

FT PAL 8001-H
(Cancels FT PAL 8001 - G)

PADUCAH & LOUISVILLE RAILWAY, INC.



FREIGHT TARIFF PAL 8001-H

NAMING
CHARGES, RULES AND REGULATIONS GOVERNING
TRANSPORTATION, SWITCHING AND TERMINAL SERVICES
APPLYING AT STATIONS ON THE
PADUCAH & LOUISVILLE RAILWAY, INC.

GENERAL RULES TARIFF & CHARGES

This tariff is also applicable on intrastate traffic.

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General Application – Item 1

This tariff does not apply independently, but applies in connection with any and all rates and charges, either in tariff form or contained in contracts in which the Paducah & Louisville Railway, Inc. (“PAL”) is a participant. Except as otherwise provided herein, should provisions of other tariffs conflict with the provisions in this tariff, the provisions of this tariff shall supersede and govern. Should provisions in contracts or pricing documents in which the Paducah & Louisville Railway, Inc. is a participant conflict with the provisions of this tariff; the contract provisions shall supersede and govern.

When in conflict with provisions in this tariff, the following tariffs shall supersede and govern:

- PAL 4000-Series for Unit Trains of Bituminous Coal and Petroleum Coke
 - PAL 5000-Series for Unit Trains of Commodities other than Bituminous Coal and Petroleum Coke.
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Method of Canceling and Amending the Tariff – Item 10

When amended, this tariff will be replaced in its entirety using letter suffixes to cancel, replace and supersede the prior version; “A” is replaced by “B” which is replaced by “C”, etc. The latest amended form will be assessable on the PAL website.

Notices, Amendment of Tariffs – Item 20

PAL tariffs are available for viewing on the internet at our website www.palrr.com under the “Customers-Public Prices” tab. All customers shipping with PAL should review the publications posted on the Website before tendering freight or requesting transportation services. Printed copies are available upon written request to the issuer and address found on the title page.

Description of Governing Classifications – Item 30

The term “Uniform Classification” when used herein, means Tariff UFC 6000 Series.

Application of Increases – Item 40

Rates and charges in this tariff are subject to increase upon twenty (20) days notice.

Station List and Conditions – Item 50

This tariff is governed by the Official Railroad Station List, OPSL 6000-Series, to the extent shown below:

- Prepay Requirements and Station Conditions
 - For additions and abandonments 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.
 - 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 is inapplicable on and after that date.
- Geographical List of Stations
 - For geographical locations of stations referred to in this tariff by station numbers.
 - Station Numbers
 - For the identification of stations when stations are shown or referred to by numbers in this tariff.

Definition of Line Haul Service – Item 60

PAL defines line-haul transportation as the movement of one or more railcars from station to station; the pulling of the railcar(s) from one location at origin and placement of the railcar(s) to one location at the destination, in a “Continuous Movement” at the carrier’s “Ordinary Operating Convenience” (both terms defined in Item 130). Any service outside these parameters subjects the shipment(s) to additional charges for additional services as defined herein.

Reasonable Dispatch – Item 70

PAL will transport railcars over its line with reasonable dispatch. PAL and connecting carrier(s) do not guarantee rail service on any scheduled time frame.

Explosives, Dangerous Articles – Item 80

For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Tariff BOE 6000-Series.

Relationships With Other Carriers – Item 90

For the convenience of Customers, PAL has and will from time to time coordinate with other rail carriers for the transportation of cargo. When PAL coordinates such transportation, whether by contract or pursuant to that rail carrier’s tariff, those arrangements are made solely so that our customers do not have to arrange and contract with those rail carriers. In entering such contracts and/or tendering railcars under that tariff, and paying for the services of those rail carriers, PAL is acting as the disclosed agent of the Customer. PAL does not seek such transportation on its own

behalf, and any such other rail carrier is not PAL's agent in completing the transportation. PAL does not assume or accept any responsibility or liability for the actions of any other rail carrier with regard to the transportation of any cargo. All such liability is solely the responsibility of the rail carrier whose actions give rise to the claimed liability. Each common carrier by rail is only responsible for the transportation services provided on its network.

Maximum Allowance Gross Weight on Rail – Item 100

PAL will provide switching and transportation services for loaded cars subject to a maximum gross weight on rail not exceeding 286,000 lbs. across all line segments.

Carrier Liability – Loss and Damage to Lading – Item 110

The following liability provisions will apply unless PAL and shipper agree in writing to different liability provisions:

General:

a. Carmack Amendment Liability:

PAL offers Carmack Amendment protection tailored to the commodity and route over which a Shipper is requesting rail service. If desired, please contact your PAL sales representative to receive a specific rate quote with Carmack Amendment protection. If Carmack Amendment protection is desired for a shipment that extends beyond PAL's network, it is the Customer's responsibility to contact and determine the requirements, limitations, and fees of the other carrier(s), and to obtain Carmack Amendment protection from the other carrier(s). Any Shipper that wants PAL to assume liability for damages up to a declared value of the goods being shipped must provide the following before tendering the goods to PAL: (1) a statement declaring the election of Carmack Amendment protection and the value of the shipment, (2) acknowledgement that the Carmack Premium, as defined below, will be added to their invoices, or billed to them separately, and (3) railcar and waybill numbers for each affected railcar as soon as reasonably possible. The "Carmack Premium" portion of the line-haul rate shall be not less than 10% of the declared value of the goods and added to the common carrier line-haul price. PAL's liability for damage to, or loss of, goods in transit under this Item – 110(a) shall not exceed, and is limited to, the lesser of value of the goods or the declared value, if applicable. In the absence of an election by Shipper under Item –110(a), Carmack Amendment protection is waived and the provisions of Item 110(b) shall apply.

b. General Provisions:

If the Shipper does not elect Carmack Amendment protections as set forth in Item 110(a) above, PAL will assume liability for freight claims subject to the following limitations: 1. PAL's minimum claim for loss or damage to freight is \$500.00. 2. PAL's maximum liability for loss of or damage to freight is the lower of (i) its original cost;

(ii) the cost of replacement; or (iii) \$10,000 per rail car; provided, however, any liability of PAL for damaged cargo shall be reduced by the amount of any net salvage proceeds received by Shipper for such cargo. 3. PAL's Carrier's liability for shortage of goods shall be conditioned upon evidence of unauthorized entry into the rail car while the same is in the possession of PAL. 4. PAL will not be liable for loss, damage, or delay to lading caused by an Act of God, a public enemy, the authority of the law, labor strikes, acts of civil disobedience, the inherent nature or character of the lading, natural shrinkage, an act or default of the shipper/consignor, owner or consignee/receiver, or from any cause whatsoever which occurs while the lading is not in the actual physical custody and control of PAL. 5. Shipper acknowledges and accepts the inherent tendency of perishable goods to deteriorate or decay. PAL is not liable for the decline of goods as is reasonably expected to occur while enroute. PAL is not liable for the decline of goods attributable to natural shrinkage, disease or decay within the goods when loaded. 6. PAL shall not be responsible for loss or damage to the freight or shipments originating or terminating outside the United States when the location at which damage occurred is unknown. 7. A claimant must mitigate its damage by acceptance of damaged or remaining cargo, and may not abandon damaged or remaining goods to PAL unless the damaged or remaining lading retains no value. Product that is abandoned to PAL in an undamaged condition will be sold and the salvage proceeds only, less salvage expenses, will be remitted to the owner. 8. Shipper is responsible for proper and lawful packaging, loading, stacking, blocking, bracing and ventilation of the cargo. Shifting of a load enroute is, of itself, not evidence of PAL's mishandling. 9. Shipper is responsible for loading only cars suitable for Shipper's cargo and determining that car doors are properly closed. 10. Individual pricing documents may contain different limits which take precedence over the terms in this Item 110(b). 10. Subject to the limitations in this Item 110, and the remaining provisions of this General Tariff 8001-H, claims for damage to, or delay or loss of, any commodity transported by PAL is governed in all other respects by the provisions of the Carmack Amendment and Title 49 of the United States Code.

c. Shipper Indemnity:

The shipper agrees to indemnify and hold harmless PAL from any loss, damage, or expense for personal injuries, death or property damage resulting from the shipper's negligence or failure to comply with the provisions contained herein. Acceptance of a shipment by PAL for transportation shall not be considered as a waiver of shipper's liability.

Export Fees:

On shipments intended for export from the United States of America, PAL will not be liable for charges such as brokerage fees, fines, penalties, foreign marine or foreign country freight charges, import duties or other such charges on cargo that is lost, damaged or delayed in domestic transportation.

d. Liability Restrictions:

1. Except as otherwise provided herein, the party in possession of rail cars and/or lading will be liable to the other as provided for by common law. In the event of an act or omission of any party involved in the transportation

process; (shipper, rail carriers, receiver) is not the sole cause but contributes to any loss or damage, each party will be liable for only that portion of the loss or damage caused by its negligence.

2. Rail carriers are not liable for temperature, corrosion or humidity related losses unless mechanical protective service is requested, paid for and carrier owned or leased equipment is used.
3. Rail carriers are not liable for loss or damage caused by defective equipment when such equipment is not owned, or leased by rail carriers.
4. Cargo loss and damage claims presented to the PAL will be resolved for the account of all domestic U.S.A. and Canadian rail carriers, while in this country, involved in transportation of shipments moving under the provisions of this publication, unless a connecting rail carriers tariff or agreement provides for more limited liability in which case the more limited liability provision will govern.
5. Rail Carriers will not be liable for more than \$250.00 per car load for the amount of internal revenue taxes paid or determined and customs duties paid on distilled spirits, wines, and beer previously withdrawn from bond, which were lost, rendered unmarketable or condemned by a duly authorized official by reason of fire, flood, casualty or breakage, destruction or other damage (but not including theft) resulting from vandalism or malicious mischief, if such damage or disaster occurred in the United States of America, and if such distilled spirits, wines or beer were held and intended for sale at the time of such disaster or other damage.

e: Loss or Damage Verification and Disposition Provisions:

1. Rail carriers have the right to inspect, weigh or reject shipments at origin, en route or at destination for non-compliance with the provisions contained in the applicable publications.
2. Rail carriers reserve the right to inspect damaged cargo. As a condition precedent to payment of any claims against carriers for loss or damage, the consignee must within twenty-four (24) hours of shipment's arrival, notify the destination carrier, shipper and PAL, if PAL is not the destination carrier, of any claimed damage and allow destination carrier or its agent to inspect.
3. Failure of the rail carriers to inspect damaged cargo, for whatever reason, will not relieve the burden of the claiming party to establish that cargo was received in a damaged condition nor will it be considered an admission of liability by the rail carrier.
4. Shipper and/or consignee must mitigate damage by accepting the damaged cargo unless it is totally worthless and is without salvage value. Shipper and/or consignee may not abandon damaged or partially damaged shipments to the rail carrier when the damaged shipments retain any value. Product that is abandoned to the rail carriers in an undamaged condition shall be sold for account of the beneficial owner and salvage proceeds only, less any salvaging expenses incurred, shall be remitted to the beneficial owner.

f: Claims:

1. As a condition precedent to payment of a claim, claims must be filed in writing to Freight Claims Administration, 200 Clark Street, Paducah, KY 42003 or FAX (270) 444-4397 or freightclaims@palrr.com within nine (9) months of the delivery date or in the event of non-delivery, within nine (9) months of the expected delivery date. Such communication shall comply with the minimum requirements contained in 49 C.F.R. 1005.2(b). Claims may only be submitted by the beneficial owner or a party to the transportation agreement.
2. In addition to the requirements of 49 C.F.R. 1005.2(b), all written claims must include the following documentation:
 - a. A demand for payment of a specific amount, with a statement of the formula or basis on which the damages are calculated, plus documentation to support the calculation.
 - b. Information identifying the rail shipment including equipment initials and numbers, shipper and receiver's names, notify party's name, shipping date and commodity.
 - c. Origin records or certification as to the condition and quantity of the cargo at the time tendered to the origin rail carrier. If shortage is involved, origin seal records must be furnished.
 - d. Destination records as to the condition and quantity of the cargo at the time received from the destination rail carrier. If shortage is involved, destination seal records must be furnished.
 - e. Verification of the amount claimed such as certified invoices or repair bills.
 - f. Evidence as to the disposition of the damaged cargo.
 - g. Carrier reserves the right to summarily deny any and all claims submitted that does not contain all or part of the aforementioned documentation.

g: Seals:

It is the sole responsibility of the shipper to determine the type of protection necessary to protect the cargo, including but not limited to the use of seals and security devices. PAL does not provide seals, apply seals, or determine if seals or security devices are appropriate or adequate, except in the case of contamination (see paragraphs below). Nor does PAL, in all cases, inspect shipments for seal integrity. In the event that a seal or a security device is broken, or missing, the absence or breach of a seal will not create a presumption of contamination or theft without actual physical evidence. Documentation of the application of seals or security devices at origin is the responsibility of the shipper and the seal number(s) must be included on the bill of lading or shipping instructions and in any claim application.

For PAL to consider a claim for contamination of cargo the shipment must be sealed by the actual shipper or its agent. The minimum seal will be a barrier type seal meeting

American Society for Testing and Materials (ASTM) standards, a cable seal 1/8 inch in diameter, a high security bolt seal, or its equivalent. All seals utilized by the shipper will be sequentially numbered and recorded on the bill of lading or shipping instructions. The shipper will maintain for one year a record of the date and time of the application of seal, and the identity of the person applying the seal.

Arbitration – Item 115

To the greatest extent permissible by law, any and all irreconcilable disputes arising between the parties to this tariff shall be settled through final and binding arbitration. The parties to this tariff shall jointly submit irreconcilable disputes to final and binding arbitration under the Commercial Arbitration Rules of the American Arbitration Association after the pre-arbitration dispute resolution period has elapsed. The decision of the arbitrator(s) shall be final and binding upon the parties to this tariff. Each party to the arbitration shall pay the compensation, costs, fees and expenses of its own witnesses, experts and counsel. The compensation, costs and expense of the arbitrator(s), if any, shall be borne equally by the parties to the tariff. Any award from an arbitration proceeding under this Item shall be submitted to each party within five (5) days of the decision, with a formal opinion. The final award of the arbitration shall be binding and no other remedy at law or in equity shall exist for the parties under the terms of the tariff.

Pre-Arbitration Dispute Resolution and Notification: The parties agree that good-faith informal efforts to resolve disputes often may result in a prompt, low-cost, and mutually beneficial outcomes. The parties therefore agree that, before either party demands arbitration against the other, customer and Railroad, and any other party with an interest in the arbitration will meet and confer, in person or via telephone/videoconference, in a good-faith effort to resolve informally any claim covered by this Arbitration Agreement. The party initiating the claim must give notice to the other party in writing of their intent to initiate an informal dispute resolution conference, which shall occur within thirty (30) days after the other party receives such notice, unless an extension is mutually agreed upon by the parties. After thirty (30) days of such an informal pre-arbitration dispute resolution conference with the non-demanding party to the informal dispute, and if and only if, the dispute remains irreconcilable, then the party initiating the claim may request arbitration under the Commercial Arbitration Rules of the American Arbitration Association.

Receipt or Delivery of Freight – Item 130

- a. Except as otherwise provided in Paragraph (c) or in other tariffs, cars of freight moving at line haul or switching rates will be delivered on and removed from privately owned or leased tracks near and connecting with this railroad's tracks without additional charge, provided there are no conditions which make it unsafe for PAL locomotives to operate over such tracks or that prevent PAL from receiving

- or delivering cars at its ordinary operating convenience.
- b. Except as otherwise provided in Paragraph (c) such cars will be received and delivered at loading and unloading locations on tracks designated by the customer within the facility without additional charge when that service can be performed in continuous movement at this railroad's ordinary operating convenience, and provided PAL's locomotives can safely operate over such tracks.
 - c. When receipt or delivery of a car or cars cannot be accomplished in continuous movement at PAL's ordinary operating convenience because of any condition caused by the industry, PAL will arrange for receipt or delivery as follows:
 - 1. If it appears that the delay will be of a temporary nature, the locomotive will be held at the nearest available location and the service completed when conditions permit. When such delay to PAL's locomotive exceeds 30 minutes, the charge is \$60.00 for each five minutes or fraction thereof after the first 30 minutes of delay. The time of the delay will be measured from the minute the conductor determines that the industry is unable to accept service.
 - 2. If, after a period of delay, the condition preventing completion of service has not been eliminated, PAL may, at its option, withdraw its locomotive and place any car or cars on available track inside or outside the facility. Subsequent movement by PAL of any car or cars so moved will be subject to Intra-Plant or Intra-Terminal charges, as the case may be.
 - d. "Continuous movement" means a movement between PAL's tracks and the designated location of receipt or delivery within the facility without any delay due to a condition of which the industry is responsible.
 - e. "Ordinary operating convenience" means the time of arrival of PAL's locomotive and contemplates only one switch per service day except when additional switches are made by this railroad at its sole option. Any other switching service on request of the industry is not "ordinary operating convenience" and subject to additional charges.
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Security Deposits for Payment of Demurrage and Other Accessorial Charges – Item 170

A security deposit to insure payment of any demurrage, detention, storage or other accessorial charges that may accrue will be required from any consignor, consignee, beneficial owner, or other responsible parties, hereafter referred to as customer who fails to pay demurrage, detention, storage or other accessorial charges after specific written demand referring to this tariff provision. PAL will give the customer 10 days' written notice before the provisions of this item are invoked.

The deposit must be paid in cash, certified check, cashier's check or money order before any freight car is delivered to such customer for loading or unloading.

The minimum deposit for each freight car will be the average amount of demurrage, detention, storage or other accessorial charges outstanding at the time this tariff provision is invoked

against the customer. The maximum amount of deposit will be determined by PAL's credit office through other alternative forms of security. The credit office may waive the minimum deposit per car by accepting a revolving deposit of \$1,000 to \$10,000 based on traffic volume. The deposit will be held in a non-interest bearing escrow account to guarantee payment of and to be applied against any demurrage, detention, storage or other accessorial charges which may accrue since the implementation of the security deposit arrangement.

PAL will refund the deposit or balance of the deposit within 30 days after notification by its agents that the equipment has been released to this railroad. Any demurrage, detention, storage or other accessorial charges will be deducted from the deposit before any refunds are made. The deposit or balance of the deposit may be transferable to another freight car to cover charges incurred since the implementation of the security deposit arrangement.

Security deposits will no longer be required after the customer has paid all outstanding demurrage, detention, storage and other accessorial charges and has given assurance in writing to the satisfaction of this railroad's credit office that future demurrage, detention, storage and other accessorial charges will be paid within the credit period.

"Order", "Order Notify" Shipments - Item 175

PAL does not provide Order/Notify service. Bills of lading or shipping instructions tendered to PAL in the form of an order/notify bill of lading will be handled as straight bills of lading. Instructions to the effect of requiring PAL to not complete delivery of a shipment until either securing authorization for delivery from the shipper or some other party, surrender of the bill of lading or notification by PAL to the shipper or some other party shall have no effect and be void regardless of whether such instructions are contained in a straight or an order/notify bill of lading; and PAL shall have no liability for delivering a shipment to the consignee listed in the bill of lading in such circumstances.

Cars Loaded Improperly or in Excess of Maximum Load Limit – Item 180

- a. Carload freight must be loaded in conformity with Association of American Railroads' Closed Car and Open Top rules. Carload freight must not exceed the maximum load limit stenciled on cars or the gross weight of car cannot be in excess of the track weight limit at any point along the route of movement. Cars found to be overloaded or improperly loaded while on the tracks of PAL, or cars interchanged from PAL to another carrier which are returned to PAL because such cars are overloaded or improperly loaded, will either be returned to the shipper for adjustment, or placed at a location suitable for adjusting the load, the location of which will be at the discretion of PAL.
- b. Improperly and/or overloaded cars will be subject to a charge of \$750 per car in addition to any applicable freight, switching, weighing, demurrage and or storage charges.

- c. Cars covered by this item will be subject to PAL demurrage rules and charges, and no free time or credits will be allowed. Demurrage will begin upon notification to customer of overloaded or improperly loaded condition, or placement of the car at the location for adjustment of the car, whichever occurs last.
 - d. Cars found to be overloaded or improperly loaded at a loading point served by PAL will not be moved until the load has been adjusted. Demurrage will continue until the car is released and accepted by PAL. No additional free time will be allowed.
 - e. All arrangements and costs for load adjustment shall be the responsibility of the shipper. 72 hours after notification to the shipper if no instructions or arrangements have been made by the shipper to have the load adjusted/reduced, PAL may, at its discretion, have the load adjusted. All costs for load adjustment will be billed to the shipper by PAL. Any applicable freight, switching, weighing and demurrage charges will apply.
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Payment of Charges – Item 185

Shipper or consignee shall be liable for payments of the transportation charges accruing on a shipment and nothing herein shall limit the right of PAL to require at time of shipment the prepayment or guarantee of charges. Shipper will pay PAL if shipment is prepaid, or be responsible for payment if shipment is made collect, and pay immediately upon presentation of a bill unless credit has been granted by PAL. If shipper or consignee has established credit with PAL, the PAL's credit terms and conditions will supersede any prepayment or payment upon demand requirement. If transportation charges have not been prepaid, or shipper or consignee has not entered into an agreement for credit, PAL shall not make delivery of the shipment without payment or guarantee by shipper or consignee of all charges. Placement of equipment by PAL under credit agreement for loading shall be deemed acceptance of shipment for the purpose of incurring freight charges under a credit agreement.

Acceptance of shipment by consignee or beneficial owner shall be deemed acceptance of responsibility for payment of all charges accruing on the shipment, including, but not limited to demurrage and switching services performed at destination. Such payment shall be in U.S. dollars.

Error in Billing Freight by Shipper – Item 190

If a car is tendered to carrier for shipment and after the line-haul transportation commences it is discovered that through error of the shipper the car is empty, freight charges will be assessed from origin to point at which car is discovered to be empty.

Requests for Carrier Cars for Loading – Item 200

All requests for carrier supplied cars for loading must be submitted to PAL, who reserves the right to furnish cars from the following sources:

- PAL's owned or leased fleet
 - Other Carriers' cars readily available
 - Nationwide pools provided to support certain commodities
 - A connecting Carrier who will be involved in the route.
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Misloading of Railcars – Item 210

If a railroad owned or leased car is supplied to a customer for loading by a carrier connecting to PAL, and such car is loaded in line haul service via a carrier other than the carrier supplying the car, customer will be charged a misloading fee of \$500.00, which fee accrues wholly to the account of PAL. The affected connecting carriers may additionally charge a fee for misloaded cars in addition to the PAL fee.

Ordering Empty Cars in for Placement by Specific Car Number – Item 220

When empty cars are stored or otherwise held for loading, and customer requests such cars per day for placement by specific car number (as opposed to ordering in "any empty cars" or "the next cars in line"), then an "Ordering Empty by Car Number" charge of \$80.00 per car applies. Charge applies regardless of car ownership and whether the cars are stored or held on railroad tracks or on customer lease tracks.

Cars Ordered and Not Used – Item 230

If a railroad owned or leased empty car is ordered for loading and the service of switching and placing it has been performed and the car is not loaded, a fee of \$250 in addition to the published intraterminal switching charge will be assessed against the person, firm or corporation ordering such car. In the event a car is rejected account not suitable for loading, this item will not apply if party ordering the car advises this railroad of rejection and condition that caused car to be rejected within twenty-four (24) hours exclusive of Saturday, Sundays and holidays, after actual placement. These provisions will also apply in connection with cars held on constructive placement on shipper-owned or leased tracks. In connection with firms that perform their own switching, switching charge will not apply if cars are rejected account not suitable for loading.

Cleaning Requirements for Carrier Cars – Item 240

With the exception of railroad-owned securement devices, each railroad owned or leased car must be completely unloaded, clean and have all doors and hatch covers properly closed and secured prior to being released as "empty." Customers are responsible for all charges arising from the release of a railroad owned or leased car that is not empty and clean, including but not limited to charges for cleaning, switching or line haul movement to the nearest point where the car can be cleaned. Customer shall indemnify and hold PAL harmless for all liability, claims

loss and expenses resulting from customer's failure to properly close and secure doors or hatches.

Shipping Instructions – Item 250

- a. **Shipments Billed on PAL (Local or Interline Forwarded):** All shipping instructions must be submitted by the Consignor or person acting on Consignor's behalf using PAL's internet web site, www.palrr.com, or via previously agreed-upon means of Electronic Data Interchange. Consignors may make arrangements directly with third party logistics services providers to submit shipping instructions on their behalf via the same methods. In emergencies, PAL will accept shipping instructions via telefacsimile at its Customer Service Center, 270-444-4347 or by email to customerservice@palrr.com, and may charge up to \$100 for any bill of lading received. PAL will not accept delivery of shipping instructions by fax, US Mail, express service, personal delivery, or otherwise. Shipping instructions must contain all the information necessary to transport the shipment to its final destination. Required information includes, but is not limited to: Car initial and number, shipper name, origin, destination, consignee name and address, care of party (when using a third-party unloader), route, load or empty status, commodity description, standard commodity code, net weight and unit of measure, and payee (party responsible for the freight charges). Hazardous materials shipments also require UN Number, Class Number, Packing Group and a 24-hour emergency contact number. Consignors must provide in their billing instructions to PAL any and all additional information as may be required by the other carriers in the route, including but not limited to required information for transborder shipments. Cars held for complete instructions may be subject to a hold charge of \$500 per non-hazmat car and \$1,500 per hazmat car and the car will be subject to demurrage/storage charges without free time until such time that complete delivery and payment instructions are received, in addition to incidental switching charges that may occur. All shipments received and accepted are transported subject to all applicable circulars, tariffs, contracts, price quotations, and the terms of the Uniform Straight Bill of Lading.
- b. **Interline Shipments Received by PAL:** In the case of shipments terminating on PAL and originating on a railroad connecting directly or indirectly to PAL, it is the responsibility of the consignor to provide complete shipping instructions to the originating carrier to affect accurate delivery and billing as described above through the means of standard EDI information exchanges. Failure to provide all required information will subject the shipment holding, demurrage/storage, switching and incidental charges as described above, until complete information is received.

Charges for Cars with More than Four Axles – Item 260

Charges for Intraplant, Intra-terminal or Reciprocal switching will be confined to cars having no

more than four (4) axles. When cars with more than four (4) axles are used, the charges for such service will be 200 percent of that shown for the same service applicable on cars with four (4) axles.

Idler and Buffer Cars – Item 270

An idler car is an empty car, on which no part of a load rests, that is used in transporting freight of unusual length or excessive weight for the safe transportation or protection of lading. Buffer cars are empty cars used in transporting loaded unit trains of flammable commodities. Customers with loaded moves that require idler or buffer cars will be charged \$500 per idler or buffer car (one way).

Charges for Articulated Cars – Item 280

On movements of articulated cars (two or more units permanently or temporarily joined together), the switching charges published in this tariff will apply separately to each unit of the articulated equipment.

Charges on Cars Held for Instructions or Cancelled Billing – Item 290

In the absence of specific provisions to the contrary, the following will apply:

- a. When on shipper's order loaded or empty cars are removed from industry or industry leased track and held by this railroad awaiting billing instruction, the move will be subject to a "pull and hold" charge of \$500 per car, and the car will remain on continuous demurrage or storage until billing instructions are received.
 - b. When on shipper's order, a shipment described in paragraph (a) is returned from whence it came, the return move will be subject to an intra-terminal switching charge.
 - c. "Pull and hold" service is provided at PAL's discretion, subject to availability of sufficient capacity to hold such cars.
 - d. PAL will not provide "pull and hold" service for cars containing Toxic Inhalation Hazard (TIH) or Poisonous Inhalation Hazard (PIH) commodities, as defined in AAR Circular No. OT-55.
 - e. When, after billing instructions are submitted, cars are removed by PAL from industry, leased track or team track, prior to departure from origin station are subsequently ordered back to the original industry, leased track or team track, the intraterminal switching charge, will be assessed for the movement of the car, and the car will remain on continuous demurrage in the demurrage account of the party in whose name the car was ordered for loading, and a billing cancellation charge of \$150 per bill of lading will apply.
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Reciprocal Switching – Item 300

- a. Provisions contained herein apply only on standard carload traffic and will not apply to movements of locomotives, oversized rail equipment, maintenance of way equipment or high/wide/excess weight loads requiring clearance.
- b. Items 305 and 310 contain reciprocal switching charges applicable at stations on this railroad.
- c. Reciprocal switching is hereby defined as a switching movement between private or assigned sidings named in item 315 and interchange tracks with connecting lines on shipments originating at or destined to points beyond the switching limits of the station at which the switching movement is performed.
- d. The reciprocal switch charge includes the round trip movement in a single load/empty or empty/load cycle. In instances of a load/load or empty/empty cycle, the reciprocal switch charge will apply in both directions.
- e. The switching charge applicable is the charge in effect on the date of the actual physical interchange of the loaded car.

ITEM	STATION	BETWEEN CONNECTIONS WITH	CHARGE
305	Louisville, KY	LIRC	\$500
		CSXT	\$500
		NS	\$500
310	Paducah, KY	BNSF	\$500
		CN	\$500

List of Industries for Which Reciprocal Switching Applies – Item 315

- a. The switching limits are hereby defined as the industries and assigned sidings listed in this item.
- b. Any industry or assigned siding not listed in this list of industries is closed to reciprocal switching.
- c. When firms and industries are referred to by name in this tariff, the switching charges and other provisions will continue to apply although such firms or industries may undergo a change in name or ownership, provided there is no change in location or general character of business engaged in.

STATION	INDUSTRY OR ASSIGNED SIDING	ADDRESS
Louisville, KY	Hexion*	6200 Camp Ground Rd.
	Brown-Forman	2921 Dixie Hwy
	Cone Solvents *	3601 Ralph Ave.
	Consolidated Grain	1047 South 15 Street
	Freedom Metals	1225 South 15 Street
	Florida Distillers	3290 South 7 th Street
	Mid America Rail Truck Transfer	2610 Millers Lane

	(MARTTS)	
	Parker Commercial Storage	2900 South 7 th St. Road
	Brenntag Mid South	3900 Tucker Road
	Parallel Products	1620 Bernheim Lane
Paducah, KY	Cole Lumber Company	1035 Division
	Koppers Company	1400 Blow Ave
	Wyatt Bell Lumber Co	715 Park Ave
	Wyatt Bell Lumber Co	9 th & Finley
* Does not apply for NS, Industry is joint served by PAL and NS		

Absorption of Connection Railroad Switching Charges – Item 320

- a. When this tariff provides that switching charges of connecting railroads will be absorbed, the meaning is that this railroad will pay out of its line haul revenue the lawfully published switching charges of the connecting railroads subject to the limitations in this section.
- b. Where the tariff or contract containing the applicable line haul rate publishes provisions governing the absorption of switching charges that are in conflict with the provisions of this section, those provisions will take precedence.
- c. Except as otherwise specifically provided in this item, this railroad WILL NOT ABSORB the switching charges of an intermediate switching railroad used to effect interchange with another switching railroad with which this railroad maintains a direct interchange at the same station or switching district.
- d. Where under the provisions of this item, switching charges are not absorbed; such charges will be assessed in addition to all other applicable charges.
- e. Where under the provisions of this section, switching charges are absorbed not exceeding a specified maximum, any charges in excess of such maximum will be assessed in addition to all other applicable charges.

Intra-plant Switching – Item 330

Intraplant switching is a switching movement from one location at an industry to another location at the same industry where the service can be performed without leaving the industry tracks and industry's property boundary. The charge for this service is \$275 for each one way movement.

Intra-terminal Switching – Item 340

Intra-terminal switching is defined as a switching movement, other than Intraplant or Intermediate switching, meeting one of the following criteria:

- Between industries within a station on this railroad but not to or from interchange with a connecting railroad
- Between industries and their lease tracks within a station on this railroad
- Between a serving yard track and a lease track within a serving yard
- Between tracks within a serving yard where in-transit storage occurs.

The charges for this service vary due to the following circumstances:

- a. Load or empty, \$275 per each one-way segment with the exception of (b) below.
- b. A loaded move following a loaded move will be billed at \$550 per car, per one-way segment.

Intermediate Switching – Item 350

The term “intermediate switching” is defined as the movement of a car in switching service from the interchange with one railroad to the interchange with another railroad within the same station or switching limits. The following charges apply per loaded or empty car, each direction and will be assessed against the carrier requesting the switch.

Location	Roads	RSSM* Car	Hazardous ** Car	All Others
Paducah	Between CN and BNSF	\$1000	\$750	\$500
Louisville	Between NS and LIRC	\$1000	\$750	\$500

* Rail Security Sensitive Shipments (RSSM) are defined by the Transportation Security Administration (TSA) in the Code of Federal Regulations at 49 C.F.R. 1580. RSSM include TIH/PIH commodities and more than 5,000 lbs. of either division 1.1, 1.2, or 1.3 Explosive materials or Class 7 radioactive materials.

** Hazardous Cars either contain or last contained commodities beginning with transportation STCCs 48 and 49 that are excluded from the class of RSSM commodities.

Switching and Holding Charges on Cars Held in Route – Item 360

When on shipper’s or consignee’s instructions loaded cars, or empty cars moving on own wheels, are held by PAL within the route in its serving yard and/or terminal boundaries, pending delivery to the original destination and consignee, intra-terminal charges in accordance with item 340, will be assessed against the party responsible for issuing the instructions. If due to capacity constraints, carrier must move subject cars to a holding point outside of the serving yard and/or terminal boundaries, line haul charges will apply from the point where the service was requested to the point where the cars are held and from the point

where held to the original destination. The charges provided in this item are in addition to applicable demurrage and storage charges defined in PAL 9000-Series Tariff.

Furnishing of Dedicated Freight Train Service – Item 370

This railroad will furnish dedicated freight train service between any two points on this railroad, either as a local movement or as a portion of a joint line movement

- a. when required by tariff provisions, or
- b. when required by directive of a federal or state agency, or
- c. when requested by consignor or consignee (or the agent of either) and subject to this railroad's convenience.

When such service is to be provided on request (see (c) above), such request must be made in writing (or orally and confirmed in writing) and must include consist, date and time of movement routing and any other information and instructions pertinent to the movement and must be given in time to permit this railroad to make necessary arrangements for the movement, including the assembly of equipment and personnel.

The charge for this service is \$125 per mile for the distance over the actual route of movement on this railroad subject to a minimum of 110 miles in addition to applicable freight charges on the commodities transported and any other applicable charges. If a movement involves more than one origin point and/or more than one destination point on this railroad, each movement from one such point to the next such point will be considered a separate service. In providing dedicated freight train service, this railroad reserves the right to handle other shipments in the course of providing such service.

Furnishing Extra Switching Service – Item 380

Upon specific request of the shipper or consignee, PAL will operate extra switching service, which is defined as service requested by the shipper or consignee at a time or date other than the scheduled regular service and/or PAL's operating convenience. Charges will be assessed against the party requesting the service according to the following circumstances:

- a. \$400 per hour or fraction thereof but not less than \$800 for each extra service, provided the service is performed by a regular switching assignment.
- b. \$400 per hour or fraction thereof but not less than \$3200 if the extra service must be performed by an extra switching assignment.

Diversion or Reconsignment – Item 390

One diversion or reconsignment will be allowed on a shipment received on the tracks of the PAL, provided no previous diversion or reconsignment has taken place on the same shipment,

subject to the following conditions:

- a. Definition – A single change in name of consignor or consignee, and/or a single change in destination or place of delivery a destination, and/or a change in route.
- b. Diversion or reconsignment may be made only at a point intermediate between interchange with line haul carrier and origin or original destination.
- c. The rate to be used will be the through rate from point of origin to final destination, in addition to the rate from point of origin to diversion point, or from diversion point to final destination, whichever is higher, as a minimum.
- d. Diversion or reconsignment will only be accorded when order is placed with an authorized agent of the PAL prior to arrival of car at destination and in time to permit instructions to be relayed to yard personnel.
- e. The charge for diversion or reconsignment shall be \$250 per car.
- f. The original bill of lading should be surrendered or other proof of ownership established.
- g. A request for diversion or reconsignment must be made or confirmed in writing.
- h. When an order for diversion or reconsignment requires the application of a rate and/or route which cannot lawfully be applied via the point at which the diversion or reconsignment is made, prompt notice shall be given to the party requesting the diversion or reconsignment.

Weight Agreements & Weighing– Item 400

- a. Freight rates in contracts and tariffs will primarily not be based on lading weight, but on other criteria such as car capacity, car length, car type, etc. Freight rates may be weight based only upon mutual agreement of PAL and Customer.
- b. When a car is weighed at the shipper's or receiver's order at a track scale of this railroad for reasons other than determination of freight charges, the weigh charge will be \$300 per car if the nearest scale is located at the same station as the origin station of the car, in addition to the applicable Intra-terminal switch charges.
- c. When weighing or reweighing is performed at industry's orders at a track scale owned by subject industry, the charge will be \$200 per car, plus the applicable Intra-plant or Intra-terminal switch charge.

Interchange Error Movements – Item 420

- a. Cars, loaded or empty, received by PAL in error or without forwarding instructions from the delivering carrier, will be returned to the delivering carrier or forwarded to the proper carrier within the same switching district at a charge of \$250 per car (See Exception). Charge will be assessed against the delivering carrier.
Exception: When in connection with the CN at PAL station of Paducah, KY, the charge will be \$435 per car.
- b. Loaded cars destined to stations on the PAL, or for subsequent movement and

interchange to other connecting carriers, delivered to the PAL at the improper junction (based on the route applicable for protecting the appropriate rate or charge), will be subject to a charge of \$500.00 per car for returning the car to the delivering carrier, or at PAL's sole option, moving the car to the final destination or proper interchange point with the connecting carrier. This charge will be assessed against the delivering carrier and will not, in any way, alter or affect the normal interline freight settlement between carriers as stipulated in the appropriate Association of American Railroads Railway Accounting Rules.

Set Back Charges on Reconsigned Cars – Item 430

When a loaded railcar of either private or railroad ownership is received in interchange by this railroad and is subsequently ordered to be reconsigned or diverted (before leaving the interchange point), to a new destination where this railroad will not act in the capacity of a line haul carrier in the route, then a charge of \$200.00 per car shall be assessed for the service of returning the car to the designated railroad. This charge shall be in addition to any charges provided in Item 420 of this tariff.

Transportation of Empty Private Railcars – Item 450

Transportation rates published in tariffs, special quotes or contracts by PAL or by another railroad that interchanges with PAL, include the movement of empty railcars on PAL via reverse route to the point of loading (for local or interline forwarded shipments originating on PAL) or returned to the connecting carrier via reverse route (for loaded interline received shipments terminating on PAL). All other empty private car moves are subject to switching and/or line haul charges, as the case may be, subject to the following exceptions:

- a. When an empty railcar is returned to Calvert City from a loaded movement which originated at Calvert City, and for which PAL participated as a line haul carrier, customer may instead direct the car to be placed at their private or leased storage track in Calvert City or to Rail Services, Inc. for cleaning, etc. instead of returning to the point where it was originally loaded. Subsequent movements of the car are subject to line haul or Intra-terminal switch charges, as the case may be.
 - b. Cars containing product residue which exceeds seven percent of the weight of the marked capacity of the car shall be considered a loaded car and will be charged accordingly.
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Private Car Mileage – Item 460

PAL is not a party to the RIC 6007 Tariff Series. PAL does not pay private car mileage unless specified in any particular tariff or contract to the contrary.

Industry Sidetracks – Item 500

In order to provide line haul and/or switching services, PAL must access privately owned industry sidetracks. Industries are required to establish side track agreements with PAL to govern their safe operations. In the absence of a private sidetrack agreement, the following terms and conditions will govern, however PAL reserves the right to decline service on a sidetrack in the absence of a private sidetrack agreement.

- a. PAL will use the Sidetracks to deliver or pick up any railcar directed to or from the Customer's facility by a valid Shipping Instruction.
- b. PAL may access and temporarily occupy Customer's Sidetracks when useful in the course of providing local service in the Customer's vicinity.
- c. Customers must, at their own expense, inspect, maintain, and renew Sidetracks consistent with normal operations, and in accordance with:
 1. The Federal Railroad Administration's Track Safety Standards (49 C.F.R. Part 213)
 2. Railroad Worker Safety Regulations (49 C.F.R. Part 214)
- d. The Customer must inform PAL's local representatives of the dates and amount of time that the Sidetracks will be out of service, whether for maintenance or other reasons.
- e. Customers must keep sidetracks free from debris and weeds, potholes and excavations, ice and snow, temporary or permanent structures and poles, and any other obstructions that would prevent the safe operation thereupon.
- f. PAL has the right, but not the duty, to inspect sidetracks.
- g. PAL will not operate over any sidetracks that we determine are unsafe.
- h. A customer shall not maintain Close Clearances in the area of sidetracks unless:
 1. The customer obtains a waiver from any conflicting Governmental Requirements, and
 2. PAL approves such Close Clearance in writing
- i. Customers must install, maintain and replace at their expense any warning signs or lighting, or make other adjustments regarding Close Clearances as may be necessary, useful, or required by any Governmental Requirements or PAL.
- j. If a Customer seeks to construct new or additional, or alter existing, sidetracks such construction must be done in accordance with the provisions of PAL's current Standard Guidelines and Specifications for the Design and Construction of Private Sidetracks, and Customers must supply PAL with construction plans for any addition, deletion, or modification to the Sidetracks, and obtain PAL's written confirmation that PAL has no objections to the proposed changes prior to making any material alterations to the Sidetrack
- k. To facilitate safe operations and avoid interruptions of service, Customers should notify PAL not less than 30 days prior to constructing or allowing the construction of

any new tracks, public or private road, gate, tunnel, bridge, culvert, pit, gas-line, pipe, or other items on, over, under or along any part of the Sidetrack or right-of-way.

- l. PAL may use Sidetracks for emergency operating purposes as long as the emergency operations do not materially affect the use of the Sidetracks for rail service to the Customer.
- m. PAL surrenders possession and control of each railcar, and its contents, consigned to or ordered by the Customer when:
 - 1. A railcar has been placed on a Sidetrack, and PAL's locomotive uncouples from the railcar, or
 - 2. PAL's crew departs from the locomotive if the locomotive is being left with the Customer
- n. PAL assumes possession and control of a railcar and its contents when:
 - 1. PAL's locomotive is coupled to the railcar, or
 - 2. When the locomotive has been left with the Customer, PAL's crew is onboard the locomotive and has actual control over the train by initiating departure from the Private Track
- o. Hazardous Materials shall not be placed by anyone on or within the twenty-five feet of Sidetracks, or on Customer property within 100 feet of PAL's connecting mainline track. This does NOT apply to shipments consigned to, or ordered by, a Customer accessible by such Sidetrack, or existing pipelines for the transportation of Hazardous Materials.
- p. Customer shall indemnify and save harmless PAL from any and all claims, demands, suits, losses, liabilities, damages, fines or expenses, including liability under any applicable statute, for personal injury or wrongful death, or for the clean-up of any hazardous or toxic waste materials or other substances, arising out of or in any way connected with the construction, maintenance, use or operation of the Sidetrack, except to the caused by the sole or gross negligence of PAL.

EXPLANATION OF ABBREVIATIONS

BOE	Bureau of Explosives
PAL	Paducah & Louisville Railway, Inc.
OPSL	Official Railroad Station List, OPSL 6000-series, Railinc, Agent
RER	Official Railway Equipment Register, RER 6413-series, R. E. R. Publishing Corporation, Agent
UFC	Uniform Freight Classification, UFC 6000-series, National Railroad Freight Committee, Agent