

SUPPLEMENT
TO
FT NOPB 8003-D

NEW ORLEANS PUBLIC BELT RAILROAD



SUPPLEMENT 3 TO FREIGHT TARIFF NOPB 8003-D

(Supplement 3 cancels Supplement 2)
(Supplement 3 contains all changes)

RATES, RULES AND REGULATIONS
GOVERNING
SWITCHING, CAR DEMURRAGE AND OTHER TERMINAL CHARGES
BETWEEN
POINTS ON THE RAILS OF THE
NEW ORLEANS PUBLIC BELT RAILROAD
(NEW ORLEANS, LA)
INCLUDING
INTERCHANGE WITH CONNECTING LINES

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items of this tariff.

ISSUED: March 16, 2016

EFFECTIVE: April 5, 2016

ISSUED BY
PUBLIC BELT RAILROAD COMMISSION
FOR THE CITY OF NEW ORLEANS
4822 Tchoupitoulas Street
New Orleans, LA 70115

SUPPLEMENT 3 TO FREIGHT TARIFF NOPB 8003-D

<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>	<p align="center">SECTION 1 RULES AND REGULATIONS - SWITCHING</p>														
<p>ITEM 62-A</p> <p align="center">SPECIAL DETENTION CHARGES ON DIMENSIONAL SHIPMENTS AND HEAVY DUTY FLAT CARS</p> <p>Oversized (Dimensional) Shipments and Heavy Duty Flat Cars listed in the Heavy Capacity and Special Flat Car Section of The Official Railway Equipment Register, loaded or empty, originating or terminating on this railroad will be assessed the following detention charges per car per day or fraction of a day and will be in addition to all other applicable charges: (Charges to be computed from time of placement (constructive/actual) until released. <u>Cars will not be considered released until Joint Inspection is completed and documented by both the NOPB and Class 1 connecting carrier (per Item 110, Note 2 - Special Switching Service) and proper billing instructions have been received.</u>)</p> <p align="center">CHARGES IN DOLLARS PER CAR</p> <table border="0"> <tr> <td>1st 24 hours.....</td> <td>\$0.00</td> </tr> <tr> <td>2nd 24 hours.....</td> <td>\$0.00</td> </tr> <tr> <td>3rd 24 hours.....</td> <td>\$200.00</td> </tr> <tr> <td>4th 24 hours.....</td> <td>\$250.00</td> </tr> <tr> <td>5th 24 hours.....</td> <td>\$300.00</td> </tr> <tr> <td>6th 24 hours.....</td> <td>\$350.00</td> </tr> <tr> <td>7th 24 hours and each subsequent 24 hours....</td> <td>\$400.00</td> </tr> </table>	1st 24 hours.....	\$0.00	2nd 24 hours.....	\$0.00	3rd 24 hours.....	\$200.00	4th 24 hours.....	\$250.00	5th 24 hours.....	\$300.00	6th 24 hours.....	\$350.00	7th 24 hours and each subsequent 24 hours....	\$400.00	<p>ITEM 110-A</p> <p align="center">SPECIAL SWITCHING SERVICE</p> <p>Rates for an Oversized Shipment (also referred to as Dimensional Load) that is destined or will originate on the NOPB can be obtained by contacting the NOPB Business Development Department at 504-896-7415 or 7440. Dimensional load is classified as such under any of the following as loaded conditions:</p> <p>Width - Lading exceeds Eleven feet (11')</p> <p>Height - Lading exceeds Nineteen feet (19') A.T.R.</p> <p>Length - Lading exceeds regular Car length, or conversely 18 Ft. or less (concentrated load).</p> <p>Weight - Lading exceeds 200,000 lbs.</p> <p>Center of Gravity - Combined center of gravity (CCG) exceeds 98 inches above top of Rail (ATR).</p> <p>General Application - Lading would be classified as dimensional by NOPB's connecting carriers (BNSF, CN, CSXT, KCS, NS, UP).</p> <p>Note 1: The above dimensions are not in accordance with published clearances. The Shipper must seek advance clearance approval from the NOPB's connecting carriers. Refer to Item 100.</p> <p>Note 2: The Public Belt, as the switch carrier, will conduct an AAR Rule 89 inspection and an Appendix D inspection, to the extent required by law and/or custom and practice, for compliance as to its line, and will accept the shipment once compliance has been confirmed. The connecting carrier, as the originating carrier, will conduct an AAR Rule 89 inspection and an Appendix D inspection, for compliance as to its line, and will accept the shipment once compliance has been confirmed. The Public Belt's inspection and acceptance of the shipment should in no way be deemed to be made on behalf of the connecting carrier. Once the inspector of the connecting carrier has accepted the shipment, switch services have been completed and delivery has been made to the connecting carrier, the Public Belt is relieved from responsibility for any damage to the shipment or caused by the shipment while on the connecting carrier's line or any other carrier's. <u>Cars are not considered released until Inspection by both NOPB and Class 1 connection is complete / documented and proper billing instructions have been received.</u></p>
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<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>															

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<p>ITEM 140-A</p> <p align="center">INTRA-PLANT SWITCHING</p> <p>Cars placed for loading or unloading at an industry or terminal located on the tracks of the NOPB, and subsequently moved to a location on the same or another track within the confines of the same industry or terminal for loading or unloading, or to complete loading or unloading, will incur a switching charge of \$200.00 per car.</p> <p>EXCEPTIONS: If the car moves in inter-terminal or intra-terminal service, the regular switching charge as provided herein will be in addition.</p>	<p>ITEM 150-B (Cont'd)</p> <p align="center">CONNECTION TERMINAL AND INTER-TERMINAL SWITCHING</p> <p align="center">PART C</p> <p align="center">(Oil, crude)</p>														
<p>ITEM 150-B</p> <p align="center">CONNECTION TERMINAL AND INTER-TERMINAL SWITCHING</p> <p align="center">PART A</p> <p>(Not applicable to extent covered by PARTS B, C, D and E)</p> <p>(Rates are based according to distance from main Classification Point - Cotton Warehouse Yard. Refer to Item No. 155 for list of Customers applicable to each Zone noted below.)</p>	<table border="1"> <thead> <tr> <th align="left">ZONES</th> <th align="right">CHARGE</th> </tr> </thead> <tbody> <tr> <td colspan="2">All Zones - All Customers:</td> </tr> <tr> <td>Single Car Shipments.....</td> <td align="right">\$325.00 (See Note 3)</td> </tr> <tr> <td>Unit Train Shipment, minimum 10 cars.....</td> <td align="right">\$250.00 (See Notes 1 and 2)</td> </tr> <tr> <td colspan="2"> <p>Note 1 - Unit Trains are to include its own locomotive power.</p> <p>Note 2 - Applicable only when shipped on one day, from one consignor at one location at one origin via one route to one consignee at one location at one destination at one time on one bill of lading.</p> <p>Note 3 - Any Buffer cars arriving with single car shipments will be charged the applicable ZONE CHARGE, PART A, this item.</p> </td> </tr> </tbody> </table>	ZONES	CHARGE	All Zones - All Customers:		Single Car Shipments.....	\$325.00 (See Note 3)	Unit Train Shipment, minimum 10 cars.....	\$250.00 (See Notes 1 and 2)	<p>Note 1 - Unit Trains are to include its own locomotive power.</p> <p>Note 2 - Applicable only when shipped on one day, from one consignor at one location at one origin via one route to one consignee at one location at one destination at one time on one bill of lading.</p> <p>Note 3 - Any Buffer cars arriving with single car shipments will be charged the applicable ZONE CHARGE, PART A, this item.</p>					
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