

IAIS Rules Tariff 6100 V

IOWA INTERSTATE RAILROAD, LLC

FREIGHT TARIFF IAIS T 6100 V
IAIS T 6100 V cancels IAIS T 6100 U

Applying on all traffic moving under Iowa Interstate Railroad, LLC (IAIS)
local, joint and proportional rate authorities.

RULES TARIFF

Covering Rules, regulations and special charges governing the transportation of freight.

Governed, except as otherwise provided herein, by the Uniform Freight Classification (UFC),
as provided in Item 5.

Effective: February 1, 2022

ISSUED BY
Vice President & Chief Commercial Officer
Iowa Interstate Railroad, LLC
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*Indicates a change was made

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SECTION 1 RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
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5	Description of Governing Classification and Exceptions	
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The term "Uniform Freight Classification," when used herein, means STB UFC 6000-Series.

*7	Application of Referenced Publications	
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Except where inconsistent with a provision of this Tariff or other terms specifically agreed to, the rules, regulations, charges and allowances of the following named publications shall, along with the terms of service specified herein, apply to all rail transportation provided by IAIS and covered by the provisions of this publication.

AAR 2 Hazardous Materials Shipping Descriptions (49-series STCC numbers)
Bureau of Explosives Rules BOE 6000 Series Tariff
National Service Order 6100 Series Tariff
Official Railway Equipment Register RER 6412 Series
Perishable Protective PPT 619 Series Tariff
Railinc FT RIC 6007 Series Tariff
Standard Transportation Commodity Code STCC 6001 Series Tariff
Uniform Freight Classification UFC 6000 Series Tariff

IAIS T 3000 Series - Commodities Tariff
IAIS T 6000 Series - Mileage and Stations List Tariff
IAIS T 6004 Series - Demurrage and Detention Rules Tariff
IAIS T 8000 Series - Switching Tariff
IAIS T 9001 Series - Percentage Based Fuel Surcharge Tariff when applicable
IAIS T 9003 Series - Mileage based Fuel Surcharge Tariff when applicable

References to specific publications herein include successor publications.

9	Exemption from Regulation - Box Car Traffic	
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Pursuant to the orders of the Interstate Commerce Commission in Ex Parte 346 (Sub No. 8), Exemption from Regulation - Boxcar Traffic, 367 STB 424, 367 ICC 747, rates, charges, rules and regulations in connection with the transportation of commodities in box cars, to the extent of the exemption from regulation in cited Commission orders, will have no application on commodities transported in box cars to that extent.

10	Station Lists And Conditions	
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This tariff is governed by the official list of Open and Prepay Station 6000-Series, STB OPSL 6000-Series, Station List Publishing Company, Agent, to the extent shown below:

PREPAY REQUIREMENTS AND STATION CONDITIONS

For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and changes in station facilities.

When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station as published in this tariff is inapplicable on and after that date.

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15 Explosives and Dangerous Articles

For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Tariff STB BOE 6000-series, issued by the Association of American Railroads, Bureau of Explosives, Agent.

16 Hazardous Commodities Regulations

If Hazardous Material regulations change during the duration of any IAIS Contracts, Quotes, or Tariffs and impact IAIS's handling of carloads, IAIS has the right to review and change current agreement. Carrier and Industry will review and discuss current and anticipated additional costs resulting from any order or directive of any governmental body or agency or any court prohibiting, regulating, restricting or requiring movement of loaded hazardous cars subject to the terms of the current agreement. Such costs shall include, but are not limited to transportation costs (including applicable charges for any transportation service performed by railroad), securement, dumping, storage, transfer, delivery, treatment or other costs incurred as a result of any such order or directive. The review and discussion will serve as the basis for considering adjustments to the rates and/or compensation to the Carrier for changes necessary to comply with governmental mandates. If reasonable compensation and/or rate adjustments are not agreed upon by both parties, then the current agreement shall become null and void.

20 Reference to Tariffs, Items, Notes, Rules, Etc.

Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs, and reissues of such items, notes, rules, etc.

21 Standard Transportation Commodity

When reference is made to "STCC," it refers to the Standard Transportation Commodity Code Tariff STB STCC 6001-Series issued by the Association Code of American Railroads Economic and Finance Department, Agent. STCC Coding has no bearing on actual rate assessment; STCC is intended for information purposes.

25 Terminal or Transit Privileges Or Services

Shipments made under the rates referring to this tariff are entitled also to terminal and transit services and privileges, and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published; lawfully filed tariffs.

40 Consecutive Numbers

Where consecutive numbers are represented in publications referring to this tariff by the first and last number 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 mark also applies to the last number shown and to all numbers between the first and last numbers.

45 Capacities and Dimensions of Cars

For marked capacities, length, dimensions and cubical capacities of cars, see the Official Equipment Register, STB RER 6411-Series.

50 Method of Canceling

As this Tariff and publications referring to it is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.

Example: Item 25-A cancels Item 25 and Item 50-B cancels 50-A in a prior supplement which in turn canceled Item 50.

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60 National Service Order Tariff

This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff NSO 6100-Series, STB NSO 6100-Series.

61 Free Time and Detention Rule

Except as otherwise provided, freight cars used for moving traffic on rates and charges named in this tariff and publications referring to it will be subject to car demurrage rules and charges provided for in Tariff STB-IAIS-6004-Series.

65 Change of Name Of Industries

When an industry at a private siding on the IAIS is mentioned by name, and a change of ownership occurs, the switching provisions herein for the named industry, will also apply to the successor industry at the same private siding. When an industry at a private siding on a connecting carrier is mentioned by name and a change of ownership occurs, the tariff of such connecting carrier will contain the provisions applicable at such private siding.

70 Receipt of Order Notify Freight From Connecting Lines

Carload freight from connecting lines, when consigned to order notify, or when consigned to one party, notify, or advise another party, will not be accepted by IAIS until the road haul carrier has taken up the order notify, bill of lading, written order or any other document required as a precedent to delivery.

71 Shipments Held For Orders

- A. Carload shipments covered by "Order" or "Order Notify" Bills of Lading, or carload shipments covered by "Straight" Bills of Lading showing consignment to one party with instructions therein, or on which instructions are otherwise given to:
1. Notify of advise another party and deliver only upon surrender of written order; or
 2. Deliver only upon surrender of original bill of lading; or
 3. When consigned in any other manner which imposes upon the carrier the obligation not to make delivery except upon surrender of original bill of lading or written order.

Will not be moved to the designated place of delivery until the bill of lading or written order has been surrendered or indemnity bond or other substitute security therefore as defined in Rule 7 of Uniform Freight Classification is given, subject to the provisions of this item and exceptions 1 and 2 named below.

- B. When the place of delivery is designated in the bill of lading or otherwise designated, prior to the arrival of car at destination, and delivery is made to such designated place of delivery, provided a shipment is actually held for surrender of the bill of lading or written order or substitute security as defined in Rule 7 of Uniform Freight Classification, the following charges will apply:
1. When bill of lading or written order is surrendered or indemnity bond or other substitute security is given to an authorized representative of the line-haul delivering carrier prior to arrival at destination, there is no charge.
 2. When bill of lading or written order is surrendered or indemnity bond or other substitute security is given.
 - (a) To the line-haul delivering carrier at other than destination, after car has arrived at billed destination; or
 - (b) To the line-haul delivering carrier at destination or first available hold point prior to destination after notice of arrival is sent or given consignee or party entitled to receive same. If notice of arrival is sent or given consignee or party entitled to receive same on a

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- Holiday, as described in Item 110 of IAIS Demurrage Book 6004-series, the bill of lading or written order does not have to be surrendered or indemnity bond or other substitute security does not have to be given until the first business day following the Holiday; or
- (c) To any participating line-haul carrier, other than the delivering carrier:

Charge is \$400 per car, not to exceed \$2,000 per bill of lading, and is in addition to any other charges that may accrue (but not limited to switching, demurrage, storage, etc.)

EXCEPTIONS:

1. Surrender of bills of lading, written orders or other required documents by means of Fax or Email will be allowed. When fax or email service is used, the time of receipt by the railroad shall be deemed to be the time of surrender.
2. When the original bill of lading or written order covering a shipment is not available, the shipment may be delivered in advance of the surrender of the bill of lading or written order as provided in Rule 7 of the Uniform Freight Classification.

72 Charges Payable In United States Funds

Except as otherwise provided, rates and charges in this tariff, and those making reference to this tariff, are stated in money of the United States and are payable in United States dollars or its equivalent.

73 Payment of Charges

Freight charges must be paid within fifteen (15) calendar days after date of billing. Thereafter, a service fee of 1.5% will be due per month on the past due invoices.

All other charges, including but not limited to demurrage and miscellaneous assessorial charges must be paid within thirty (30) calendar days after date of billing. Thereafter, a service fee of 1.5% will be due per month on past due invoices.

75 Less Than Carload Freight

Freight moving in less than carload shipments shall be subject to the provisions of, and treated the same as carload freight.

77 Unit train rates

Unless specifically noted, rates found in all IAIS rate documents, including but not limited to IAIS Quotes, Tariffs, and Contracts, are not applicable on unit train traffic. For rates on unit train shipments, please contact IAIS Marketing & Sales Department at rates@iaisrr.com.

80 Application of Switching Rates or Charges

Except as otherwise provided, switching rates or charges named herein will cover the handling of cars loaded one way and empty the other. If cars are loaded in both directions, regular rate or charge will be assessed for each loaded movement. Please refer to IAIS-T-8000.

85 Demurrage Rules and Charges

IAIS T 6004 Series Tariff applies with the following exception - Where switching service is performed on traffic moving under road-haul rates which are subject to special detention charges and rules, the switching charges provided in this tariff will be subject to the same detention charges and rules as applicable in connection with the road-haul rates.

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100 Explanation of Terms

COLLECT: Collect shipments shall mean shipments for which the delivering carrier bears the billing and collection responsibilities. On “collect” shipments, the delivering carrier may require full payment of all charges prior to delivery of shipments unless consignee has established credit to the satisfaction of the delivering carrier.

DELIVERING CARRIER: The railroad which causes delivery of consignment to connecting railroad.

DIVERSION/RECONSIGNMENT:

- (A) A change in the name of the consignee;
- (B) A change in the name of the consignor;
- (C) A change in the destination;
- (D) A change in route at the request of consignor, consignee, owner;
- (E) Any other instruction given by consignor, consignee or owner necessary to effect delivery and requiring in addition to or a change in billing, or an additional movement of the car, or both.

INDUSTRIAL SWITCH: Intra-Terminal and Inter-Terminal switching service not immediately associated with road-haul service.

INTERCHANGE TRACK: Tracks on which cars are exchanged between connecting lines.

INTERMEDIATE CARRIER: The railroad which handles the consignment between the delivering and receiving railroad.

INTERMEDIATE SWITCH: Where IAIS performs intermediate service between any two carriers.

INTER-TERMINAL SWITCH: Movement from a location on one carrier to the track connection with a different carrier within the limits of same station.

INTRA-PLANT SWITCH: An Intra-Terminal switch within the confines of the same plant.

INTRA-TERMINAL SWITCH: Movement from one location to another location on the same carrier within the limits of the same station.

PREPAID: Prepaid shipments shall mean shipments for which the originating carrier bears the billing and collection responsibilities. On “prepaid” shipments, the originating carrier may require that tender of a shipment be accompanied by full payment of charges unless the consignor has established credit to the satisfaction of the originating carrier.

PRIVATE SIDING: A track of other than carrier ownership under the exclusive use or control of the owning party.

RECEIVING CARRIER: The railroad which receives consignment from connecting railroad.

RECIPROCAL SWITCHING: The movement of a loaded car from any elevator, warehouse, industry or place of business located on or adjoining any side track (not including team tracks or tracks serving warehouses

owned by this company) to any connecting railroad at a junction point when destined to points outside the switching limits, or the movement of a loaded car from any connecting railroad at a junction point to any elevator, warehouse, industry or place of business located on or adjoining any side track (not including team tracks or tracks serving warehouses owned by this company), when originating at points outside of switching limits.

ROAD-HAUL TRAFFIC: Shipments to or from a point outside the limits of the switching district, except as otherwise provided.

TEAM TRACK: A track of carrier ownership provided for the use of the public to load or unload carload freight.

105 Switching Charge on Loaded Cars Held for Instruction

In the absence of specific provisions to the contrary, the following applies:

- A. Except as provided in (B), when on shipper’s order, loaded cars are removed from industry or team tracks and held by carrier awaiting instructions, the intra-terminal or inter-terminal switching charge, as the case may be, as published in IAIS Tariff 8000-Series, will be assessed for the movement; such charge will be in addition to all other charges applicable in accordance with lawful tariffs on file with the STB and will not be absorbed.
- B. When loaded cars removed from industry or team tracks and held awaiting instructions are under continuous demurrage charges or rules in accordance with IAIS 6004-Series, no charge for switching will be made.

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110 Charges On Overloaded Or Improperly Loaded Cars

An overloaded car is defined as a rail car for which either the net weight (actual weight of freight including all other materials incidental to the movement of the goods) is in excess of the car's authorized load limit (defined as the stenciled "load limit" on the car), or the gross weight (combined weight of railcar and freight including all other material incidental to the movement of the goods) is in excess of the track weight limitations at any point along the route of movement. For this item, "shipper" is identified as loader of freight at origin.

Cars Found to be Overloaded/Improperly Loaded:

When cars are discovered to be overloaded or improperly loaded on the IAIS thereby necessitating transfer, trimming or reloading in the interest of safe transportation, shipper or owner will be notified and requested to advise disposition, at the shipper's or car owner's expense. See below:

- A. It is the responsibility of the shipper at the origin location to load cars in a safe, balanced and proper manner. In the event the shipper loads cars in an improper and/or dangerous manner and cars are subsequently involved in a derailment, and/or property damage, shipper will bear the responsibility and liability for all damages so incurred as well as the charges for all damages so incurred by Iowa Interstate Railroad (IAIS).
- B. Except as provided in Paragraph (C), cars discovered to be overloaded or improperly loaded will be placed on carrier's track accessible for transfer, trimming or reloading, and shipper or owner will be required to transfer, trim or reload car to meet loading requirements for safe transportation. A charge of \$500 per car will be assessed for the switching of overloaded or improperly loaded cars to and from the carrier's track where the transfer, trimming or unloading is performed.
- C. When cars are discovered to be overloaded or improperly loaded at point of origin, and cars are ordered returned to the shipper's plant or point of loading, the applicable intra-plant, intra-terminal or inter-terminal switching charges will be assessed.
- D. Demurrage charges, as provided in IAIS Demurrage Tariff 6004 series, will be computed from the first 7:00 AM following notification to correct load. If said demurrage is accumulated on another carrier and IAIS subsequently billed, the shipper shall be responsible for payment.
- E. Should any charges be levied against IAIS from an interline or switching carrier due to cars being improperly loaded or overloaded, such charges will be passed on to and shall be the responsibility of the shipper.
- F. Weights of loaded cars will be determined either by scale weights at origin, enroute weights, or in the event no such scale weights are available, by scale weights at destination on a per car basis or average of weights as contained in the destination settlement amount. At any time IAIS can request origin or destination weights on cars moving on Iowa Interstate Railroad.
- G. EXCEPTION: When cars are subject to destination weights and cars are found to be overloaded at the time of unloading or while in route, the following charges will be applied in addition to any applicable transportation charges:

1. 263,000 lbs. car capacity equipment:

If Lading Weight Exceeds

Marked Capacity of Car By:

4,001 – 5,000 lbs.

5,001 – Over

The Charge Will Be:

\$ 525 per car (Note 1)

\$ 300 per car for each 2,000 lbs. over 5,001

(Note 1) Covered hoppers moving on Iowa Interstate Railroad found loaded greater than 263,000 lbs., but less than 267,000 lbs. will be allowed to continue to destination without penalty.

2. 286,000 lbs. car capacity equipment:

If Lading Weight Exceeds

Marked Capacity of Car By:

1 lb. – 2,000 lbs.

2,001 lbs. +

The Charge Will Be:

\$ 600 per car

\$ 600 per car for each 2,000 lbs. increment

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***112 Empty Private Cars Moved on Own Wheels**

When empty private cars are moved on own wheels, including cars moved to home shop for repairs, and there is no immediate prior revenue load on the IAIS, applicable mileage charges published in IAIS Tariff 3000-series will apply.

Tank cars will be charged in accordance with RIC 6007 series.

115 Empty Cars Ordered But Not Loaded

When empty cars that are ordered for loading and the service of switching or placing has been performed and the car is not loaded but returned to the railroad empty.

PER CAR CHARGE: \$300 per car. In addition the empty return freight charges will be billed per IAIS Commodities Tariff 3000, item 250.

NOTE: Charge will be assessed and collected from the FIRM, PERSON, or CORPORATION ordering such car(s).

***117 Car Orders**

Car orders will be accepted by facsimile device or email. Order form can be found in Appendix A.

Effective January 1, 2012, all car orders are to be placed with IAIS Customer Service by the receiver of the grain.

Cancellation Penalty

IAIS will assess a cancellation penalty charge of one hundred and fifty (\$150.00) dollars per car against any car order cancelled or if cars are refused when offered. Penalty charges will be assessed to the party placing the car order. Requests for cancellation of car orders shall be sent via email or facsimile to the Director Customer Service.

120 Improper Cars Furnished for Loading by Connecting Lines

Car(s) ordered by industries for loading that are refused on account of not being in proper condition to load.

PER CAR CHARGE: \$300 per car. In addition the empty return freight charges will be billed per IAIS Commodities Tariff 3000, item 250.

CHARGE TO BE ASSESSED AGAINST RAILROAD FURNISHING.

125 Intermediate Application Origin

Subject to the provision of Notes 1, 2 and 3 below, from any point of origin from which a commodity rate on a given article to a given destination and via a given route is not named in this tariff, which point is intermediate to a point from which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies to the same destination, apply from such intermediate point to such destination and via such route the commodity rate in this tariff on said article from the next beyond point from which a commodity rate is published herein on that article to the same destination via the same route.

NOTE 1: If the intermediate point is located between two points from which commodity rates on the same article via the same route are published in this tariff, apply via that route from the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more "next beyond" points due to branch or diverging lines, eliminate all such "next beyond" points except the point from which the lowest charge is applicable.

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NOTE 2: If the class rate on the same article via the same route from the intermediate point produces a lower charge than would result from applying the commodity rate under this item, such commodity rate will not apply.

NOTE 3: If there is any other tariff a commodity rate on the same article from the intermediate origin point applicable over the same route to the same destination, the provisions of this item are not applicable from such intermediate origin points.

130 Intermediate Application Destination

Subject to the provisions of Notes 1, 2 and 3 below, from any point of destination from which a commodity rate on a given article from a given origin and via a given route is not named in this tariff, which point is intermediate to a point from which a commodity rate on said article is published in this tariff via route through the intermediate point over which such commodity rate applies from the same point of origin, apply to such intermediate point from such point of origin and via such route the commodity rate in this tariff on said article to the next beyond point to which a commodity rate is published herein on that article from the same point of origin via the same route.

NOTE 1: If the intermediate point is located between two points to which commodity rates on the same article via the same route are published in this tariff, apply via that route to the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more "next beyond" points due to branch or diverging lines, eliminate all such "next beyond" points except the point from which the lowest charge is applicable.

NOTE 2: If the class rate on the same article via the same route to the intermediate point produces a lower charge than would result from applying the commodity rate under this item, such commodity rate will not apply.

NOTE 3: If there is any other tariff a commodity rate on the same article to the intermediate origin point applicable over the same route to the same destination, the provisions of this item are not applicable from such intermediate origin points.

131 Weighing and Reweighing of Carload Freight

Effective January 25, 2010 IAIS no longer provides operational scale services.

135 Returned, Refused Rejected Shipments

When a given shipment has reached destination but is refused or rejected and not unloaded and is returned to the original shipping point (for reasons other than carriers error), the return movement will be subject to the same rate and minimum weight, (disregarding an aggregate minimum if any), that was applied on the inbound move in effect on date shipment is tendered for return, or to the rate normally applicable for such return movement if lower.

When a refused or rejected car was part of a shipment subject to multiple car or unit train rates, the return movement will be subject to (1) the applicable single car rate, minimum weight and route from the original shipping point to destination in effect on date the rejected shipment is tendered for return, or (2) to the rate, minimum weight and route normally applicable for such return movement if lower.

NOTE: Routing for the return movement will be applicable only via the reverse route over which the original shipment moved.

136 Returned Cars

Applicable tariff charges for returned cars, loaded or empty will be the one way intermediate or inter-terminal switching charge (See Note).

- A. Cars rejected by connecting lines or industries will be returned at the expense of the railroad or industry from which they were originally received.

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- B. Cars returned to connecting lines or industries will be returned at the expense of the railroad or industry ordering return movement.

NOTE: When a railroad owned car, empty or loaded, for which the IAIS is responsible to car owner for car hire charges, is received from a connecting line with instructions to return car to delivering road, an additional charge of \$60 per car will be assessed against the delivering carrier, or industry, for each day, or fraction thereof, car is on line.

EXCEPTION: Heavy capacity and speciality type cars, an additional charge of \$100 per car will be assessed against the delivering carrier, or industry, for each day, or fraction thereof, car is on line. 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

137 Charges on IAIS Furnished Equipment Used for Offline Movement

Iowa Interstate Railroad will assess a \$2,000 per car charge against shippers routing IAIS owned, leased or controlled equipment via routes that exclude IAIS from participation in the route and/or linehaul revenue. This charge is in addition to any other charges which may be due from the shipper.

EXCEPTION 1: This charge will not apply when shipper receives permission in writing from IAIS Customer Service Department (800) 247-8570.

EXCEPTION 2: This charge does not apply on cars assigned to pools or when loaded and routed in accordance with applicable AAR Car Service Rules, Car Service Directives and Transportation Directives.

140 Charges On Cars Received Without Necessary Forwarding Data

When a car, empty or loaded, is received from a connecting line without necessary data for forwarding (See Note 1), and must be classified to a hold track, a \$400 penalty charge will be assessed against that delivering carrier (See Note 2). In addition, a \$60 holding charge will be assessed against the delivering carrier for each day, or fraction thereof, the car, empty or loaded is held from the first 12:01 AM following notification until disposition is furnished by the delivering carrier.

NOTE 1: The character of the necessary data will be determined by the IAIS in accordance with the condition of its service.

NOTE 2: On a railroad owned car for which the IAIS is responsible to car owner for car hire charges an additional charge of \$60 per day will be assessed against the delivering carrier for each day, or fraction thereof, the car is held from date of receipt to date disposition is received plus a maximum of two additional days, if required to deliver car to a road within the Chicago Switching District as described in OPSL 6000-Series.

EXCEPTION: Heavy capacity and speciality type cars for which the IAIS is responsible to car owner for car hire charges an additional charge of \$100 per day will be assessed. 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

NOTE 3: When an intermediate carrier is used to return car, such intermediate charge will be in addition to the penalty charge.

145 Charges On Cars Held for Transfer Or Adjustment

When a railroad owned car, empty or loaded, for which the IAIS is responsible to car owner for car hire charges, is received from a connecting line and is subsequently held for transfer or adjustment of lading, a charge of \$60 per day will be assessed for each day, or fraction thereof, car is held from date of receipt to date transfer or adjustment is completed. If lading is transferred to another railroad owned car, a charge of \$60 per day for each day or fraction thereof, that the car is used from date transfer commenced to the date transfer is completed. Exception: If car is considered heavy capacity and speciality type car a

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charge of \$100 per day will be assessed for each day. 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.

150 Bad Order Cars

When the full complement of cars to comply with minimum car requirements is furnished and one or more cars are rejected as unsuitable for loading, free time will start on cars not rejected for loading. Any follower cars placed to complete the shipment will have free time and detention accounted for on an individual basis. Replacement for the rejected cars must be requested at time of rejection. IAIS will protect original shipment rate only on replacement cars requested at time of rejection and when proper notification has been given to customer Service. Appropriate notation must be made on bill of lading referencing original shipment. Customer Service may authorize train movement with less than number cars required as operating conditions warrant. Customer Service will protect original rate and arrange for billing to reflect when such authority is granted, with following comments to appear in special instruction on waybill.

155 Mileage Allowance on Private Equipment

Mileage allowance as published in Tariff STB RIC 6007-Series Item 35 will not be paid by IAIS, when shipments are tendered in privately owned or leased cars.

By use of the rates making reference to this tariff, shipper warrants that its interest in the equipment used under the rates subject to this tariff is sufficient to permit it to waive full payment of mileage allowance. Shipper will, and IAIS will not, be liable for mileage allowances in excess of the above obligation. In the event that a party other than the shipper using these rates submits a claim to Railroad for mileage allowance payments in excess of IAIS obligation under this Tariff, shipper shall, at IAIS option, either (1) release, defend and indemnify IAIS from said claim including attorney's fees and cost of litigation, or (2) Within 30 days of notice by IAIS reimburse IAIS for excess mileage allowances paid by IAIS.

157 Equalization of Mileage on Tank Cars of Private Ownership

The provisions of Item 187 Series "Equalization of Mileage on Tank Cars of Private Ownership" in Tariff STB RIC 6007 Series will not apply in connection with Iowa Interstate Railroad, LLC

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SECTION 2 MISCELLANEOUS CHARGES

ITEM SUBJECT

200 Charge For Delay Of Cars in Manifest Service

When a receiving carrier refuses to accept cars offered by IAIS, IAIS will charge \$175 PER CAR, PER DAY.

NOTE: Charges will be in addition to all other applicable charges and can include carhire and demurrage.

201 Train Delay Due to Receiving Carrier's Failure to Take Delivery of Cars from IAIS

When IAIS notifies a connecting line it desires to make a delivery of cars, and the connecting line refuses to accept, or otherwise fails to allow IAIS to physically deliver cars to its serving yard or other designated interchange location for a period in excess of 9 hours, thus requiring cars to remain on tracks of IAIS, cars will be subject to a Train Delay charge of \$175 per car. Thereafter, for every 12 additional hours that a Connecting line refuses to accept delivery and cars remain on tracks of IAIS, all cars on departure tracks and on classification tracks (with the same Class codes) will be subject to an additional Train Delay charge of \$175 per car.

Train Delay charges named in this item accrues solely to IAIS and are in addition to all other charges or division of revenue which would apply without regard to this item.

202 Inaccessible Cars/Track-Release of Cars

When a shipper or consignee instructs the release of a car(s) previously placed for loading or unloading but, IAIS is unable to remove the car(s) for any reasons not attributed to IAIS, an inaccessible Car/Track charge will apply. Inaccessible Car/Track charge will be \$200 per car not to exceed \$2,000 per occurrence.

Applicable demurrage charges may also apply or resume. See IAIS Demurrage Tariff 6004 Series.

203 Inaccessible Cars/Track-Cars Requested for Placement

When a shipper or consignee requests car(s) for placement but, IAIS is unable to spot the car(s) for any reasons not attributed to IAIS, an inaccessible Car/Track charge will apply. Inaccessible Car/Track charge will be \$200 per car not to exceed \$2,000 per occurrence.

Applicable demurrage charges may also apply or resume. See IAIS 6004 Series Demurrage Tariff .

210 Turning Cars or Locomotives

When cars or locomotives are received from connecting carriers in switch service and must be turned or are requested to be turned by the IAIS within the switching district, the IAIS will assess a charge of \$350 per car or \$550 per locomotive. The party requiring the service will receive the bill from IAIS.

When cars or locomotives must be turned by IAIS outside the limits of a switching district freight charges will apply in addition to the turning charge.

240 Cleaning Cars

Prior to releasing to IAIS any empty IAIS owned, leased or controlled equipment consignee must remove all:

- Lading (unless otherwise provided by applicable rate tariff)

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- Non-railroad owned dunnage
- Blocking
- Bracing
- Strapping
- Spillage
- Debris
- Any other non-railroad owned material that was part of the shipment.

This includes but is not limited to nails, boards, wood, cardboard, seals not removed and banding attached to car floor and/or sidewalls. Failure to meet the above requirements and remove all dunnage will result in an assessment of \$705 per car. This charge will be assessed to the party (shipper or receiver) last having control of the equipment. For additional information regarding loading and unloading of railcars please refer to the UFC 6000 series.

When IAIS is required to disinfect or clean a car due to the car condition unfit for loading a minimum charge of \$705 per car will be assessed against the last party having control of the equipment. This charge will be in addition to any applicable charge for fumigation and transportation charges. Transportation charges will be billed according to the rate found in IAIS 3000 Commodities Tariff Series subject to the following conditions:

- A. Cars will be accepted for movement only after mechanical inspection and certification for safety by an inspector satisfactory to IAIS. Movement must be completed within ninety (90) days of inspection, or a new inspection may be required.
- B. Carriers liability for loss or damage to car, including parts or contents thereof, shall not exceed \$100 per unit (unit meaning the car, its parts and contents). Shipper shall execute that portion of the Bill of Lading stating "The agreed or declared value of its property is hereby specifically stated by the shipper to be not exceeding \$100 per unit. (Underscored portion to be filled in by Shipper). IAIS may, at its discretion, permit or require cars to be attended by representatives of owners during transportation, including time awaiting movement in yards and at interchanges.
- C. Cars will be subject to storage and/or demurrage charges while held on carrier tracks.
- D. Rates provided in this Item do not include turning, switching, or servicing cars except as necessary for carrier convenience during actual movement.
- E. Any fees associated with testing and remediating disposal of debris will be in addition to the rate and at the responsibility of the customer.

250 Special Train Service

For Special Train Services between any two stations, the charge will be (A) \$110 per mile, via route of movement, subject to a minimum of 110 miles, which will be in addition to all other charges associated with the shipment.

For Special Train Services, the freight charge will be as established by the IAIS Marketing and Sales Department. The freight charge will be in addition to all other charges associated with the shipment; including without limitation demurrage, storage, fuel cost recovery charge(s), and finance charges. IAIS reserves the right to establish different charges from time to time on a movement-specific basis. IAIS reserves the right to change any freight charge established under this tariff item if movement does not occur within thirty days of the date such freight charge is established.

255 Rules Governing Transportation of Railway Passenger Cars

Except as otherwise provided with written permission by authorized IAIS personnel, IAIS will not accept for transportation over its line or for placement or storage on its tracks or in its yards any railway passenger car or railroad business car, with or without passengers. Please contact IAIS Marketing and Sales at rates@iaisrr.com for applicable charges.

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260 Team Track Usage

Existing team track service, including loading or unloading platforms and other structures, are available for use by shippers for non-hazardous commodities on a pro-rata shared usage basis, at the sole cost, risk, and expense of customers using the team track facilities. By using such facilities, customers agree to indemnify, defend and hold harmless IAIS from all claims, costs, and expenses, and to assume all risk, responsibility and liability for death, personal injury, or property damage arising from, related to, or in any manner caused by, in whole or in part, including action of IAIS, the use of such team track facilities. IAIS will not permit hazardous or dangerous commodities to be loaded or unloaded at public delivery or team tracks without written confirmation approving such action. This policy includes all bulk shipments, or shipments in containers which exceed 110-gallon capacity of hazardous materials, substances or wastes. All team track users must sign a Team Track Agreement stating they understand the terms of this item, and that they will comply with all of IAIS's personal protective equipment policies, as well as obtain operating permits as required by IAIS. Further, team track users are responsible for the clean-up of all excess dunnage or scrap generated during the loading or unloading of their rail cars. Please contact your IAIS representative at rates@iaisrr.com to start the process of securing approval for rail service and preparation of Track Agreement.

265 Storage and Switching of Empty Cars

- A. Loaded non-hazardous or empty cars will be considered for storage. Total storage under this Item shall be limited to available space to all users on a first-come, first-serve basis; however space may be reserved by payment of rental until actually used. IAIS will perform no repairs to cars stored under this Item without prior approval unless necessary for safety or compliance with law or regulation. If any such necessary repairs are made, registered owners will be billed in accordance with the Interchange Rules of the Association of American Railroads.
- B. Rates will reflect carrier availability, car type, and commodity. Rates are subject to change without notice.
- C. For car storage availability and pricing please contact IAIS Sales and Marketing Department at rates@iaisrr.com.
- D. Storage will be at owners' risk in all respects. The IAIS will not be responsible for items removed from stored cars that are involved in the physical and mechanical make up of said cars. Car owners and owner's agent who choose to use IAIS for switching and storage forever indemnify and hold the IAIS harmless for and against any loss, claim or liability (including reasonable attorney's fees) for injury or damage to persons or property caused directly by the act or omission by the car owner or owner's agent, caused directly by the act or inaction of the IAIS or caused by acts of God.

266 Car Repair

IAIS will perform no repairs to cars stored or moving on IAIS, without prior approval unless necessary for safety or compliance with law or regulation. If any such necessary repairs are made, registered owners will be billed in accordance with the Interchange Rules of the Association of American Railroads. Additionally, any repair or upgrade mandates issued by the governing bodies (FRA/AAR) will be the responsibility of the car owner. Including supplying mechanical forces to complete work. In addition, applicable freight charges will apply for movement to repair location. Please contact IAIS Marketing and Sales Dept. for applicable rates, rates@iaisrr.com.

267 Asset Use: Dimensional loads

Asset use begins from the first 00:01 after actual placement, notification of constructive placement or notification of hold, and ends when necessary instructions to release or order-in the railcar are received.

Notification to the Consignor or Consignee:

Notification may be given in writing or electronically, and will contain the following information:

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1. Car initial(s) and number (s)
2. If lading transferred en route, the initial(s) and number(s) of the origin car(s)
3. Commodity

When consignor or consignee utilizes an electric or mechanical device to accept messages, notification left on such devices will be considered as having been received.

In all cases where any part of the contents of the car has been inspected or removed by the consignee prior to the sending or giving of notice, such inspection or removal shall constitute the required notification.

Notification to the IAIS:

Switching instructions, empty release information, or other disposition must be submitted by the consignor/consignee in writing either via fax or email when furnishing such instructions. All written instructions will be considered as having been furnished at the date and time that they are received and that time and date will govern. Verbal releases of cars will not be accepted.

Cars cannot be released until a mechanical inspection has cleared the loaded or unloaded car for movement.

Asset use responsibility at all IAIS locations:

Asset use charges (demurrage) will be assessed to, and payment will be the responsibility of, any person receiving rail cars from IAIS for loading or unloading.

<u>Railcars held en route or at the customer's request:</u>	
Railcars that must be held (for example, destination facility is not available)	\$500 per railcar, per day

Idler Cars:

In the event that idler cars are used for protection of a dimensional load, or for the transfer of weight, no idler cars may be removed from the connected load, until the loaded car has been completely offloaded and the protection is no longer needed.

Please contact IAIS Marketing and Sales Department for applicable rates and storage charges that will apply.

***270 Standby Switch Engine Service**

Standby switch engine service will be provided upon reasonable advanced request, therefore to facilitate completion of multiple car shipments. To the extent that the service of an engine and crew are required beyond the normal time to spot empty cars and pull loads. IAIS will furnish an engine and crew, subject to availability, for an additional charge of \$400 per hour or fraction thereof, subject to a minimum charge of four (4) hours, and the maximum permissible on-duty time of twelve (12) hours permitted by law. The above rate does not include extra crew cost including but, not limited to: deadheading, lodging, food, and transportation. These charges will be billed in addition to the standby switch engine service rate.

275 Stopping in Transit

If on request of consignor, consignee or owner, a car is stopped for orders for delivery or reconsignment, or reforwarding prior to the arrival at original billed destination, a charge of \$400 per car will be assessed and the point where the car is stopped will be considered the destination of the freight, and notice of arrival will be sent to the party (at the Email address designated by him) on whose order car is held. If the car is subsequently forwarded from point at which held, the provisions of Item 325 in this tariff will also be applied. The stopping makes the stop point the destination to the same extent as if car were originally

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billed to the stop point, except that if the car is reforwarded from stop point to the original billed destination, one additional charge in destination under Item 325 in this tariff will be permitted. If after arrival at billed destination, the car is withheld from placement on request of consignor, consignee or owner, a charge of \$400 per car will be assessed and notice of arrival will be sent to the party (at Email address designated by him) on whose order the car is held. If the car is subsequently placed for unloading at, or is, forwarded from the point at which held, Item 325 will also be applied. This Item does not preclude a change in destination under Item 325.

280 Charges on IAIS Furnished Equipment Used for Offline Movements

Iowa Interstate Railroad will assess a \$2,000 per car charge against shippers or carriers reloading or using IAIS owned, leased or controlled equipment via routes that exclude IAIS from participation in the route and/or line haul revenue without prior written permission. This charge is in addition to any other charges which may be due from shipper.

***290 Electronic Bills of Lading**

Iowa Interstate Railroad requires complete billing prior to the movement of railcars in order to ensure efficient handling of the shipment. If a car is released from the loading facility without electronic shipping instructions, the standard demurrage charge per IAIS 6004 series tariff will apply until billing is provided by an appropriate method. Consignor/Loader will also be subject to switching charges.

Domestic Freight - IAIS requires all Bills of Lading be submitted electronically through either EDI, Electronic Data Input or EBOL, Electronic Bill of lading. A fee of \$150 per bill of lading will be charged for faxed or emailed submissions. Please contact Director of Customer Service at 319-298-5426 for instructions with setting up electronic transmissions.

International Freight - IAIS requires Electronic Bill of lading be submitted electronically through either EDI, Electronic Data Input or EBOL, Electronic Bill of lading. A fee of \$1500 per bill of lading will be charged for any other type of billing. Please contact Director of Customer Service at 319-298-5426 for instructions with setting up electronic transmissions.

295 Ordering and Releasing Railcars

Parties tendering instructions to IAIS for the ordering and releasing of railcars may do so by utilizing one of several avenues:

Web Based Transmissions

Notification via RailConnect/EBOL

Non Web Based Transmissions

Electronic mail notification to Customer Service Department

Facsimile notification to Customer Service Department see item 290

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SECTION 3 DIVERSION OR RECONSIGNMENT RULES AND CHARGES

325 Diversion or Reconsignment

If a car is diverted or reconsigned in transit prior to arrival at original destination, or after arrival at original destination but before placement, the through rate will be applied, plus a charge of \$400 per car or \$2,000 per bill of lading consisting of a minimum of 12 cars for such services. When diversion or reconsignment is requested any intermediate switch charges would be in addition to the diversion charges. The intermediate switch charges would be at "Tariff" rates. (See Exception 1 and 2)

EXCEPTION 1: No diversion or reconsignment charge will be assessed when the combination of tariff rates applicable on a shipment terminating at and on a shipment originating at the point of diversion or reconsignment is applicable to the shipment.

EXCEPTION 2: On carload shipments of Lumber or Articles taking Lumber rates or arbitraries over the Lumber rates:

No charge will be made by IAIS when order is placed with any authorized representative of the IAIS direct by consignor, consignee or owner, and where the only change is the name of the consignor or consignee (or both, provided change is requested under one order).

However if shipment, under a prior order, while in possession of either the IAIS or its connection, has been accorded a change in the name of the consignor or consignee without a charge, a charge of \$400 per car or \$2,000 per bill of lading consisting of a minimum of 12 cars will be assessed.

330 Mechanical Protective Service (MPS)

Shipments requiring protection from heat or cold will be handled in accordance with rules and provisions (other than charges) for protective services as set forth in Perishable Protective PPT 619 Series publication referred to in Rule 110 therein or offerings of owners of the MPS equipment. Mechanical protective services, including detention of equipment, are separate and distinct services, and charges therefore will be in addition to charges applicable for linehaul and other transportation services. (See Exception)

EXCEPTION: IAIS will not provide portable heater service. To the extent cars are received from connections with heaters already installed, such heaters will be allowed to move through to destination.

Shipper shall specify on the bill of lading whether the commodities loaded are in equipment are perishable in nature requiring protection against heat or cold. If no such specification is made, IAIS shall not be responsible for any loss or damage arising from the lack or failure of such protection.

Subject to the conditions of this rule for shipper owned or leased cars where mechanical protective service is required; IAIS will provide reasonable maintenance to mechanical protective service (MPS) units including minor repairs, fuel oil, lubrication, and other supplies. The expense of operating the MPS units will be borne by the shipper; and the actual cost of labor for any maintenance, service or repairs, and for material (plus 15% material handling charge), fuel oil, lubricating oil, and all other supplies furnished to such MPS units shall be billed against the shipper directly by the railroad incurring the cost of furnishing such services.

340 Cargo Loss, Damage and Delay Provisions / Liability Restrictions; Claim Filing Related Thereto

Carrier* will not be liable for loss, damage or delay to lading caused by an Act of God, a public enemy, the authority of law, labor strikes, acts of civil disobedience, the inherent nature or character or the lading, natural

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shrinkage, an act or default of the shipper/consignor, owner or consignee/receiver, or from any cause whatsoever which occurs while the lading is not in the actual physical custody and control of the Carrier.

Shipper is responsible for proper and lawful packaging, loading, stacking, blocking, bracing, and ventilation of the cargo. Shifting of a load en-route is, of itself, not evidence of Carrier mishandling. If other than a railcar with mechanical protection against heat and cold is requested by the shipper/consignor, Carrier is not responsible for the deterioration of the products which may occur because of temperature within the railcar. Shipper is responsible for affixing a seal to each railcar door or hatch.

Shipper acknowledges and accepts the inherent tendency of perishable goods to deteriorate or decay. Carrier is not liable for the decline of goods as is reasonably expected to occur while en-route. Carrier is not liable for the decline of goods attributable to disease or decay within the goods when loaded.

Carrier is not liable for shortage of lading unless there is physical evidence of unauthorized forced entry into the vehicle while in the carrier's possession. Shortage claims must be verified and supported by an actual tally of the package loaded at origin and an actual tally of packages unloaded at destination. Origin and destination seal records must be furnished. Carrier agrees to transport shipments with reasonable dispatch. Carrier does not guarantee rail service within any particular time frame. Carrier's maximum liability of cargo is the lower of its original cost or the cost of the replacement. Carrier is not liable for special or consequential damages or for damages due to market decline. Carrier will not be responsible for any loss, damage or delay to cargo that occurs outside of the US.

A claimant must mitigate its damage by acceptance of damaged cargo unless the goods are totally worthless. A claimant may not abandon damaged goods to Carrier when the damaged lading retains more than minimal value. Product that is abandoned to Carrier in an undamaged condition will be sold and the salvage proceeds only, less salvage expenses, will be remitted to the owner.

There shall be no presumption of carrier fault for the loss, damage or delay of cargo. The burden of proof to establish the fault of Carrier is upon the claimant. Carrier is not liable for any loss, damage, or delay of cargo, except where Carrier's intentional act(s), omission(s), or gross negligence is the direct and proximate cause of the injury. If Carrier's act or omission is not the sole cause of the injury but contributes to the loss, damage or delay to the cargo, then Carrier will be liable only for that portion of the injury as corresponds to its comparative fault.

Carrier's maximum liability for lading in each railcar is \$100,000. IAIS will not be liable for damage where IAIS's liability is determined to be less than \$250 per railcar. No claim will be filed or paid for injury to lading of less than \$250 per railcar.

As a condition precedent for recovery against the Carrier, a claim for loss, damage or delay to the cargo must be filed within nine months of the date of the delivery of the cargo. Should Carrier decline a claim, suit thereon may not be brought more than six months after the date of Carrier's written declination. Federal carrier law governs the determination of liability; no State or common law causes of action will be recognized. A lawsuit against Carrier based on indemnification must satisfy the aforesaid time limitations for filing a claim and for initiating a lawsuit.

All claims must be in writing and include the following:

- Information identifying the rail shipment, including car initial and number, shipper's/consignor's and consignee's/receiver's name, address and telephone number, shipping date and commodity.
- Bill of Lading
- Original or copy of invoice showing the cost of goods.
- Origin scale weights if bulk shipment.

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- Origin records or certification on the condition and quantity of the lading at the time the goods were received from the origin carrier.
- Destination records or certification on the condition and quantity of the lading at the time the goods were received from the destination carrier.
- A demand for payment of a specific amount, including the formula or basis on which the damages are calculated, plus evidence in support of the calculation.
- Documentation as to disposition of damaged lading and the salvage proceeds there from.

All freight loss, damage or delay claims filed with IAIS are to be mailed to:
Freight Claim Administrator
Iowa Interstate Railroad, LLC
5900 6th Street SW
Cedar Rapids, IA 52404

As used in this item, "Carrier" includes IAIS and all of its connecting line haul and switching railroads.

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TARIFF IAIS 6100 EXPLANATION OF ABBREVIATIONS

ABBREVIATION	EXPLANATION
BNSF	Burlington Northern Santa Fe Railway
BOCT	Baltimore and Ohio Chicago Terminal Railroad
CHTT	Chicago Heights Terminal Transfer Railroad
CIC	Cedar Rapids and Iowa City Railroad Company
CN	Canadian National Railway
CPRS	Canadian Pacific Rail System
CRL	Chicago Rail Link
CSL	Chicago Short Line Railway Company
CSSB	Chicago South Shore and South Bend Railroad
CSXT	CSX Transportation
CWP	Chicago, West Pullman and Southern Railroad
GRW	Gary Railway Company
GWWR	Gateway Western Railway Company
IAIS	Iowa Interstate Railroad, LLC (Iowa Interstate)
IAT	Iowa Terminal Railroad Company
ICC	Interstate Commerce Commission
IHB	Indiana Harbor Belt Railroad
KCS	Kansas City Southern Railway Company
LBS	Pounds
MBF	Per 1000 Board Feet
NSO	National Service Order
NS	Norfolk Southern Railway
OPSL	Official List of Open and Prepay Stations
RER	Official Railway Equipment Register, The
RPS	Railroad Publication Services
STB	Surface Transportation Board
UFC	Uniform Freight Classification
UP	Union Pacific Railroad Company

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**APPENDIX B
EQUIPMENT REQUEST FORM
IOWA INTERSTATE RAILROAD, LLC
5900 6th Street Southwest
Cedar Rapids, IA 52404**



IAIS Contact: Marty Hanson Director Customer Service
Phone: (800)-247-8570
Fax: (319)-298-5454
Email: mjhanson@iaisrr.com

Customer Information

Customer Name: _____
Customer Contact: _____
Phone: _____
Fax: _____

Equipment Information

Loading Location: _____
Loaded Destination: _____
Commodity: _____
Car Type: _____
Route: _____

Week Of	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total Cars

Notes:

IAIS requests that the placement of orders be made via Fax with the Signature of the Individual Requesting the Car orders and date in which order is placed and shall include wanted date of Equipment.
 IAIS Requests that the placement of orders be at least 7 (Seven) days in advance of date needed.
 Car Orders Subject to Item 130, Rules of Ordering Cars, In IAIS Grain Tariff 4100
 Changes to orders must be submitted via Fax, accompanied by the Signature of the Individual Requesting the change to the current car orders and the date of such occurrence
 Effective January 01 2012, All car orders are to be placed with Customer Service by the receiver of the Additional forms on our web page at IAISRR.COM in the Tariff Section

Customer Signature _____ Date _____

RR Signature _____ IAIS Order Number _____

Manager Customer Service

This form will be assigned an order number and returned to you acknowledging acceptance of Order Car Order Valid only with IAIS Signature and Order Number Assigned.