



Suzanne Wellen
Senior General Attorney

BNSF Railway Company
P. O. Box 961039
Fort Worth, TX 76161

2500 Lou Menk Drive, AOB-3
Fort Worth, TX 76131

Telephone: 817.352.2406
Email: suzanne.wellen@bnsf.com

January 15, 2020

VIA ELECTRONIC SUBMISSION

The Honorable Ann D. Begeman, Chairman
Surface Transportation Board
395 E. Street, S.W.
Washington, D.C. 20423-0001

Re: 2019 Q4 Demurrage and Accessorial Revenue

Dear Chairman Begeman,

Enclosed please find BNSF Railway Company's ("BNSF") report reflecting quarterly BNSF revenue information from demurrage and accessorial charges, stated separately for each quarter of 2018 and 2019.

Please note that on November 18, 2019, BNSF announced a change to its Diversion Book (6200-B, Item 400), effective January 1, 2020.¹ Under this change, a customer who bills an empty private car from an origin on another railroad carrier to a BNSF-served destination but then, once the car is on BNSF, subsequently wishes to move that car back to the originating carrier for loading must issue new billing instructions for the car rather than request a diversion. Typically, once an originating carrier interchanges an empty private car to BNSF, that originating carrier closes the waybill cycle for that car. If the customer then wishes to move the empty car back to the originating carrier for loading, there are no longer billing instructions associated with the car, which leads to erroneous setbacks and the empty car bouncing between carriers. This change was made to reduce delivery delays for the customer and to enhance efficient car handling by all railroad carriers. Based on historical information, BNSF estimates that this change will affect approximately 2,000 carloads per year. Rebilling fees, if applicable, would be assessed by the originating carrier.

Sincerely,


Suzanne Wellen

Enclosure

cc: Vice Chairman Martin J. Oberman
Member Patrick J. Fuchs

¹ The National Grain and Feed Association filed Reply Comments in STB Ex Parte 757, *Policy Statement on Demurrage and Accessorial Rules and Charges*, on December 6, 2019, describing BNSF's tariff change as affecting "any diversion of an empty car on BNSF which does not follow the exact reverse route of the preceding loaded revenue move" (emphasis included). As explained above, that is incorrect.

BNSF RAILWAY DEMURRAGE AND ACCESSORIAL REVENUES

(\$ in Thousands)

Date of Report

January 15, 2020

	1Q2018	2Q2018	3Q2018	4Q2018	1Q2019	2Q2019	3Q2019	4Q2019
Demurrage Revenue	46,609	47,259	56,116	54,229	56,794	57,210	51,940	55,246
Accessorial Revenue	24,581	19,339	16,388	14,537	27,915	12,480	17,178	11,393