

# PORT TERMINAL RAILROAD ASSOCIATION

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Replaces PTRA 2000-A

## FREIGHT TARIFF PTRA 2000-B

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

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## TARIFF

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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.

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ISSUED: December 1, 2005

EFFECTIVE: January 1, 2006

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#### ISSUED BY:

Port Terminal Railroad Association  
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Houston, Texas 77012-2149

#### INQUIRIES TO:

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(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
<b>ITEM #: 100</b>	<b>Definition of term: "PTRA"</b>	The term "PTRA" as used in this tariff, means "Port Terminal Railroad Association of Houston, TX." Composed of the BNSF, TM, UP.
ITEM	SUBJECT	APPLICATION
<b>ITEM #: 110</b>	<b>Credit and Collection Terms-PTRA</b>	<p>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.</p> <p>Note 1: ♦ The PTRA's credit period shall be 30 days, after which a service charge of 18% per annum will apply.</p>
ITEM	SUBJECT	APPLICATION
<b>Item#: 120</b>	<b>Intra-Plant, Intra-Terminal, and Inter-Terminal Switching Defined</b>	<p>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.</p> <p>Intra-Terminal Switching-A switching movement (other than intra-plant switching) from one track to another of the same road within the switching limits of one station or industrial switching district.</p> <p>Inter-Terminal Switching- A switching movement (other than intra-plant or intra-terminal) from a track served by one carrier to a track served by another carrier when both tracks are within the switching limits of one location or industrial district.</p>
ITEM	SUBJECT	APPLICATION
<b>ITEM #: 125</b>	<b>Definition of Export</b>	Export in Item 225 Note 4 is traffic that is direct discharge to vessel and does not require processing or repackaging.

## Section 200 Freight, Detention and Storage Charges

ITEM	Subject: Switching Charges	APPLICATION			CHARGE IN DOLLARS PER CAR
Item #: 200 ◆	All Commodities	Between all points on the PTR A within the switching limits of Houston, TX applies only via PTR A Direct <b>Note 1</b> This service will be performed at this charge only when motive power is at one of the other plants for services.			\$677.00① \$778.00②
ITEM	SUBJECT	APPLICATION			
ITEM #: 205 ◆	Switching Charges on intracity cars held for credit verification charge for	When a car moving in intracity switching service is held en route pending a collection of charges from a consignee for whom credit has not been established, a charge of \$100.00 will be assessed. This charge will be in addition to regular switching charges.			
ITEM	Commodity	Between	And	Charge in Dollars per Car	
Item #: 210 ◆	All Commodities	Industry track Loading location within switching limits	Any track within same switching limits where loaded cars may be held for disposition	\$440	
Note 1	Applies only on loaded cars moved to hold track at shipper’s direction when billing instructions are not furnished within 24 hours after the first 7:00A.M after the switching service is performed, exclusive of Sundays and Holiday (Note 2). No charge will be made when billing instructions requiring line-haul service are furnished within the time limit specified herein.				
Note 2	Reference to holidays as used herein means the following: See item 500				
ITEM	SUBJECT	APPLICATION			
ITEM #: 215	Cars, heavy-duty, in switching Service Charges on	An ancillary charge of \$610.00 per car used, in addition to the regular local switching rates named herein, will be made for each car used originating on the PTR A for the movement of flat cars bearing Mechanical Designation “FG” or “FW” of any capacity and cars of Designation “FM” of 200,000 pounds and over nominal capacity: and a charge of \$1,850.00 per car used on flat cars bearing Mechanical Designation “FD”, as named in rule 21 of ICC RER 6411-Series.			
Note 1		This charge will apply if a car does not pass initial inspection and the PTR A is required to return to inspect car.			
ITEM	SUBJECT	APPLICATION			
ITEM 220	Twin and Triple Loads	Where it is necessary to prepare cars for twin or triple loads by blocking draw bars removing brake staffs or otherwise specifically equipping such cars, the following additional charges will be assessed for material or labor incident to such service:  Twin Loads.....\$170.00                      Triple Loads.....\$400.00 Each Additional Load.....\$230.00			

ITEM	SUBJECT	APPLICATION			
222	SWITCHING - TURNING OF CARS TO PERMIT UNLOADING FOR ACCOUNT OF PTR A	(APPLICABLE ONLY FOR ACCOUNT OF PTR A) TURNING OF CARS TO PERMIT UNLOADING			
		FROM	TO	CHARGE PER CAR	
				Col. A	Col. B
		Industry Team, Warehouse, Wharf or Other Track.	Turning Tracks within the same switching limits and return to same tracks.	\$431.00	\$207.00
		Column A. Charge applies if turning of the car requires handling of the car beyond the confines of the industry at which initially placed. Column B. Charge applies if turning of the car does not require handling of the car beyond the confines of the Industry at which initially placed.			

ITEM	SUBJECT	APPLICATION
<b>ITEM 225</b> <b>◆</b>	<b>DETENTION CHARGES ON LOADED PRIVATE CARS AND EITHER LOADED OR EMPTY RAILROAD CONTROLLED CARS</b>	<p><b>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 <b>\$94.00 per day</b>, 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.</b></p> <p><b>In line with Note 1&amp;1A below, cars containing hazardous material will be assessed an additional charge of \$39.00 and refrigerator cars will be subject to following additional charges while under load on the PTR: Day 1: \$77.00, Day 2: \$121.00, Day 3: \$182.00, and \$363.00 for every day thereafter.</b></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>Note10: Railroad owned flat cars loaded with damaged tanks destined to a cleaning facility and originating on PTR member lines (BNSF, TM, &amp; 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>

ITEM	SUBJECT	APPLICATION
<b>ITEM #:</b> <b>230</b> <b>◆</b>	<b>CHARGES FOR STORAGE AND PLACEMENT OF EMPTY PRIVATE CARS ON PTR A</b>	<p><b>PART 1. STORAGE OF CARS ON PTR A TRACKS:</b></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 <b>\$66.00 per car per day, minimum \$198.00 per car.</b>  (Notes 1 to 4)</p> <p><b>PART 2. Placement of cars:</b></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 <b>\$209.00 per car.</b> (Note 5 and 6)</p> <p><b>NOTE 1.</b> Subject to the availability of track space on PTR A.</p> <p><b>NOTE 2.</b> Charges will be billed and assessed on a monthly basis.</p> <p><b>NOTE 3.</b> Time will be computed from next 7:00 am following notification of arrival of cars.</p> <p><b>NOTE 4.</b> 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><b>NOTE 5.</b> Charges shown in item 240 will not apply.</p> <p><b>NOTE 6.</b> Charge will not apply if instructions for placement of car is received within 24 hours of notification of arrival of car.</p>
ITEM	SUBJECT	APPLICATION
<b>Item#:</b> <b>235</b> <b>◆</b>	<b>Supplemental Handling Charge</b>	<p><b>PTR A will assess a charge of \$73.00 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.</b>(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 because of congestion to switch private 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
Item#: 240 ◆	Charges for Intra-Plant, Intra-Terminal and switching on PTRA. (For Definitions see Item 120)	<p>PART 1. INTRA-PLANT MOVEMENTS</p> <p><b>For the movement of loaded or empty cars, the charge will be \$140 per car. (Notes 1)</b></p> <p>PART 2. INTRA-TERMINAL MOVEMENTS</p> <p>(A) <b>For the movement of empty cars between a facility used primarily for railcar storage and not loading railcars and any other facility located on the PTRA on the same side of the ship channel as the storage facility the following charges will apply, and will be paid by the storage facility requesting service.</b></p> <p><b>\$209.00</b></p> <p>For cars shipped to industries on opposite side of the ship channel from the storage facility. The following charge will apply, and will be paid by the storage facility requesting service.</p> <p><b>\$460.00</b></p> <p>(B) For the movement of empty cars in PTRA Intra-Terminal service, NOT related to a prior loaded car haul (except as otherwise show in Item 250), the following charges will apply for each movement.</p> <p>(C) For the movement of empty private cars received from a PTRA industry and spotting directly to a storage facility on the PTRA and then released from the storage facility to the PTRA member lines the following charge will apply, and will be paid by the storage facility requesting service.</p> <p><b>( B, and C) Intra-Terminal...\$209.00</b></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>

ITEM	SUBJECT	APPLICATION
Item#: 245 ◆	Charge for movements to or from railway car repair or cleaning facilities	PTRA will assess a charge of <b>\$150.00</b> per car on empty, private 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.

ITEM	SUBJECT	APPLICATION
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
Item#: 255	Cars ordered but not used.	<p>PTRA will assess the applicable Intra-terminal (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> <ul style="list-style-type: none"> <li>(a) If change or cancellation of car order is made before car has been moved.</li> <li>(b) If car can be placed at alternative location within the plant before uncoupling at original car order location.</li> </ul>

ITEM	SUBJECT	APPLICATION
Item#: 260 ◆	SPECIAL SWITCHING SERVICE	<p>(A) PTRA will assess a charge of <b>\$679.00</b> 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 <b>\$679.00</b> 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
Item#: 265 ◆	SERVICE SPECIAL TRAIN	<p>1. <b>PTRA will assess a charge of \$5187.00 for motive power and crew whenever an industry requests an engine and crew for its exclusive use.</b> (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 <b>\$974.00</b> 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>

## Section 300 Special Charges



ITEM	BETWEEN	AND	CHARGE IN DOLLARS PER CAR
300 ◆	Plant of Arkema served by PTR A at Houston, TX.	Arkema leased Storage track within 3667 feet of Arkema	<b>\$251</b> (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
ITEM #: 350 ◆	<b>Diversion/ Reconsignment</b>	<p>. Orders for diversion/reconsignment will be accepted from:</p> <ul style="list-style-type: none"> <li>a. Freight payor;</li> <li>b. Authorized representative/agent of the freight payor;</li> <li>c. Consignee</li> <li>d. Car owner or lessee of empty private equipment.</li> </ul> <p>Charges for diversion/reconsignment will be \$100 if received prior to arrival of car on PTR A. Charges for diversion/reconsignment received after the car has arrived on the PTR A will be the rate listed in Item 200 for loaded cars and <b>\$209 for empty equipment.</b></p> <p>Note 1: Diversion/Reconsignment means any request to change the consignee or care of party for cars handled by the PTR A.</p>

ITEM	SUBJECT	APPLICATION
<b>ITEM #:</b> <b>355</b> <b>NEW</b>	<b>Handling Charge to process Bill of Lading Received via fax, email, mail or phone.</b>	<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 PTRA either to the Member lines (BNSF, TM, UP) or Between customers on the PTRA for a handling charge of <b>\$30.00 Per car</b>.</p> <ol style="list-style-type: none"> <li>1. Request to process bill of lading must also include party to be billed this handling charge.</li> <li>2. Billing for cars to interchange to BNSF, TM, UP must be forwarded to Member lines by party requesting PTRA to bill cars on PTRA.</li> </ol> <p>Request for billing must contain:</p> <ol style="list-style-type: none"> <li>1. Car Identification</li> <li>2. Complete route</li> <li>3. Standard Commodity Code (STCC)</li> <li>4. Origin</li> <li>5. Destination</li> <li>6. Prepaid/Collect</li> <li>7. Billing Address.</li> <li>8. Hazardous Declaration for Hazardous Commodities</li> </ol>

ITEM	SUBJECT	APPLICATION
<p><b>ITEM #:</b> <b>360</b> ◆</p>	<p><b>Cars Without Proper Forwarding Instructions</b></p>	<p>When on Shipper's instructions loaded or empty cars, are removed from industry, shop or team tracks and are held by PTR A on PTR A tracks awaiting forwarding instructions a charge of \$400 per car will be assessed against the industry on the PTR A the car was pulled from.</p> <p>This charge will be in addition to <b>detention/storage charge of \$94 per day</b> for loaded and empty cars with no free time starting at the next 7:00AM the car is on PTR A tracks without forwarding instructions.</p> <p>Note 1: For movement on the PTR A 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, TM, UP) the above information must be received electronically by the member lines, without errors. Member lines will forward movement instructions to the PTR A.</p>

SUPPLEMENT 1 TO PTR A TARIFF 2000-A

ITEM	SUBJECT	APPLICATION
<p><b>ITEM #:</b> <b>380</b></p>	<p><b>CHARGES FOR INSPECTING AND HANDLING OVERLOADED RAIL CARS</b></p>	<ol style="list-style-type: none"> <li>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.</li> <li>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, PTR A will assess an inspection fee of \$400 per car to the facility on the PTR A loading the car.</li> <li>3. If found on PTR A 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 PTR A yard, PTR A will assess an inspection fee of \$500 per car to the facility on the PTR A loading the car.</li> <li>4. Detention charges with no free time as provided for in PTR A 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 PTR A Member Lines or cannot be delivered to PTR A Member Lines.</li> <li>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 PTR A track will be assessed a handling fee of \$1000 per car.</li> </ol>

## Section 400 Weighing and Reweighing

ITEM	SUBJECT	APPLICATION																		
ITEM #: 400	<b>Weighing or Reweighing at Houston, TX for account of the PTRA</b>	<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> <tr> <td></td><td><b>Private</b></td><td><b>Railroad</b></td></tr> <tr> <td><b><u>Application:</u></b></td><td><b><u>Scale</u></b></td><td><b><u>Scale</u></b></td></tr> <tr> <td>When weight ascertained is used for</td><td>\$100.00</td><td>\$400.00</td></tr> <tr> <td>The assessment of freight charges...</td><td>(per car)</td><td>(per car)</td></tr> <tr> <td>When weight ascertained is NOT for</td><td>\$100.00</td><td>\$400.00</td></tr> <tr> <td>The assessment of freight charges...</td><td>(per car)</td><td>(per car)</td></tr> </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>		<b>Private</b>	<b>Railroad</b>	<b><u>Application:</u></b>	<b><u>Scale</u></b>	<b><u>Scale</u></b>	When weight ascertained is used for	\$100.00	\$400.00	The assessment of freight charges...	(per car)	(per car)	When weight ascertained is NOT for	\$100.00	\$400.00	The assessment of freight charges...	(per car)	(per car)
	<b>Private</b>	<b>Railroad</b>																		
<b><u>Application:</u></b>	<b><u>Scale</u></b>	<b><u>Scale</u></b>																		
When weight ascertained is used for	\$100.00	\$400.00																		
The assessment of freight charges...	(per car)	(per car)																		
When weight ascertained is NOT for	\$100.00	\$400.00																		
The assessment of freight charges...	(per car)	(per car)																		

## Section 500 Holidays:

ITEM	SUBJECT	APPLICATION
<b>ITEM #: 500</b>	<b>HOLIDAYS</b>	<p>Whenever reference is made to “holidays”, it shall mean only these days listed below:</p> <p>NEW YEAR’S DAY – January 1 (See Note 1, this item)</p> <p>PRESIDENT’S DAY –Third Monday of February.</p> <p>GOOD FRIDAY – Friday before Easter Sunday.</p> <p>MEMORIAL DAY – Last Monday of May.</p> <p>INDEPENDENCE DAY – July 4 (See Note 1, this item)</p> <p>LABOR DAY – First Monday of September.</p> <p>THANKSGIVING DAY – Fourth Thursday in November.</p> <p>FRIDAY AFTER THANKSGIVING – Day after Thanksgiving</p> <p>CHRISTMAS EVE – December 24 (See Note 1, this item)</p> <p>CHRISTMAS DAY - December 25 (See Note 1, this item)</p> <p>NEW YEAR’S EVE – December 31 (See Note 1, this item)</p> <p>NOTE 1. When this date occurs on a Sunday, the following Monday Will be observed as the Holiday.</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.