CIC RULES BOOK CIC 6100-L

(REPLACES CIC 6100-M)

Applying to all traffic moving on the Cedar Rapids and Iowa City Railway.

COVERING
RULES AND SWITCHING CHARGES AND ABSORPTIONS

Updates can be found at https://www.travero.com/

ISSUED: August 4, 2026 **EFFECTIVE: September 1, 2026**

Issued by Jillian Walsh Cedar Rapids & Iowa City Railway, 2020 Lefebure Road, Fairfax, IA 52228

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SECTION 1 – Introduction

Item 100 – CIC Web Site

This Rules Book is available on the Internet for viewing or printing at www.travero.com CIC has provided a link to the Adobe Acrobat Reader software allowing you to print a copy if desired. If you are not prepared to obtain a copy from the CRANDIC web site, a hard copy will be mailed to you, provided you furnish a formal written request to the address listed below. This formal request is required on an annual basis in accordance with the STB decision under Ex Parte 528, Disclosure, Publication and Notice of Change of Rates and Other Service Terms for Rail Common Carriage.

Attn: Senior Manager Business Development
Cedar Rapids and Iowa City Railway Company
2020 Lefebure Road
Fairfax, IA 52228

Item 110 – Explanation of Abbreviations and Reference Marks

ABBREVIATION	EXPLANATION
ASLRRA	American Short Line and Regional Railroad Association
BOE	Bureau of Explosives
CFR	Code of Federal Regulations
CIC	Cedar Rapids and Iowa City Railway
CN	Canadian National Railroad
IAIS	Iowa Interstate Railroad
NSO	National Service Order
OPSL	Official List of Open and Prepay Stations
RER	Official Railway Equipment Register
STB	Surface Transportation Board
UFC	Uniform Freight Classification
UP	Union Pacific Railroad
US	United State of America
WTL	Western Trunk Lines Committee

Item 120 – Method of Canceling Items

As this book is revised, numbered items with letter suffixes will be used in alphabetical sequence starting with A. Example: Item 3000-A cancels item 3000, and item 3000-B cancels item 3000-A in the prior revision.

Item 130 – Notification of Changes

1. As items in this book are revised, the remarks “Increase, Reduction or Change in Wording” will be shown in parenthesis to the right of the effective date of the item.

   Example: **Item 1000 – Description of Governing Classification**
   Issued May 1, 2012 – Effective June 1, 2012 (Change in Wording)

2. In addition, the effective date of the revised item will be added in parenthesis to the Table of Contents page to identify which item(s) have been changed.

   Example: **Item 1000 – Description of Governing Classification**

3. The paragraph that has been changed within the item will contain one of the following referenced marks placed at the end of the paragraph.

   (A) Denotes Increase
   (B) Denotes Reduction
   (C) Denotes Change in Wording

SECTION 2 – General Rules and Regulations

Item 1000 – Application of this Tariff

The provisions of this tariff will not supersede those specified and published in other CIC tariffs or contracts.

Item 1010 – Description of Governing Classifications

The term “Uniform Freight Classification”, when used herein means UFC 6000-series

Item 1020 – Station List and Conditions Items

This Rules Book is governed by OPSL 6000-series to the extent shown below:

A. For the addition and abandonment of stations and, except as otherwise provided herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight, and changes in stations facilities. When a station is abandoned as of a specified date in OPSL-6000-series, the rates from and to such station is inapplicable on and after that date.

B. For geographical location of stations.

C. For the identification of stations when stations are shown or referred to by numbers.

Item 1040 – Explosives and Dangerous Articles

For rules, regulations and restrictions governing the acceptance and / or transportation of explosives and other dangerous articles, see BOE 6000-series.

Item 1060 – Reference to Tariff, Items, Notes and Rules

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

Item 1080 – Application of Items to Non-Regulated Traffic

On non-regulated rail traffic, such as those transported under an exempt transportation contract, tariff or quotation, the provisions of this Rules Book shall apply, except to the extent special provisions are stated within those rate agreements.

Item 1100 – Consecutive Numbers

Where consecutive numbers are represented in this Rules Book by the first and last numbers connected by the word “to” or a hyphen, they will be understood to include both numbers shown and all numbers in between.

Item 1120 – Car Capacity

For marked capacities, lengths, and dimensions of cars, see “Official Railway Equipment Register”, STB RER 6412 series, RER. Publishing Corporation, Agent. For gallon capacities of tank cars, see tariff WTL 6300 series.

Item 1140 – Team Track and Logistics Park Cedar Rapids Usage

Team track and Logistic Park Cedar Rapids (LPCR) facilities, including loading or unloading platforms, are available for use by shippers on a shared usage basis at the sole cost, risk, and expense of the customer. By using such facilities, customers agree to indemnify, defend, and hold harmless CIC and LPCR 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, the use of such team track facilities. CIC and/or LPCR will not permit hazardous or dangerous commodities to be loaded or unloaded at the team tracks or LPCR facilities. All users must comply with CIC's and/or LPCR's safety policies. Users are responsible for the clean-up of all excess dunnage or scrap generated during the loading or unloading process. If the user fails to clean-up such dunnage or scrap, CIC and/or LPCR's shall bill the party performing the unloading a penalty charge of $500.00 per car, plus the actual cost incurred by CIC or LPCR to remedy the situation. All Team track and LPCR users must sign an Agreement stating they understand the terms of this item, and that they will comply with all of CIC's and LPCR's personal protective equipment policies, as well as obtain operating permits as required by CIC. Please contact your CIC or LPCR representative at info@travero.com to start the process of securing approval for rail service and preparation of Track Agreement, for a copy of our contractor's card.

SECTION 3 – Specific Rules and Regulations without Charges

ITEM 2000 – Charges Payable in United States Funds-

All charges assessed under this Rules Book are to be paid in US Dollars or its equivalent. Unless otherwise provided for in an applicable rate document, the credit and collection terms set forth in 49 CFR Part 1320, in effect as of December 31, 1995, shall apply to freight and other charges owed to CIC.

Freight charges must be paid within fifteen (15) calendar days after date of billing. Thereafter, a service fee of 18% per annum shall apply on past due invoices.

All other charges, including but not limited to demurrage, storage and miscellaneous assessorial charges must be paid within thirty (30) calendar days after date of billing. Thereafter, a service fee of 18% per annum shall apply on past due invoices.

ITEM 2020 – Deductible on Loss or Damage

No claim for the physical loss or damage to any shipment transported by CIC shall be made or filed by a customer for amounts less than $500.00. If customer's proven loss or damage is in excess of $500.00, then $500.00 shall be deducted from any claim amount paid by the carrier.

ITEM 2040 – Defective Cars, Minimum Weights on Shipments Loaded In

If, by reason of the character, construction, or age the minimum carload weight, as specified in tariffs or classifications, cannot be loaded, the minimum weights to be charged for shipments loaded therein shall not exceed the safe loading capacity of the car as determined by the CIC operating department.

ITEM 2060 – Definition of "Intrastate" and "Interstate" Traffic

A. "Intrastate Traffic" is traffic having origin, destination, and transportation within the same state.

B. "Interstate Traffic" is traffic having origin in one state and destination in another or having origin and destination within the same state when transported via a route operating through another state.

ITEM 2080 – Mileage Allowance Application

By using rates authorities which refer to this Rules Book, shipper warrants that its interest in the equipment used is sufficient to permit it to waive full payment of mileage allowance. Shipper will, and CIC will not be liable for mileage allowances. If a party other than the shipper submits a claim to CIC for mileage allowance payments in excess of CIC's obligation under this tariff, shipper shall, at CIC's option, either (1) release, defend and indemnify CIC from said claim including attorney's fees and cost of litigation, or (2) reimburse CIC for excess mileage allowances paid by CIC within thirty (30) days of notice from CIC.

ITEM 2100 – Receipt and Delivery of Freight, Restrictions On

Nothing in tariffs to which CIC is a party shall require CIC to receive or deliver any carload or less than carload shipment when such receipt or delivery is impracticable because of any riot, strike, picketing, weather disturbance, labor disturbance, act of terror or any other event which is beyond the reasonable control of CIC.

ITEM 2120 – Refused or Unclaimed Freight

The following practice will be followed in the handling or freight which is refused or unclaimed.

All Freight Consignees, as described in the waybill, will be notified promptly of the arrival of shipment at destination. In case of refusal by consignee to accept the freight, or if freight is unclaimed five days after notice of arrival has been sent or given, consignor will be sent a notice showing the name of consignee, description of freight, point of origin and date of shipment. This notice will also state substantially that if disposition is not arranged for, at CICs' sole discretion,

SECTION 3 – Specific Rules and Regulations without Charges (continued)

ITEM 2100 – Receipt and Delivery of Freight, Restrictions On (continued)

the property will be: 1) subject to sale as provided for in Section 4 Paragraph (b) of the Uniform Bill of Lading as published in Tariff UFC 6000-series, or 2) at shipper's expense be reverse routed to origin by CIC.

ITEM 2140 – Rule Governing Security-Type Seals Application

It is the shipper's responsibility to protect the safety and integrity of their lading, including but not limited to, the application of security-type seals to shipments for prevention of unauthorized access to cargo. While in its custody, CIC acknowledges responsibility to maintain the integrity of the lading commensurate with its applicable common carrier or contract carrier obligation. However, the mere presence of a broken seal or missing seal, alone does not deem the lading to be contaminated or adulterated. Accordingly, CIC will not acknowledge responsibility for alleged contamination or adulteration unless there is evidence to support the same. Likewise, the shipper is responsible to provide documentary evidence that each shipment is properly protected with security seals prior to release at origin.

ITEM 2160 – Return of Refused or Rejected Shipments

When a shipment has reached destination but is refused or rejected and not unloaded and is returned to the original point of shipment, the return shipment will be subject to the rate, minimum weight, and route from of the original shipment.

ITEM 2180 – Cargo Loss, Damage and Delay Provisions / Liability Restrictions; Claim Filing Related Thereto

Carrier will not be liable for loss, damage, or delay to lading cause 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 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 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. 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 good 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 a 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.

SECTION 3 – Specific Rules and Regulations without Charges (continued)

ITEM 2180 – Cargo Loss, Damage and Delay Provisions / Liability Restrictions; Claim Filing Related Thereto (continued)

Carrier's maximum liability for lading in each railcar is $100,000. CIC will not be liable for damage where CIC's liability is determined to be less than $500.00 per railcar. No claim will be filed or paid for injury to lading of less than $500.00 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 three 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 aforestated 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.

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 therefrom.

All freight loss, damage or delay claims filed with CIC are to be mailed to:

Agent- Senior Manager Business Development
Cedar Rapids and Iowa City Railway
2020 Lefebure Road
Fairfax, IA 52228

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

ITEM – 2200 Rule Governing Transportation of Railway Passenger Cars

Except as otherwise provided, CIC will not accept for transportation over its line, placement or storage on its tracks, any railway passenger car or railroad business car, with or without passengers.

ITEM - 2220 – Price Authority Required Prior to Shipment

CIC will issue freight bills based on rates that are in effect at the time shipments are tendered to it for movement. The applicable price authority should be shown on the Bill of Lading. CIC, at its own discretion, may not allow backdated pricing to cover carload shipments where the customer tendered a shipment prior to a price agreement being reached, or after a price agreement expired. If no other price is in place at the time of movement, existing public prices will be used. For joint line shipments, if an existing price is not in place; CIC may rate and bill these as Rule 11 shipments.

ITEM 2240 – Railcar Release Requirements

For purposes of this item, the following definitions shall apply:

Transaction - The exchange of information between CIC and one of the parties to a shipment related to the transportation

SECTION 3 – Specific Rules and Regulations without Charges (continued)

ITEM 2240 – Railcar Release Requirements (continued)

of that shipment.

Payer of Freight – The party responsible for freight charges as indicated on the bill of lading.

Dimensional Load – To classify as a dimensional load a shipment must be higher, wider, longer, or heavier than a standard rail shipment or a combination of those factors.

Car Movement Instructions – Instructions provided by the shipper or receiver to move a car via reciprocal switch, intra -terminal switch, inter-terminal, or intra-plant switch service, or via freight service with a Bill of Lading.

CIC requires all Car Movement Instructions to be provided electronically. The following is a list of acceptable electronic transactions for Car Movement Instructions:

- EDI 404, 858 or 204
- Flat file conversion to an EDI 404 message
- Shipping instructions on www.crandic.com

NOTE: Email instructions and facsimiles are not electronic transactions.

For cars released in reciprocal switch, intra-terminal switch, inter-terminal, or intra-plant switch service where a Bill of Lading is not required, the following information must be provided:

1. Origin
2. Shipper
3. Car initial & Car Number
4. Destination
5. Route
6. Consignee
7. Empty/Load Status
8. Contents (Commodity)
9. Estimated Weight

Note: Any additional information required for Customs, the transportation of dangerous or hazardous materials, or dimensional shipments, where applicable, will also be required to release cars.

Bills of Lading requirements are detailed in Item 2260 of this tariff.

If Car Movement Instructions are provided to CIC through a means other than electronic, a fee of $25 per railcar will be applied on top of regular charges for the movement. On Bill of Lading traffic where CIC is the first line haul carrier in the route of movement, all charges will be assigned to the payer of freight regardless of whether or not they initiated the transaction. On all other instructions, charges will be assigned to the industry providing the shipping instructions. The charge will be accrued solely by CIC.

Before CIC will pull a released railcar, the shipper must release the railcar(s) electronically. In the event that a railcar is released (regardless of loaded or empty status) to CIC and is not available at the time of pull due to any reason attributable to the customer, a charge of $200.00 per released railcar will apply.

NOTE: Customers who advise CIC of a planned system outage at least forty-eight (48) hours in advance of the outage will be exempt from charges for a period of up to twenty-four (24) hours starting from the beginning of the outage as notified by the customer. Dimensional loads are exempt from this Item 2240.

ITEM 2260 – Bill of Lading Requirements

The standard billing of lading for shipping on CIC shall be per Tariff UFC 6000-series. The shipper must provide CIC with a standard form freight bill of lading before CIC is obliged to ship any car or place the shipment into HOLD status at any point. This bill of lading should be sent electronically as per Item 2240 and contain the following data elements.

1. Car initial
2. Car number
11. Unit of Measure
12. Dangerous Documentation

3. Shipper Name
4. Origin Name
5. Consignee Name
6. Destination Name
7. Route
8. Commodity Description
9. Quantity
10. Net Weight
13. Payment Code
14. Weight Terms
15. Customer's Reference Number
16. Customs information
17. Payer of Freight
18. Rule 11 or Through Rate
19. Equipment Type Ordered

SECTION 4 – Specific Rules and Regulations with Charges

ITEM 3000 – CHARGE – Car(s) Ordered Not Used

A cancellation charge of $275.00 per car will be applied whenever a car that is already applied to a car order and that car order is canceled, reduced, or changed. One of the following conditions must be met before the charge(s) are applicable:

1. If the car order is for equipment furnished by CIC, the car must be spotted at industry at the time the order is canceled, reduced, or changed.

2. If the car order is for equipment furnished by a foreign carrier, cars must be placed on the interchange track to CIC, or already received by CIC, or spotted at industry at the time the order is canceled, reduced, or changed.

3. If the car order is for equipment furnished by CIC to a foreign carrier, cars must be placed on interchange track or already delivered at the time the order canceled, reduced, or changed (See NOTE).

NOTE: CIC will not absorb any charges assessed by a foreign line carrier for the handling of a car ordered and not used. Any charges assessed by the foreign line carrier will be billed to the party canceling the order.

ITEM 3020 – CHARGE – Attendants/Riders Accompanying Freight Shipments

This item applies for transportation in freight service of each attendant/rider accompanying freight shipments where such transportation is reasonably required. This item will only apply when advance arrangements have been made with the CIC Agent. Each attendant/rider accompanying the shipment must sign a CIC Release Form in accordance with Rule 43 of freight Tariff UFC 6000-series prior to shipment. The Bill of Lading covering the freight shipment must indicate when attendant/rider will accompany the shipment, number of such attendants/riders and points between which they are to accompany the shipment. CIC is not required to furnish special accommodations for the person(s) riding freight trains. The one-way charge for each attendant/rider will be $200.00.

ITEM 3040 – CHARGE – Traffic of Exceptional Dimension or Weight

Charges published in this tariff will not apply in connection with traffic of exceptional dimensions or weight. Rates for these movements must be requested from CIC's Business Development Department. Dimensional traffic is handled subject to restrictions as determined by CIC's Agent. Additional work performed by CIC to facilitate line haul movement of dimensional traffic is chargeable and in addition to the line haul charges. These services may include the removal and replacement of tilt switch stands, targets, dwarf signals, reinforcing of bridges or track, as well as any extra work that may be required to ensure the safe handling of traffic. If for safety reasons, CIC representatives are required to accompany the dimensional shipment; additional charges will be assessed for this service. Charge assessed for all these services will be based on actual costs incurred by CIC.

SECTION 4 – Specific Rules and Regulations with Charges (continued)

NEW Item 3045- CHARGE- Railcars held en route of exceptional Dimension or Weight

Railcars held en route or at the customer's request:
Railcars that must be held (for example, destination facility is not available, or logistics company is not prepared to unload/load railcar)

Asset use responsibility at all CIC locations:	Charge:
Asset use charges (demurrage) will be assessed to, and payment will be the responsibility of, any person receiving railcars from CIC for loading or unloading.	$500 per railcar, per day

ITEM 3060 – CHARGE – Failure to Complete Unloading of Railcars, Including Dunnage in Boxcars

Governing freight classifications in the US require that to complete unloading, a consignee (the party unloading the railcar) must remove all lading and non-railway owned dunnage, blocking bracing, strapping, and any other non-railway owned material that was not part of the shipment (unless otherwise provided by the rate authority or other similar written agreement. To prevent rejection of CIC supplied cars by customers on account of violation of these provisions, all CIC owned, or leased cars must be clean and suitable for immediate reloading. On shipments where the party unloading the car refuses or fails to remove all such lading and securing devices, secure interior loading devices and close doors, CIC shall bill to the original Shipper/Consignor served by CIC a penalty charge of $500.00 per car, plus the actual cost by CIC to remedy the situation.

ITEM 3080 – CHARGE – Special Freight Service Request

Special freight service is defined as freight service other than required by ordinary operating convenience. Ordinary operating convenience contemplates freight service as required by rail traffic volume to an industry or the interchanges stated in Item 6020, but in no case more than once per day and that occurring only when CIC has regularly scheduled freight service. CIC may, at its sole discretion, offer additional freight service when necessitated by the rail traffic volume or operating convenience. NOTE: Special freight service will be provided subject to the availability of motive power and crews and will be provided at the sole discretion and option of CIC.

ITEM 3080 – CHARGE – Special Freight Service Request (cont'd)

When special freight service is requested requiring assignment of an engine and crew out of routine service, a charge will be made for each such request as follows: $500.00 per hour, or fraction thereof, subject to a minimum charge of $2,000.00. Charges will be made against the party requesting the special freight service and will be in addition to all other applicable charges**.** 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. CIC reserves the right to establish different charges from time to time on a movement-specific basis.

ITEM 3100 – CHARGE – For Turning Cars

When orders are received from consignee to turn loaded cars around that has not been placarded to indicated from which side it must be unloaded and, as a result, is improperly set for unloading and requires additional service to turn the car around, such service will be performed where facilities are available at the rate of $400.00 per car. When orders are received from consignor to turn empty car around, for their convenience, after it has been placed for loading, such service will be performed where facilities are available at the rate of $400.00 per car.

SECTION 4 – Specific Rules and Regulations with Charges (continued)

ITEM 3120 – CHARGE – On Cars Received without Necessary Data-

From Connecting Railroads: When a car, empty or loaded, is received from a connecting line without necessary data for forwarding and must be classified to a hold track, a $200.00 per car charge will be assessed against that delivering carrier. In addition, a $50.00 per day holding fee will be assessed against the delivering carrier for each day the car is held awaiting forwarding instructions. NOTE: The character of the necessary data will be determined by this carrier in accordance with the conditions of service.
From Shippers: When, on shipper instructions, cars are removed from an industry, repair facility or team track without forwarding instructions on cars moving in reciprocal switch service, or a complete bill of lading on cars moving in line haul service, a charge of $80.00 per car will be assessed against the party responsible for furnishing such instructions. On loaded cars, the charge will be assessed against the party physically loading the car and in whose name the demurrage is maintained by CIC. If cars are subsequently ordered back to an industry, repair facility or team track, the applicable switching charges will be assessed.

ITEM 3140 – CHARGE – Fuel Surcharge

In accordance with the table below, a fuel surcharge shall be assessed on the freight charges to off-set increased fuel costs:

1. All carload traffic originating on CIC where billing is performed by CIC.
2. All joint line carload traffic handled by CIC on a Rule 11 basis.
3. All joint line carload traffic terminating on CIC where billing and the rate authority is issued by CIC.

Miscellaneous and accessorial charges shall not be subject to this fuel surcharge.

The surcharge will be billed against the party paying the freight charges.

The provisions of this surcharge apply on shipments of all commodities as follows:

The formula for determining the fuel surcharge is based on the monthly average price of West Texas Intermediate Crude Oil (WTI Average Price), an industry standard for tracking oil prices. The WTI Average Price for a given calendar month is determined by adding the daily WTI prices published in the Wall Street Journal during a calendar month and dividing the result by the number of days so published. The result is rounded to the nearest cent.

The fuel surcharge will be 0.4% of the line haul freight charge for every $1.00 per barrel, or portion thereof, by which the WTI Average Price exceeds $23.00, starting at a WTI Average Price of $23.01. The following schedule provides an example of the new fuel surcharge within the noted WTI Average Price ranges:

(This space intentionally left blank.)

SECTION 4 – Specific Rules and Regulations with Charges (continued)

ITEM 3140 – CHARGE – Fuel Surcharge (continued)

WTI Average Price Per Barrel	Fuel Surcharge Percentage
$23.00 and Below	No Surcharge
$23.01 - $24.00	0.4%
$24.01 - $25.00	0.8%
$25.01 - $26.00	1.2%
$26.01 - $27.00	1.6%
$27.01 - $28.00	2.0%
$28.01 - $29.00	2.4%
$29.01 - $30.00	2.8%
$30.01 - $31.00	3.2%
$31.01 - $32.00	3.6%
$32.01 - $33.00	4.0%
$33.01 - $34.00	4.4%
$34.01 - $35.00	4.8%
$35.01 - $36.00	5.2%
$36.01 - $37.00	5.6%
$37.01 - $38.00	6.0%
$38.01 - $39.00	6.4%
$39.01 - $40.00	6.8%
$40.01 - $41.00	7.2%
$41.01 - $42.00	7.6%
$42.01 - $43.00	8.0%
$43.01 - $44.00	8.4%
$44.01 - $45.00	8.8%
$45.01 - $46.00	9.2%
$46.01 - $47.00	9.6%
$47.01 - $48.00	10.0%
$48.01 - $49.00	10.4%
$49.01 - $50.00	10.8%
$50.01 - $51.00	11.2%
$51.01 - $52.00	11.6%
$52.01 - $53.00	12.0%
$53.01 - $54.00	12.4%

Each addition $1.00 equals a 0.4% increase.

SECTION 4 – Specific Rules and Regulations with Charges (continued)

ITEM 3140 – CHARGE – Fuel Surcharge (cont'd)

The fuel surcharge shall be applied to each shipment having a bill of lading dated on or after the 1st day of the second calendar month following the calendar month of a given WTI Average Price calculation. The fuel surcharge will change monthly per the table below:

Calendar Month of WTI Average Price	Fuel Surcharge Applied
January	March 1
February	April 1
March	May 1
April	June 1
May	July 1
June	August 1
July	September 1
August	October 1
September	November 1
October	December 1
November	January 1
December	February 1

Notice of current fuel surcharge in effect as well as any changes to the fuel surcharge will be provided on the CIC web site

If the price of West Texas Intermediate Crude Oil is ceases to become available from the Wall Street Journal, a substitute measure will be utilized.

In no case will freight charges be reduced below the original freight charges, nor will the application or removal be retroactive.

ITEM 3160 – CHARGE – Diversions, Reconsignment and Cancelled Bills of Lading

A diversion, reconsignment or cancelled bill of lading is any order received by CIC that requires any change in the original shipping document.

Orders for diversion, reconsignment or bill of lading will be only accepted from the Consignor, Consignee, Freight Payer, or their authorized representatives. Diversion, reconsignment and cancellation of bill of lading requests must be made directly to the CIC Agent or CIC Yard Manager and will only be processed when received by CIC in writing, via fax, email or via EDI. Provisions of this tariff will apply only to cars that are in CIC's account as a line-haul carrier.

CIC reserves the right to refuse the diversion request if charges accruing against the consignment are not guaranteed to the satisfaction of CIC. Further, diversions will NOT be permitted under the following conditions:

1. After a car is interchanged to a participating carrier for line haul movement or switching to the consignee.
2. After the car is placed at destination on CIC. Instructions effecting the movement of the car after placement

SECTION 4 – Specific Rules and Regulations with Charges (continued)

ITEM 3160 – CHARGE – Diversions, Reconsignments and Cancelled Bills of Lading (cont'd)

will constitute a new movement, subject to switching or line-haul charges.
3. Traffic moving under Confidential Contract unless permitted under the provisions of that Contract.
4. On movements requiring CIC to perform an out-of-line haul move. These shipments will be executed as shipments terminating and originating at the diverted station and be subject to all applicable freight charges.
5. To a station or to a point of delivery against which an embargo is in force.
6. To change the name of the freight payer.
7. This Tariff will not supersede the provisions of any contract or tariff that prevents the car from being diverted.

CIC will make every effort to affect a diversion when a car is in its possession and written instructions are provided. Diversion charges will only apply if the diversion is accomplished. However, CIC will NOT be responsible for:

1. Failure to effect diversion after a car has been interchanged to a connecting carrier.
2. Executing a diversion order on a specific day or at a specific time of day.
3. Additional charges incurred when a diversion cannot be accomplished.
4. Charges accruing on cars delivered to other carriers, other than the absorption of reciprocal switching charges.

A charge of $200.00 per car or per bill of lading (if the entire bill of lading is uniformly changed) will apply on any diversion, reconsignment or cancelled bill of lading actually accomplished or reconsignment (See Notes 1-3).

NOTE 1. If the request is submitted at billed destination prior to placement, the charge will be $200.00.
NOTE 2. If the request involves only pay status (prepaid to collect or vice-versa) the charge will be $200.00.
NOTE 3. All charges exclude the cost of additional switching, demurrage, line haul or other applicable charges accrued as a result of the request. Charges are in addition to the applicable price publications.

Requests to cancel a previous diversion order effecting destination or route will be accepted when provided by authorized parties, provided the car has not reached the billed destination or been Interchanged to another carrier participating in the line haul movement. Cancellations will be subject to a charge of $200.00 per car or per bill of lading. Only one (1) change in destination or route will be permitted.

ITEM 3180 – Weighing, Re-Weighing and Weight Agreements-

When weights are obtained solely for the assessment of freight charges, no weigh charge will apply. When cars are weighed (or re-weighed) at the request of a customer, a weighing charge of $300.00 per weigh shall apply. Weighing requests shall be made to the CIC Yard Manager via phone, fax, or EDI. An Intra-terminal switch charges will apply for the move to the scale in addition to the weigh charge stated herein.

The actual weight of any shipment certified by the carrier and ascertained in accordance with the provisions of this Tariff shall be considered valid for the assessment of freight charges. For the assessment of freight charges, no scale weight shall be used unless obtained on a government inspected and approved scale; and in accordance with the methods and procedures recommended by CIC.

CIC may accept shipper's billed weights. Weights authorized by other railroads may be accepted. On such shipments, the shipper will certify to the carrier, the correct gross weight of the shipment on the shipping order or bill of lading. When CIC is origin line haul carrier and a shipment requires customer provided weights to be ascertained at origin, consignor must furnish weight to CIC by third 12:00 AM following the day that the car which contains the shipment is released loaded. Weight must be furnished or confirmed in writing by fax or EDI. Following the third 12:00 AM, a charge of $50.00 per car per day or fraction of a day will be assessed to the consignor until the weight is furnished.

Customer-provided weights are subject to correction by CIC or partner railways. However, CIC reserves the right to refuse the weight provided by the customer if it is found at any time that correct weights are not being provided. Where such cars have been weighed by the carriers and are re-weighed or check-weighed at the request of the consignor or consignee and a weight difference is found in excess of the allowable tolerance provided in this tariff, CIC reserves the right to assess freight charges based on the higher weight.

SECTION 4 – Specific Rules and Regulations with Charges (continued)

ITEM 3180 – Weighing, Re-Weighing and Weight Agreements (continued)

As used herein scale tolerance is defined as the difference in weights due to variation in scales or weighing, which may be permitted without correction of the billed weight. Where freight, the weight of which is not subject to change due to its inherent nature, is re-weighed en route or at destination, no correction will be made in the billed weight except as elsewhere provided herein. When track scaling by CIC or partner railway, the difference between the shipper's bill of lading weight and weight obtained by track scaling does not exceed the tolerance allowance provided herein, no change will be made in the billed weight. On all freight for which the weight is not subject to change in transit, the tolerance shall be one eighth of one per cent (0.125%) of total weight contents of the car. The carriers herein will not be responsible for variances on commodities which, due to their inherent nature, are subject to a weight change in transit.

ITEM 3200 – 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.

CARS FOUND TO BE OVERLOADED / IMPROPERLY LOADED:

1. AT POINT OF ORIGIN: If a car is found to be overloaded or improperly loaded, it will not be permitted to go forward. The shipper will be notified and required to adjust the freight or to transfer the excess weight from the car. Shipper will be assessed the applicable Intra-plant, Intra-terminal, or Inter-terminal switch charge.

2. WHILE IN TRANSIT: A car that is found to be overloaded beyond tolerances will not be allowed to go forward until the condition is rectified. CIC will provide the shipper with written confirmation of the overload car. This notification will indicate the car number, contents, location, actual gross weight, and acceptable gross weight. Shipper must provide CIC with complete written instructions for the removal of the excess freight within 48 hours of this notification, including weekends and holidays. The removal and disposal of the overloaded portion of the contents of the car is entirely the responsibility of the shipper. In the event shipper fails to provide CIC with written instructions for the removal of the excess freight within 48 hours of notification, CIC reserves the right to arrange for the removal and disposal of the overloaded portion of the contents at full cost to the shipper. Each overloaded car is subject to a charge of $500.00 in addition to applicable switching (subject to a maximum of $450.00 per switch) and demurrage charges. These charges are the responsibility of the shipper. (See NOTES)

3. AT DESTINATION: If a car is discovered as overloaded at destination, each overloaded car will be subject to a charge of $500.00 in addition to applicable switching and demurrage charges. These charges are the responsibility of the shipper. (See NOTES)

NOTE 1**:** In addition, all overloads detected en route or at destination, will be assessed additional charges predicated on the amount the car is overloaded:

A: 1000 to 4000 lbs.: $100.00 per car
B: 4001 to 8000 lbs.: $150.00 per car
C: 8001 to 12000 lbs.: $250.00 per car
D: 12001 lbs. +: $600.00 per car

NOTE 2**:** If CIC personnel perform any work adjusting, transferring, or removing the freight from the car, the shipper will be responsible for the actual cost of such work, plus an additional 25% processing charge.
NOTE 3: Shipper will indemnify CIC from liability for any loss of life, personal injury, or damage to property as a result of the overloading or improper loading of railway equipment.

ITEM 3210 – CIC Furnished Equipment Used for Offline Movements

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

SECTION 4 – Specific Rules and Regulations with Charges (continued)

ITEM 3300- 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. CIC 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. For car storage availability and pricing please contact CIC Business Development Department at info@travero.com

C. Storage will be at owners' risk in all respects. The CIC 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 CIC 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.

(A) ITEM 3400- Flagman

If a shipment while loading or unloading of railcar while on CIC requires a flagman, CIC will require a minimum of 24 hours' notice prior to needing the service. Please contact Andy Cernin at andrewcernin@travero.com . The charge for flagging is $155 per hour.

(A) ITEM 3500- Inspection charges

If shipment requires inspection and load has been approved for movement, the local Mechanical forces shall inspect the load for proper loading and restraint prior to movement. Please contact Andrew Cernin at andrewcernin@travero.com to set up the inspection. The charge for inspection is $155 per hour.

ITEM 3600- Hazardous Materials Provisions

If commodity moves in Customer owned, controlled, or leased equipment, such equipment shall comply with applicable rules and regulations for private railcars established by the Association of American Railroads, Federal Department of Transportation and Federal Railroad Administration. If cars are moved for repairs or updates according to the Association of American Railroads, charges will apply including but, not limited to additional switching, line haul charges, demurrage, and storage charges. Charges will be accessed to the Customer in addition to any other applicable charges associated with the move.

SECTION 5 – Demurrage

Item 4000 – Demurrage Rules; Governing Authorities

Demurrage for all cars on CIC shall be governed in accordance with Freight Tariff CIC 6004-series

To reduce demurrage or car storage charges, customers may arrange demurrage or storage agreements with CIC, the issuance of such agreements shall be at the sole discretion of CIC. Please contact CIC Business Dev. to discuss further.

SECTION 6 – Local and Joint Switching Charges and Absorptions, Including List of Open Industries

Item 5000 – General Application of Switching Charges

Except as otherwise provided, rates named in this tariff for switching between connecting lines and industries named apply on shipments consigned to or forward by such industries, and not on shipments to or from CIC team tracks.

Switching service is defined as switching required by ordinary operating convenience. Ordinary operating convenience contemplates switching service as required by rail traffic volume to an industry or the interchanges stated in Item 6020, but in no case more than once per day, and that occurring only when CIC has regularly scheduled switching service. CIC may, at its sole discretion, offer additional switching service when necessitated by rail traffic volume or operating convenience.

Item 5010 – Application for Loaded Cars

Charges herein shown, unless otherwise provided, will cover the handling of cars loaded one way and empty the other. If cars are loaded in both directions, rates named herein will apply for each loaded movement.

Item 5020 – Application for Empty Cars

Empty cars ordered by industries for loading and refused or returned without load will be charged an amount equal to the rate provided for the loaded move.

Item 5030 – Application of Switching Charges for Special Equipment

The rates and charges herein apply to shipments which are both loaded and empty within the same switching district only when loaded in equipment within Plate F standards as defined by The Official Railway Equipment Register. When shipments are made within the same switching district in equipment exceeding Plate F standards the rates published herein shall not apply.

Item 5035 – Special Switching Service Request

Special switching service is defined as switching service other than required by ordinary operating convenience. Ordinary operating convenience contemplates switching service as required by rail traffic volume to an industry or the interchanges stated in Item 6020, but in no case more than once per day and that occurring only when CIC has regularly scheduled switching service. CIC may, at its sole discretion, offer additional switching service when necessitated by rail traffic volume or operating convenience. Special switching service will be provided subject to the availability of motive power and crews and will be provided at the sole discretion and option of CIC. When special switching service is requested requiring assignment of an engine and crew out of routine service, a charge will be made for each such request as follows: $500.00 per hour, or fraction thereof, subject to a minimum charge of $2000.00. Charges will be made against the party requesting the special freight service and will be in addition to all other applicable charges.

(A) Item 5040 – Definition of Reciprocal Switching & Industries Open to Reciprocal Switching and Charges

Reciprocal switching is the movement of an empty or loaded railcar to/from an industry and its corresponding return to direct track connections with UP and CN when these carriers move such cars in road haul service. Only certain industries in Cedar Rapids, Iowa are open to reciprocal switching. All other industries are closed.

The following industries open to reciprocal switching:

Archer Daniels Midland Company:	$295 per railcar $125 per railcar***
Ingredion:	$421 per railcar **
Cargill West:	$421 per railcar
Republic Services:	$421 per railcar
PMX Industries:	$421 per railcar
Logistics Park Cedar Rapids:	$600 per railcar **
CIC Team Track, Wilson Ave:	$600 per railcar

**Starting March 1, 2026, an extra $150 per car will be added to the above reciprocal switch rate for any 49-XX-XXX STCCs. Logistics Park Cedar Rapids needs prior approval for 49 STCC's please contact info@travero.com
***Rate applicable on corn only.

SECTION 6 – Local and Joint Switching Charges and Absorptions, Including List of Open Industries (cont'd)

(A)Item 5060 – Definitions of Inter-Terminal; Intra-Terminal and Intra-Plant Switching and Charges issued

Inter-terminal Switching is the movement of a railcar between an industry or track located on CIC and a point located on another railway within the switching limits of Cedar Rapids, Iowa. The Inter-terminal switching rate is **$300** per railcar movement.

Intra-terminal Switching is the movement of a railcar from an industry, track, assigned siding or team track to another industry, track, assigned siding or team track on CIC when such movement does not occur entirely within an industry or involve interchanges with connecting railroads. The Intra-terminal switching rate is **$300** per railcar movement.

Intra-plant Switching is the movement of a railcar from one track to another track, or to and from the same track, within a plant or industry, and includes cars incidental to the move. There is no fee for the initial placement or pick-up of a railcar at a facility. The Intra-plant switching rate is **$175** per railcar movement.

Item 5080 – Switching Charges on Cars Received from Connecting Railroads in Error

On cars received from connecting railroads in error and ordered returned, the following charges will be applied:

CN	$435.00 per car
IAIS	$435.00 per car
UP	$435.00 per car

Item 5100 – Absorption of Connecting Line Switch Charges

Where provisions state that other roads switching charges will be absorbed, CIC will absorb up to $300.00 per car of the switching carrier's lawfully published charge. Any carrier switching charges not absorbed by CIC will be assessed against the party paying the line haul transportation charges. CIC will not absorb switching charges under when: 1) CIC does not receive line haul revenue; 2) Rates agreement state that switching charges will not be absorbed.

SECTION 7 – Distances between Stations on CIC and Points of Interchange with Connecting Carriers

Item 6000 – List of Stations and Distances to and from Cedar Rapids, IA to various stations can be found in PC Miler.

Item 6020 – Points of Interchange and Names of Carriers Interchanged With

Interchange Point	Carrier
Cedar Rapids, IA	Canadian National Railroad
Cedar Rapids, IA	Union Pacific Railroad
Iowa City, IA	Iowa Interstate Railroad

END