



IAIS DEMURRAGE TARIFF 6004

Supplement L

GENERAL CAR DEMURRAGE

AND

STORAGE RULES AND CHARGES

APPLYING AT ALL POINTS

ON THE IOWA INTERSTATE RAILROAD SYSTEM

DEMURRAGE AND STORAGE TARIFF

Governed, except as otherwise provided herein, by the Uniform Freight Classification (UFC) and is applicable on intrastate, interstate, and international traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

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ISSUED BY:

Executive Vice President & Chief Commercial Officer of Sales & Marketing

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GLOSSARY

For the purpose of applying provisions in this tariff, the following are defined and shall govern:

Actual Placement: When a car is placed in an accessible position for loading or unloading or at a point designated by consignor or consignee. Demurrage charges commence after free time has expired. Free time commences with the first 7 a.m. after placement is made.

Carrier: As used in this tariff, IAIS is the Carrier, except as specifically expressed.

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.

Consignor: The party in whose name car is 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.

Constructive Placement: When a car cannot be placed or delivered because of any condition attributable to the consignor, consignee, loader or unloader, including lack of space, such car will be held at an available hold point and notice will be given to the consignor or consignee that the car is held awaiting instructions. Demurrage charges commence after free time has expired. Free time commences with the first 7 a.m. after constructive placement is made.

Customer: As used in this tariff a consignor or consignee, as the case may be, physically receiving the car.

Demurrage: A charge that both compensates rail carriers for the expense incurred when rail cars are detained beyond a specified free time for loading or unloading and serves as a penalty for undue car detention to encourage the efficient use of rail cars in the rail network. (cf. 49 C.F.R. 1333.1)

Forwarding Instructions: A bill of lading or other suitable order given to IAIS containing all of the necessary information to transport the shipment.

Free Time: Forty-eight (48) hours of free time will be allowed for loading or unloading railcars. Free time will commence with the first 7:00 a.m. after actual or constructive placement, subject to the following qualifications. IAIS will give consignor or consignee notification noted in Item 120 for the consignor or consignee to choose either constructive or actual placement via notification to IAIS by Railconnect. If notification is not received from consignor or consignee, constructive placement will be assumed at the next 7:00 a.m. following notification from IAIS to consignor or consignee. Free time shall also include designated holidays as stated below.

Holidays: The following days will be considered holidays:

New Year's Day
Good Friday
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Friday following Thanksgiving Day
Christmas Eve
Christmas Day
New Year's Eve

Loading: The complete loading of a car in conformity with IAIS loading and clearance rules, and the furnishing of forwarding instructions.

Open Gate: When a consignee or consignor does not place any restrictions (physical or otherwise) on IAIS to place cars on their siding upon arrival.

Private Car: A car bearing other than railroad reporting marks which is not a railroad controlled car.

Private Track: Trackage assigned for individual use including privately owned or leased tracks.

Public Delivery Track: Any accessible track open to the general public for loading or unloading.

Team Track: A railroad owned siding or spur track intended for unloading and loading rail cars.

Railroad Controlled Cars: A rail car owned or controlled by IAIS including those bearing other than railroad reporting marks provided to IAIS directly by car companies or others, for indiscriminate use by IAIS in servicing any of its customers.

Reload: When a car is unloaded and then reloaded at the same facility.

Responsible Party: A consignor or consignee who physically receives cars for the loading or unloading of lading or an authorized person or entity who requests holding a car for another reason.

Stopped In Transit: When cars are held enroute because of any condition attributable to the consignor or consignee, or owner.

Tender: When IAIS gives notification that a car is available for unloading or loading by either actual or constructive placement to consignor or consignee.

Unloading: The complete unloading of a car and notice from the consignee that the car is empty and available to the railroad.

Item 100-General Application

- A. Applicable at all points on the Iowa Interstate Railroad, LLC. (“IAIS”)
- B. The disposition of a car at its point of detention determines the purpose for which the car is held and the rules applicable thereto.
- C. All railroad-controlled cars held for or by consignors or consignees for any purpose are subject to demurrage rules and charges in this section, except as follows:
1. Cars containing freight refused or unclaimed to be sold by IAIS for the time held beyond legal requirements.
 2. Cars assigned to shippers returned to points of assignment under load when material is authorized to be returned without freight charges under provisions of an IAIS freight tariff.
 3. Cars assigned to shippers returned empty to point of assignment while subject to storage rules.
 4. Empty railroad equipment moving on own wheels under transportation charges as freight.
 5. Cars for loading or unloading of IAIS company material while on IAIS tracks or private sidings connecting therewith.
 6. Empty cars placed at IAIS convenience and not used for loading, subject to switching charges, unless rejected and found as unsuitable for loading.
- D. Private cars held on IAIS track are subject to demurrage rules. Private cars held on private tracks are not subject to demurrage rules.

Item 120 – Notification to Consignor

- A. The following notifications will be furnished by IAIS as indicated:
1. Cars for Private Tracks
 - a. Notification of constructive placement of all cars held on IAIS tracks due to any condition attributable to consignee or consignor.
 - b. Delivery of car upon consignee tracks will constitute notification.
 - c. Delivery upon industry tracks of consignee, or party entitled to receive same will constitute notification.

2. Cars for Public Delivery Tracks

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

3. Cars Stopped In Transit

Notice shall be sent or given to the consignee, consignor or owner ordering the car at the point of stoppage.

4. Refused Carload Freight

When advised of refusal of car at destination, notice will be provided to consignor or owner.

B. Notification information provided:

Car initial and number will be provided. If contents transferred enroute, IAIS will furnish car initial and number of the original car.

C. Methods and Procedures for notification:

1. Notification may be submitted:

By Railconnect. Notification under this method will be considered as having been given to consignor or consignee, as the date and time recorded in Railconnect.

2. Notice of arrival shall be sent or given:

Upon arrival of cars at destination (notification is given 7 days a week) for all cars held under order notify or other provisions which require surrender of bill of lading or payment of lawful charges.

Item 130 – Notification to IAIS

Only Railconnect will be used as notification to IAIS of the release of a car. The recorded date and time in Railconnect that instructions are received will govern.

Item 140 – Cars Held for Loading

Loading is the complete loading of a car in conformity with IAIS loading and clearance rules, including the furnishing of forwarding instructions.

A. Tender: The notification of actual or constructive placement of an empty car placed on orders of the consignor.

B. Release:

1. On the date the forwarding customer notifies IAIS through Railconnect. Release notifications must be received prior to 0700 hours or that day shall be considered a day for demurrage charges.

2. Empty cars placed on industry tracks of consignor performing his own switching, demurrage time will continue until cars are returned to an interchange track by consignor.
 3. Cars found to be overloaded or improperly loaded while at origin will not be considered released until the load has been adjusted per AAR loading rules.
 4. Cars released by consignor or consignee that have not been loaded or unloaded shall not be considered as released until the car is completely loaded or unloaded. An additional switch charge shall be assessed to the consignor or consignee when IAIS cannot switch a car released by consignor or consignee that has not been completely loaded or unloaded.
- C. Demurrage Charges Computation: See Items 180 for applicable loading charges.

Item 150 – Cars Held for Complete Unloading

Unloading is the complete unloading of a car and notification in a prescribed method from consignee to IAIS that the car is empty and available, or a car has been reloaded and forwarding notification in a prescribed method received.

- A. Tender: The notification of actual or constructive placement of each loaded car.
- B. Release:
1. On the date and time that IAIS receives through Railconnect advice that the car is empty.
 2. Loaded Cars placed on interchange tracks of a consignee doing its own switching must also be returned to the interchange track for release when unloaded.
 3. When the same car is unloaded and reloaded, when forwarding instructions are received.
- C. Demurrage Charges Computation: See Item 185 for applicable unloading charges.

Item 151 – Cars Held for Loading on Rail-controlled or Team Tracks

Applicable to empty private cars or railroad supplied cars held for loading on rail-controlled or team tracks.

- A. If cars are not able to be loaded due to the loader, unloader or consignee, notification will be sent and charges will subsequently begin.
- B. Charges will begin after actual or constructive placement time of a car is released and forwarding instructions are received or request for placement on private or leased tracks is received.

- C. On a car to be reloaded, charges will be assessed from the first 0001 after advice is received that the car is empty until the car is released as a load.
- D. Demurrage Charges Computation: See Item 180-195 for applicable loading and unloading charges.

Item 155 – Heavy Capacity and Special Type Flat Cars

When Heavy Capacity and Special Type Cars are used for movement of commodities on Subscribing Carrier properties and delays are incurred through no fault of the carrier, the customer will be assessed demurrage based on the heavy-duty detention rules and rates in place in the 6004 series. Examples of these cars include, but are not limited to, cars that carry dimensional equipment such as transformers, wind components, cranes, machinery, any other commodity that is considered high-wide, dimensional, or heavy or any shipment requiring clearance.

Demurrage Charges Computation: See item 190 and 195 for applicable loading and unloading charges.

Item 160 – Demurrage Plan

- A. Billing will be tendered on a monthly basis for all cars released during a calendar month.
- B. Customers having facilities at separate stations cannot be combined.
- C. Unless otherwise advised in writing, demurrage charges will be assessed against the consignor at origin or consignee at destination who will be responsible for payment.
- D. Customers having two or more facilities at the same station with IAIS may combine the accounts into one if requested in writing.
- E. All days count including Saturday and Sundays.
- F. All demurrage charges are due Net 30.

Item 170 – Relief of Demurrage Charges

In order to be allowed relief, a written claim must be presented to IAIS within 30 days from the date the bill was issued. The written claim must fully describe the conditions for which relief is claimed.

▲ Item 180 – Loading Charges

Charges found in the below chart are for cars not described in Item 155.

IOWA INTERSTATE RAILROAD							
Chart of Computation of Demurrage Charges on Cars Subject to 48 Hours Free Time In Accordance with Freight Tariff IAIS 6004 Series and Amendments							
NOTE: Under this chart, time is computed on cars actually or constructively placed after 0700 hrs.							
EXAMPLE LOADING							
MONDAY	P	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
TUESDAY	F	P	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
WEDNESDAY	F	F	P	\$ 80	\$ 80	\$ 80	\$ 80
THURSDAY	\$ 80	F	F	P	\$ 80	\$ 80	\$ 80
FRIDAY	\$ 80	\$ 80	F	F	P	\$ 80	\$ 80
SATURDAY	\$ 80	\$ 80	\$ 80	F	F	P	\$ 80
SUNDAY	\$ 80	\$ 80	\$ 80	\$ 80	F	F	P
MONDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	F	F
TUESDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	F
WEDNESDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
THURSDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
FRIDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
SATURDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
SUNDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
KEY:	P=PLACEMENT						
	F=FREE						
Loaded car is released when this railroad receives the proper forwarding directions. Empty car is released when this railroad is advised that car is unloaded and available.							
This chart is not a tariff and the information contained herein is subject to change without notice by tariff revision or issuance of Surface Transportation Board Orders and is applicable only within the United states. In some cases, there are tariff exceptions on various Intrastate traffic.							

▲ Item 185 - Unloading Charges

Charges found in the below chart are for cars not described in Item 155.

IOWA INTERSTATE RAILROAD							
Chart of Computation of Demurrage Charges on Cars Subject to 48 Hours Free Time In Accordance with Freight Tariff IAIS 6004 Series and Amendments							
NOTE: Under this chart, time is computed on cars actually or constructively placed after 0700 hrs.							
EXAMPLE UNLOADING							
MONDAY	P	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
TUESDAY	F	P	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
WEDNESDAY	F	F	P	\$ 80	\$ 80	\$ 80	\$ 80
THURSDAY	\$ 80	F	F	P	\$ 80	\$ 80	\$ 80
FRIDAY	\$ 80	\$ 80	F	F	P	\$ 80	\$ 80
SATURDAY	\$ 80	\$ 80	\$ 80	F	F	P	\$ 80
SUNDAY	\$ 80	\$ 80	\$ 80	\$ 80	F	F	P
MONDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	F	F
TUESDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	F
WEDNESDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
THURSDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
FRIDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
SATURDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
SUNDAY	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80
KEY: P=PLACEMENT F=FREE							
Loaded car is released when this railroad receives the proper forwarding directions. Empty car is released when this railroad is advised that car is unloaded and available.							
This chart is not a tariff and the information contained herein is subject to change without notice by tariff revision or issuance of Surface Transportation Board Orders and is applicable only within the United states. In some cases, there are tariff exceptions on various Intrastate traffic.							

▲ Item 190 – Heavy Capacity and Special Type Flat Car Loading Charges

Charges found in the below chart are for Heavy Capacity and Special Type Cars, defined in Item 155.

IOWA INTERSTATE RAILROAD							
Chart of Computation of Demurrage Charges on Cars Subject to 48 Hours Free Time In Accordance with Freight Tariff IAIS 6004 Series and Amendments							
NOTE: Under this chart, time is computed on cars actually or constructively placed after 0700 hrs.							
EXAMPLE LOADING							
MONDAY	P	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
TUESDAY	F	P	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
WEDNESDAY	F	F	P	\$ 150	\$ 150	\$ 150	\$ 150
THURSDAY	\$ 150	F	F	P	\$ 150	\$ 150	\$ 150
FRIDAY	\$ 150	\$ 150	F	F	P	\$ 150	\$ 150
SATURDAY	\$ 150	\$ 150	\$ 150	F	F	P	\$ 150
SUNDAY	\$ 150	\$ 150	\$ 150	\$ 150	F	F	P
MONDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	F	F
TUESDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	F
WEDNESDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
THURSDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
FRIDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
SATURDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
SUNDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
KEY:	P=PLACEMENT F=FREE						
Loaded car is released when this railroad receives the proper forwarding directions.							
This chart is not a tariff and the information contained herein is subject to change without notice by tariff revision or issuance of Surface Transportation Board Orders and is applicable only within the United states. In some cases, there are tariff exceptions on various Intrastate traffic.							

▲ Item 195 – Heavy Capacity and Special Type Flat Car Unloading Charges

Charges found in the below chart are for Heavy Capacity and Special Type Cars, defined in Item 155.

IOWA INTERSTATE RAILROAD							
Chart of Computation of Demurrage Charges on Cars Subject to 48 Hours Free Time In Accordance with Freight Tariff IAIS 6004 Series and Amendments							
NOTE: Under this chart, time is computed on cars actually or constructively placed after 0700 hrs.							
EXAMPLE UNLOADING							
MONDAY	P	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
TUESDAY	F	P	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
WEDNESDAY	F	F	P	\$ 150	\$ 150	\$ 150	\$ 150
THURSDAY	\$ 150	F	F	P	\$ 150	\$ 150	\$ 150
FRIDAY	\$ 150	\$ 150	F	F	P	\$ 150	\$ 150
SATURDAY	\$ 150	\$ 150	\$ 150	F	F	P	\$ 150
SUNDAY	\$ 150	\$ 150	\$ 150	\$ 150	F	F	P
MONDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	F	F
TUESDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	F
WEDNESDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
THURSDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
FRIDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
SATURDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
SUNDAY	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
KEY:	P=PLACEMENT F=FREE						
Loaded car is released when this railroad receives the proper forwarding directions.							
This chart is not a tariff and the information contained herein is subject to change without notice by tariff revision or issuance of Surface Transportation Board Orders and is applicable only within the United states. In some cases, there are tariff exceptions on various Intrastate traffic.							

- ◆ Addition/Update
- ▲ Increase
- ▼ Decrease