

PORT OF PALM BEACH DISTRICT

FREIGHT TARIFF PPBD 8015- J

(Replaces Freight Tariff PPBD 8015-I as of the Effective Date)

**SWITCHING AND OTHER TERMINAL CHARGES,
AND RULES AND REGULATIONS GOVERNING
THE HANDLING OF CARS AT LOCATIONS ON THE
PORT OF PALM BEACH DISTRICT RAILWAY**

SWITCHING TARIFF

ISSUED DATE: August 31, 2018

EFFECTIVE DATE: October 1, 2018

ISSUED BY
BOARD OF COMMISSIONERS
Port of Palm Beach District
One East 11th Street, Suite 600
Riviera Beach, FL 33404

The provisions published herein, if effective, will not result in an effect on the quality of the human environment.

For explanation of terms, abbreviations, and reference marks, see last page of tariff.

RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL

ITEM 10

Section Omitted

ITEM 20

REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.

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.

ITEM 75

METHOD OF CANCELLING ITEMS

As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly-numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 100-A cancels Item 100, and Item 125-B cancels Item 125-A in a prior supplement which in turn cancelled Item 125.

SWITCHING AND MISCELLANEOUS RULES AND CHARGES (Charges in dollars and cents per car, except as noted)

ITEM 110

FURNISHING CARS FOR INTRA-PLANT, INTRA-TERMINAL OR INTER-TERMINAL SWITCHING

The PPBD will not undertake to furnish cars of any particular type, size or dimension when used in intra-plant, intra-terminal or inter-terminal switching.

ITEM 120

APPLICATION OF CHARGES ON SHIPMENTS LOADED IN ARTICULATED CARS

When shipments are loaded in articulated cars, two or more car units permanently or temporarily joined together, the switching charges published in this tariff will be assessed separately to each unit of the articulated equipment.

ITEM 130

EXCESS OVER FULL CARLOADS

Where more than one car is required because of the shipment being in excess of quantities which can be loaded in or on one car, or because of the length of the shipment, each car used shall be considered a separate carload shipment, and charges assessed accordingly.

For explanation of terms, abbreviations, and reference marks, see last page of tariff.

ITEM 140

CHANGING NAMES OF FIRMS OR INDUSTRIES

Where change is made in ownership or name of firm or industry served by this railroad, switching charges specified herein will apply until the new name is published, provided there is no change in location.

ITEM 150

DEFINITION OF A SWITCH MOVEMENT

1. The rates for switching contained in this tariff apply to each movement of loaded or empty rail equipment, both inbound and outbound, within the established switching limits, of each of the following: (a) a loaded car in one direction, or (b) return of the empty car in the other direction, either inbound or outbound, or (c) a car loaded in both directions, the charge to be assessed for each movement, both inbound and outbound, or (d) a car handled empty in one direction which is not in connection with a loaded movement, or (e) a car handled empty in both directions, the charge to be assessed for each movement, both inbound and outbound.
2. When cars are placed for loading or unloading upon switch tracks, side tracks, team tracks, or at industries or locations served by the PPBD, such placement constitutes delivery of the car for loading or unloading. Any subsequent switching movement or service will be assessed at the applicable intra-plant, intra-terminal, inter-terminal, local or interchange charge, as the case may be.

ITEM 160

DEFINITION OF TERMS “INTRA-PLANT”, “INTRA-TERMINAL”, “INTER-TERMINAL” AND “INTERCHANGE” SWITCHING

INTRA-PLANT SWITCHING: A switching movement from one location to another location within the confines of an industry.

INTRA-TERMINAL SWITCHING: A switching movement (other than intra-plant) from one location to another location within the switching limits of one station or industrial switching district of this railroad.

INTER-TERMINAL SWITCHING: A switching movement from one railroad to another railroad when such movement is within the switching limits of the same station or industrial switching district.

INTERCHANGE SWITCHING: The movement in switching service for loading or unloading, preceding or following a road haul movement over another railroad, from or to a private or assigned siding on the PPBD, to or from the point of interchange with the connecting railroad at the switching station; or the movement of the empty car in the reverse direction; or the empty movement in both directions; or the loaded movement in both directions. Each handling of the car in either direction is a separate movement. (Also see Item 150 for definition of a switch movement and application of rates.)

Note - Where the term “Reciprocal Switching” has been used in any prior agreement with the PPBD, the same shall be deemed to mean and refer to the item now known as “Interchange Switching”.

For explanation of terms, abbreviations, and reference marks, see last page of tariff.

ITEM 170

DEFINITION OF ORDINARY SWITCHING

Ordinary or normal switching is defined as switching for ordinary operating convenience, which contemplates only one switch per day and only on those days when PPBD has regularly scheduled switching service at the plant site or industry siding, except that the PPBD may, at its discretion only, make additional switches when necessitated by the volume of traffic or to secure the prompt release of equipment or facilities.

Ordinary Switching is also defined as switching that takes place during regular working hours (M-F, 8 am to 5 pm)

ITEM 180

CARS ORDERED BUT NOT USED

The applicable switching charge will be assessed for any car which is ordered but not used.

ITEM 185

[A]

STORAGE / HOLD CHARGE

Cars, loaded or empty, held on tracks owned or operated by the PPBD or located on land owned by the PPBD, will be subject to the following storage/ hold charges:

\$ 0.00 for each of the first 7 days;

\$10.00 for each of the next 7 days;

\$25.00 for each subsequent day.

The above charges apply per car, per day, or fraction of a day, and are to be computed from the day the car is first held until car is released from storage/hold tracks

ITEM 190

APPLICATION OF CHARGES TO AND FROM STORAGE/HOLD TRACKS

The applicable Intra-terminal switching charge will be assessed on movements of cars to or from storage/ hold tracks on the PPBD. The charge will be assessed in both directions.

ITEM 200

CARS MOVED FROM LOADING TRACKS AND HELD FOR FURTHER ORDERS

See Item 185

For explanation of terms, abbreviations, and reference marks, see last page of tariff.

ITEM 300

**[I]
INTERCHANGE SWITCHING, GENERAL (See Part 2)**

Except as otherwise provided, the charge for interchange switching, as defined in Items 150 and 160, will be as follows:

**PART 1
INBOUND INTERCHANGE SWITCHING**

**INBOUND RAIL CAR
VOLUME IN PREVIOUS
YEAR (See Note 2)**

**CHARGE
(PERCENT OF
OUTBOUND RATE)
(See Part 2)**

0 - 500	100.00%
501 - 1,000	93.80%
1,001 - 1,500	87.60%
1,501 - 2,000	81.50%
2,001 - 2,500	75.40%
2,501 - 3,000	69.30%
3,001 - 3,500	63.20%
3,501 - 4,000	57.00%
4,001 - 4,500	50.90%
4,501 - 5,000	44.80%
5,001 - 5,500	38.70%
5,501 - 6,000	32.60%
6,001 - 6,500	26.40%
6,501 - 7,000	20.30%
7,000 - 9,000	12.00%
9,001 - 9,500	10.0%
9,501 - 10,000	7.50%
10,001 or greater	5.00%

For explanation of terms, abbreviations, and reference marks, see last page of tariff.

ITEM 300 (Cont'd)

INTERCHANGE SWITCHING, GENERAL

(See Part 2)

PART 2

OUTBOUND INTERCHANGE SWITCHING

The Outbound Interchange Switching Rate will be:

Effective January 1, of each year, commencing 2019, the Outbound Interchange Switching Rate will be calculated by increasing the previous year's Outbound Interchange Switching Rate by the Rail Cost Adjustment Factor (Unadjusted) for the previous four quarters; Provided, that the Outbound Interchange Switching Rate shall never be less than the prior year's rate, regardless of movement in the Rail Cost Adjustment Factor. **There will be a 4% maximum increase for 2019.** The 2018 Outbound Interchange Switching Rate was \$47.61.

Note 1 - If the minimal annual volume levels are not met by December 31 of any year, the tenant will be billed in January of the following year so as to adjust the preceding years total annual Interchange Switching Fee to reflect the appropriate volume discount rate that should have been in effect for the prior year.

Note 2 - Where the term "Reciprocal Switching" has been used in any prior agreement with the PPBD, the same shall be deemed to mean and refer to the item now known as "Interchange Switching".

ITEM 310

INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING

The charge for intra-plant, intra-terminal or inter-terminal switching, as defined in Item 160, will be:

Effective January 1, of each year, commencing 2019, the Intra-Plant, Intra-Terminal and Inter-Terminal Switching Rate will be calculated by increasing the previous year's Intra-Plant, Intra-Terminal and Inter-Terminal Switching Rate by the Rail Cost Adjustment Factor (Unadjusted) for the previous four quarters; Provided, that the Intra-Plant, Intra-Terminal and Inter-Terminal Switching Rate shall never be less than the prior year's rate, regardless of movement in the Rail Cost Adjustment Factor. **There will be a 4% maximum increase for 2019.** The 2018 Outbound Interchange Switching Rate was \$47.61.

ITEM 320

SPECIAL SWITCHING SERVICE

1. Special switching service, other than as defined in Item 170, will be provided subject to the availability of motive power and crew, and will be provided at the sole discretion and option of PPBD.
2. The charge for special/overtime switching will be \$150.00 per hour or fraction thereof, for motive power and crew, with a minimum of 4 hours to be assessed **per call in.**
3. These charges shall be in addition to all applicable switching charges.

For explanation of terms, abbreviations, and reference marks, see last page of tariff.

ITEM 330

CHARGE FOR USE OF HEAVY CAPACITY FLAT CARS

A charge of \$350 per car used, (Per Car Rate) in addition to the regular switching rates and charges named in this tariff, will be assessed for each heavy capacity rail car for a shipment for which the PPBD switches. Rail cars bearing mechanical designation "FW" or "FWS" or any capacity, and cars of designation "FM" of 200,000 pounds and over nominal capacity; or mechanical designation "FD" or "FDS" on rail cars as named in normal capacity the Official Railway Equipment Register, RER 6414-series or any other specialty rail car (wide, high, or heavy capacity rail car).

In addition to the above charge, cargo tonnage in the following amounts on these rail cars will be charged the associated fee:

0 to 100 tons	No charge
100 to 130 tons	\$1,000
130 to 150 tons	\$1,500
G.T. 150 tons	rates available upon request

These charges will be in addition to the charge specified in Rule 21 of the Code of Car Hire Rules in RER 6414-series. Rule 21 charges accrue to the car owner.

Note 1: The Per Car Rate is applicable on shipments which either originate or terminate at the PPBD property.

Note 2: The cargo tonnage will be billed at the greater rate of the then current Tariff or Freight Tariff of the Port of Palm Beach District.

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

- [A] Addition
- [I] Increase
- [NC] Brought forward with change
- [R] Reduction/Decrease

- AAR Association of American Railroads
- ICC Interstate Commerce Commission
- FT Freight Tariff
- OPSL Official Railroad Station List, OPSL 6000-series
- PPBD Port of Palm Beach District

For explanation of terms, abbreviations, and reference marks, see last page of tariff.