

PORT OF PALM BEACH DISTRICT

FREIGHT TARIFF PPBD 8015-H

(Cancels Freight Tariff PPBD 8015-G)

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

SWITCHING TARIFF

ISSUED: November 20, 2015

EFFECTIVE: January 1, 2016
(Except as otherwise provided)

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.)

FREIGHT TARIFF PPBD 8015-H

| <p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p> | <p align="center">SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p> |
|--|--|
| <p>ITEM 10</p> <p align="center">Section Omitted</p> | <p>ITEM 110</p> <p align="center">FURNISHING CARS FOR INTRA-PLANT, INTRA-TERMINAL OR INTER-TERMINAL SWITCHING</p> <p>The PPBD will not undertake to furnish cars of any particular type, size or dimension when to be used in intra-plant, intra-terminal or inter-terminal switching.</p> |
| <p>ITEM 20</p> <p align="center">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.</p> | <p>ITEM 120</p> <p align="center">APPLICATION OF CHARGES ON SHIPMENTS LOADED IN ARTICULATED CARS</p> <p>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.</p> |
| <p>ITEM 75</p> <p align="center">METHOD OF CANCELLING ITEMS</p> <p>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.</p> | <p>ITEM 130</p> <p align="center">EXCESS OVER FULL CARLOADS</p> <p>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.</p> |
| | <p>ITEM 140</p> <p align="center">CHANGING NAMES OF FIRMS OR INDUSTRIES</p> <p>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.</p> |
| <p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p> | |

FREIGHT TARIFF PPBD 8015-H

| SWITCHING AND MISCELLANEOUS RULES AND CHARGES | SWITCHING AND MISCELLANEOUS RULES AND CHARGES |
|---|---|
| <p>ITEM 150</p> <p align="center">DEFINITION OF A SWITCH MOVEMENT</p> <p>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.</p> <p>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.</p> | <p>ITEM 160 (Cont'd)</p> <p align="center">DEFINITION OF TERMS "INTRA-PLANT", "INTRA-TERMINAL", "INTER-TERMINAL" AND "INTERCHANGE" SWITCHING</p> <p>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.)</p> <p>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".</p> |
| <p>ITEM 160</p> <p align="center">DEFINITION OF TERMS "INTRA-PLANT", "INTRA-TERMINAL", "INTER-TERMINAL" AND "INTERCHANGE" SWITCHING</p> <p>INTRA-PLANT SWITCHING: A switching movement from one location to another location within the confines of an industry.</p> <p>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.</p> <p>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.</p> <p align="center">(Continued in next column)</p> | <p>ITEM 170</p> <p align="center">DEFINITION OF ORDINARY SWITCHING</p> <p>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</p> <p><u><i>Ordinary Switching is also defined as switching that takes place during regular working hours (M-F, 8am to 5pm)</i></u></p> |
| | <p>ITEM 180</p> <p align="center">CARS ORDERED BUT NOT USED</p> <p>The applicable switching charge will be assessed for any car which is ordered but not used.</p> |
| <p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p> | |

FREIGHT TARIFF PPBD 8015-H

| <p align="center">SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p> <p align="center">(Charges in dollars and cents per car, except as noted)</p> | <p align="center">SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p> <p align="center">(Charges in dollars and cents per car, except as noted)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|--|--|---------|---------|----------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|---------------|-------|----------------|-------|-------------------|-------|
| <p>ITEM 185 [A] STORAGE / HOLD CHARGE</p> <p>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:</p> <p style="padding-left: 40px;">\$ 0.00 for each of the first 7 days; \$10.00 for each of the next 7 days; \$25.00 for each subsequent days.</p> <p>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</p> | <p>ITEM 300 [I] INTERCHANGE SWITCHING, GENERAL (See Notes 1, 2 and 3)</p> <p>Except as otherwise provided, the charge for interchange switching, as defined in Items 150 and 160, will be as follows:</p> <p align="center">PART 1 INBOUND INTERCHANGE SWITCHING</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>ITEM 190 APPLICATION OF CHARGES TO AND FROM STORAGE/HOLD TRACKS</p> <p>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.</p> | <table border="1"> <thead> <tr> <th data-bbox="747 567 1088 661"> <p align="center">INBOUND RAIL CAR VOLUME IN PREVIOUS YEAR (See Note 2)</p> </th> <th data-bbox="1088 567 1542 661"> <p align="center">CHARGE (PERCENT OF OUTBOUND RATE) (See page 5)</p> </th> </tr> </thead> <tbody> <tr><td align="center">0 - 500</td><td align="center">100.00%</td></tr> <tr><td align="center">501-1000</td><td align="center">93.80%</td></tr> <tr><td align="center">1001 - 1500</td><td align="center">87.60%</td></tr> <tr><td align="center">1501 - 2000</td><td align="center">81.50%</td></tr> <tr><td align="center">2001 - 2500</td><td align="center">75.40%</td></tr> <tr><td align="center">2501 - 3000</td><td align="center">69.30%</td></tr> <tr><td align="center">3001 - 3500</td><td align="center">63.20%</td></tr> <tr><td align="center">3501 - 4000</td><td align="center">57.00%</td></tr> <tr><td align="center">4001 - 4500</td><td align="center">50.90%</td></tr> <tr><td align="center">4501 - 5000</td><td align="center">44.80%</td></tr> <tr><td align="center">5001 - 5500</td><td align="center">38.70%</td></tr> <tr><td align="center">5501 - 6000</td><td align="center">32.60%</td></tr> <tr><td align="center">6001 - 6500</td><td align="center">26.40%</td></tr> <tr><td align="center">6501 - 7000</td><td align="center">20.30%</td></tr> <tr><td align="center">7000 -9,000</td><td align="center">12.00%</td></tr> <tr><td align="center">9,001 - 9,500</td><td align="center">10.0%</td></tr> <tr><td align="center">9,501 - 10,000</td><td align="center">7.50%</td></tr> <tr><td align="center">10,001 or greater</td><td align="center">5.00%</td></tr> </tbody> </table> | | <p align="center">INBOUND RAIL CAR VOLUME IN PREVIOUS YEAR (See Note 2)</p> | <p align="center">CHARGE (PERCENT OF OUTBOUND RATE) (See page 5)</p> | 0 - 500 | 100.00% | 501-1000 | 93.80% | 1001 - 1500 | 87.60% | 1501 - 2000 | 81.50% | 2001 - 2500 | 75.40% | 2501 - 3000 | 69.30% | 3001 - 3500 | 63.20% | 3501 - 4000 | 57.00% | 4001 - 4500 | 50.90% | 4501 - 5000 | 44.80% | 5001 - 5500 | 38.70% | 5501 - 6000 | 32.60% | 6001 - 6500 | 26.40% | 6501 - 7000 | 20.30% | 7000 -9,000 | 12.00% | 9,001 - 9,500 | 10.0% | 9,501 - 10,000 | 7.50% | 10,001 or greater | 5.00% |
| <p align="center">INBOUND RAIL CAR VOLUME IN PREVIOUS YEAR (See Note 2)</p> | <p align="center">CHARGE (PERCENT OF OUTBOUND RATE) (See page 5)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 - 500 | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 501-1000 | 93.80% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1001 - 1500 | 87.60% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1501 - 2000 | 81.50% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 - 2500 | 75.40% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2501 - 3000 | 69.30% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3001 - 3500 | 63.20% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3501 - 4000 | 57.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4001 - 4500 | 50.90% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4501 - 5000 | 44.80% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5001 - 5500 | 38.70% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5501 - 6000 | 32.60% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6001 - 6500 | 26.40% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6501 - 7000 | 20.30% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7000 -9,000 | 12.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9,001 - 9,500 | 10.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9,501 - 10,000 | 7.50% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10,001 or greater | 5.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>ITEM 200 CARS MOVED FROM LOADING TRACKS AND HELD FOR FURTHER ORDERS</p> <p align="center">See Item 185</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FREIGHT TARIFF PPBD 8015-H

| SWITCHING AND MISCELLANEOUS RULES AND CHARGES | SWITCHING AND MISCELLANEOUS RULES AND CHARGES |
|---|--|
| <p>ITEM 300 (Cont'd)</p> <p align="center">INTERCHANGE SWITCHING, GENERAL (See Notes 1 and 3)</p> <p align="center">PART 2 OUTBOUND INTERCHANGE SWITCHING</p> | <p>ITEM 310</p> <p align="center">INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING</p> <p>The charge for intra-plant, intra-terminal or interterminal switching, as defined in Item 160, will be \$45.76 per car.</p> |
| <p align="center">CHARGE</p> | <p>Note - ANNUAL ADJUSTMENT - Commencing on January 1, 2017 the Intra-plant, Intra-terminal and Inter-Terminal Switching Rate will be adjusted annually for the following year to reflect the annual increase for the previous 12 months in the latest published AAR Railroad Cost Index for the Rail Cost Adjustment Factor (Unadjusted). In the event that the Rail Cost Adjustment Factor (Unadjusted) reflects a decline from the previous year, the Port of Palm Beach District Tariff Rate for Intra-plant, Intra-terminal and Inter-Terminal Switching will remain unchanged.</p> |
| <p align="center">\$45.76</p> | <p>Note - ANNUAL ADJUSTMENT - Commencing on January 1, 2017 the Interchange Switching Rates will be adjusted annually for the following year to reflect the annual increase for the previous 12 months reported in the latest published AAR Railroad Cost Index for the Rail Cost Adjustment Factor (Unadjusted). In the event that the Rail Cost Adjustment Factor (Unadjusted) reflects a decline from the previous year, the Port of Palm Beach District Tariff Rates for Interchange Switching will remain unchanged. (For the calendar years, 2016, 2017 and 2018 the annual increase will be limited to 2.0% annually.)</p> |
| <p>Note 1 - ANNUAL ADJUSTMENT - Commencing on January 1, 2017 the Interchange Switching Rates will be adjusted annually for the following year to reflect the annual increase for the previous 12 months reported in the latest published AAR Railroad Cost Index for the Rail Cost Adjustment Factor (Unadjusted). In the event that the Rail Cost Adjustment Factor (Unadjusted) reflects a decline from the previous year, the Port of Palm Beach District Tariff Rates for Interchange Switching will remain unchanged. (For the calendar years, 2016, 2017 and 2018 the annual increase will be limited to 2.0% annually.)</p> <p>Note 2 - If the minimal annual volume levels are not met by 12/31 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.</p> <p>Note 3 - 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".</p> | <p>ITEM 320</p> <p align="center">SPECIAL SWITCHING SERVICE</p> <ol style="list-style-type: none"> 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. 3. These charges shall be in addition to all applicable switching charges. |
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FREIGHT TARIFF PPBD 8015-H

| SWITCHING AND MISCELLANEOUS RULES AND CHARGES | EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS | | | | | | | | |
|---|---|-----------|-----------------------------------|---------|-----------------------------------|---------|---------------|---------------------------|---|
| ITEM 330 | [A] - Addition | | | | | | | | |
| <p align="center">CHARGE FOR USE OF HEAVY CAPACITY FLAT CARS</p> <p>A charge of \$350 per car used, 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).</p> <p>In addition to the above charge, cargo tonnage in the following amounts on these rail cars will be charged the associated fee:</p> <table border="0" data-bbox="94 821 743 934"> <tr> <td>0 to 100 tons</td> <td align="right">No change</td> </tr> <tr> <td>greater than 100 tons to 130 tons</td> <td align="right">\$1,000</td> </tr> <tr> <td>greater than 130 tons to 150 tons</td> <td align="right">\$1,500</td> </tr> <tr> <td>G.T. 150 tons</td> <td align="right">rates avail. upon request</td> </tr> </table> <p>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.</p> <p>Note: \$250 per rail car used is applicable on shipments either which originate or terminate at the PPBD property.</p> | 0 to 100 tons | No change | greater than 100 tons to 130 tons | \$1,000 | greater than 130 tons to 150 tons | \$1,500 | G.T. 150 tons | rates avail. upon request | <p>[I] - Increase [NC] - Brought forward with change [R] - Reduction/Decrease</p> <p>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</p> |
| 0 to 100 tons | No change | | | | | | | | |
| greater than 100 tons to 130 tons | \$1,000 | | | | | | | | |
| greater than 130 tons to 150 tons | \$1,500 | | | | | | | | |
| G.T. 150 tons | rates avail. upon request | | | | | | | | |
| | | | | | | | | | |



Board of Commissioners

Blair J. Ciklin
Jean L. Enright
George E. Mastics
Peyton W. McArthur
Wayne M. Richards

Executive Director
Manuel Almira, PPM®

To: All Port Tenants
Re: Rail Tariff
Date: December 29, 2016

The Port of Palm Beach District's Freight Tariff PPBD 8015-H, effective on January 1, 2016 allows for certain rates to be adjusted annually to reflect changes in costs to the industry. Specifically, rate adjustments are provided in both Item 300, Interchange Switching and Item 310, Intra-Plant, Intra-Terminal and Inter-Terminal Switching as stated below:

"ANNUAL ADJUSTMENT – Commencing every January 1, 2017 the Interchange Switching Rates will be adjusted annually for the following year to reflect the annual increase for the previous 12 months reported in the latest published AAR Railroad Cost Index for the Rail Cost Adjustment Factor (Unadjusted). In the event that the Rail Cost Adjustment Factor (Unadjusted) reflects a decline from the previous year, the Port of Palm Beach District Tariff Rates for Interchange Switching will remain unchanged. (For the calendar years, 2016, 2017 and 2018 the annual increase will be limited to 2.0% annually.)"

The AAR Railroad Cost Index showed that the Rail Cost Adjustment Factor (Unadjusted) was 0.864 as of the 1st Quarter of 2016 (December 4, 2015) and 0.888 as of the First Quarter of 2017 (December 5, 2016). This represents an increase of 2.8% from year to year. However, the increase will be limited to 2%, which would adjust the rates for items 300 and 310 to \$46.68 per car.

Item 300 Interchange Switching, General

A) Inbound Interchange Switching

| Inbound Rail Cars | Rate Effective on January 1, 2017 (% of outbound) |
|-------------------|--|
| 0 - 500 | 100.0% |
| 501 - 1,000 | 93.8% |
| 1,001 - 1,500 | 87.6% |
| 1,501 - 2,000 | 81.5% |
| 2,001 - 2,500 | 75.4% |
| 2,501 - 3,000 | 69.3% |
| 3,001 - 3,500 | 63.2% |
| 3,501 - 4,000 | 57.0% |
| 4,001 - 4,500 | 50.9% |
| 4,501 - 5,000 | 44.8% |

To: All Port Tenants
December 29, 2016
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| | |
|-------------------|-------|
| 5,001 – 5,500 | 38.7% |
| 5,501 – 6,000 | 32.6% |
| 6,001 – 6,500 | 26.4% |
| 6,501 – 7,000 | 20.3% |
| 7,000 – 9,000 | 12.0% |
| 9,001 – 9,500 | 10.0% |
| 9,501 – 10,000 | 7.5% |
| 10,001 or greater | 5.0% |

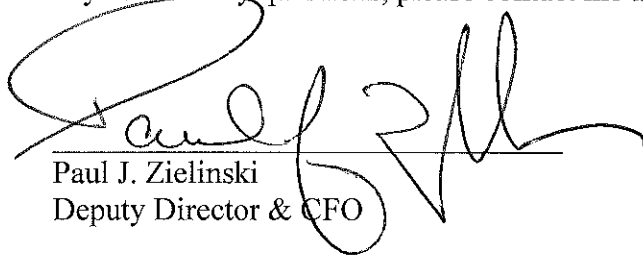
B) Outbound Interchange Switching

Rate Effective January 1, 2017 \$46.68

Item 310 Intra-Plant, Intra-Terminal and Inter-Terminal Switching

Rate Effective January 1, 2017 \$46.68

If you have any questions, please contact me at 561-383-4147.



Paul J. Zielinski
Deputy Director & CFO

Cc: Manuel Almira
Jarra Kaczwarra
Ken Hern
Daniel Kirchman
Tacaria Jones
Alan Fawcett