

FGLK / ONCT Tariff 9100 — Revision #18 (Final): Summary of Changes

Rev 17 (issued 3/1/2025, eff. 4/1/2025) → Rev 18 (issued 8/4/2026, eff. 9/4/2026) • item numbers shown for both revisions

RATE INCREASES

Rev 17 #	Rev 18 #	Charge	Old Rate	New Rate	Change
105	105	Demurrage — standard Railroad-Controlled Cars	\$45 / day	\$50 / day	+\$5
105	105	Demurrage — High Cube / 50-ft / 60-ft cars	\$55 / day	\$60 / day	+\$5
205	205	Private-car storage (constructive placement)	\$22 / day	\$25 / day	+\$3
215	215	Secondary switching (constructive placement)	\$285 / car	\$295 / car	+\$10
310	310	Special train — per train mile	\$45	\$50	+\$5
310	310	Special train — minimum per train	\$1,715	\$1,960	+\$245
310	310	Special train — each additional locomotive	\$400	\$500	+\$100
315	320	Special switching — 8-hr job (cumulative)	\$1,715	\$2,730	Restructured
315	320	Special switching — 12-hr job (cumulative)	\$2,635	\$4,095	Restructured
215	325	Himrod Pit use	\$46 / car	\$50 / car	+\$4
320	325	Diversion / Reconsignment	\$285 / car	\$295 / car	+\$10
340	345	Manual billing (administrative)	\$55 / car	\$60 / car	+\$5
405	405	Local rate — FAK box / flat / gondola / open hopper	\$600 / car	\$650 / car	+\$50
405	405	Local rate — FAK covered hopper / tank car	\$770 / car	\$820 / car	+\$50
430	410	Secondary Switch Charge (37-422-xx)	\$540 / car	\$590 / car	+\$50

NEW CHARGES ADDED

Rev 17 #	Rev 18 #	New charge added	Rate
—	315	Standby / Cancellation Charge	Up to \$1,960
—	330	Intra-Plant Switching	\$150 / car
—	330	Intra-Terminal Switching	\$295 / car
—	350	Improperly Loaded / Overloaded / Unsafe Cars	\$500 / car
—	355	Released but Not Available to Pull	\$350 / event
—	360	Customer-Caused Congestion / Access Failure	\$850 / event

ITEMS DELETED / REMOVED

Rev 17 #	Deleted / removed
210	Track Lease Alternative (\$22 / ft / yr storage) — replaced by the hazmat track-lease rule (now Item 210)
305	Weigh-in-motion charge (\$535 / car) — removed
325	Turning of Cars (\$515 / car, standalone) — folded into Item 305 as a pass-through
320	Compton Conveyor charge (\$6.45 / net ton) — removed (diversion item, now Item 325)
215	Team-track repair (\$285) + Himrod Pit (\$46) lines — removed / relocated

WORDING & STRUCTURAL EDITS

- **Cover / front matter:** re-titled; issuer name removed (now “VP Marketing & Sales”); added website, reporting-mark table, and intrastate-applicability statement.
- **Section 3 & 4 renumbered** to a clean 5-step sequence (Items 300–360 and 400–410); all cross-references updated. Old Item 430 is now Item 410.
- **Items 45 & 210:** force majeure and hazmat track-lease provisions now expressly reference both FGLK and ONCT.
- **Item 100:** “Responsible Party” definition aligned with 49 CFR 1333.3 — generally, the party receiving rail cars from FGLK/ONCT for loading or unloading; now covers storage as well as demurrage charges.
- **Items 115 & 225:** late-payment standardized to 1.5% / month (demurrage was 20% / yr) — now identical for demurrage and storage; charges billed monthly.
- **Item 205:** non-application narrowed; storage now reaches all private cars (dropped the empty-car exemption and “loaded”).
- **Item 210:** fully replaced — hazmat cars must sit on leased private track; TIH/PIH storage prohibited; cites 49 CFR 171.8.
- **Item 305:** merged Weighing + Turning of Cars; both now pass-through to the performing carrier plus handling.
- **Item 320:** removed the sentence applying the special 4-hr switching charge to “released but not ready to pull”; that scenario now lives solely in Item 355.
- **Item 325:** re-titled Diversion / Reconsignment & Use of Himrod Pit; cherry-pick / Compton language removed; Himrod Pit folded in.
- **Item 335:** car orders now require a minimum of two (2) weeks’ advance notice, matching the website (previously 12:00 Midnight Tuesday of the week prior); orders may also be placed online via the car order tool at www.fingerlakesrail.com.
- **Item 410:** dropped “salt” and the past-Geneva / Watkins Glen / Himrod Jct limit; now applies to all 37-422-xx railcars system-wide (\$540 raised to \$590).