

ST. MARYS RAILROAD, LLC

FREIGHT TARIFF SM 8004-F

(For cancellations, see Item 1.00, this tariff)

GENERAL RULES AND CHARGES

APPLYING

AT

ALL STATIONS ON

THE

ST. MARYS RAILROAD

LOCAL TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

ISSUED: March 8, 2017

EFFECTIVE: April 1, 2017

ISSUED BY

St. Marys Railroad, Agent
P. O. Box 520
St. Marys, GA 31558

FT SM 8004-F

<p>ITEM 1.00</p> <p align="center">CANCELLATION NOTICE</p> <p>FT SM 8004-F cancels FT SM 8004-E; and, any and all provisions of FT RIC 6004 having application for account of the SM, Effective April 1, 2017.</p> <p>Provisions formerly published in FT SM 8004-E and FT RIC 6004 for account of the SM and not brought forward in FT SM 8004-F are hereby canceled.</p>	TABLE OF CONTENTS (Cont'd)	
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RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL	SECTION 1 CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 5</p> <p>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p>	<p>ITEM 100 [A]</p> <p>SECURITY DEPOSITS FOR PAYMENT OF DEMURRAGE AND OTHER ASSESSORIAL CHARGES</p> <p>A security deposit to insure payment of any demurrage, assessorial or any other charges that may accrue will be required from every customer who:</p>
<p>ITEM 10</p> <p>METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>Example: Item 445-A cancels Item 445 and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.</p>	<ol style="list-style-type: none"> 1. Is not on the railroad's credit list and 2. Fails to pay demurrage, storage and other assessorial charges after specific written demand referring to this tariff provision. <p>The deposit must be paid in cash, certified check, cashier's check or money order before any freight car is delivered to such customer for loading or unloading. A deposit on one unit of equipment will not be transferable to another.</p> <p>The deposit for each car shall be in the minimum amount of \$200.00, or up to the maximum amount of demurrage, storage and other assessorial charges that accrued on any one car during the preceding 12 months.</p>
<p>ITEM 15</p> <p>SUPPLEMENTS AND REISSUES</p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p>	<p>However, in the case of a customer receiving multiple carloads for loading or unloading, the total amount required to be deposited shall not exceed the higher of the following two numbers: (a) \$2000.00 or (b) the amount of existing past due demurrage, storage, and other assessorial charges accrued by the customer plus \$300.00.</p>
	<p>The deposit will be refunded after payment has been received for demurrage, storage and other assessorial charges on the corresponding equipment, should such charges have been incurred. The customer's request for refund must be made in the manner and to the office designated by the railroad. If no refund request is received by that designated office within thirty (30) days after the equipment is released, the railroad will refund the remainder of the deposit to the customer after deducting any unpaid demurrage, storage or other assessorial charges on that equipment.</p> <p>Deposits will no longer be required after the customer either:</p> <ol style="list-style-type: none"> 1. Is placed on the railroad's credit list, or 2. Has paid all outstanding demurrage, storage and other assessorial charges, and has given assurance to the satisfaction of the railroad's credit office that future demurrage, storage and other assessorial charges will be paid within (30) days.
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 CAR DEMURRAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 105 [A]</p> <p style="text-align: center;">APPLICATION</p> <p>A. Applicable at all stations on SM. B. The disposition of a car at its point of detention determines the purpose for which the car is held and the rules applicable thereto. C. All railroad and privately owned cars held for or by consignors or consignees are subject to demurrage rules and charges contained in this tariff, except the following:</p> <ol style="list-style-type: none"> 1. Cars for loading or unloading of SM company material while held on SM tracks or private sidings connecting therewith. 2. Cars of refused or unclaimed freight to be sold by SM for the time held beyond legal requirements. 3. Cars moving on own wheels under transportation charges as freight. 4. Cars of railroad ownership, leased for storage of commodities, while held on lessee's tracks. 5. Loaded private cars held on private tracks. 6. Empty private cars held on railroad or private tracks. 	<p>ITEM 115 (Cont'd) [A]</p> <p style="text-align: center;">GLOSSARY OF TERMS</p> <p>CONSTRUCTIVE PLACEMENT – When a car cannot be actually placed because of any condition attributable to the consignor or consignee, such car will be held on SM tracks and notice will be given to the consignor or consignee that the car is held and SM is unable to effect actual placement. Such cars which have been placed by SM on private or other than public delivery tracks, including lead tracks serving the consignor or consignee will be considered constructively placed without notice.</p> <p>DISPOSITION – Information, including forwarding instructions or release, which allows the railroad to either tender or release the car from the consignor's or consignee's account.</p> <p>DIVERSION – An order from the consignor to deliver the car to other than original destination.</p> <p>EMPTY CARS ORDERED AND NOT USED - Empty cars ordered placed for loading and not used in transportation service.</p>
<p>ITEM 110 [A]</p> <p style="text-align: center;">DEMURRAGE LIABILITY</p> <p>Any person or entity receiving rail cars from this railroad for loading or unloading who detains the cars beyond the period of free time set forth herein will be held liable for any applicable demurrage if this railroad has provided that person or entity with actual notice of the demurrage rules and charges contained herein providing for such liability prior to the placement of rail cars. The notice shall be in written or electronic form.</p>	<p>EMPTY RELEASE INFORMATION – Advice by consignee given to authorized personnel of SM, that car is unloaded and available to SM. Information given must include identity of consignee, party furnishing data, car initial and number.</p> <p>FORWARDING INSTRUCTIONS – Shipping instructions given to SM at the point of loading, containing all of the necessary information to transport the shipment to the final destination.</p>
<p>ITEM 115 [A]</p> <p style="text-align: center;">GLOSSARY OF TERMS</p> <p>For the purpose of applying provisions of this tariff, the following are defined and will govern:</p> <p>ACTUAL PLACEMENT – When a car is placed in an accessible position for loading or unloading or at a point designated by the consignor or consignee.</p> <p>CONSIGNEE - The party to whom a shipment is consigned and/or the party entitled to receive the shipment. For the purpose of Section 2, this tariff, Consignee includes any person receiving railcars from this railroad for unloading as more specifically provided for in 49 CFR 1333.</p> <p>CONSIGNOR - The party in whose name cars are ordered and/or the party who furnishes this railroad forwarding directions. For the purpose of Section 3, this tariff, Consignor includes any person receiving railcars from this railroad for loading as more specifically provided for in 49 CFR 1333.</p> <p style="text-align: right;">(Continued in next column)</p>	<p>LEASE TRACK – Any trackage assigned to a user through written agreement. Lease track will be treated the same as private track in this tariff.</p> <p>LOADING – The complete or partial loading of a car in conformity with SM loading and clearance rules, and the furnishing of forwarding instructions.</p> <p>LOADED CAR – A car that is completely or partially loaded.</p> <p>NOTIFICATION – When required, notification will be furnished, either in writing or verbal, to all parties entitled to receive notification.</p> <p>OTHER THAN PUBLIC DELIVERY TRACK – Any tracks assigned for individual use, including privately owned or leased track.</p> <p>PARTIAL UNLOADING – The partial unloading of a car and the furnishing of forwarding instructions.</p> <p>PRIVATE CAR – A car bearing other than railroad reporting marks and which is not a railroad-controlled car.</p> <p style="text-align: right;">(Continued on next page)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 CAR DEMURRAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 115 (Cont'd) [A]</p> <p style="text-align: center;">GLOSSARY OF TERMS</p> <p>PUBLIC DELIVERY TRACK – Any track open to the general public for loading or unloading.</p> <p>RAILROAD-CONTROLLED CAR – A car bearing other than SM railroad reporting marks provided to the railroad directly by car companies or others for use by the railroad in serving any of its customers.</p> <p>RECONSIGNMENT – An order from the consignor to bill a car to other than the original consignee. (An order to turn over the car to another party, that does not require an additional movement of the car, is not a reconsignment).</p> <p>REFUSED LOADED CAR – When the original loaded car is refused at destination without being unloaded.</p> <p>RELOADING – When a car is held for loading after being released as an empty.</p> <p>RESHIPMENT – A new document by which the entire original shipment is forwarded in the same car to another destination.</p> <p>STOPPED IN TRANSIT – When cars are held enroute because of any condition attributable to the consignor or consignee, or owner.</p> <p>UNLOADING – The complete unloading of a car and advice received from consignee that the car is empty and available to the railroad.</p>	<p>ITEM 120 [A]</p> <p style="text-align: center;">NOTIFICATION TO CONSIGNOR OR CONSIGNEE</p> <p>A. The following notifications will be furnished as indicated:</p> <ol style="list-style-type: none"> 1. Cars for other than Public Delivery Tracks: <ol style="list-style-type: none"> a. Notice of constructive placement if cars are held on SM tracks due to reasons attributable to the consignor or consignee. b. Delivery of car upon tracks of consignee will constitute notice. c. When two or more parties, each performing their own switching, take delivery of cars from the same interchange track, notice will be given when cars are placed on the interchange track. 2. Cars for Public Delivery Tracks: Notice will be given to the party entitled to receive notification when car is actually placed. 3. Cars Stopped in Transit: Notice will be given to the consignor, consignee or owner responsible for the car being stopped upon arrival of the car at the point of stoppage. 4. Refused Loaded Car: When a loaded car is refused at destination, SM will give notice of such refusal to the consignor or owner. <p>B. Notification may be given in writing or electronically, and will contain the following:</p> <ol style="list-style-type: none"> 1. Car initials and number. 2. If lading transferred enroute, the initials and number of the original car. 3. Commodity
	<p>ITEM 125 [A]</p> <p style="text-align: center;">NOTIFICATION OF SM</p> <p>A. Empty release information shall be provided to SM and must be in writing by either facsimile device or via email to the local agency office. Phone releases will not be accepted and cars will remain on demurrage subject to SM 8004-Series General Rules Tariff.</p> <p>B. Loaded release information shall be provided to SM in the form of a shipper's Bill of Lading with complete forwarding instructions.</p> <p>C. When electronic or mechanical devices are used to furnish notification to railroad, the recorded date and time that instructions are given will govern.</p>
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.	

SECTION 1 CAR DEMURRAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 130 [A] CARS HELD FOR LOADING – (NOT APPLICABLE TO PRIVATE CARS)</p> <p>Loading is the complete or partial loading of a car in conformity with SM loading and clearance rules, and the furnishing of forwarding instructions.</p> <p>TENDER: The notification, actual or constructive placement of an empty car placed on orders of the consignor.</p> <p>RELEASE: A. Date and time forwarding instructions are received</p> <p>B. Cars placed on interchange tracks of a consignor doing its own switching, also must be returned to the interchange track for release.</p> <p>C. Cars found to be improperly loaded or overloaded at origin will not be considered released until the load has been adjusted properly.</p> <p>COMPUTATION: A. Time will be computed from the time of actual or constructive placement until release.</p> <p>B. If the car is placed prior to date for which it was ordered, time will be computed from the first 12:01 AM after the date for which it was ordered until its release.</p>	<p>ITEM 135 (Cont'd) [A] CARS HELD FOR COMPLETE UNLOADING – (NOT APPLICABLE TO PRIVATE CARS)</p> <p>COMPUTATION: A. Time will be computed from the first 12:01 AM after actual or constructive placement until release.</p> <p>B. When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received.</p> <p>C. On reloaded cars, time will be computed from the first 12:01 AM after advice is received that the car is empty until release.</p>
<p>ITEM 135 [A] CARS HELD FOR COMPLETE UNLOADING – (NOT APPLICABLE TO PRIVATE CARS)</p> <p>Unloading is the complete unloading of a car and advice from the consignee to the railroad that the car is empty and available to the railroad.</p> <p>TENDER: The notification, actual or constructive placement of a loaded car.</p> <p>RELEASE: A. Date and time that the railroad receives advice that the car is empty.</p> <p>B. Cars placed on interchange tracks of a consignee doing its own switching, must also be returned to the interchange track for release.</p> <p>C. When cars are unloaded by SM, those cars will be released at the time the request to unload is received by SM from consignee.</p> <p>D. When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received.</p> <p>(Continued in next column)</p>	<p>ITEM 140 [A] EXCESSIVE CARS HELD FOR LOADING OR UNLOADING</p> <p>If the number of cars being held for loading or unloading, railroad or private, on railroad owned or leased tracks exceeds available track capacity or hinders the ability of SM to conduct normal switching operations, the excess cars will be moved at SM's discretion and subject to applicable SM inter-terminal and/or intra-terminal switching charges to and from the new storage location. Applicable demurrage and/or storage charges will continue to apply.</p> <p>ITEM 145 [A] FREE TIME</p> <p>The customer will be allowed 48 hours free time for loading and 48 hours free time for unloading. Free time will be computed from the first 12:01 AM after actual or constructive placement. For the purpose of computing free time, weekends will be included.</p> <p>ITEM 150 [A] DEMURRAGE CHARGES</p> <p>After expiration of free time allowed, a charge of \$20.00 per car, per day, will be assessed until car is released, in writing, to the SM Agent. Holidays will not be charged if free time has NOT expired.</p>
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.	

SECTION 1 CAR DEMURRAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 155 [A]</p> <p style="text-align: center;">STORAGE RULES</p> <p>When customer cannot accept delivery of railcars, loaded or empty, such cars will be constructively placed on hold/ storage tracks of the St. Marys Railroad, subject to the following storage criteria:</p> <p>A. Forty-eight (48) hours free time will be allowed and will be computed from the first 12:01 AM after the date which cars were stored.</p> <p>Private car storage will be in accordance with the terms of individual private contracts between the railroad and the car owner or lessee.</p> <p>Note: SM will not store any railcars containing TIH/PIH Material on its property. Other HAZMAT commodities will be by contractual agreement.</p>	<p>ITEM 170 [A]</p> <p style="text-align: center;">BILL OF LADING CHANGE OR CANCELLATION</p> <p>If a bill of lading or shipper order received by SM is changed or cancelled by the shipper or owner of the freight prior to or after departure from the origin station in execution of original instructions and such change or cancellation does not affect the movement of the cars, a charge of \$85.00 per bill of lading or cancellation will apply in addition to any other applicable charges.</p>
<p>ITEM 160 [A]</p> <p style="text-align: center;">STORAGE CHARGES</p> <p>After expiration of free time allowed, a charge of \$20.00 per car, per day, will be assessed for empty and loaded private cars stored on SM tracks unless otherwise specified by contract.</p>	<p>ITEM 172 [I]</p> <p style="text-align: center;">CARS HELD FOR BILLING OR FORWARDING INSTRUCTIONS</p> <p>When on shipper's instructions cars are removed from an industry and are held by SM awaiting forwarding instructions, a charge of \$135.00 per car per day will be assessed against the party responsible for furnishing the forwarding instructions</p>
<p>ITEM 165 [A]</p> <p style="text-align: center;">CLAIMS</p> <p>In order to be allowed relief as indicated below, a claim must be presented to SM, in writing, by the last day of the calendar month following the month in which the bill was issued, stating fully the conditions for which relief is claimed.</p> <p>A. RAILROAD ERROR: If, through railroad error, demurrage charges are assessed, demurrage will be adjusted to the amount that would have accrued but for such error.</p> <p>B. WEATHER INTERFERENCE: When, because of earthquakes, tornadoes, hurricanes, floods or heavy snow, the operations of the consignor or consignee are disrupted, the demurrage directly chargeable thereto will be eliminated, provided the disruption exceeds two (2) days in duration.</p> <p>C. STRIKE INTERFERENCE: When it is impossible to load, unload or receive cars from or make cars available to SM because of strike interference at the point where the loading or unloading is to be accomplished, such detention will be charges at a rate of \$50.00 per day or fraction thereof without free time allowance, provided a claim in writing is presented to SM within thirty (30) days, after the date on which the strike interference ceases, stating the date and time strike interference began and ended.</p>	<p>ITEM 175 [A]</p> <p style="text-align: center;">CHARGE FOR TURNING CARS</p> <p>When it is desired that cars be placed for loading or unloading at destination from a particular side or end of car, the car must be placarded on both sides and notation made on the bill of lading or shipping order as follows:</p> <p style="padding-left: 40px;">Notice to Carrier: Deliver Car from Side or End Specified by Placard.</p> <p>On cars not properly billed and placarded that SM is requested to turn after initial placement, a charge of \$250.00 per car will be assessed.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 CAR DEMURRAGE RULES AND CHARGES	SECTION 2 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 182 [A] FIRST PLACEMENT CONSTITUTES DELIVERY</p> <p>When cars are placed for loading or unloading on assigned sidings, leased tracks, warehouses or industries, such placement shall constitute delivery of the car for loading or unloading. Any subsequent switching movement will be subject to an applicable switch charge per car. When a car is constructively placed, this shall constitute first placement. A switch charge will be assessed when the car is actually placed.</p>	<p>ITEM 200 [A] SETBACK CHARGES FOR CARS HANDLED IN ERROR</p> <p>A charge of \$500.00 per car will be assessed on cars interchanged to SM due to error on the part of the carrier making such interchange.</p>
<p>ITEM 185 [A] PENALTY FOR CARS RELEASED NOT READY TO PULL</p> <p>When a customer releases a car and it is determined upon arrival that the equipment is not ready to pull, a charge of \$525.00 per car will be assessed in addition to all other applicable charges. A car is considered "not ready to pull" if it contains any remaining lading, dunnage, loading and unloading equipment, and/or any miscellaneous debris, or loading has not been completed.</p>	<p>ITEM 205 [A] OBSERVED HOLIDAYS</p> <p>SM will observe the following holidays:</p> <p>New Year's Day Memorial Day Independence Day Labor Day Thanksgiving Day After Thanksgiving Christmas Day</p>
<p>ITEM 187 [A] PRIVATE CARS AND RAILROAD CARS HELD FOR OTHER THAN LOADING OR UNLOADING</p> <p>When cars, loaded or empty, railroad or private, on orders, awaiting proper disposition, or as a result of conditions attributable to the consignor or consignee are held on railroad owned or leased tracks, they will be subject to a daily storage charge as follows:</p> <p>Railroad Cars.....\$85.00 per day, or fraction thereof</p> <p>Private Cars..... \$80.00 per day, or fraction thereof</p> <p>Time will begin immediately upon placement of cars on railroad owned or leased track.</p>	<p>ITEM 210 [I] WEIGHING AND REWEIGHING</p> <p>When requested by the customer, a charge of \$250.00 per car will be assessed for weighing and/or reweighing cars. This charge includes applicable switching and weighing fees.</p>
<p>ITEM 190 [A] OVERLOADED/IMPROPERLY LOADED CARS AT ORIGIN</p> <p>When a car is found to be overloaded or improperly loaded per AAR specifications, the shipper will be notified and given an opportunity to take corrective action, subject to a charge of \$500.00 per car. In addition, a \$85.00 per day storage fee will be assessed for every day the car remains in overloaded status.</p>	<p>ITEM 215 [A] RATES BETWEEN STATIONS ON SM</p> <p>In the absence of a pre-negotiated rate when cars, empty or loaded, are moved between stations on SM, a charge of \$600.00 per car will be assessed on freight, all kinds (except as otherwise noted).</p> <p>Shipments of hazardous commodities, high and wide dimension, or excessive weight will require a pre-negotiated rate prior to movement.</p> <p>ITEM 220 [A] SWITCH MAINTENANCE FEE</p> <p>A switch maintenance fee of \$4,000.00 per year will be assessed to all customers served by SM. The fee will be waived for those customers who ship/receive a minimum of one railcar per calendar year. Invoices will be mailed each January for the preceding year.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

FT SM 8004-F

<p align="center">SECTION 2 MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">SECTION 3 SWITCHING RULES AND CHARGES</p>
<p>ITEM 225 [A] CONSTRUCTIVE PLACEMENT OF HAZARDOUS MATERIALS</p> <p>Immediately upon notification to the customer of constructive placement, a charge of \$500.00 per car will be assessed for the first twenty-four (24) hours. Charges will increase to \$1,000.00 per car per day for each day thereafter until car is spotted to customer's track. This charge will apply to all railcars, containing commodities designated as toxic/poison inhalation hazards, inhalation hazards (anhydrous ammonia), and Division 1.1 and 1.2 explosives.</p>	<p>ITEM 300</p> <p align="center">DEFINITION OF INTRA-PLANT SWITCHING</p> <p>A switching movement from one track to another within the same plant or industry, or from one location to another location on the same track within the same plant or industry.</p>
<p>ITEM 230 [A] OPENING & CLOSING DOORS</p> <p>When it is necessary for SM to open or close doors, hatches, gates or secure tie down devices on empty cars, a charge of \$100.00 per car will be assessed against the customer. Loaded cars will not be moved unless all doors, hatches, gates and tie down devices are secured.</p>	<p>ITEM 310</p> <p align="center">DEFINITION OF INTRA-TERMINAL SWITCHING</p> <p>A switching movement (other than intra-plant switching) from one track to another track of the same railroad, or between the tracks of an industry and the track of the railroad or between the tracks of two separate industries served by the same railroad.</p>
	<p>ITEM 320 [I] INTRA-PLANT SWITCHING CHARGE</p> <p>SM will perform intra-plant switching at a charge of \$200.00 per car.</p>
	<p>ITEM 330 [I] INTRA-TERMINAL SWITCHING CHARGE</p> <p>SM will perform intra-terminal switching at a charge of \$250.00 per car.</p>
	<p>ITEM 340 [A] SPECIAL SWITCHING SERVICE</p> <p>When requested to SM in writing (24 hours in advance for service Monday - Friday, 48 hours for service on Saturday and Sunday) to perform industrial switching outside of or in addition to normal operating hours, such service will be subject to the charges provided herein plus an additional charge of \$2500.00 for up to eight hours of switching service. A charge of \$550.00 per hour or fraction thereof for each additional hour will apply, not to exceed twelve hours. Service outside of normal hours includes but is not limited to Saturdays, Sundays and holidays.</p>
	<p>ITEM 350 [A] CHARGE FOR SUBMITTING ELECTRONIC BILLING</p> <p>There will be a \$35.00 per car fee assessed when an SM agent is requested to submit electronic billing to the class one railroad on behalf of the customer.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS
	ITEM 9999 EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS SM - St. Marys Railroad, LLC [A] - Addition [C] - Change [I] - Increase [R] - Reduction [NC] - Brought forward without change (<u>Underscored</u> portion denotes addition/change.)