

PORT TERMINAL RAILROAD ASSOCIATION

Replaces PTRA 2000-A

FREIGHT TARIFF PTRA 2000-B

NAMING
SWITCHING, DETENTION, STORAGE
AND
OTHER CHARGES
APPLYING ON THE
PORT TERMINAL RAILROAD ASSOCIATION

TARIFF

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

ISSUED: June 01, 2007

EFFECTIVE: July 01, 2007

ISSUED BY:

Port Terminal Railroad Association
8934 Manchester Street
Houston, Texas 77012-2149

INQUIRIES TO:

Brian Bussey
Port Terminal Railroad Association
8934 Manchester Street
Houston, TX 770012-2149

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

Section 100 Definitions:

| ITEM | SUBJECT | APPLICATION |
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| ITEM #: 100 CHANGE | Definition of term: "PTRA" | The term "PTRA" as used in this tariff, means "Port Terminal Railroad Association of Houston, TX." Composed of the BNSF, KCS and UP. PTRA is a single Terminal location. |
| ITEM | SUBJECT | APPLICATION |
| ITEM #: 110 | Credit and Collection Terms-PTRA | Unless otherwise provided in an applicable rate document the credit and collection terms set forth in 49 C.F.R. Part 1320, as in effect as of December 31, 1995, shall apply to freight and other charges owed to the PTRA. Note 1: ♦ The PTRA's credit period shall be 30 days, after which a service charge of 18% per annum will apply. |
| ITEM | SUBJECT | APPLICATION |
| Item#: 120 CHANGE | Intra-Plant and Intra-Terminal Switching Defined | Intra-Plant Switching-A switching movement from one point to another on the same track, or from one track to another within the confines of the same plant or industry without leaving tracks of industry. Intra-Terminal Switching-A switching movement (other than intra-plant switching) from one track to another anywhere on the PTRA. |
| ITEM | SUBJECT | APPLICATION |
| ITEM #: 125 CHANGE | Definition of Export | Export in Item 225 Note 4 is traffic that is direct discharge to vessel at docks served by the PTRA and does not require processing or repackaging. |

| ITEM | SUBJECT | APPLICATION |
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| <p>ITEM 225 ♦ CHANGE</p> | <p>DETENTION CHARGES ON LOADED PRIVATE CARS AND EITHER LOADED OR EMPTY RAILROAD CONTROLLED CARS</p> | <p>Loaded private cars and either loaded or empty railroad controlled cars destined to or received from Port Terminal Railroad Association facilities will be subject to a detention charge of \$105 per day for non-hazardous material and \$155 per day for hazardous material, see notes 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10. Charges are the responsibility of the facility cars are delivered to or received from. Charges will be assessed monthly. Bills not contested in writing within 45 days of bill date will be due in full.</p> <p>Note 1: Loaded Railroad controlled cars inbound traffic charges begin third 7 a.m. following constructive placement or actual placement, charges continue until released and available.</p> <p>Note 1A Loaded Private cars inbound traffic charges begin first 7 a.m. following constructive placement, charges continue until car is ordered.</p> <p>Note 2: Inbound loaded private cars charges will cease after spotting instructions are received; however if car(s) is not spotted for any reason attributable to receiving facility, charges will continue until actual placement.</p> <p>Note 3: Outbound traffic charges begin second 7 a.m. following placement and continue until released with forwarding instructions and available.</p> <p>Note 4: Export traffic charges begin fourth 7 a.m. following constructive placement or actual placement, charges continue until released and available.</p> <p>Note 5: No charges will be made for weekends and holidays (see note 7) prior to first chargeable day.</p> <p>Note 6: All applicable switching charges will apply for the cars subject to this item.</p> <p>Note 7: The applicable charge will accrue on all Saturdays, Sundays or holidays (for definition of holiday see Item 500) subsequent to the first charge day, including a Saturday, Sunday or holiday immediately following the day on which the first charge begins to accrue.</p> <p>Note 8: This item is not applicable for shipments of grain and grain products moving in terminating covered hopper unit trains.</p> <p>Note 9: This item is not applicable to private cars on private tracks.</p> <p>Note 10: Railroad owned flat cars loaded with damaged tanks destined to a cleaning facility and originating on PTRRA member lines (BNSF, KCS, & UP) will be allowed seven (7) free days from placement to release to allow for cleaning if the flat car is spotted upon arrival. After seven (7) days detention charges will apply.</p> |

| <p>ITEM #: 230 ♦</p> | <p>CHARGES FOR STORAGE AND PLACEMENT OF EMPTY PRIVATE CARS ON PTR A</p> | <p>PART 1. STORAGE OF CARS ON PTR A TRACKS:</p> <p>Empty private cars held on PTR A tracks on instructions from car owner or industry, or because of absence of instructions, will be subject to a charge of \$80 per car per day, minimum \$240 per car.</p> <p>(Notes 1 to 4)</p> <p>PART 2. Placement of cars:</p> <p>Upon instruction for placement of empty private cars from PTR A tracks to industry on PTR A or upon instructions for delivery to connection railroad, PTR A will assess a charge of \$225 per car.</p> <p>(Note 5 and 6)</p> <p>NOTE 1. Subject to the availability of track space on PTR A.</p> <p>NOTE 2. Charges will be billed and assessed on a monthly basis.</p> <p>NOTE 3. Time will be computed from next 7:00 am following notification of arrival of cars.</p> <p>NOTE 4. Charges will be computed for each 24-hour period or fraction thereof until disposition instructions are received by PTR A from car owner or industry.</p> <p>NOTE 5. Charges shown in item 240 will not apply.</p> <p>NOTE 6. Charge will not apply if instructions for placement of car is received within 24 hours of notification of arrival of car.</p> |
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| ITEM | SUBJECT | APPLICATION |
| <p>Item#: 235 CHANGE</p> | <p>Supplemental Handling Charge</p> | <p>PTR A will assess a charge of \$110 per car handled by PTR A in switching industry lead track(s) in which industry lead track(s) are used as storage for rail cars.(Notes 1-4)</p> <p>NOTE 1. Industry lead track(s) are defined as track(s) connecting railroad owned yard or switching facility with industry owned yard or track facilities within its plant site.</p> <p>NOTE 2. Charge will apply when PTR A is required to switch cars from Industry track(s) to PTR A tracks and return to industry and not handled on orders from industry.</p> <p>NOTE 3. Charge will not apply on loaded or empty cars released by industry on specific car orders for outbound movement.</p> <p>NOTE 4. Charge will be billed and assessed on a monthly basis.</p> |

| ITEM | SUBJECT | APPLICATION |
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| Item#: 240 ♦ | Charges for Intra-Plant and Intra-Terminal switching on PTRA. (For Definitions see Item 120) | <p>PART 1. INTRA-PLANT MOVEMENTS</p> <p>For the movement of loaded or empty cars, the charge will be \$160 per car.</p> <p>NOTE 1. PTRA will not be required to perform Intra-Plant service, except when its motive power is in or at the industry for other purposes.</p> <p>PART 2. INTRA-TERMINAL MOVEMENTS</p> <p>(A) For the movement of empty cars between a facility and any other facility located on the PTRA on the same side of the ship channel the following charges will apply, and will be paid by the facility requesting service.</p> <p style="text-align: center;">\$225</p> <p>Note 1 For cars shipped to industries on opposite side of the ship channel, the following charge will apply, and will be paid by the facility requesting service.</p> <p style="text-align: center;">\$550</p> |

| ITEM | SUBJECT | APPLICATION |
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| Item#: 245 ♦ | Charge for movements to or from railway car repair or cleaning facilities | <p>PTRA will assess a charge of \$200 per car on empty cars, to or from railway car repair or cleaning facilities, switched in other than Intra-plant service. Charge will be made for each movement, both going and returning.</p> |

| ITEM | SUBJECT | APPLICATION |
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| Item#: 250 | Exceptions to Item 240 Charges for Intra-Plant and Intra-Terminal switching on PTRA. | <p>(A) PTRA will assess the Intra-plant switching charge (See Item 240, Item 200), both going and returning when a loaded or empty, railroad owned or private car is ordered to a new spot location within the plant and the car movement order cannot be completed because of the new spot location is occupied.</p> <p>(B) PTRA will assess the Intra-terminal switching charge (See Item 240, Item 200), both going and returning, when a loaded or empty railroad owned or private car is ordered from a PTRA track to an industry location and the car movement order cannot be completed because the industry location is occupied.</p> |

| ITEM | SUBJECT | APPLICATION |
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| Item#: 255 | Cars ordered but not used. | <p>PTRA will assess the applicable Intra-terminal charges (see Item 240, Item 200), if any private or railroad owned car is ordered but not used. The charge will apply in both directions. (Note 1)</p> <p>NOTE 1. No charge will be made under the following conditions:</p> <p>(a) If change or cancellation of car order is made before car has been moved.</p> <p>(b) If car can be placed at alternative location within the plant before uncoupling at original car order location.</p> |

| ITEM | SUBJECT | APPLICATION |
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| Item#: 260 ♦ | SPECIAL SWITCHING SERVICE | <p>(A) PTRA will assess a charge of \$750 per hour (or fraction thereof) for motive power and crew whenever on request of industry, regular switch crew is required to be held at plant site for addition switching service. (Notes 1 and 2)</p> <p>(B) PTRA will assess a charge of \$750 per hour (or fraction thereof) for motive power and crew whenever a regularly assigned on duty switch crew is requested by the industry to perform special switching. (Notes 1 and 2)</p> <p>NOTE 1 Additional or Special Switching service is defined as switching other than required by ordinary operating convenience. Ordinary operating convenience contemplates only one switch per day and only on those days when the PTRA has regularly scheduled switching service at the plant site or industry siding, except that the PTRA may at its discretion only, make additional switches when necessitate by the volume of traffic to secure the prompt release of equipment or facilities.</p> <p>NOTE 2. Special switching service will be provided subject to the availability of motive power and crews and will be provided at the sole discretion and option of the PTRA.</p> |

| ITEM | SUBJECT | APPLICATION |
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| Item#: 265 ♦ | SERVICE SPECIAL TRAIN | <p>1. PTRA will assess a charge of \$5705 for motive power and crew whenever an industry requests an engine and crew for its exclusive use. (Notes 1 to 5)</p> <p>NOTE 1. Charge will apply for a minimum of eight (8) hours or fraction thereof.</p> <p>NOTE 2. An additional charge of \$1070 per hour or fraction thereof will apply for assignment of engine and crew beyond eight (8) hours, with a maximum of twelve (12) hours for each assignment.</p> <p>NOTE 3. Charge will be computed from the time crew starts duty at its home terminal until the crew returns to its home terminal.</p> <p>NOTE 4. Special train service will be provided subject to the availability of motive power and crews and will be provided at the sole discretion and option of the PTRA.</p> <p>NOTE 5. This charge will be in addition to any freight or switching charges due the PTRA.</p> |

| ITEM | BETWEEN | AND | CHARGE IN DOLLARS PER CAR |
|----------|--|--|---------------------------------|
| 300 ♦ | Plant of Arkema served by PTRA at Houston, TX. | Arkema leased Storage track within 3667 feet of Arkema | \$275 (Notes 1 and 2) |
| | NOTE 1. This service will be performed at this charge only when motive power is at Arkema or Arkema leased storage track for other services. | | |
| | NOTE 2. Includes return of empty cars owned or operated by Arkema. | | |

| ITEM | SUBJECT | APPLICATION |
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| Item#: 345 | PTRA TEAM TRACK USAGE | <p>In order to use PTRA tracks, customers must have a Team Track Agreement on file with the PTRA. The deadline for having a fully executed agreement on file is February 15, 2007. (Contact Peggy Davis at 713-393-6511 for application or at pdavis@ptracom.com).</p> <p>For cars unloading or loading on PTRA Team Tracks, Item #225 of this tariff will apply.</p> <p>Note 1. There will be a \$105 per car team track usage charge for all cars placed on a team track.</p> |

| ITEM | SUBJECT | APPLICATION |
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| <p>ITEM #: 350</p> <p>◆</p> <p>NEW</p> <p>NEW</p> | <p>Diversion/ Reconsignment/</p> <p>Private Rejects</p> <p>Repositioning Empty Private Equipment</p> | <p>. Orders for diversion/reconsignment will be accepted from:</p> <ul style="list-style-type: none"> a. Freight payor; b. Authorized representative/agent of the freight payor; c. Consignee d. Car owner or lessee of empty private equipment. <p>Charges for diversion/reconsignment will be \$100 if received prior to arrival of car on PTRA. Charges for diversion/reconsignment received after the car has arrived on the PTRA will be the rate listed in Item 200 for loaded cars \$800 and Item 240 for empty equipment \$225.</p> <p>Note 1: Diversion/Reconsignment means any request to change the consignee or care of party for cars handled by the PTRA.</p> <p>Private empty equipment rejected by consignee on inbound billing after placement at customer track will be subject to the rate listed in Item 240 \$225 charge for placement of car and a \$225 charge for pulling car from customer track. Loaded rejected equipment will be charged the rate in Item 200 \$800. Cars received at interchange and rejected before placement at customer track will be subject to Item 200 or Item 240 one way charge for PTRA handling.</p> <p>Inbound loads once emptied or empties placed at customers track and sent to another location on the PTRA (intra-terminal move) will be subject to Item 240 Part 2 of this tariff.</p> |

| ITEM | SUBJECT | APPLICATION |
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| <p>ITEM #: 355 ♦</p> | <p>Handling Charge to process Bill of Lading Received via fax, email, mail or phone.</p> | <p>PTRA will not charge for any billing received via EDI prior to car movement.</p> <p>PTRA will process bill of Lading requests received by fax, email, mail or phone for movement on PTR A either to the Member lines (BNSF, KCS, UP) or Between customers on the PTR A for a handling charge of \$50 Per car.</p> <ol style="list-style-type: none"> 1. Request to process bill of lading must also include party to be billed this handling charge. 2. Billing for cars to interchange to BNSF, KCS, UP must be forwarded to Member lines by party requesting PTR A to bill cars on PTR A. <p>Request for billing must contain:</p> <ol style="list-style-type: none"> 1. Car Identification 2. Complete route 3. Standard Commodity Code (STCC) 4. Origin 5. Destination 6. Prepaid/Collect 7. Billing Address. 8. Hazardous Declaration for Hazardous Commodities |

| ITEM | SUBJECT | APPLICATION |
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| ITEM #: 360 ♦ | Cars Without Proper Forwarding Instructions | <p>When on Shipper's instructions loaded or empty cars, are removed from industry, shop or team tracks and are held by PTRA on PTRA tracks awaiting forwarding instructions a charge of \$460 per car will be assessed against the industry on the PTRA the car was pulled from.</p> <p>This charge will be in addition to detention/storage charge of \$105 per day for loaded and empty cars with no free time starting at the next 7:00AM the car is on PTRA tracks without forwarding instructions.</p> <p>Note 1: For movement on the PTRA proper forwarding instructions are defined as containing, but not limited to: Shipper, Origin City and State; Consignee, Destination City and State; Whether Prepaid or Collect, Railroad Route, Weighing Instructions; Commodity (including Hazardous materials Requirements); Customs Broker Name and Address for Export Shipments.</p> <p>Note 2: For movement to member lines,(BNSF, KCS, UP) the above information must be received electronically by the member lines, without errors. Member lines will forward movement instructions to the PTRA.</p> |
| ITEM | SUBJECT | APPLICATION |
| ITEM #: 380 ♦ | CHARGES FOR INSPECTING AND HANDLING OVERLOADED RAIL CARS | <ol style="list-style-type: none"> 1. The charges in this item are published as a deterrent to the unsafe practice of overloading rail cars and are not connected in any way with the line-haul or intra-terminal switching charges. These charges are not freight or "other charges" within the meaning of Section 7 of the bill of lading, and the execution of section 7 will not in any way relieve the shipper from the charges in this item. 2. If found at origin on industry track where loaded and exceeding the load limit, an inspection is required to determine if car can be safely moved to destination, PTRA will assess an inspection fee of \$415 per car to the facility on the PTRA loading the car. 3. If found on PTRA railroad track and exceeding the load limit, an inspection is required to determine if car can be safely moved to destination, shipper or a track in the PTRA yard, PTRA will assess an inspection fee of \$520 per car to the facility on the PTRA loading the car. 4. Detention charges with no free time as provided for in PTRA 2000A Item 225 will be assessed each day car is held starting the first 7:00AM following after the car is placed in hold for overload status if car has to be held for clearance from PTRA Member Lines or cannot be delivered to PTRA Member Lines. 5. Cars required to move to reduce loads which can be moved safely to an industry track will be assessed the applicable switch charge in Item 200. Rail cars that cannot be returned safely to industry track and require placing and unloading on PTRA track will be assessed a handling fee of \$1150 per car. |

| ITEM | SUBJECT | APPLICATION |
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| <p>ITEM #: 385 NEW</p> | <p>PTRA CAR DISTRIBUTION PROCESS</p> | <p>PURPOSE: To improve car utilization of Member Line general service equipment while on the PTRA. Improve turn times and reduce idle time for all concerned while meeting the customer needs.</p> <p>PTRA will become the car ordering agent for all customers on the PTRA property requesting general service cars. Process will be as follows:</p> <p>A minimum of one (1) week advance notice is required. Customers must place car orders utilizing the Rail Connect car-ordering system. Required information includes, outbound rail carrier: IE BNSF, UP KCS, type of car, number of cars and <u>date cars are needed</u>. (See note # 1 of this Item)</p> <p>Orders will be accepted for one week timeframes from Saturday (0001) to Friday (2359).</p> <p>Every Friday at 2359, non-applied orders for the week just ending will expire:</p> <p>Not applicable to cars already en-route to shippers, but not yet delivered. If some portion of an order is filled, the order will be reduced to that number of cars and closed out.</p> <p>Multiple orders will be accepted for same week timeframe only when each order is for different car type.</p> <p>Car orders will be filled using the following priorities.</p> <p>Cars available on the PTRA will be applied first whether they are currently empty or are en-route and will become available prior to the need date for the customer. Customers can then view open orders, cars applied and location of cars via the Rail Connect System.</p> <p>If no cars are available or en-route on the PTRA which can be applied to fulfill the orders, the PTRA will contact the Member Line Car Distribution Teams to fill the order. Customers can still access member lines and or PTRA systems to view any open orders and location of cars.</p> <p>If customer cancels their car order (s), the cars will then be assigned to any open car orders or returned to the Member Lines as promptly as possible. Orders cancelled will be subject to PTRA Tariff Item# 255.</p> |

| ITEM | SUBJECT | APPLICATION |
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| <p>ITEM #: 385 NEW</p> | <p>PTRA CAR DISTRIBUTION PROCESS</p> <p>CONTINUED:</p> | <p>Following governs the process for ordering general service railcars for loading:</p> <p>Customer owning or responsible for the track or facility will order cars for their own track. Any charges associated with this process will be the responsibility of the track/facility owner.</p> <p>When track is used by multiple customers, customer owning or responsible for the track and or facility will defer to customers utilizing said track and or facility to order their own cars for loading and they, the ordering customer, will be responsible for all demurrage, storage and detention charges. PTR A will not be involved in any disputes about the track or facility owner not placing orders to the PTR A for placement.</p> <p>Note #1</p> <p>Loading free time is twenty four (24) hours. Charges begin second 07:00 am following actual placement. If car is placed prior to car order want date charges begin the second 07:00 am of car order want date.</p> <p>Examples</p> <p>Car is ordered for October 3rd. Car is placed October 2nd at 5:00pm. Free time is October 3rd.</p> <p>Car is ordered for October 3rd. Car is placed October 4th at 9:00pm. Free time is October 5th.</p> <p>Car is ordered for October 3rd and placed October 2nd at 3:00pm. Car is released loaded on October 9th at 11:00am. Detention charges of \$94. Per day will be applied for October 4th, 5th, 6th,7th,8th and 9th.</p> <p>Note #2</p> <p>Cars unloaded by a PTR A customer must be cleaned of all debris to be ready for use by next customer to load. Failure to completely clean the car will result in a \$600. cleaning charge.</p> |
| <p>NEW</p> | <p>Demurrage / Detention Credit</p> | <p>Note #3</p> <p>Inbound loads in Railroad controlled cars placed at customers track, emptied and re-loaded on the same track will earn one demurrage credit. Credit (s) will be applied by the PTR A computer to customers account at the end of each month and will offset Demurrage / Detention charges accrued in that month. One credit offsets one Demurrage / Detention debit. Credits must be applied in the month earned and will not be carried over to the next month.</p> |

| ITEM | SUBJECT | APPLICATION | | | | | | | | | | | | | | | | | | |
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| ITEM #: 400 ◆ | Weighing or Reweighing at Houston, TX for account of the PTRA | <p>Charges and provisions herein will apply for the account of PTRA each time a car is weighed or reweighed either empty or loaded on private or railway scales. (Note 1)</p> <table border="0"> <thead> <tr> <th></th> <th style="text-align: center;">Private</th> <th style="text-align: center;">Railroad</th> </tr> <tr> <th style="text-align: left;"><u>Application:</u></th> <th style="text-align: center;"><u>Scale</u></th> <th style="text-align: center;"><u>Scale</u></th> </tr> </thead> <tbody> <tr> <td>When weight ascertained is used for</td> <td style="text-align: center;">\$150</td> <td style="text-align: center;">\$450</td> </tr> <tr> <td>The assessment of freight charges...</td> <td style="text-align: center;">(per car)</td> <td style="text-align: center;">(per car)</td> </tr> <tr> <td>When weight ascertained is NOT for</td> <td style="text-align: center;">\$150</td> <td style="text-align: center;">\$450</td> </tr> <tr> <td>The assessment of freight charges...</td> <td style="text-align: center;">(per car)</td> <td style="text-align: center;">(per car)</td> </tr> </tbody> </table> <p>NOTE 1. Charges provided for herein, will be in addition to any applicable switching charges or any other rate or charges that may be applicable</p> | | Private | Railroad | <u>Application:</u> | <u>Scale</u> | <u>Scale</u> | When weight ascertained is used for | \$150 | \$450 | The assessment of freight charges... | (per car) | (per car) | When weight ascertained is NOT for | \$150 | \$450 | The assessment of freight charges... | (per car) | (per car) |
| | Private | Railroad | | | | | | | | | | | | | | | | | | |
| <u>Application:</u> | <u>Scale</u> | <u>Scale</u> | | | | | | | | | | | | | | | | | | |
| When weight ascertained is used for | \$150 | \$450 | | | | | | | | | | | | | | | | | | |
| The assessment of freight charges... | (per car) | (per car) | | | | | | | | | | | | | | | | | | |
| When weight ascertained is NOT for | \$150 | \$450 | | | | | | | | | | | | | | | | | | |
| The assessment of freight charges... | (per car) | (per car) | | | | | | | | | | | | | | | | | | |

Section 500 Holidays:

| ITEM | SUBJECT | APPLICATION |
|------------------------------|-----------------|---|
| ITEM #: 500 | HOLIDAYS | <p>Whenever reference is made to “holidays”, it shall mean only these days listed below:</p> <p>NEW YEAR’S DAY – Monday January 1st PRESIDENT’S DAY – Monday February 19th. GOOD FRIDAY – April 6th. MEMORIAL DAY – Monday May 28th. INDEPENDENCE DAY – Wednesday July 4th LABOR DAY – Monday September 3rd. THANKSGIVING DAY – Thursday November 23rd. FRIDAY AFTER THANKSGIVING – Day after Thanksgiving CHRISTMAS EVE – Monday December 24th CHRISTMAS DAY - Tuesday December 25th NEW YEAR’S EVE – Monday December 31st</p> |

Explanation of Reference Marks

- ◆ Denotes increase.
- ▲ Denotes change in wording which results in neither increase nor reduction in charges
- ❶ Applicable only in privately owned equipment.
- ❷ Applicable only in other than privately owned equipment