LOUISIANA & DELTA RAILROAD, INC

FREIGHT TARIFF LDRR 8100-1
(Cancels any previous issue date)

LOUISIANA & DELTA RAILROAD

CHARGES, RATES, RULES
AND REGULATIONS
GOVERNING
SWITCHING, WEIGHING
AND OTHER ACCESSORIAL CHARGES
AT
STATIONS ON
THE LOUISIANA & DELTA RAILROAD, INC.
IN THE STATE OF LOUISIANA

ISSUED BY

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ISSUED: NOVEMBER 12TH, 2012 EFFECTIVE: DECEMBER 12TH, 2012

(EXCEPT AS OTHERWIDE PROVIDED)

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ITEM 5

METHOD OF CANCELLING ITEMS

As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff, or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 100-A cancels Item 100 and Item 300-B cancels Item 300-A in a prior supplement, which in turn cancelled Item 300.

ITEM 10

HOURS OF OPERATIONS

The normal operating hours of the LOUISIANA & DELTA RAILROAD, Inc. are 06:00 AM to 11:59 PM Monday through Friday and 07:00 AM to 5:00 PM Saturday. Switching services are available for other than normal hours of operation at charges published in Item 20 of this tariff.

ITEM 15

OBSERVED HOLIDAYS

1. New Year's Eve
2. New Years Day
3. Presidents Day
4. Good Friday
5. Memorial Day
6. Independence Day
7. .Labor Day
8. Thanksgiving Day
9. Day after Thanksgiving
10. Christmas Eve
11. Christmas Day

ITEM 20

SERVICE OUTSIDE OF NORMAL WORKING HOURS

When shippers and/or consignees request service on Saturdays, Sundays or holidays, there will be an additional charge of $300.00 per hour, with a four (4) hour minimum.

ITEM 25

LOSS AND DAMAGE CLAIMS

Loss and Damage Claims must be filed with and processed by the line-haul carriers.

ITEM 30

DEMURRAGE

This tariff is subject to the provision of demurrage charges published in LDRR Tariff 6001. In summary the demurrage rates are $60.00 per day with two free days for unloading and one free day for loading. The free days begin the first 7:00 AM after placement or constructive placement.

Refer to LDRR Demurrage Tariff 6001 for a more detailed explanation of demurrage.

SECTION 1
RULES AND REGULATIONS - SWITCHING

ITEM 100

DEFINITION OF TERMS

SWITCHING LIMITS OF THE
LOUISIANA & DELTA RAILROAD

The switching limits of the LOUISIANA & DELTA RAILROAD (LDRR) include all warehouses, industries and wharves located on its line.

LINE-HAUL SWITCHING

The term line-haul switching means the switching of cars by the LDRR from or to points of interchange, when the freight originates at or is destined to stations beyond the operating limits of LDRR. This does not include haulage.

INTRA-PLANT SWITCHING

The term intra-plant switching means a switching movement from one track to another track within the same plant or industry or from one location to another location on the same track within the same plant or industry.

INTRA-TERMINAL SWITCHING

The term intra-terminal switching means a switching movement (other than intra-plant switching) from one industry or facility to another industry or facility on tracks served only by the LOUISIANA & DELTA RAILROAD. (See Note this Item)

NOTE: The term "track" as used herein includes private sidings, assigned sidings, team tracks and all other tracks at which the public, either individually or collectively, is authorized and/or permitted to load and/or unload freight to or from railroad freight equipment.

ITEM 110

SWITCHING GENERAL

(a) Unless otherwise provided herein, the switching charges contained in this tariff cover the movement of a loaded or partially loaded car one way and the return of the same car empty, or the placing of an empty car and the return of the same car loaded or partially loaded.

(b) Where switching service is performed on traffic moving under line-haul rates, which are subject to special demurrage charges and rules, the cars being switched will be subject to the same demurrage charges and rules applicable in connection with the line-haul rates.

(c) Whenever switching service is performed on a car which moves loaded in both directions, the charges in this tariff will be applied on each movement.

ITEM 120

LINE HAUL SWITCHING RATES

LDRR will perform switching as defined in Item 100, between warehouses, industries and wharves located on its line and points of interchange. This charge does not include haulage charges from /to points of interchange with LDRR and Class I facilities or customers.

All customers on Breaux Bridge Branch……..…….. $490 per car
- Enterprise Products at Breaux Bridge, LA
- Cargill Salt at Anse La Butte, LA
- O'Neal Steel at Anse La Butte, LA

All other customers on LDRR……..……..... $375 per car

ITEM 130

PLANT/TERMINAL SWITCHING CHARGES

The following charges per car, without regard to weight or contents, will be made for the transportation of cars in intra-plant and intra-terminal switching services:

SERVICE PERFORMED
Intra-plant switching…… $ 150.00 per car
Intra-terminal switching…… $ 300.00 per car

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ITEM 140

CARS RELEASED AS LOAD WITH NO BILLING

When a loaded car is released without billing, a $250.00 charge will be assessed against the customer responsible for billing the car. Applicable storage/demurrage charges will continue until billing has been received.

ITEM 145

ABSORPTION OF SWITCHING CHARGES

For provisions governing the absorption by connecting lines of the line-haul switching charges of the LOUISIANA & DELTA RAILROAD, Inc., refer to the price publications of interchange carriers.

ITEM 150

CHARGES FOR STAND-BY SWITCHING SERVICE

When the LDRR locomotive and operating crew are held at the request of an industry or shippers agent, or when the locomotive and crew are delayed by an industry or shippers agent within the confines of the industry or immediately adjacent thereto, or is requested by the industry or shippers agent to perform extra switching service before or after regular switching service, the charge for such a standby-by, delay, or extra switch service shall be at the rate of $300.00 for the first hour or fraction thereof with a minimum of 4 hours.

ITEM 160

STORAGE CHARGE FOR PRIVATE CARS

When empty/loaded private cars are received but cannot be delivered on account of the inability of the consignee, such cars will be held at destination; or if it cannot reasonably be accommodated there, at an available hold point and notice sent or given the consignee that the cars or other equipment are so held, and time will be computed from the first 7:00 AM thereafter.

The charge for storage will be at the rate of $19.00 per car per day.

ITEM 165

STORAGE CHARGE FOR HAZMAT CARS

The charge for storage of cars containing Hazardous Materials, Hazardous Substances or Hazardous Waste on railroad premises will be at the rate of $50.00 per car per day. Explosives, Chlorine, TIH and PIH may not be stored.

ITEM 170

CARS ORDERED BY CUSTOMER BUT NOT USED

When a car is billed and/or ordered in by the customer for loading but the customer does not load the car and the car is in the proper condition for loading, a charge of $250.00 per car will be assessed against the customer ordering the car. This charge will be made in one direction only. This charge also applies to private empty cars being returned to home shop.

ITEM 180

CARS RECEIVED IN ERROR

When a car is received at interchange in error or received at the incorrect interchange point, a charge of $500.00 per car will be assessed against the delivering carrier.

ITEM 190

EMPTY CARS RETURNED UNFIT FOR LOADING

When an empty car is received from a connecting carrier for loading by an industry located on the LDRR, and the car is refused by the industry because it is not in the proper condition to load and must be returned to the connecting carrier, a charge of $500.00 per car will be assessed against the connecting carrier. This charge will be made in one direction only.

ITEM 200

TURNING OF A RAILCAR
TO PERMIT LOADING OR UNLOADING

The charge for turning a railcar will be $300.00.

The cars will remain on continuous demurrage transaction beginning with the date and time of initial placement and notification by LDRR.

ITEM 210

EMPTY CARS FURNISHED BY CONNECTING LINES
BUT NOT ORDERED

Empty cars furnished for loading but not ordered by LDRR or its customers and the service or placing has been performed and the car is not loaded but returned to the furnishing carrier empty, a switch charge of $500.00 per car will be assessed for the service and collected from the railroad furnishing the cars.

ITEM 220

RESPOTTING CHARGE

When cars placed by LDRR at industry or team tracks for loading or unloading are released by consignee as loaded or empty prior to being completely loaded or unloaded, and such cars are moved by LDRR from industry or team tracks, they will be subject to a charge of $250.00.

The cars will remain on continuous demurrage transaction beginning with the date and time of initial placement and notification by LDRR.

ITEM 230

OVER-DIMENSIONAL AND/OR HEAVY LOADS

Rates for any one or more of the following conditions must be on an individual shipment basis arranged with LDRR prior to shipment from or arrival to LDRR:

1. Car having a capacity exceeding 263,000 lbs gross weight.
2. Clearance/Dimensional shipments with heights exceeding 15', width exceeding 11'6", or weight restrictions or any single piece exceeding 75,000 lbs. (reference to publication "Railway Line Clearances" current Vol. 208 and subsequent issues).
3. All cars of AAR Car Types FA, FC, FCA, FD, FMS, FW, LF, LG and LS.

ITEM 235

OVERLOADS

Cars found to be overloaded or improperly loaded will be returned to the plant/industry or placed on nearest available track for adjusting load to mead loading requirement for safe transportation. It will be the responsibility of the shipper or owner to adjust load. A charge of $250.00 per car will be assessed for returning car to plant/industry or placing car on nearest available track for adjustment of load.

ITEM 240

DIVERSION OR RECONSIGNMENT

The charge for diversion or re-consignment shall be $300.00

ITEM 250

WEIGHING AND REWEIGHING

When loaded or empty cars are weighed by the LDRR at the request of the consignor or consignee or any other parties, the following charges will apply:

(1) Weighing……..$150.00 per car
(2) Reweighing ……. $200.00 per car

ITEM 260

REVENUE EMPTY CARS MOVING ON OWN WHEELS

Railroad will move empty cars moving on own wheels for a charge of $300.00. This charge will only apply where no loaded movement was handled or will be handled by Railroad on the preceding or succeeding movement..

ITEM 270

Re-Inspection of Loaded Railcar

After an initial inspection of a loaded railcar is made and another inspection is required these cars will be subject to a charge of $100.00 per car.

ITEM 280

Third Party Billing

Charges accruing under this tariff are the sole responsibility of the party physically residing at the rail location receiving or shipping the involved railcars. No third party billing will be allowed.

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