

NORTHWESTERN
PACIFIC
RAILROAD
COMPANY

**NORTHWESTERN
PACIFIC
RAILROAD
COMPANY**

**GENERAL TARIFF
NWP 1000**

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ITEM 1. NORTHWESTERN PACIFIC RAILROAD COMPANY

This tariff is published by the Northwestern Pacific Railroad Company (NWP), a Class III rail carrier. NWP is a Handling Carrier for the Union Pacific Railroad (UP), and its movements are subject first and foremost to UP's applicable tariffs, to the extent they are applicable. UP/NWP rates do not apply to coal, TOFC/COFC, hazardous materials, high-wide, dimensional, special trains, unit trains, detour trains, high-valued commodities or railway equipment moving on its own wheels.

NWP also operates independently for movements in which UP is not involved, and Short Line revenues on these movements are subject to separate negotiation..

ITEM 2. GOVERNING TARIFFS

This tariff is governed, except as otherwise provided, by OPSL 6000-Series and STCC 6001-Series.

A. STATION LISTS AND CONDITIONS

This tariff is governed by Tariff ICC OPSL 6000-Series, as follows:

1. For additions or changes in Name, Location or Abandonments of Stations.
2. Prepay Requirements.
3. Restrictions as to acceptance or delivery of freight.
4. Changes in station facilities.
5. When a station is abandoned, all provisions applicable thereto are cancelled, effective on the date of abandonment.

B. METHOD OF CANCELLING ITEMS

This tariff will be amended by reprinting the page and showing a revised page number. The revised page number will be used in consecutive numerical order beginning with "1st revised page." A revised page cancels any revised or original pages (not cancelled) which bear the same page number.

ITEM 3. DEFINITION OF TERMS

Actual Placement – When a car is placed in an accessible position for loading or unloading or at a point designated by the consignor or consignee.

Consignee – The party designated to receive a shipment.

Consignor – The party in whose name a car is ordered or the party who furnishes forwarding instructions.

Constructive Placement – When, due to some disability on the part of the consignor or consignee, a car cannot be placed for loading or unloading and is placed elsewhere, it is considered as being under constructive placement and subject to demurrage rules and charges as if it were actually placed at the designated point.

Demurrage – A fee charged for the extended use of a freight car and intended to offset the costs of equipment purchase and maintenance and to promote efficient equipment utilization.

Demurrage Day – A 24-hour period (calendar day), or part thereof, commencing upon tender of a rail car.

Disposition – Information, including forwarding instructions or release, that allows the railroad to either tender or release the car from the consignor's or consignee's account.

Diversión – An order provided by the consignor instructing that a car be delivered to a location other than the one indicated on the original forwarding instructions.

Empty Car Ordered and Not Used – Empty car placed for loading as ordered and subsequently released without being used in transportation service.

Empty Release Information – Advice provided by the consignee to authorized personnel that a car is unloaded and available. This information must include the identity of the consignee, party furnishing information, and the car initial and number.

Forwarding Instructions – Shipping instructions provided at the point of loading that contain all of the necessary information to transport the shipment to its final destination.

Intra-Plant Switching – A switching movement from one location to another location within the confines of an industry.

Intra-Terminal Switching – A switching movement (other than intra-plant) from one

location to another location within the switching limits of one station or industrial district of the same railroad.

Loading – The complete or partial loading of a car in conformity with loading and clearance rules and the furnishing of forwarding instructions.

Loaded Car – A car that is completely or partially loaded.

Notification – When required, written or verbal notification will be furnished to the parties entitled to receive notice that a car is available for loading or unloading or otherwise impacted by demurrage provisions.

Order Date – The date that the consignor requests an empty car to be furnished for loading.

Partial Unloading – The partial unloading of a car and furnishing of the proper forwarding or handling instructions.

Private Car – A car bearing other than railroad reporting marks, not railroad-controlled.

Private Track – Tracks that are not owned or leased by the railroad.

Railroad-Controlled Car – A car bearing other than railroad reporting marks that is either leased or controlled by a railroad.

Reconsignment – An order provided by consignor to bill a car to other than the original consignee. (An order to turn over the car to another party that does not require any additional movement of the car is not a reconsignment.)

Refused Loaded Car – A loaded car refused at destination without being unloaded.

Reloading – When a car is held for loading after being released as an empty.

Reshipment – A new document by which the entire original shipment is forwarded in the same car to another destination.

Stopped in Transit – When a car is held en route due to any condition attributable to the consignor, consignee, or owner.

Tender – The notification of actual or constructive placement of an empty or loaded car.

Time – Local time is applicable.

Unloading – The complete unloading of a car and the advice received from the consignee that the car is empty and available to the railroad.

ITEM 4. RATE PUBLICATION INFORMATION

Prices are subject to increase, change, or expiration. Any change to the prices will be shown in supplements to or a reissue of NWP's public price documents.

A. CONTRACTS

Rail Transportation Contracts take precedence over prices published herein for the same commodities over the same routes.

B. DESCRIPTION OF COMMODITIES AND INSPECTION

The description of commodity on the Shipping Document will conform to the Standard Transportation Commodity Code (STCC) and show the STCC Number.

NWP reserves the right to inspect shipments to determine applicable prices. When the commodity is found to be incorrectly described, freight charges will be collected according to the proper description.

C. FUEL SURCHARGE

Fuel surcharges as provided for in NWP's General Tariff as of the date of shipment tender shall apply.

ITEM 5. REQUIREMENTS OF CONSIGNOR/CONSIGNEE

A. ONE CONSIGNOR, CONSIGNEE, ORIGIN, AND DESTINATION

Only a single Consignor, origin, Consignee, and destination shall appear on a shipping document. However, the shipping document may also specify the name of a third party that will be billed for the freight charges or a party at the same destination to be notified of the arrival of the shipment.

B. LOADING AND UNLOADING

Consignors and Consignees will load and unload cars.

Consignors must load all cars in accordance with the Association of American Railroads Circular 42 Series and appropriate AAR commodity loading publications and revisions thereof, or as approved by rail carriers involved. When equipment is found to be misloaded or overloaded, the Consignor will be given the opportunity to correct the situation at the Consignor's expense. Consignor is responsible for all damage to freight, rail equipment, or both caused by misloading or overloading. To inquire about NWP's loading and unloading requirements, contact NWP.

Consignee is responsible for unloading all material from the rail car. This includes lading, dunnage, loading or unloading enhancement materials, or any other miscellaneous debris. Failure to comply with these rules will result in Consignee being charged for all associated removal costs (minimum of \$150 to a maximum of \$500 per car).

Consignee is required to return and secure the same car, all railroad owned securement devices removed to complete unloading, securely lock all bulkhead doors, return wooden doors used in transportation of bulk commodities and close all exterior doors and hatches.

C. LOSS AND DAMAGE LIABILITY OF CARRIER

NWP shall be liable for claims only if NWP negligence is shown by the claimant to be the proximate cause of the loss or damage. NWP liability for shortage of goods shall be conditioned upon evidence of unauthorized entry into the rail car while the same is in NWP's possession.

NWP shall not be liable for special or consequential damages, including market decline claims, products deterioration, or other such claims based on delay in transportation, nor shall NWP be liable for punitive damages or attorney fees.

NWP liability for damages or shortages is contingent upon NWP or its agent receiving immediate notification of all noted visible damages and/or shortages discovered during the unloading of a rail car. Damage or shortages discovered other than between 8:00 A.M. and 5:00 P.M., Monday through Friday, are subject to reporting no later than 24 hours following unloading from rail car, Saturdays, Sundays, and Holidays excluded. Concealed damage must be reported immediately upon discovery and made available for inspection at point of delivery.

Failure of the shipper to comply with packaging requirements of the Uniform Freight Classification and AAR loading provisions shall be a defense to any claim for damage. Any claim for loss or damage shall be filed within nine (9) months of the date the shipment was delivered, or in the case of failure to make delivery, then within nine (9) months after a reasonable time for delivery. Any lawsuit or other action for the enforcement or liability for loss of damage shall be instituted within one year after the railroad first declines the claim.

D. REJECTED, REFUSED, RETURNED SHIPMENTS

Unless restricted, shipments reaching destination but unloaded (for reasons other than NWP error) may be returned to the original shipping point via the reverse route at a price and subject to conditions to be negotiated with NWP.

ITEM 6. DEMURRAGE AND STORAGE PROVISIONS

A. APPLICATION

This section applies to all customers served by NWP and covers all railroad and private marked freight cars held for or by the customer with the following exceptions:

1. Private car on private tracks, except for those held at the discretion of consignor or consignee.
2. Car containing refused or unclaimed freight to be sold by NWP.
3. Empty car rejected as unsuitable for loading.
4. Empty car moving as freight.
5. Railroad-owned cars leased for storage of commodities, while on lessee's tracks.
6. Cars for loading or unloading of NWP's company material.
7. Cars held for loading welded railroad rail.
8. Cars covered by storage or hold charges.
9. Cars assigned to shippers returned empty to point of assignment, to the extent storage rules apply.

B. GENERAL

Generally, the calculation of demurrage allows 24 hours of demurrage-free time for loading of equipment and 48 hours for the unloading of equipment. For loads, this time begins when NWP spots the equipment (Actual Placement) or provides notification of Constructive Placement. The time ends when the Consignor or Consignee releases the equipment after loading or unloading. For empties, the calculation of demurrage time does not begin until the Actual Placement date, the Constructive Placement date, or the car-order date, whichever is later.

C. NOTIFICATION TO CONSIGNOR OR CONSIGNEE

1. NWP will furnish the following notifications as indicated:
 - a. Delivery of car upon tracks of consignee will constitute notice.
 - b. Notice of constructive placement if cars are held on NWP tracks due to reasons attributable to the consignor or consignee.
 - c. When a loaded car is refused at destination, NWP will give notice of such refusal to the consignor or owner.
 - d. For a car stopped in transit, notice will be given to the consignor, consignee or owner responsible for the car being stopped upon arrival of the car at the point of stoppage.
2. Notification may be given in writing or electronically, and will contain the following information: car initials and number; commodity; and date and time.

D. NOTIFICATION TO NWP

NWP must receive complete forwarding instructions by fax, email or EDI before a car will be considered released. When electronic or mechanical devices are used to furnish notification to the NWP, the recorded date and time that the instructions are received will govern.

E.

E. CAR HELD FOR LOADING

1. TENDER

At time of ordering car, customer must provide car order information to NWP with the requested spot date. For a shipper assigned car, this means the notification that an empty car is available. For other than a shipper assigned car, tender is the notification of actual or constructive placement of an empty car placed on order of the consignor. Cars held by NWP will be constructively placed on “order date” if the car order is not cancelled prior to the order date or if placement instructions have not been received by NWP.

2. RELEASE

Conditions of release are as below:

- a. Date and time forwarding instructions are received.
- b. Car placed on the interchange tracks of a consignor who performs its own switching must be returned to the interchange track for release.
- c. Improperly loaded or overloaded car at origin will not be considered released until the load has been adjusted properly.
- d. A car to be held for official grading or inspection at origin will not be considered released until such time as the grading and inspection are complete.

3. DEMURRAGE COMPUTATION

Time will be computed from tender until the release. If the car is placed earlier than the date of the order, time will be computed from the order date until the release.

When the same car is unloaded and reloaded, time will be computed from the time of notice that the car is empty until the car is released. If empty release is not furnished, demurrage will continue on the car until forwarding instructions are received.

F. CAR HELD FOR COMPLETE UNLOADING

1. TENDER

The notification of actual or constructive placement of a loaded car.

2. RELEASE

Conditions of release are as below:

- a. Date and time that the railroad receives notice that the car is empty.
- b. A car placed on the interchange tracks of a consignee who performs its own switching must be returned to the interchange track for release.
- c. When the same car is unloaded and reloaded, empty release information must be furnished at the time the car is made empty. If not furnished, demurrage will continue on the car until the forwarding instructions are received.

2. DEMURRAGE COMPUTATION

Time will be computed from tender until release.

G. PRIVATE CARS AND RAILROAD CARS HELD FOR OTHER THAN LOADING OR UNLOADING

Applies to car held on orders of consignor or consignee, awaiting proper disposition from the consignor or consignee, or as a result of conditions attributable to consignor or consignee.

1. TENDER

The notification of actual or constructive placement of a loaded car.

2. RELEASE

Date and time either that the railroad receives notice that the car is empty or that forwarding instructions are received.

3. DEMURRAGE COMPUTATION

Time will be computed from:

- a. Tender until release on cars either diverted, empty for loading, ordered and not used (other than a rejected car), partially unloaded, reconsigned, reshipped, or stopped in transit.
- b. Receipt by NWP until date of disposition on cars received from connecting

carriers or loaded private cars returned to railroad tracks.

- c. After tender until date of refusal on refused loaded cars (consignee).
- d. After tender until date of disposition on refused loaded cars (consignor).
- e. After tender until release or placement on private tracks of loaded private cars while held on railroad tracks.

H. CLAIMS

1. CLAIM SUBMISSION

A claim must be submitted in writing to the name and number on the bottom of the invoice within thirty (30) days from the date that the bill for demurrage is rendered. The conditions for submitting the claim should be fully stated. Any claim not filed within thirty (30) days from the date that the demurrage bill is rendered will be declined. Non-disputed charges should be paid within 15 days of date of invoice.

2. WEATHER INTERFERENCE

If the operations of the consignor or consignee are disrupted due to earthquakes, tornadoes, hurricanes, or floods, the demurrage directly chargeable thereto will be eliminated, provided the disruption exceeds 2 days in duration. If train operations are not annulled due to weather interference, demurrage charges may still be applicable in these instances. Final determination will be made by NWP's General Manager.

I. RAILROAD ERROR

If demurrage charges are assessed through railroad error, demurrage will be adjusted to the amount that would have accrued if not for the error.

J. NON-CHARGEABLE DAY

Sundays and Holidays will be considered non-chargeable when the car has been tendered within 48 hours before the Sunday or Holiday. If the free time on the car has already expired and customer is in chargeable days, then all subsequent Sundays and Holidays are chargeable. A Sunday or Holiday cannot be the first chargeable day.

Holidays shall include the following:

New Year's Day	January 1
Presidents Birthday	Third Monday of February
Good Friday	Friday before Easter Sunday
Memorial Day	Last Monday of May
Independence Day	July 4
Labor Day	First Monday of September
Thanksgiving Day	Fourth Thursday of November
Friday after Thanksgiving	Fourth or Fifth Friday of November
Christmas Eve	December 24
Christmas Day	December 25
New Year's Eve	December 31

When these dates occur on a Sunday, the following Monday will be observed as the holiday.

K. DEMURRAGE PAYMENTS

Unless otherwise advised in writing, in advance of accruing charges, demurrage charges will be assessed against the online consignor at origin or consignee at destination. All payments are due and payable within 15 days following invoice date.

When for reasons other than NWP error, consignor/consignee fails to pay assessed demurrage as provided in NWP demurrage tariff, NWP may assess an additional charge equal to the greater of an amount not to exceed one and one-half percent (1 1/2%) per month (or fraction thereof) of the outstanding balance.

ITEM 7. SWITCHING AND ACCESSORIAL PROVISIONS

A. CARS RECEIVED IN ERROR BY NWP

When loaded or empty cars are received by NWP from connecting roads that are not consigned to NWP or its customers, these cars will be treated as mishandled cars received in error and charges will be assessed against the interchanging railroad.

B. SPECIAL TRAIN CHARGES (SPECIAL SWITCHING)

Upon request, special switching or train service may be provided with reasonable advance notice to NWP and only when NWP determines that sufficient locomotives and crews are

available to provide such service during prescribed scheduled operating and switching times. Special Switching Requests must be submitted in writing via fax or email to NWP. At the sole discretion of the NWP, all applicable line haul charges will be assessed in addition to charges specified at time of request to cover crew and locomotive usage. The time expended in switching service shall be the time the locomotive and crew arrive at their duty location until the time the crew returns to their off duty location. If such service is performed on days or at hours other than prescribed scheduled operating and switching times, additional charges may be assessed and must be determined by the NWP at the time request is made.

If special switching or train service is subsequently cancelled within 24 hours of the original requested time, a special switching cancellation fee will be assessed.

C. CLOSING DOORS ON CARS

Loaded cars will not be moved unless all doors, hatches, outlet gate doors on covered hoppers, gates and tie-down devices are secured. Additional Intra-Terminal Switch charges will apply if any subsequent trips to the customer are necessary due to non-securing of doors, etc.

On empty cars, when it becomes necessary for the NWP or its contractor to close doors, hatches, gates, outlet gate doors on covered hoppers, or secure tie-down devices, charges will be assessed against the customer releasing said car.

This service is provided at the convenience and discretion of NWP.

D. IMPROPERLY LOADED CARS (OVERLOADED)

When a car is overloaded (car or rail limits), the shipper will be notified and given the opportunity to take corrective action. Charges assessed include the service of weighing when done at NWP's facility, if applicable.

Corrective action may include the following and charges will be at prevailing line-haul and accessorial rates.

- The excess lading/product may be removed, with the remaining lading forwarded to the original billed destination, at the price from the original billed origin, on the remaining weight.
- The excess lading/product may be placed in another car and both cars forwarded to the original billed destination at a price from the original billed origin to the original billed destination per car.
- The entire lading/product may be transferred to another car if such transfer results in the car being accepted for further movement with freight charges being those on the weight of the reloaded car, from original billed origin, to the original billed destination.
- The excess lading/product may be placed in another car and returned to the original billed origin. The remaining lading in the original car may be forwarded to the original billed destination, at the price from the original billed origin, on the remaining weight. For that portion returned to the original billed origin, the charge will be negotiated with the participating carriers at the time of return.

E. CARS RELEASED EMPTY WHEN ACTUALLY LOADED OR RELEASED LOADED WHEN ACTUALLY EMPTY

If a car is released empty and found to be loaded or vice versa, the customer will be billed the freight rate plus any accessorial switching and demurrage to return car, as determined by the NWP.

F. TURNING OF CARS

At the request of the customer or due to incorrect placarding by shipper, NWP will turn a car based on line-haul charges to/from customer to/from turning point. Charges will be assessed to appropriate party based on circumstances necessitating turning of car.

G. EMPTY CARS ORDERED AND NOT USED

If NWP receives an order for empty cars, and such order is cancelled by the ordering party after such empty is dispatched in an NWP train to a shipper, a line haul charge will be assessed to cover movement of car back to interchange point plus demurrage charges for each day car was on line for delivery to shipper.

When an empty car is rejected by a shipper as either being unfit for loading or for any reason not the correct equipment ordered, a charge of \$175 for the rejected car will be assessed against the furnishing carrier.

H. MILEAGE CHARGES ON PRIVATELY OWNED CARS

NWP will not pay mileage charges on privately owned cars when moving from, to or via NWP stations.

I. MOVEMENT OF LOCOMOTIVES

Privately owned, leased or foreign line locomotives may be moved over NWP subject to NWP's sole discretion and to a line haul charge to be determined by NWP and that is contingent on locomotive moving in regular NWP train service. NWP will not absorb any switching charges applicable to shipments of locomotives. Prior to moving a locomotive, contact NWP for special arrangements for such a movement.

All privately owned, leased or foreign locomotives are subject to a joint inspection at interchange by both the NWP mechanical personnel and connecting carrier mechanical personnel. Any locomotives that fail inspection will be rejected at interchange.

NWP will assume no liability while moving locomotives.

J. DIVERSION OR RE-CONSIGNMENT

A diversion/re-consignment charge to the party requesting change is applicable when an order placed with NWP by the Consignee, Consignor, or Owner of shipment, modifies any of the following: name of the Consignee; name of the Consignor; destination; route; or any other instruction given by the Consignor, Consignee or Owner affecting delivery and requiring addition to or change in billing (except orders received prior to arrival of the car on the NWP or after departure from NWP) and additional movement of the car or both.

If this information is received before the arrival of the car on or after departure from NWP,

no charge will be assessed. Diversion or re-consignment orders will not be accepted by NWP for cars that have already left NWP's control.

K. LEASING OF RAILROAD TRACKS FOR STORAGE

NWP's tracks may be leased to customers, subject to availability and pursuant to terms and conditions of special agreements. Requests for lease of tracks must be received in writing stating the number of car spots requested and the estimated duration of the storage needed.

Cars placed in storage must be privately owned and free of car hire. Cars held on storage tracks will not be subject to demurrage charges.

When NWP is requested by a customer to switch cars in or out of storage, a switch charge per car will be assessed.

L. SPECIAL CAR RESTRICTIONS

Any requests for special clearances of high, wide or heavy equipment must be cleared through NWP's General Manager before movement.

ITEM 8. PAYMENT, CREDIT TERMS, AND SECURITY DEPOSIT

A. CREDIT REQUIREMENTS

All Consignors, Consignees, or agents thereof conducting business with NWP or on NWP property will be required to apply for credit with NWP.

All railroads other than Class 1 rail carriers will be required to apply for credit with NWP.

Credit will be granted solely at the discretion of NWP.

B. PAYMENT AND CREDIT TERMS

All charges under this tariff must be prepaid, unless satisfactory arrangements with NWP have been made prior to performance of service

Charges for services rendered under terms of this tariff will accrue against the customer

located on NWP or against the responsible rail carrier involved, unless arrangements to the contrary have been made with NWP prior to performance of service.

All payment for services covered herein are due and payable within fifteen (15) days following the invoice date. Payments received after expiration of the credit period shall be subject to a service charge of one and one-half percent (1 1/2%) per month (or fraction thereof) of the outstanding balance.

C. PAYMENT OF CHARGES

Customers not on credit must pay freight and other accrued transportation charges prior to transportation of a shipment if it is tendered “prepaid” and prior to placement of a shipment if it is tendered “collect”. Freight and other accrued transportation charges may not be offset by overcharge, freight damage, or other claims.

NWP reserves the right to cancel the credit of any party and place the responsible party (Consignee, Consignor, or other billed party) on a cash basis. If the party responsible for freight charges has not established credit with NWP, or has its credit cancelled by NWP pursuant to 49 CFR, Section 1320.2, it will be subject to liquidated damages interest at 20% of the charges due. Liquidated damages interest shall not apply in instance of clear clerical error on the part of the NWP.

D. SECURITY DEPOSITS FOR PAYMENT OF ACCESSORIAL CHARGES

A security deposit to insure payment of any accessorial charges that may accrue will be required from every Consignor, Consignee, or agent thereof who is not on NWP’s credit list and/or fails to pay accessorial charges after specific written demand referring to this tariff provision.

A deposit must be paid, by wire transfer, before any freight car is delivered to such Consignor, Consignee, or agent thereof for loading or unloading. A deposit on one unit of equipment is not transferable to another.

A deposit for each car shall be in the minimum amount of two hundred dollars (\$200.00) or up to the maximum amount of accessorial charges that accrued on any one car during the preceding twelve (12) months.

In the case of a Consignor, Consignee, or agent thereof receiving multiple carloads for loading or unloading, the total amount required to be deposited shall not exceed the lesser of

the amount of existing past accessorial charges accrued by the Consignor, Consignee, or agent thereof due or \$25,000.

Once the Consignor, Consignee, or agent thereof is placed on NWP's authorized credit list, or has paid all outstanding accessorial charges and has given assurance to NWP's satisfaction that future accessorial charges will be paid within the credit period prescribed in applicable tariffs, NWP will refund the balance of the deposit to the Consignor, Consignee, or agent thereof by the 5th day of the month following that in which the equipment is released to NWP after deducting any and all unpaid accessorial charges.

Security deposits will no longer be required after the Consignor, Consignee, or agent thereof either is placed on NWP's authorized credit list or has paid all outstanding accessorial charges and has given assurance to NWP's satisfaction that future accessorial charges will be paid within the credit period prescribed in applicable tariffs.

ITEM 9. SUMMARY OF NWP DEMURRAGE, SWITCHING, AND ACCESSORIAL CHARGES

Following is a summary of NWP demurrage, switching, and accessorial charges. Free time for loading/unloading is as shown below, and begins at the time of actual or constructive placement of a rail car for loading.

<u>Item</u>	<u>Description</u>	<u>Free Time</u>	<u>NWP Charge Per Car</u>
A	Loading of rail cars	1 day	\$75 per day
B	Unloading of rail cars	2 days	\$75 per day
C	Rail cars ordered and not used	N/A	\$150
D	Rail cars released, not available to pull	N/A	\$175
E	Car released without bill of lading	N/A	\$200
F	Error moves	N/A	\$445
G	Intra-plant switch	N/A	\$200
H	Intra-terminal switch	N/A	\$325
I	Switch cars in/out of storage	N/A	\$300 per switch
J	Special train/switch charges	N/A	\$3,600 minimum
	Special train/switch charges	N/A	\$25,000 maximum
K	Special train/switching cancellation fee	N/A	\$1,000
L	Closing doors	N/A	\$175
M	Overload charges	N/A	\$500
N	Diversion/reconsignment	N/A	\$400
O	Weighing (industry scales)	N/A	\$150

NORTHWESTERN PACIFIC RAILROAD CO. GENERAL TARIFF: NWP 1000

P	Movement of empty cars (minimum 60 miles)	N/A	\$5.00 per mile
Q	Fuel surcharge	N/A	\$0