

**Effects of the UPRR Unified Plan Phase I
on the PACER STACKTRAIN network
Frequently Asked Questions**

1) What is the general summary of this change?

These modifications will involve terminal/ramp responsibility (pickup and delivery locations) in Chicago and the West Coast, beginning after cutoffs on July 29 for eastbound from Northern California, July 30 for other eastbound, and July 31 for westbound shipments:

Chicago to West Coast – effective after cutoffs on July 31

- Global 1 – will support domestic big-box containers (48 & 53) only.
- Global 2 – will support ISO/small-box containers (20, 40 & 45) only.
- Global 3 / Rochelle – will continue to support all equipment types consistent with service offerings at this location.

LA Basin to/through Chicago – effective after cutoffs on July 30

- UPLA / East LA / Los Angeles – will support domestic big-box containers (48 & 53) only.
- City of Industry – will support domestic big-box containers (48 & 53) only.
- ICTF / Long Beach – will support ISO/small-box containers (20, 40 & 45) only.
- LATC – will have no changes and continue to support all equipment types.

Northern California to/through Chicago – effective after cutoffs on July 29

- Lathrop / Stockton – will support domestic big-box containers (48 & 53) only.
- Oakland – will support ISO/small-box containers (20, 40 & 45) only.
- Sacramento – will support 48 and 53 domestic big-box containers only.

Pacific Northwest to/through Chicago – No terminal changes in PNW. Destination terminals change as described in the “Chicago to West Coast” section above.

The following table summarizes these modifications:

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Pacer Stacktrain - network changes due to UPRR Unified Plan

Effective Dates: July 29, 2005 - July 31, 2005

Westbound:		Chicago Origin Terminals			
Terminals		G1	G2	G3	Canal St
Destination	Effective after cutoffs				
Los Angeles	31-Jul	BIG		BIG	
City of Industry	31-Jul	BIG		BIG	
San Diego	31-Jul	BIG		BIG	
ICTF	31-Jul		ISO/small-box	ISO/small-box	
Global Gateway South	31-Jul		ISO/small-box	ISO/small-box	
Lathrop	31-Jul	BIG		BIG	
Oakland	31-Jul		ISO/small-box	ISO/small-box	
Sacramento	31-Jul	BIG		BIG	
Seattle	31-Jul	BIG	ISO/small-box	BIG / ISO/small-box	
Portland	31-Jul	BIG	ISO/small-box	BIG / ISO/small-box	
Global Gateway North	31-Jul		ISO/small-box	ISO/small-box	
Salt Lake	31-Jul	BIG		ISO/small-box	

Eastbound:		Chicago Destination Terminals			
Terminals		G1	G2	G3	Canal St
Origin	Effective after cutoffs				
Los Angeles	30-Jul	BIG		BIG	
City of Industry	30-Jul	BIG		BIG	
San Diego	30-Jul	BIG		BIG	
ICTF	30-Jul		ISO/small-box	ISO/small-box	
Global Gateway South	30-Jul		ISO/small-box	ISO/small-box	
Lathrop	29-Jul	BIG		BIG	
Oakland	29-Jul		ISO/small-box	ISO/small-box	
Sacramento	29-Jul	BIG		BIG	
Seattle	30-Jul	BIG	ISO/small-box	BIG / ISO/small-box	
Portland	30-Jul	BIG	ISO/small-box	BIG / ISO/small-box	
Global Gateway North	30-Jul		ISO/small-box	ISO/small-box	
Salt Lake	Complete	BIG		ISO/small-box	

BIG = domestic 48 and 53 containers moving in the PST network

ISO / small-box = 20, 40, 45 containers moving internationally or domestically within the PST network

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- 2) Will Pacer Stacktrain offer a sub-service between Lathrop/Stockton and Oakland? So ISO/small boxes to/from Chicago and the Northeast could be serviced out of Lathrop? And big boxes to/from Chicago and the Northeast could be serviced out of Oakland?

No, big boxes will be supported out of Lathrop/Stockton and small boxes will be supported out of Oakland, for the affected routes.

- 3) Will Pacer Stacktrain offer a dray differential or a reduced rate if discharge point is Oakland where previously it was Lathrop/Stockton? Or visa-versa?

No, we are confident that cost changes will be minimal. Therefore, we will not be adjusting rates in relation to these operational modifications.

- 4) If I deliver a ISO/small-box in the Lathrop/Stockton area, can I terminate the empty in the Lathrop/Stockton area? Or if I deliver a big box in the Oakland area, can I terminate the empty at the Oakland Pacer Stacktrain CY?

No, not as a standing policy. As is typical, all equipment should return to its original geographic area: so empty small boxes originally picked up in Oakland would need to return to Oakland; and empty big boxes originally picked up in Lathrop will need to return to Lathrop.

At the same time, if a big box is delivered in Oakland (loaded from Dallas, for example), then that big-box empty could return in Oakland.

- 5) Is there any change with to the SAC/Sacramento origin or discharge point?

Sacramento will no longer support ISO/small-box shipments. All ISO/small-box shipments will be handled at Oakland. However, there are no changes in the Sacramento big-box services. Sacramento will still manage big-boxes at 1401 Parkway Blvd., West Sacramento, CA 95691.

- 6) Will Pacer Stacktrain offer a dray differential or reduced rate for small boxes originating or discharging ICTF when they previously discharged at East Los Angeles?

No, we are confident that cost changes will be minimal. Therefore, we will not be adjusting rates in relation to these operational modifications.

- 7) Is there any change with a San Diego origin or discharge point?

No, there are no changes in the San Diego services. SDO/San Diego will still be managed at 6855 Calle de Linea, San Diego, CA 92173.

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- 8) Will Pacer Stacktrain help with per diem relief if boxes will be incurring additional mileage and time for deliveries because of these ramp changes?

No, we are confident that cost changes will be minimal. Therefore, we will not be adjusting per diem rates in relation to these operational modifications.

- 9) Will the IMC need to make any changes in the way they submit their rail billing?

Over the long term, we will expect customers to recognize these changes and submit the correct rail billing information accordingly. But in the short term, our IT system is equipped with a transition table which will help us recognize incorrect routings and make the proper adjustments; so rail billing should not be an issue.

- 10) Will Pacer Stacktrain offer a grace period or help to offset dry run charges if a driver happens to deliver load to the wrong ramp and gets turned away?

No. It is imperative that the details of these new routings be communicated all the way down to the IMC's dray carriers. Once the program begins, there is no mechanism to deal with an incorrect in-gate point.

- 11) Where are the empty termination points in Chicago?

ISO/small-boxes will continue to return to the APL Paulina yard at 2301 St., Paulina, Chicago, IL.

Big boxes will continue to return to the Pacer Stacktrain Cub Terminal at 5300 S. Joliet Rd, McCook, IL 60525.

- 12) Will Pacer Stacktrain offer a dray differential or reduced rate for loads going into and out of GLO2 for small boxes where previously moved over GLO1? Or for the similar changes in northern California?

No, we are confident that cost changes will be minimal. Therefore, we will not be adjusting rates in relation to these operational modifications.

- 13) Do I need to do anything with my PSQs?

No, your PSQs will be automatically reissued with the new origin or destination ramp. The PSQ number will remain the same.

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- 14) Where do I pick up my empties? Are there any changes to my empty equipment pick up points?

The ISO/small-boxes will now be dispatched from GLO2, APL Paulina and the CSX ramps of Bedford Park and 59th Street.

There will be no change on the pick up locations for 48' and 53' empties. These will continue to be dispatched from GLO1, Cub Terminal in McCook and the CSX ramps of Bedford Park and 59th Street.

- 15) What about 3rd AM service to/from Chicago? How does that change?

The old 3rd AM service is being replaced with a new "Priority Protect" (PP) service, which will be a dedicated PP service block available from G1 and G2.

There will be a big box PP service from G1 to Stockton/Lathrop and a small box PP service from G2 to Oakland. Likewise, there will be big box PP service from G1 to Los Angeles and a small box PP service from G2 to ICTF.

Pricing structures will remain similar to old 3rd AM train pricing structures. We expect that the new Priority Protect service will perform more reliably than the old 3rd AM service.

- 16) Does this have any effect on the Gate Reservations process? Will the overall Pacer Stacktrain allocation increase or decrease?

There should be no changes to the In-Gate reservations process or to the number of allocated slots for Pacer Stacktrain.

- 17) What about loads moving during the transition? How will they route?

In general, The UPRR will protect old environment traffic billed prior to the cutover. So for example, prior to the August 1 westbound start date, containers tendered to the CSX for westbound movement through Chicago will be protected by the UPRR to the original destination ramp.

- 18) Who can I call if I have other questions?

Please feel free to contact our Customer Support group:

Eastern U.S. 800-876-7281
Western U.S. 800-933-7822
Mexico 866-420-2290