

# YAK Rail, LLC

Effective Date April 12, 2026  
YAK Rules and Charges

## Railroad, Email throughout this document

- “Railroad” = Yak Rail, LLC
- “Email” = cs-yak@columbiarail.com
- “Day” = a 24-hour period (or fraction thereof) from a Railroad-entered event time to a customer-supplied release or request time

## Interchange: per car pricing

### 1. Reciprocal Switch

- Reciprocal switching is movement of a rail car, loaded or empty, between interchange with BNSF at Toppenish, WA, and customer locations at stations upon Railroad;
- Loaded line-haul charge below include movement of empty car to interchange, or customer, as applicable.

Interchange – Switching Charges	Charge - per loaded car or platform		
Railroad Station of origin or destination			
All Stations located in WA State	Non-hazardous, non-dimensional, non-high value	Liquid fuels	Other hazardous, dimensional, or high value
Toppenish	\$780	\$925	<b>Email</b>
Ashue	\$780	\$925, except: 4905419, 4905421: \$300	
Venner	\$780	\$925	
Farron	\$780	\$925	
Harrah	\$780	\$925	
Brownstown	\$780	\$925	
White Swan	\$780	\$925, except: 4905419, 4905421: \$500	

### 2. Exceptions

- Interchange line-haul includes 30 minutes of total switch time at customer location station. Excessive switch time will be charged at a rate of \$500/hr;
- Customer rejected cars – cars rejected by customer (railroad is directed to return car to interchange carrier), will be charged to customer located upon Railroad at applicable empty or loaded charges referenced in “Switching” below;
- Billing errors – cars set back to Railroad by interchange carrier due customer billing issues will be charged to customer located upon Railroad at applicable empty or loaded charges referenced in “Switching” below;
- Locomotives interchanged: \$900 per locomotive (all stations).

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## 3. Error or embargo-routed cars

- Cars billed in error, and
- Cars routed by customer to depart Railroad into an embargo situation if causing disruptions to normal, orderly communications of Railroad and interchange carrier may be charged \$200 each;
  - If set back to Railroad by interchange carrier - \$1,500 each;
    - 3 car min charge if caused interchange RR to reject all cars interchanged from Railroad.

## Switching

### 1. Intra-line Switching

- Intra-line switching is a movement of a rail car, loaded or empty, from one part of YAK to another. This includes, but is not limited to moves from track to another track, from one station to another, or between two points in the same track or station;
- Cars moved to railroad track for staging will be placed in Constructive Placement (PCON) and charged PCON switch as outlined below in Demurrage.

Switching Charges	Charge (per car)
Empty Car	\$300
Loaded Car – Liquid Fuel	\$250
Locomotive	\$900
Loaded Car – Non-hazardous	\$450

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## Demurrage, Storage, Claims & Payment Terms

### 1. Demurrage – Common carrier-marked equipment held at customer for loading/unloading

- Cars owned / marked for an AAR rail carrier and held for loading or unloading will be subject to a demurrage charge as outlined in the table below;
- Railroad will provide customers a rail-industry generous 2 free days per car, starting from Railroad placement (no additional free time will apply for placements connected to a weekend or holiday).

Daily Charges for RR equip	Daily Fee
Daily demurrage	\$125/day

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### 2. Demurrage – Constructive placement

When car, Railroad or Privately Owned, is available for loading or unloading but cannot be spotted for any reason outside the Railroad's control, such as limited space at customer's track or bunching; cars will be held on Railroad's track and be Placed Constructively (PCON).

PCON Charges	Daily Fee (no free time)
Daily demurrage	\$125/day
PCON Switch	\$400/car

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### 3. Hazardous Car Storage

- Loaded – by agreement only;
- Railroad may lease storage track for hazmat cars to customers at privately negotiated rates. Railroads are prohibited from storage of loaded hazardous cars outside of a track lease to the customer;
- Cars held on Railroad in excess of customer's storage tracks will be placed in PCON status and charged daily demurrage as outlined above in Demurrage;
- **Email Railroad** regarding capacity / rate availability.

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## 4. Claims

- Railroad will not be responsible for claims beyond those directly caused by acts/omissions of Railroad. Any claims assessed against Railroad from connecting carriers will be billed to customer located on Railroad;
- Cars returned to Railroad from connecting carriers due to inadequate or improper billing will be charged to customer located on Railroad \$200 each occurrence.

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## 5. Payment Terms

- All charges for service covered herein are due and payable within thirty (30) calendar days following presentation of the invoice. Payments received after expiration of the credit period shall be subject to a service charge of one and one-half percent (1.5%) per month or fraction thereof, of the outstanding balance;
- Railroad reserves to right to cancel the credit and service of any customer for non-payment of an invoice.