

PORT OF PALM BEACH DISTRICT

FREIGHT TARIFF PPBD 8015-D **(Cancels Freight Tariff PPBD 8015-C)**

**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: April 20, 2007

EFFECTIVE: June 1, 2007
(Except as otherwise provided)

ISSUED BY
BOARD OF COMMISSIONERS
Port of Palm Beach District
P. O. Box 9935
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-D

<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">STATION LISTS AND CONDITIONS</p> <p>This tariff is governed by the Official Railroad Station List, OPSP 6000-series, to the extent shown below:</p> <ol style="list-style-type: none"> For additions and abandonment of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight, and changes in station facilities. <p>When a station is abandoned as of a date specified in the above-named tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.</p> <ol style="list-style-type: none"> For geographical locations of stations referred to in this tariff by station number. For the identification of stations when stations are shown or referred to by number in this tariff. 	<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, etc.</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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	<p>ITEM 180</p> <p align="center">CARS ORDERED BUT NOT USED</p> <p>The applicable Intra-plant, Intra-terminal or Inter-terminal switching charge will be assessed for any car which is ordered but not used.</p>

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SWITCHING AND MISCELLANEOUS RULES AND CHARGES (Charges in dollars and cents per car, except as noted)	SWITCHING AND MISCELLANEOUS RULES AND CHARGES (Charges in dollars and cents per car, except as noted)																																
<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 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> <table border="1"> <thead> <tr> <th align="center">INBOUND RAIL CAR VOLUME IN PREVIOUS YEAR (See Note 2)</th> <th align="center">CHARGE</th> </tr> </thead> <tbody> <tr> <td align="center">0 - 500</td> <td align="center">\$35.00 [E-1] \$40.00 [E-2]</td> </tr> <tr> <td align="center">501-1000</td> <td align="center">\$32.50 [E-1] \$37.50 [E-2]</td> </tr> <tr> <td align="center">1001 - 1500</td> <td align="center">\$30.00 [E-1] \$35.00 [E-2]</td> </tr> <tr> <td align="center">1501 - 2000</td> <td align="center">\$27.50 [E-1] \$32.50 [E-2]</td> </tr> <tr> <td align="center">2001 - 2500</td> <td align="center">\$25.00 [E-1] \$30.00 [E-2]</td> </tr> <tr> <td align="center">2501 - 3000</td> <td align="center">\$22.50 [E-1] \$27.50 [E-2]</td> </tr> <tr> <td align="center">3001 - 3500</td> <td align="center">\$20.00 [E-1] \$25.00 [E-2]</td> </tr> <tr> <td align="center">3501 - 4000</td> <td align="center">\$17.50 [E-1] \$22.50 [E-2]</td> </tr> <tr> <td align="center">4001 - 4500</td> <td align="center">\$15.00 [E-1] \$20.00 [E-2]</td> </tr> <tr> <td align="center">4501 - 5000</td> <td align="center">\$12.50 [E-1] \$17.50 [E-2]</td> </tr> <tr> <td align="center">5001 - 5500</td> <td align="center">\$10.00 [E-1] \$15.00 [E-2]</td> </tr> <tr> <td align="center">5501 - 6000</td> <td align="center">\$ 7.50 [E-1] \$12.50 [E-2]</td> </tr> <tr> <td align="center">6001 - 6500</td> <td align="center">\$ 5.00 [E-1] \$10.00 [E-2]</td> </tr> <tr> <td align="center">6501 - 7000</td> <td align="center">\$ 2.50 [E-1] \$ 5.00 [E-2]</td> </tr> <tr> <td align="center">7000+</td> <td align="center">\$ 0.00</td> </tr> </tbody> </table>	INBOUND RAIL CAR VOLUME IN PREVIOUS YEAR (See Note 2)	CHARGE	0 - 500	\$35.00 [E-1] \$40.00 [E-2]	501-1000	\$32.50 [E-1] \$37.50 [E-2]	1001 - 1500	\$30.00 [E-1] \$35.00 [E-2]	1501 - 2000	\$27.50 [E-1] \$32.50 [E-2]	2001 - 2500	\$25.00 [E-1] \$30.00 [E-2]	2501 - 3000	\$22.50 [E-1] \$27.50 [E-2]	3001 - 3500	\$20.00 [E-1] \$25.00 [E-2]	3501 - 4000	\$17.50 [E-1] \$22.50 [E-2]	4001 - 4500	\$15.00 [E-1] \$20.00 [E-2]	4501 - 5000	\$12.50 [E-1] \$17.50 [E-2]	5001 - 5500	\$10.00 [E-1] \$15.00 [E-2]	5501 - 6000	\$ 7.50 [E-1] \$12.50 [E-2]	6001 - 6500	\$ 5.00 [E-1] \$10.00 [E-2]	6501 - 7000	\$ 2.50 [E-1] \$ 5.00 [E-2]	7000+	\$ 0.00
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<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>																																	
<p>ITEM 200 CARS MOVED FROM LOADING TRACKS AND HELD FOR FURTHER ORDERS</p> <ol style="list-style-type: none"> When on shipper's order, cars are removed by PPBD from industry or team tracks and held by PPBD awaiting forwarding directions, the applicable Intra-terminal or Inter-terminal charge, as the case may be, will be assessed to the party ordering the car moved. When on shipper's order, cars are removed by PPBD from industry or team tracks and are subsequently returned to complete loading, the applicable Intra-terminal or Inter-terminal charge, as the case may be, will be assessed to the party ordering the car moved. 																																	
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<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 inter-terminal switching, as defined in Item 160, will be \$40.00 per car.</p>
<p align="center">CHARGE</p>	<p>Note - ANNUAL ADJUSTMENT - Commencing January 1, 2009, 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">\$35.00 [E-1] \$40.00 [E-2]</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 switching will be \$100.00 per hour or fraction thereof, for motive power and crew, with a minimum of 4 (four) hours to be assessed.
<p>[E-1] - Expires December 31, 2008 [E-2] - Effective January 1, 2009</p> <p>Note 1 - ANNUAL ADJUSTMENT - Commencing January 1, 2010, 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.</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>	

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<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">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p>
<p>ITEM 330</p> <p align="center">CHARGE FOR USE OF HEAVY CAPACITY FLAT CARS</p> <p>A charge of \$200.00 (Note 1) \$100.00 (Note 2) per car used, in addition to the regular switching rates and charges named in this tariff, will be assessed for each heavy capacity flat car for a shipment for which the PPBD furnishes flat cars bearing mechanical designation "FW" or "FWS" or any capacity, and cars of designation "FM" of 200,000 pounds and over nominal capacity; and a charge of \$400.00 (Note 1) \$200.00 (Note 2) per car used, on flat cars bearing mechanical designation "FD" or "FDS", as named in the Official Railway Equipment Register, RER 6414-series. This charge 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 1. Applicable on shipments which both originate and terminate within the same station.</p> <p>Note 2. Applicable on shipments which either originate or terminate within the same station, but not both.</p>	<p>[A] - Addition [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>
<p>ITEM 340</p> <p align="center">CHARGE FOR HANDLING LOCOMOTIVES ON OWN WHEELS</p> <p>A charge of \$300.00 per unit will be assessed for each locomotive moved on its own wheels, whether or not under its own power. Locomotives will be accepted for movement only with prior scheduling with PPBD, and only if prior inspection by PPBD has determined that the locomotives are safe for movement.</p>	