

## MITA Rule 11 Changes

Current language:

### RULE 11 SHIPMENTS

- A. A Rule 11 Shipment will be considered any Intermodal Shipment that is billed by a Shipper from a UPRR Intermodal Terminal to a specific destination located on a connecting railroad via an established Gateway Point, (for example, Chicago, IL, St. Louis, MO, Memphis, TN, New Orleans, LA, etc.), that UPRR would normally deliver to that connecting line via steel wheel interchange at a given Gateway point in UPRR's normal course of rail operations. These Shipments may move in Intermodal Units on a variety of Double-Stack Cars and/or Conventional Intermodal Cars, mixed with Intermodal Units moving to various destinations via a particular Gateway point.
- B. Once a Rule 11 Intermodal Shipment(s) reaches the Gateway Point, the Rule 11 Intermodal Shipment may be Grounded at that location and moved over the road at UPRR's expense to the connecting rail carrier at that location. To the extent a Chassis is required and a "match" ownership Chassis is not available with which to perform the over the road movement to the rail connection, UPRR will supply a Chassis to facilitate the over the road movement to the connecting rail carrier. If the Shipper's Chassis is used to facilitate the over the road movement to the connecting rail carrier and the Shipper requests that their Chassis be returned to the UPRR Intermodal Terminal from which it was taken, UPRR will arrange to reposition the Chassis back to the UPRR Intermodal Terminal from which it came.

Approved Revision to B:

B: Once a Rule 11 Intermodal Shipment(s) reaches the Gateway Point, the Rule 11 Intermodal Shipment may be Grounded at that location and moved over the road at UPRR's **drayage** expense to the connecting rail carrier at that location. **The Shipper or their designated Intermodal Equipment Provider (IEP) is responsible for supplying a Chassis for units that are rubber tire interchanged to connecting rail carriers. UPRR will use the IEP designated by the Shipper in their Letter of Authorization. UPRR and/or UPRR's drayage provider is not responsible for Chassis per diem charges.**