



S T A R R S H O R T L I N E S Y S T E M



STARR Shortline System

The IntelliTrans STARR software is a cost-effective and industry proven product that operates with the speed and flexibility of a web-based environment. Originally developed at the Paducah and Louisville Railroad in 1987, STARR has gained recognition as a model platform and is operating within many shortline and regional railroads throughout North America. STARR is a system designed by railroad operating experts for shortline railroads.

STARR Highlights

- AAR Certified for Interline Settlement System Processing
- Secured Files for Price Master
- Car Hire Payable and Receivable Handling
- Secured Files for Repetitive Waybill Coding (RWC)
- Yard Management
- Car Movement Reporting
- Demurrage and Switching Services
- Hazardous Material Documentation
- Full Reporting Capabilities

STARR is a fully integrated web-based system, which collects and processes essential information for the effective control of railroad operations and settlement processes.

Interline Settlement System - ISS uses each railroad's 426 to represent its view of the properly settled waybill. The system allows the carrier to concur with an existing "version" or to issue its own "opinion". The system allows the user to view and compare their version of the waybill with that of any road in the route. It will also automatically generate a concurrence if the origin roads waybill is consistent (within tolerance) with its own or force a settlement if differences cannot be settled within the appropriate time limit.

Car Accounting - Car movements are extracted from the history file monthly and used in the settlement process. Total online time and mileage are calculated for each car trip. Foreign and private line payments are made and a payment history record is maintained. Car record data is also used to generate car hire reclaims where required.

Car Hire Receivable Audit - Car hire receivable amounts for system cars, captured from the AAR's Car Hire Exchange File and supplemented by key-entry of payments from nonparticipating roads, are audited against program calculations of per diem due. Car hire claims are printed for significant shortages.

Car Location Messages - STARR provides for periodic transmission of CLM reports to customers with assigned car fleets. The system also allows fleet master updates to be captured via TRAIN II.

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STARR Shortline System (cont.)

Waybill Entry (Local and Interline Forwarded) - The system will accept bill of lading information through EDI (404) to eliminate most of the data entry requirements. If the movement is destined to an off-line location, an EDI waybill (417) is generated and forwarded to the connecting carrier.

Waybill Entry (Interline Received and Intermediate) - EDI transactions are received and used to create skeleton waybill records. These records are held in suspense until verified by station personnel. The system locates and applies the RWC when cars are received to expedite the process.

Repetitive Waybill Coding (RWC) - In order to eliminate repetitive key-entry and reduce the possibility of errors, the system utilizes predefined waybill patterns.

Mechanized Price Application - Price Masters are used to determine shipment rates and divisions for all revenue movements. They may be applied automatically by the system or manually by the user. The application results in the calculation and interlines apportionment of charges.

Revenue Waybills / Customer Freight Bills - On a daily basis, all completed waybills are promoted to revenue status. Revenue waybills are printed for originating traffic; freight bills are produced for outbound prepaid and inbound collect shipments. 426 Transaction Sets are used to complete the interline received revenue bill and generated for interline forwarded traffic. The system also allows freight bills to be sent as 410 Transaction Sets.

Customer Accounting - STARR maintains an accounts receivable file for freight bills awaiting collection.

Car Movement Reporting - STARR maintains a car location inventory reflecting the standing order of cars on tracks or in trains. The system provides for event reporting of interchange receipt and delivery, train pick-up, departure and arrival, industry placement and release, constructive placement, bad order in shop and out shop, and stored cars. The system furnishes EDI interchange consists to connecting railroad on deliveries. It accepts and stores car records received in inbound EDI consists. The system retains car movement history records to facilitate car tracing.

Demurrage - Car movement reports of constructive placement, placement and release are used to build the basic record for demurrage calculation. This record can then be embellished by additional data entry unique to the demurrage process. The system supports straight plan and average agreement application, as well as billing for hazardous materials storage.

Switching - Switching waybills are produced for cars being handled for a switching, rather than a line-haul charge. Reciprocal switching statements are produced and, where applicable, TRAIN08 messages are produced to effect transfer of car hire liability.

Car Repair Billing - The system supports entry of car repair information for the purpose of billing car owners in accordance with AAR rules. Prices are applied using the quarterly AAR Price Master and charges are calculated mechanically.

Hazardous Materials - The system utilizes AAR supplied masters and inbound EDI data to generate hazardous material documentation based on industry and government regulations. STARR provides wording on waybills, train consists and switch lists using information collected from these sources. STARR also provides applicable EDI segments for outbound waybill (417) and advanced consist (418) transaction sets.

TRAIN II Interface - The system provides car movement and waybill reports to the AAR via the TRAIN II Network; it receives reports of system car offline interchange (Junction Advices). STARR uses the AAR's Liability Continuity System (LCS) to identify interchange reporting errors and omissions. The system also allows UMLER updates for system cars to be furnished via the network.

Maintenance of STARR - Backup of STARR data libraries are performed daily and the copies are stored offsite for safety. All non-emergency upgrades or maintenance that cause the loss of access to the system for users will be scheduled for off-peak hours with e-mail notification to all users.

Disaster Recovery - IntelliTrans maintains an alternate data center capable of recovery from a complete disaster within 12 hours.

User Support - IntelliTrans' employees will provide Support 24 hours a day, Monday through Saturday.

