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OPERATING TERMS AND EXCESS CHARGES

EFFECTIVE: NOVEMBER 1, 2006

Genex rates and service are governed by certain terms of transport. Some of these terms may result in additional charges at either origin or destination. In addition to operating terms, shippers and consignees also have certain responsibilities under the terms of transport. If you have any questions regarding rates, service, or operating terms and excess charges described herein, please contact Genex at 800-521-0191.

TERMS OF TRANSPORT: All shipments are handled as "shipper load and count", consignee unload and count, no driver touch. Shippers are responsible to properly package, load, block and brace the shipment for transport.

OVERWEIGHT: Shippers are responsible to load in compliance with all State and Federal Highway Transportation weight limits. If a shipment is found to be over the weight (gross or axle), the shipper will be responsible for all fines and related charges.

DAMAGE NOTIFICATION & MITIGATION: In the event of damage, the consignee is responsible to notify Genex immediately at 800-521-0191. The consignee is also required to mitigate the damage to the best of their ability by sorting, segregating, re-packing and/or salvage. Failure of consignee to assist mitigation may jeopardize claims recovery. In addition, any charges resulting from wrongful refusal will be billed to the shipper.

RESPONSIBLE PARTY: All excess charges are the responsibility of the "customer" regardless of location of occurrence. Customer is defined as the "payer" of the freight as designated on the original bill of lading.

LOAD / UNLOAD TERMS: Rates include (1) hour free time for load and unload, EXCEPT in cases where the carrier allows (2) hours free. After expiration of free time, driver detention will be \$75 per hour thereafter, in 15-minute increments.

EQUIPMENT PER DIEM TERMS: Rates include free time for normal loading and unloading. Standard railroad per diem provisions allow (2) days free at origin and destination with the exception of CSX peak per diem. Free time is calculated as the "Day of Interchange or Notification, plus (2) days free". Saturdays and Sundays are included in the calculation of free time. After the expiration of free time, per diem charges will accrue as follows.

STANDARD PER DIEM		CSX PEAK PER DIEM	
		<i>MAR 16TH - JUN 15TH</i>	<i>& AUG 16TH - DEC 15TH</i>
DAY OF INTERCHANGE	FREE (DAY 0)	DAY OF INTERCHANGE	FREE (DAY 0)
DAY 1	FREE	DAY 1	FREE
DAY 2	FREE	DAY 2	\$30.00
DAY 3 THRU 5	\$40.00	DAY 3 THRU 4	\$40.00
DAY 6 THRU 9	\$50.00	DAY 5 THRU 8	\$55.00
DAY 10 AND BEYOND	\$150.00	DAY 9 AND BEYOND	\$150.00

RAMP STORAGE: Free time begins with notification of availability. Free time and storage charges vary depending on railroad and terminal location. Saturdays and Sundays are included in the calculation of free time.

WARNING: *In many cases, free time for shipments notified Friday will expire on Saturday. Shipments that are unable to deliver until Monday or beyond will accrue storage charges. If storage charges are imminent, Genex will notify customer of projected charges.*

As a cost effective alternative to rail storage, Genex can arrange a yard pull and off-site storage. Genex will advise charges and if authorized, will out-gate the shipment (Yard Pull) and place in a secured storage facility until delivery can be made.

Genex will charge the true cost of yard pull and/or storage and apply a 10% administration fee for the advance and payment of storage charges.

DESTINATION RAMP STORAGE FREE TIME & STORAGE CHARGES

DAYS	BNSF Group I	BNSF Group II	BNSF Group III	UP	NS	CSX	CSX Worcester
0 (notify)	FREE	FREE	FREE	FREE	FREE	FREE	FREE
1	FREE	FREE	FREE	FREE	FREE	FREE	FREE
2	\$150	FREE	FREE	FREE	\$85	FREE	\$75
3	\$150	\$150	\$100	\$100	\$85	\$75	\$75
4	\$150	\$150	\$100	\$100	\$85	\$75	\$75
5	\$150	\$150	\$100	\$100	\$85	\$75	\$75
6	\$150	\$150	\$100	\$100	\$85	\$75	\$75
7	\$150	\$150	\$100	\$100	\$85	\$75	\$75
8	\$150	\$150	\$100	\$150	\$85	\$75	\$75
9	\$150	\$150	\$100	\$150	\$85	\$75	\$75
10	\$150	\$150	\$100	\$150	\$85	\$75	\$75
11	\$150	\$150	\$100	\$150	\$85	\$75	\$75
12	\$150	\$150	\$100	\$150	\$110	\$75	\$75
13	\$150	\$150	\$100	\$300	\$110	\$75	\$75
14	\$150	\$150	\$100	\$300	\$110	\$75	\$75
15	\$150	\$150	\$100	\$300	\$110	\$75	\$75
16	\$150	\$150	\$100	\$300	\$110	\$75	\$75
17	\$150	\$150	\$100	\$300	\$110	\$75	\$100
18	\$150	\$150	\$100	\$300	\$110	\$100	\$100
19	\$150	\$150	\$100	\$300	\$110	\$100	\$100
20	\$150	\$150	\$100	\$300	\$110	\$100	\$100
	CONT'D	CONT'D	CONT'D	CONT'D	CONT'D	CONT'D	CONT'D
BNSF Group I	Kansas City, Los Angeles, Memphis, Oakland (OIG), San Bernardino, Seattle (SIG), St. Paul, Stockton						
BNSF Group II	Alliance, Chicago (Cicero), Houston, St. Louis						
BNSF Group III	Albuquerque, Billings, Chicago (Corwith, Logistics Park, Willow Springs), Denver, Dilworth, El Paso, Fresno, Harvard, New Orleans, Omaha, Phoenix, Portland, Richmond, S. Seattle, Spokane						