

SUPPLEMENT
TO
FT NOPB 8003-D

NEW ORLEANS PUBLIC BELT RAILROAD



NOPB
NEW ORLEANS PUBLIC BELT

SUPPLEMENT 4

TO

FREIGHT TARIFF NOPB 8003-D

(Supplement 4 cancels Supplement 3)

(Supplement 4 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: April 25th, 2019

EFFECTIVE: July 1st, 2019

ISSUED BY
NEW ORLEANS PUBLIC BELT
RAILROAD CORPORATION
4822 Tchoupitoulas Street
New Orleans, LA 70115

*** Indicates Update
in Supplement 4**

SUPPLEMENT 4 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 3*</p> <p align="center">LIMITATION OF LIABILITY</p> <p>Unless amended by written agreement or election of the alternate liability terms offered below, NOPB's liability for loss, damage or delay of freight shall be limited to the lesser of the actual value of the cargo or \$50,000 per railcar. In no event shall NOPB be liable for any incidental, special, indirect or consequential damages arising out of or related to services provided pursuant to this Tariff.</p> <p>NOPB offers and Customers may elect to utilize transportation services subject to the full liability terms and conditions of 49 U.S.C. Section 11706 (the Carmack Amendment) at a higher rate obtained in advance by contacting the NOPB Business Development Department at 504-896-7415 or 7440 and explicitly noting the full liability rate on shipping instructions and/or the bill of lading. Customers that decline to exercise this option are deemed to waive Carmack Amendment protections and have agreed to the general limitations of liability specified above.</p> <p>Notwithstanding any other tariff, contract or legal provision, NOPB shall not be subject to the provisions of the Carmack Amendment when providing destination switching service.</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 and each subsequent 24 hours.....</td> <td>\$225.00</td> </tr> </table> | 1st 24 hours..... | \$0.00 | 2nd 24 hours..... | \$0.00 | 3rd 24 hours and each subsequent 24 hours..... | \$225.00 | <p>ITEM 74*</p> <p align="center">RUN THROUGH/OVERHEAD TRAIN SERVICE</p> <p>Upon request and when resources are available, NOPB will provide overhead train service for a fee of \$3,000 per train. The fee for this service will be billed to the originating carrier.</p> <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> |
| 1st 24 hours..... | \$0.00 | | | | | | |
| 2nd 24 hours..... | \$0.00 | | | | | | |
| 3rd 24 hours and each subsequent 24 hours..... | \$225.00 | | | | | | |
| <p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p> | | | | | | | |

SUPPLEMENT 4 TO FREIGHT TARIFF NOPB 8003-D

| SECTION 1 RULES AND REGULATIONS - SWITCHING | SECTION 1 RULES AND REGULATIONS - SWITCHING | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------|--|--|---|--|--|--|---|--|-------|--------|--|-----------------|---|-------|--------|--|---------------------------------|---|---|-------|--------|--|------------------|-------|--------|--|------------------|
| <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">ZONE</th> <th align="right">CHARGE</th> </tr> </thead> <tbody> <tr> <td> ZONE A: \$600.00 From Huey P. Long Bridge, East Bank to Oak St., New Orleans Industrial Canal - West, Almonaster Ave. to MP 16 Industrial Canal - East, Jourdan Road </td> <td></td> </tr> <tr> <td> ZONE B: \$457.00 From Oak St. to Henderson St </td> <td></td> </tr> <tr> <td> ZONE C: \$535.00 From Henderson St. to Poland Ave. Poland Ave. to Almonaster Ave. </td> <td></td> </tr> <tr> <td> ZONE D: \$390.00 Industrial/Terminals - Milan St. Wharf, Louisiana Ave. Wharf and/or Metro-Hayes Dockside (See Note). Note: Served by the NOPB under Agreement with Canadian National Railways (CN). </td> <td></td> </tr> </tbody> </table> <p align="center">PART B</p> <p align="center">(Grain, Grain Products, etc. - STCC 01 1; 20 41; 20 461 10; 20 462 10; 20 8; 20 923 26; 50 2 - See Note 1)</p> <table border="1"> <thead> <tr> <th align="left">ZONES</th> <th align="right">CHARGE</th> </tr> </thead> <tbody> <tr> <td>All Zones - All Customers.....</td> <td align="right">\$380.00</td> </tr> </tbody> </table> <p>Note 1: Applicable only to shipments of soybeans and grain (wheat, corn, rye, oats and milo), grain sorghums and grain products.</p> <p align="center">(Continued in next column)</p> | ZONE | CHARGE | ZONE A: \$600.00 From Huey P. Long Bridge, East Bank to Oak St., New Orleans Industrial Canal - West, Almonaster Ave. to MP 16 Industrial Canal - East, Jourdan Road | | ZONE B: \$457.00 From Oak St. to Henderson St | | ZONE C: \$535.00 From Henderson St. to Poland Ave. Poland Ave. to Almonaster Ave. | | ZONE D: \$390.00 Industrial/Terminals - Milan St. Wharf, Louisiana Ave. Wharf and/or Metro-Hayes Dockside (See Note). Note: Served by the NOPB under Agreement with Canadian National Railways (CN). | | ZONES | CHARGE | All Zones - All Customers | \$380.00 | <table border="1"> <thead> <tr> <th align="left">ZONES</th> <th align="right">CHARGE</th> </tr> </thead> <tbody> <tr> <td>All Zones - All Customers.....</td> <td align="right">\$325.00 (See Note 3)</td> </tr> <tr> <td>Unit Train Shipment, minimum 10 cars.....</td> <td align="right">\$180.00* (See Notes 1 and 2)</td> </tr> </tbody> </table> <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> <p align="center">PART D</p> <p align="center">(Pulp or Pulp Mill Products - STCC 26 1 (Excluding Pulp Mill by Products - STCC 26 112) Paper, etc. - STCC 26 2 Pulpboard or Fibreboard, etc. - STCC 26 3 Paper, Scrap or Waste - STCC 40 24)</p> <table border="1"> <thead> <tr> <th align="left">ZONES</th> <th align="right">CHARGE</th> </tr> </thead> <tbody> <tr> <td>All Zones - All Customers.....</td> <td align="right">\$410.00*</td> </tr> </tbody> </table> <p align="center">PART E</p> <p align="center">(Plastic Resins - STCC 28 211 41; 28 211 42)</p> <table border="1"> <thead> <tr> <th align="left">ZONES</th> <th align="right">CHARGE</th> </tr> </thead> <tbody> <tr> <td>All Zones - All Customers.....</td> <td align="right">\$475.00*</td> </tr> </tbody> </table> | ZONES | CHARGE | All Zones - All Customers | \$325.00 (See Note 3) | Unit Train Shipment, minimum 10 cars | \$180.00* (See Notes 1 and 2) | ZONES | CHARGE | All Zones - All Customers | \$410.00* | ZONES | CHARGE | All Zones - All Customers | \$475.00* |
| ZONE | CHARGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| ZONES | CHARGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| All Zones - All Customers | \$380.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZONES | CHARGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Unit Train Shipment, minimum 10 cars | \$180.00* (See Notes 1 and 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZONES | CHARGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| All Zones - All Customers | \$410.00* | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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