that the car is held awaiting instructions. However, cars actually placed on customer siding will be considered constructively placed and no notification provided. Car Days will begin if instructions to NS are not received before 0000 hours (see Car Days) of day following notification.
9. **Credit Day:** Non-chargeable day. Credits can only be earned on those cars released to carrier for further disposition, and can only offset Car Days for cars with the same Per Car Daily Charge.
10. **Cutoff Time:** The designated time prior to a service window in which a switch request must be submitted in order to be fulfilled for the Consignor/Consignee to receive a switch during that service window.
11. **Electronic Means:** Any approved electronic device (i.e. **AccessNS** or NS mobile application) used to communicate to Operations & Service Support (OSS) the disposition of a car.
12. **Forwarding Instructions:** A bill of lading or other suitable order containing all the necessary information to transport the shipment to final destination. Bill of lading or other suitable order must be given to NS via electronic data interchange.
13. **Holidays:** The following days will be considered NS Holidays: New Year's Eve Day, New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, The Day After Thanksgiving, Christmas Eve Day, Christmas Day.
14. **Hold Point:** The rail station where Assigned Cars are made available to the shipper.
15. **Lease Track:** Track (s) assigned to a user by written agreement. Lease Track will be treated the same as private track.
16. **Loading:** The complete or partial loading of a car in conformity with NS loading and clearance rules, and the furnishing of forwarding instructions.
17. **LOPA:** Local Operating Plan Adherence (LOPA) measures the compliance to the instructions in the customer work order. In the event of non-compliance in the form of a car specific service interference attributed to issues for which the customer is responsible, the customer will receive a LOPA failure notification.
18. **Merchandise Unit Train:** A railway train with a minimum of 50 cars that is permitted and approved by NS to move in Merchandise Unit Train service and where all of the customer's railcars are moving from a single origin to a single destination.
19. **NOPA:** A courtesy notification that a consignee's rail car has arrived to the serving yard and is either available for ordering in (closed gate) or will be placed on the following service day (open gate).

20. **NS Track:** All tracks which NS provides for its own uses and purposes and other tracks located inside of its right-of-way or yards and terminals.
21. **Open Gate:** When a Consignee does not place any restrictions (physical or otherwise) on NS to place cars on their siding upon arrival.
22. **Origin Turnover:** Origin Turnover occurs when a car is loaded, and Consignor authorizes the carrier to accept shipping instructions from another party, while the car is still at origin.
23. **Ordered Placed:** The date and time that a car is to be placed on a private track.
24. **NS Original ETA:** Following interchange or release of shipment and complete billing to final destination, the first reported movement on Norfolk Southern Railway Company (NSR) will generate the NSR Original Estimated Time of Availability (ETA). Though the time of availability may change during transit due to delays or advances enroute, it is the original NSR ETA against which an early or late shipment will be measured. NSR Original ETAs are accessible to the customer via **AccessNS**.
25. **Originating Storage:** Originating storage occurs when a private car has been pulled loaded and is held on railroad owned tracks awaiting forwarding instructions.
26. **Per Car Daily Charge:** The daily demurrage/storage charge applicable to a car.
27. **Private Car:** A car bearing other than railroad reporting marks and which is not a Railroad-Controlled Car.
28. **Private Track:** Trackage assigned for individual use including privately owned or leased tracks.
29. **Public Delivery Track:** Any accessible track open to the general public for loading or unloading.
30. **Railroad-Controlled Cars:** A car with railroad reporting marks.
31. **Reload:** When the same car is completely unloaded and then replaced with a revenue load. Reloading will be expressed (with cars unloading demurrage) from the date of tender to the date forwarding instructions are received.
32. **Service Window:** The designated block of time within a service day that NS anticipates it will physically pull and place a customer's cars. These times are not guaranteed and delivery outside of these projected times will not impact the obligation to pay demurrage and storage charges.
33. **Stopped in Transit:** When cars are held enroute because of any condition attributable to the Consignor or Consignee, or owner of the lading.
34. **Storage Day:** A 24-hour period, or part thereof.
35. **Tender:** When NS gives notification that a car is available for unloading or loading by either actual or constructive placement to Consignor or Consignee.
36. **Time:** Local time is applicable. Time is expressed on the basis of the 24-hour clock. (EXAMPLE: 12:01 AM is expressed as 0001 hours.)
37. **Unloading:** The complete unloading of a car and notice from the Consignee that the car is empty and available to NS.

ITEM 300 - NOTIFICATION TO CUSTOMERS BY NS

1. The following notifications (including by Electronic Means) will be furnished as indicated:

Cars to be Delivered to Private Tracks

- (a) Notification of constructive placement on all cars held on NS tracks due to any condition attributable to Consignee or Consignor.
- (b) Delivery of car upon Consignee tracks will constitute notification.
- (c) 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 car 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.

2. Notification information provided:

- (a) Car Initial and Number
- (b) If contents transferred enroute, NS will furnish car initial and number of the original car and replacement car.

3. Methods and procedures for notification:

Notification may be sent or given by telephone communication or Electronic Means, (see Electronic Means, Item 200). When Consignor or Consignee utilizes an electronic or mechanical device (either in written, oral or keyed data form) notification left on such device will be considered as having been given to Consignor or Consignee, as of the date and time transmitted.

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

ITEM 350 - NOTIFICATION TO NS

- (a) After Constructive Placement, Consignor/Consignee will have until 0000 hours (see Car Days, Item 200) of the next day to furnish required instructions or information.
- (b) If the Consignor/Consignee receives a local operating plan adherence (LOPA) failure notification, the Consignor/Consignee then must resubmit order/release instruction.
- (c) Notification by Electronic Means (see Electronic Means, Item 200) will be considered as having been received by NS at date and time Consignee or Consignor furnishes forwarding instructions or notification that car is available for movement.
- (d) Any notice sent by any Consignor/Consignee indicating an intention to not pay otherwise applicable demurrage or storage charges hereunder on a prospective basis, or instructing NS on a prospective basis not to deliver railcars if NS intends to impose otherwise applicable demurrage or storage charges hereunder, shall be void and shall have no force or effect regardless of whether NS responds to such notice.

ITEM 400 - SITUATIONS WHEN RELIEF IS PERMISSIBLE

1. **Weather Interference:** When because of earthquakes, tornadoes, hurricanes, floods or heavy snow, the operations of the Consignor or Consignee are disrupted, the demurrage/storage calculations will be adjusted to account for the disruption, provided the disruption exceeds (2) days in duration. Any cars under Constructive Placement (PCON) on the day of a disruption will also have car days adjusted to account for the disruption, if the disruption is affecting the ability to actually place the car that is under PCON.
2. **Frozen or Congealed Lading:** When at the time of placement, lading is frozen or congealed so as to require heating, thawing, or loosening to unload, Railroad will grant one (1) credit for each day a car under actual placement that has its lading heated, thawed or loosened, with a maximum of two (2) credits. All cars under Constructive Placement (PCON) at the time the lading contained in a car that has been actually placed is heated, thawed or loosened will receive an adjustment to car days to correspond with the cars that are actually placed, to the extent that the car(s) under PCON are in that status due to insufficient space at customer's facility.
4. **Strike Interference:** When it is impossible to load or unload or receive cars from or make cars available to NS because of strike interference at the point where the loading, or unloading or receipt of cars is to be accomplished, demurrage days will be charged at the rate of \$30.00 per day during the period of strike interference, provided:
 - (a) The disruption exceeds five (5) days in duration during one calendar month; and
 - (b) No Management personnel or reduced work force is available to perform work.

The provisions of this item will not apply to cars for unloading when waybills are dated four (4) days after the beginning of strike interference, and cars for loading when ordered after the beginning and prior to the ending of strike interference.

ITEM 450 - CARS AWAITING CUSTOMS INSTRUCTIONS, PAYMENT OF DUTIES

Cars delayed on carriers' tracks longer than forty-eight (48) hours, awaiting completion of customs documentation or payment of duties will begin to accrue normal demurrage and/or storage charges.

ITEM 500 - CARS SUBJECT TO DEMURRAGE

GENERAL APPLICATION (See Exception)

All Railroad-Controlled Cars held for or by Consignors or Consignees for any purpose are subject to demurrage rules and charges described in this tariff, except as follows:

1. Demurrage provisions in this tariff will not apply when demurrage rules are provided in contracts or other private agreements.
2. Private cars are not subject to demurrage rules except when placed on Public Delivery Tracks for loading or unloading.
3. Assigned cars returned empty (auto parts racks allowed) to point of assignment while subject to storage rules.
4. If a car is rejected within 24 hours of actual placement, empty cars found to be unsuitable for loading.

Exception: Empty multi-level cars will not be subject to demurrage rules and charges.

ITEM 550 - CARS SUBJECT TO STORAGE

APPLICATION: This item applies to:

1. Loaded Private Cars and empty Private Cars held on NS tracks under constructive placement after notice of arrival is given to the Consignee or Consignor. Time accrues until the car is "ordered placed" (see Item 200) on private tracks.
2. Loaded Private Cars held on NS tracks waiting forwarding instructions from the Consignor. (see note)

Note: Private Cars loaded and turned over to a third party at the same origin will be governed by this rule. Shippers may invoke this rule by tendering an ORIGIN TURNOVER FORM to Norfolk Southern. This function is available on the **AccessNS** portal or by calling the Norfolk Southern Agency Operations at 800-854-2780. If such third-party declines responsibility for storage payments, this note does not apply and Shipper retains responsibility for payment of storage charges.

NON-APPLICATION: Private Car storage provisions do not apply to Private Cars located on private or leased tracks.

ITEM 600 - RULES GOVERNING CARS HELD FOR LOADING

Release: (See Notes 1 and 2 below)

- (a) A car is released as of the date and time NS receives advice that the car is available and forwarding instructions are provided.
- (b) When Consignor does its own switching, the time a car is held for loading will commence once empty car(s) are placed on interchange tracks, and will continue until (i) car(s) are returned to an industrial interchange track, and (ii) NS receives forwarding instructions.
- (c) Cars found to be overloaded or improperly loaded while at origin will not be considered released until the load has been adjusted.

Note 1: Railroad-Controlled Cars loaded and turned over to a third-party at the same origin will be governed by this rule. Shippers may invoke this rule by tendering an ORIGIN TURNOVER FORM to Norfolk Southern. This function is available on the **AccessNS** portal or by calling the Norfolk Southern Agency Operations Center at 800-854-2780.

Note 2: The Consignor/Consignee shall adhere to the established cutoff times and have all switch requests submitted accordingly.

Computation:

- (a) Car Days will be computed from the first 0000 hours (see Car Days, Item 200) after Tender (i) until released with forwarding instructions for Railroad-Controlled Cars, or (ii) until placement is made for Private Cars. In the case of Private Cars, the separate calculation for originating storage charges will be computed from the time that the loaded car is pulled and held on railroad-controlled tracks by NS without forwarding instructions to time of receipt of required forwarding instructions.
- (b) On cars placed prior to date for which ordered, Car Days will be computed from the first 0000 hours of the day for which the car was ordered until the car is released.
- (c) Empty cars placed without being ordered will be considered as having been ordered and actually placed on that day.

Credits:

- (a) One (1) Credit Day will be earned for each Railroad-Controlled car released for which forwarding instructions have been received.
- (b) Zero (0) Credit Days will be earned for each empty private car under constructive placement.
- (c) Zero (0) Credit Days will be earned for each loaded private car pulled for which forwarding instructions have not been received.

ITEM 650 - RULES GOVERNING CARS HELD FOR UNLOADING

Release: (See Note below)

- (a) A car is released as of the date and time NS receives advice that the car is empty and is available.
- (b) Cars placed on interchange tracks of a Consignee that performs its own switching must also be returned to the same industrial interchange track for release.
- (c) A car is released when the same car is unloaded and reloaded, when forwarding instructions are received.
- (d) If a customer advises NS that an empty car is available to be pulled, but when NS arrives to pull the car and a release order has not been provided by customer, the empty pull timestamp represents release.

Note 1: The Consignor/Consignee shall adhere to the established cutoff times and have all switch requests submitted accordingly.

Computation: Car Days will be computed from the first 0000 hours (see Car Days, Item 200) after tender until release.

Credits:

- (a) One (1) Credit Day will be earned for each Railroad-Controlled car released from unloading.
- (b) One (1) additional Credit Day will be provided when the same car is reloaded with a revenue load. (Ex: When car is held for revenue loading after being emptied, in one continuous transaction, a total of two (2) Credit Days will be earned.

ITEM 700 - RULES GOVERNING CARS HELD FOR PURPOSES OTHER THAN LOADING OR UNLOADING

This Item applies to cars held:

- (a) On orders of the Consignor or Consignee.
- (b) While awaiting Disposition from the Consignor or Consignee.
- (c) As a result of conditions attributable to the Consignor or Consignee.

Note: Does not apply to origin turnovers.

Disposition: That information, which allows NS to either tender or release the car from the Consignor's or Consignee's account.

Release: Date and time that NS receives advice that the car is released and forwarding instructions are given on cars.

Computation: Car Days will be computed from the first 0000 hours: (see Car Days, Item 200).

- (a) After Tender until Release, on cars: (1) Partially unloaded, (2) Reconsigned.
- (b) After Tender until date of refusal on refused loaded cars (Consignee).
- (c) After arrival at final online destination until date of credit approval/received payment on non-credit cars.

Credits: No Credit Days will be earned for a car that is released.

ITEM 750 - RULES GOVERNING MERCHANDISE UNIT TRAIN DETENTION

Merchandise Unit Trains as defined in Item 200, shall be subject to the following provisions:

1. Merchandise Unit Train service will be performed at the convenience of railway and only for those facilities located on NS, or a short line that interchanges with NS.
2. NS will provide an electronic notice as outlined in Item 300.

Cars Held for Unloading Computation:

Hours will be computed from actual notice of arrival (i) until the last railcar of the unit is empty, released and available for Railroad-Controlled Cars; or (ii) until Actual Placement is made for Private Cars.

Cars Held for Loading Computation:

Hours will be computed from the actual notice of arrival (i) until NS receives advice that the last railcar of the unit is available and forwarding instructions are provided for Railroad-Controlled Cars; or (ii) until Actual Placement is made for Private Cars.

Free Time:

- For purposes of this Item, "Free Time" is defined as the period of time allowed to load or unload cars before Merchandise Unit Train Detention Charges begin to accrue.
- Merchandise Unit Trains consisting entirely or partially of Railroad-Controlled Cars will have 24 hours Free Time.
- Merchandise Unit Trains consisting entirely of Private Cars will have zero (0) Free Time after notice of arrival and while held on railway owned tracks.

Merchandise Unit Train Detention Charges:

A charge per Merchandise Unit Train of \$800.00 for each hour, or fraction thereof, that a railcar or railcars contained in a Merchandise Unit Train are detained beyond the Free Time, or the extended Free Time (as outlined in Detention Rule 6 below) will be assessed, as applicable.

Detention Rules:

1. The charges stated above are in addition to any applicable locomotive charges. If a customer requests the release of a locomotive(s) from a Merchandise Unit Train to mitigate charges set forth in Item 750, or if NS determines that locomotive release is required based on operational needs, a charge of \$3,500 per occurrence will apply. A separate \$3,500 charge will be assessed to return the locomotive as required.
2. Charges are per Merchandise Unit Train and are in lieu of demurrage and storage charges which might otherwise be payable under NS Demurrage and Storage Tariff 6004-D series, Items 1010 and 1012, or successor items.
3. Merchandise Unit Train charges will be accrued and billed separately from any charges for single cars. Cars in Merchandise Unit Trains will not earn Credit Days.
4. Remaining Free Time from one Merchandise Unit Train cannot be used for a different Merchandise Unit Train.
5. All days count including Saturday, Sunday and holidays.
6. In the event that a shipment cannot be unloaded because of frozen commodity and Consignees so notify NS, then the unloading Free Time for that shipment will be extended by an additional twenty-four (24) hours. A shipment that is held in excess of the extended Free Time will be subject to the Merchandise Unit Train Detention Charges referenced above, or a one-time frozen commodity charge of \$12,000.00, whichever is less.

ITEM 760 - RULES GOVERNING MERCHANDISE UNIT TRAINS STOPPED IN TRANSIT

Merchandise Unit Trains stopped in transit due to the customer being unable to receive the train shall be subject to stoppage charges as follows:

- (a) Merchandise Unit Trains shall be subject to a stoppage charge of \$5,000.00.
- (b) In addition to the stoppage charge, if disposition or release on the stopped train has not been received by NS after 24 hours following the time the train was stopped, then Merchandise Unit Train Detention Charges and terms shall apply. Such charges shall accrue until the stop is lifted by the customer and NS is cleared to move the train towards destination.

ITEM 800 - RULES GOVERNING STORAGE OF ASSIGNED CARS

1. **NOTICE OF ARRIVAL:** Notice will be given assignee within 24 hours after arrival of car at Hold Point. (see Hold Point, Item 200)
 2. **STORAGE DAYS:** Chargeable storage days will commence from the first 0000 hour (see Time, Item 200) following notice of arrival and continue until the car is placed on demurrage status or is released from the assignment.
 3. **STORAGE RULES:**
 - (a) Storage charges will be assessed against assignee.
 - (b) Storage arrangements will be maintained individually by pool assignment number.
 - (c) Settlement of charges will be made on a monthly basis on all cars released from storage during each calendar month.
 - (d) One (1) Credit Day is given on each car placed in storage. Thereafter, storage charges accrue until the car is placed into service.
 - (e) Chargeable storage rate is \$40.00 per day.
-

ITEM 850 - RULES GOVERNING ORIGIN TURNOVERS

Origin Turnover:

An origin turnover occurs when a notification, submitted at origin by the party responsible for loading a railcar, informs NS that the party responsible for loading has completed the loading and is 'turning over' the railcar and its lading to another party. The party designated on the Origin Turnover becomes the Consignor and will be responsible for submitting final destination forwarding instructions to Norfolk Southern before the railcar is pulled. (See publication NS 8002-A, Item 6030). The party responsible for loading may submit an Origin Turnover using Norfolk Southern's web-based Diversion and Reconsignment application in the **AccessNS** portal.

There is no charge for origin turnovers submitted through Norfolk Southern's web-based Diversion and Reconsignment application in the **AccessNS** portal.

ITEM 900 - STORAGE OF RAILWAY EQUIPMENT MOVING ON OWN WHEELS

1. APPLICATION:

This item applies to railway equipment held on NS tracks that will or has moved on its own wheels, as freight, subject to transportation charges.

2. STORAGE DAYS WILL COMMENCE:

- (a) At origin or enroute: From the first 0000 hours (see Time, Item 200) following receipt of the equipment and continuing until a document is given to NS containing all necessary information to forward the equipment.
- (b) At destination: From the first 0000 hours (see Time, Item 200) after notice of arrival is given to Consignee and continuing until equipment is released from hold tracks. (Notice of arrival will be given Consignee within 24 hours after arrival of equipment at hold point).

3. STORAGE RULES:

- (a) Unless otherwise advised, charges will be assessed to Consignor, if delays occurred at origin or enroute, or Consignee if storage delays occurred at destination.
 - (b) Settlement of charges will be made on an individual basis for equipment released from storage during each calendar month.
 - (c) Zero (0) Credit Days will be allowed on each car released from storage.
 - (d) Chargeable storage rate is \$110.00 per day.
-

ITEM 950 - DEMURRAGE / STORAGE RULES

Billing will be rendered on a monthly basis for all cars released during a calendar month. Billing will be made per customer per station.

1. Billing cannot be combined for customers having facilities at separate stations.

2. Credit Days and Car Days for Railroad-Controlled cars held for unloading or other purposes will be kept separately from cars held for loading. Except as otherwise provided in Item 1000, Credit Days and Car Days for Private Cars for loading or unloading will be combined. Credits on Private Cars cannot be combined with credits on Railroad-Controlled cars.
3. Customer having two or more facilities at the same station with NS may combine the accounts into one if requested in writing.
4. Credit Days earned in one calendar month cannot be carried over to another month.
5. Demurrage/Storage charges will be assessed to Consignor at origin or to Consignee at destination as applicable.
6. All days count including Saturday and Sundays. Eleven (11) holidays will not be subject to demurrage (see Holidays, Item 200)
7. Demurrage/storage will be suspended while cars are in bad order, pull turn, or pull weigh status.
8. Except for (i) customer diverted railcars, (ii) Coal, Coke and Iron Ore shipments, or (iii) Merchandise Unit Trains, one (1) credit will be applied each day for loaded railcars or empty private railcars where NSR Original ETA is not met. Credits may be applied for early or late arrivals to loaded railcars and empty private railcars. Combined total credits pursuant to Items 950 and 1010 will not be limited. Credits will not be carried over to subsequent months.
9. Effective 7-1-2019: Disputes concerning demurrage/storage charges or computations must be submitted online via **AccessNS** by the fifth (5th) calendar day of the month following the accrual closing. Disputes after the fifth (5th) calendar date of the month must be submitted in writing within 30 days from the demurrage/storage invoice date and must include specific dates and events. Any Disputes received outside the foregoing time limits will be rejected.
10. If NS offers scheduled local service less than five (5) days per week, then NS will apply demurrage/storage credits for the difference between five (5) days and the Offered Service Days. These credits are in addition to the standard demurrage credits. When Offered Service Days is equal to or greater than five (5) days per week, then standard demurrage/storage credits apply.

Example: If the Offered Service Days=3 and standard demurrage credits=1, then every railcar will get 3 credits (5-3+1=3).

ITEM 1000 - DEMURRAGE / STORAGE CALCULATION

Credit Days and Car Days will be kept separately, and the following calculations will be made separately, for cars with different Per Car Daily Charges in Item 1010:

1. Total Car Days with the same Per Car Daily Charge per customer per location will be added. (Car/days are net of holidays (see Holidays, Item 200)).
2. Total Credit Days for all cars with the same Per Car Daily Charge will be added.
3. If total Credit Days equal or exceed total net Car Days with the same Per Car Daily Charge, demurrage/storage charges will not be assessed. Any excess Credit Days cannot be applied to cars with different Per Car Daily Charges.
4. If total net Car Days exceed the total Credit Days with the same Per Car Daily Charge, calculation of charges will be made as follows:
 - (a) Subtract total Credit Days from total Car Days to determine chargeable days.
 - (b) The number of chargeable days will be assessed as shown in Item 1010 (or Item 1012 for hazardous commodities).

ITEM 1010 - DEMURRAGE / STORAGE APPLICATION

Demurrage Application	Loading Credits	Unloading Credits	Per Car Daily Charge
Railroad-Controlled Cars, Except Below	1	1	\$ 210.00
Covered Coil Cars, Centerbeam Flatcars, Mechanical Refrigerated Cars, Heavy-Duty Flatcars	1	1	\$ 350.00

Cars Held	Origin/Destination Credits	Per Car Daily Charge
For Purposes Other than Loading or Unloading	0	\$ 140.00

Storage Application	Loading Credits	Unloading Credits	Per Car Daily Charge
Private Cars	0	0	\$ 110.00
Assigned Cars	1	0	\$ 40.00

ITEM 1012 - HAZARDOUS COMMODITIES

With respect to unloading credits, this provision applies in lieu of item 1010 for commodities listed below.

	Unloading Credits	Per Car Daily Charge
Hazardous Material other than TIH	0	\$ 100.00 (see Item 1015)
TIH Material identified in Note 1	0	\$ 3,000.00 (see Item 1015)

Note 1:

TIH STCC codes: 4821019, 4821261, 4821722, 4830030, 4904209 - 4904211, 4904879, 4907409, 4907434, 4909306 - 4909307, 4910370, 4916138, 4918180, 4918505, 4918507, 4920101 - 4920113, 4920115 - 4920116, 4920122, 4920135, 4920160, 4920164 - 4920165, 4920167, 4920173 - 4920175, 4920178, 4920180 - 4920181, 4920183 - 4920184, 4920187 - 4920189, 4920195 - 4920196, 4920300 - 4920325, 4920331, 4920337, 4920342 - 4920344, 4920346 - 4920349, 4920351 - 4920360, 4920368 - 4920369, 4920371, 4920373, 4920375, 4920378 - 4920383, 4920392, 4920394 - 4920396, 4920398 - 4920399, 4920502 - 4920505, 4920508 - 4920511, 4920513, 4920515 - 4920518, 4920522 - 4920523, 4920526 - 4920528, 4920530 - 4920531, 4920534 - 4920536, 4920547, 4920550, 4920556, 4920559, 4920570 - 4920571, 4920715, 4921000, 4921003 - 4921004, 4921006, 4921008 - 4921010, 4921016, 4921019 - 4921020, 4921023 - 4921024, 4921028, 4921063, 4921202, 4921207, 4921211, 4921213, 4921216, 4921239, 4921245, 4921248, 4921251 - 4921252, 4921254 - 4921255, 4921275, 4921287 - 4921288, 4921304, 4921401 - 4921402, 4921404 - 4921405, 4921413 - 4921414, 4921420, 4921438, 4921473, 4921487, 4921495, 4921497, 4921558, 4921587, 4921695, 4921722, 4921727, 4921730, 4921741 - 4921742, 4921744 - 4921746, 4921756, 4923113, 4923117, 4923209, 4923298, 4927004, 4927006 - 4927012, 4927014, 4927018 - 4927019, 4927022 - 4927028, 4927099, 4930024, 4930030, 4930050, 4930204, 4930260, 4931201, 4932010, 4932352, 4932385, 4933327, 4935231, 4936106, 4936110, 4936565

ITEM 1015 - STORAGE OF EXPLOSIVES, HAZARDOUS MATERIALS, SUBSTANCES OR WASTE

(Subject to publication BOE 6000 - hazardous materials regulations of the Department of Transportation)

The hazardous material charge shown in Item 1012 will be in addition to demurrage and storage charges provided in Items 1010 and 1100.

In addition, in the event that customer causes cars to be held on NS property in violation of 49 CFR 174.14, customer shall indemnify NS against (1) any governmental fines incurred as a result of such violation and (2) any costs or losses arising from any release from such cars caused by (i) defects in the cars, (ii) commodities being stored in rail cars beyond car-tolerance limits, or (iii) acts of God, such as hurricanes, tornados, earthquakes, fires, floods, etc., that occur while such cars are being held in violation of 49 CFR 174.14.

Application: This item applies to all cars held on NS tracks (excluding leased tracks) containing: (see note)

- (a) Class A, B or C Explosives, named in Part 172 Commodity List, Publication BOE 6000.
- (b) Hazardous materials, substances, or wastes requiring the use of 4-digit identification number on shipping document, placards or panels, as named in Part 11 Section 172.101, Publication BOE 6000.
- (c) In all cases, tariff NS 6306 applies.

Note: Private Cars loaded and turned over to a third party at the same origin will be governed by this rule. Shippers may invoke this rule by tendering an ORIGIN TURNOVER FORM to Norfolk Southern. This function is available on the **AccessNS** portal or by calling the Norfolk Southern Agency Operations at 800-854-2780.

ITEM 1100 - LEASE TRACK OVERAGE

In the event a customer makes arrangements with Norfolk Southern to have a lease track agreement at a certain location, and the number of private cars described in the lease track agreement at that location exceeds the capacity of the track space allotted pursuant to the applicable, lease track agreement, an overage charge of \$50.00 per car will be assessed on all cars exceeding the lease limit. The overage charge will be applied on all overage cars commencing at 00:00 the day following the day the lease limit was exceeded. A car is considered in lease track status if after notification of arrival, the car is not ordered before the beginning of the next Service Window. No Free Time or credits will be allowed. Lease track excess is not provided relief against NS holidays. Also an intra-terminal switch charge will be assessed when the cars are requested to be spotted, or moved from the plant to the lease track for forwarding.

SUMMARY OF REVISIONS

Issued: October 23, 2025

Effective: November 3, 2025

PAGE(S)	ITEM	ITEM DESCRIPTION	DESCRIPTION (CHANGES IN RED)
8	750	RULES GOVERNING MERCHANDISE UNIT TRAIN DETENTION	Revision of Detention Rule #1 to include locomotive release & return charges of \$3,500.00 per occurrence.
11	1012	HAZARDOUS COMMODITIES	Increase in TIH surcharge to \$3,000.00 per car per day.