

FT PR 8001-N
(Cancels STB FT PR 8001-M)

PALMETTO RAILWAYS

(PR)

FREIGHT TARIFF PR 8001-N

(Cancels Freight Tariff PR 8001-M)

PUBLISHING
RULES AND CHARGES
GOVERNING SWITCHING AND
OTHER TERMINAL CHARGES AND ALLOWANCES

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ISSUED BY

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1940 Algonquin Rd, Suite 425
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ITEM 10

METHOD OF CANCELING ITEMS

As this tariff is supplemented, a new issue date and tariff suffix (i.e. A, B, C etc.) will be indicated on the first page of the tariff.

ITEM 20

POINTS TO WHICH TARIFF APPLIES

The following subdivisions fall within the absolute control and management of South Carolina Division of Public Railways d/b/a Palmetto Railways, 1940 Algonquin Rd, Suite 425, Charleston, SC 29405:

- Charleston – CHAS
- North Charleston - NCHAS
- Navy Base - NAVYB

The Navy Base Intermodal Facility (NBIF) is excluded from this tariff.

ITEM 30

HOURS OF OFFICE OPERATIONS

The office hours of operation for Palmetto Railways are 7:30 AM to 4:30 PM Monday through Friday. Services are available for other than routine hours of operation at charges published in **ITEM 170** of this tariff.

ITEM 40

OBSERVED HOLIDAYS

The following days will be considered Holidays:

- New Years' Day
- Presidents Day
- Good Friday
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- The Day after Thanksgiving
- Christmas Eve
- Christmas Day

New Years' Eve

ITEM 50

BILLING DISPUTES

If you believe that there has been a billing error, we want to make it right as soon as possible. You must submit your claim, in writing, within 30 days of the invoice date to: Accounting Department, 1940

Algonquin Rd, Suite 425, Charleston, SC 29405 or Accounting@Palmettorail.com along with a brief description, the car initial and number and the related invoice number.

ITEM 60

LOSS AND DAMAGE CLAIMS

Loss and damage claims must be filed and processed by the line-haul carriers.

ITEM 100

GENERAL DEFINITION OF TERMS

ROUTINE SERVICE

The initial "one time" service provided during normal daily operations. Service requested beyond Routine Service will be subject to additional charges provided for in this tariff per Item 170.

RECIPROCAL SWITCHING

The movements in switching service for loading or unloading, preceding or following a road haul movement over another railroad, from or to a private or assigned siding of Palmetto Railways (PR), to or from the point of interchange with the connecting railroad at the switching station, and the movement of the empty car in the reverse direction.

INTRA-PLANT SWITCHING

A switching movement from one track to another 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

A switching movement (other than Intra-Plant Switching) from one track to another track of the same railroad, or between the track(s) of an industry and the track of the railroad (including storage) or between the tracks of two separate industries served by the same railroad.

INTER-TERMINAL SWITCHING

A switching movement from an industry served by one railroad to the point of interchange with a connecting railroad for delivery to another industry served by that railroad where the transportation does not include a line haul movement.

ITEM 110

RECIPROCAL SWITCHING RATES

On the Charleston, North Charleston, and Navy Base interchanges, Palmetto Railways (PR) will perform Reciprocal Switching as originating or delivering on its line and points of interchange with CSX Transportation and Norfolk Southern Corporation for STCC commodity groups as follows:

STCC 24, 26 &40	\$260
STCC 19, 28-29	\$325
STCC 48-49 (Hazardous Materials)	\$435
Intermodal Container Unit	\$ 75
All other	\$280

See Item 150 for Over Dimensional and/or Heavy Loads

ITEM 120

INTRA-PLANT SWITCHING CHARGE

Palmetto Railways will perform Intra-Plant Switching at a charge of \$280 per car.

ITEM 130

INTRA-TERMINAL SWITCHING CHARGE

Palmetto Railways will perform Intra-Terminal Switching at a charge of \$300 per car.

ITEM 140

INTER-TERMINAL SWITCHING CHARGE

Palmetto Railways will perform Inter-Terminal Switching as originating or delivering carrier at a charge of \$325 per car, such charge to apply for each factor of the switching service provided. The switching charges of connecting lines will be in addition to the charges published herein.

ITEM 150

OVER DIMENSIONAL AND/OR HEAVY LOADS

Rates for any move with the following conditions must be on an individual shipment basis arranged with PR prior to shipment from or arrival to PR.

- Railcars having capacity exceeding 286,000 lbs. gross weight
- Railcars having more than four axles
- Railcars to or from the high-dock
- Clearance/Dimensional shipments with heights exceeding 15', widths exceeding 11'6" or weight restrictions or any single piece exceeding 75,000 lbs.

Charges will also apply to idler car and cabooses.

Item 110, 120, 130 and 140 will not apply.

Contact yardmaster@palmettorail.com.

ITEM 160

STAND BY SWITCHING SERVICE

When Palmetto Railways locomotive and operating crew is held at the request of an industry or is delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$625 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.

ITEM 170SERVICE OUTSIDE NORMAL OPERATIONS
(SPECIAL SERVICE)
(NOTES 1 and 2)

Palmetto Railways, upon request will undertake to furnish one (1) locomotive and a crew at the following charges:

- \$2,500 for the first four (4) hours or less
- \$625 per hour or fraction thereof for any time more than the first four (4) hours, not to exceed twelve (12) hours in the aggregate
- Locomotive use fee of \$1,000 per occurrence
- Cost paid to another carrier to move locomotive if necessary

NOTE 1: Special Service is traffic afforded special handling or handled outside of Routine Service (See Item 100).

NOTE 2: Special Service charges are in addition to other published charges, if any, applicable to the traffic handled.

ITEM 180

DEMURRAGE

In summary, chargeable days are calculated net of two free days for unloading and two free days for loading. The free days begin the first 7:00 AM after placement or constructive placement. The charge per car per day, or fraction of a day is \$65.

Refer to Freight Tariff PR 6004-A Car Demurrage Rules & Charges for a more detailed explanation of demurrage.

ITEM 190

CARS RECEIVED IN ERROR

When a car is received or pulled in interchange in error, a \$375 switch charge will be assessed against the delivering or receiving carrier for both the inbound and outbound movement.

ITEM 195

CARS MOVED TO BE REPAIRED

When a car is delivered to PR and an additional switch move is necessary for the car to be placed on a separate track to be repaired, an Intra-plant or an Inter-terminal switch charge will be assessed by PR, which will be in addition to all other charges.

ITEM 200

CARS ORDERED AND NOT USED

If a car is ordered for loading or unloading and the car is not placed or is placed, but released back to carrier, customer or to storage without being loaded or unloaded, an additional switch charge of \$435 will be

assessed, which will be in addition to all other charges.

The provisions of this item are not applicable on cars refused or rejected, due to being defective or unfit for loading as highlighted in ITEM 210.

ITEM 205

CARS RE-SPOTTED

When a car placed for loading or unloading is moved by PR within industry tracks before being full loaded or unloaded, a \$280 switch charge will be assessed, which will be in addition to all other charges.

ITEM 210

EMPTY CARS RETURNED UNFIT FOR LOADING

When an empty car is received from a connecting carrier for loading by an industry located on PR, and the car is refused by the industry because it is not in proper condition to load and must be returned to the connecting carrier, a switch charge of \$595 per car will be assessed as appropriate. The charge will be made in one direction only.

ITEM 215

WEIGHING CARS

When requested by the customer, a charge of \$350 per car will be assessed for weighing cars. This charge includes applicable switching and weighing fees.

ITEM 220

ARTICULATED RAILCARS OTHER THAN INTERMODAL PLATFORMS

When two or more cargo units are connected as an articulated railcar utilizing the same railcar number, the reciprocal switch rate for the railcar will be charged to each cargo unit associated to that single railcar number but designated with a check symbol (i.e. DTTX123456(A) and DTTX123456(B)). Reciprocal switch rates will

ITEM 225

EMPTY PRIVATE CARS

The charge for movement of empty private cars, other than intermodal cars, is \$335 a car. This rate will apply only to movement of cars in regularly scheduled train service.

ITEM 230

EXCESS OVER FULL CARLOADS

Where more than one car is required because of the shipment being in excess of quantities which can be loaded in or on one car, or because of the length of the shipment, each car used shall be considered a separate carload shipment.

ITEM 235

RAILCAR MAINTENANCE

When it is necessary for PR to remove or apply placards, open or close doors, hatches, gates or secure tie down devices to cars, a charge of \$215 per car will be assessed against the customer. Loaded cars will not be moved unless all doors, hatches, gates and tie down devices are secured.

ITEM 240

CARS RETURNED DUE TO BILLING ERRORS

Cars returned by the line haul carrier for billing errors will be charged \$325 a car to the online customer.

ITEM 245

ORDERING CARS BY SPECIFIC CAR NUMBER

A charge of \$230 will be applied when a customer orders a specified rail car or specified series of rail cars (i.e., what is known as "Cherry Picking"), which will be in addition to all other charges.

ITEM 250

PERISHABLE FREIGHT

Perishable freight under refrigeration will be accepted from connecting lines for delivery to consignee located on Palmetto

correspond to the representative STCC commodity group of the cargo unit as highlighted in ITEM 110.

Railways with the understanding that protective service is not provided.

ITEM 255

RE-RAILING RAILCARS & RAILCARS DAMAGED BY CUSTOMERS

Railcars should not be moved by customers after placed by PR. At times, it is necessary for customers to move railcars and all precautions should be taken to avoid incident and derailling railcars. If a railcar becomes derailed, customers must notify PR immediately. There will be a minimum charge of \$2,500 plus time & materials of other PR departments as needed.

ITEM 260

PLACING CARS ON ASSIGNED TRACKS FOR LOADING OR UNLOADING BY OTHER THAN OWNERS

Cars will be placed on private or assigned sidings for other than owners on permission from such owners or users.

ITEM 270

CARS HELD FOR BILLING INSTRUCTIONS

- a) When on shipper's order, cars are removed by carrier from industry tracks and held by carrier awaiting forwarding directions as defined in Item 1005, Tariff RIC 6004-Series, the same rate as otherwise applicable on Intra-Terminal movements will be assessed against the party ordering the car moved and the car will remain on continuous demurrage or detention in the demurrage account of the party in whose name the car was ordered for loading until such forwarding directions are received by carrier's agent.

- b) When on shipper's order, cars are removed by carrier from industry tracks and prior to departure from origin station are subsequently returned to complete loading, the same rate as otherwise applicable on Intra-Terminal or Inter-Terminal movements, as the case may be, will be assessed for each movement and the car will remain on continuous demurrage in the demurrage account of the party in whose name the car was ordered for loading.

deposit to the customer within 30 days after the equipment is released to the carrier after deducting all unpaid charges on that equipment. Such deposit will not be transferable to another freight car, container or trailer.
Security deposits will no longer be required after the customer either,

- a) Is placed on carrier's authorized credit list, or
- b) Has paid all outstanding demurrage, detention, storage and other accessorial charges and has given assurance to the satisfaction of the carrier's office that future demurrage, detention, storage and other accessorial charges will be paid within the credit period prescribed by the Surface Transportation Board.

ITEM 280

PAYMENT AND CREDIT TERMS

Customer shall be liable for the payment of any and all demurrage and other charges accruing on traffic from, to and at stations on the PR. Nothing herein shall limit the right of the PR to require at time of movement, shipment or delivery the prepayment or guarantee of such charges. Customer will pay PR immediately upon presentation of a bill therefor by PR. Palmetto Railways will not accept shipment from customer, make delivery of shipment to customer, or accept request for any other movement of car without payment or guarantee of all outstanding and current charges, unless customer has entered into an agreement for credit with PR. PR reserves the right, at its sole discretion, to cancel the credit at any time. Demurrage charges shall continue to apply until such payment or guarantee of all outstanding and current charges has been made.

Except as otherwise provided herein, invoices are due and payable thirty (30) calendar days following presentation of the invoice. Payments received after the expiration of the credit period shall be subject to a service charge of one and one-half percent (1 1/2%) per month (or fraction thereof) of the outstanding balance owed. In addition, a finance charge of one percent (1%) per month shall be assessed on the outstanding balance owed (including payments, late payment charges, and finance charges.) Payments shall be applied first to finance charges, second to late payment charges, and then to the outstanding balance. PR shall be entitled to recover all attorney fees, costs and expenses incurred by PR for the collection of any debt.

ITEM 290

PREPAYMENT OR GUARANTEE OF CHARGES AND SECURITY

DEPOSITS FOR PAYMENT OF DEMURRAGE AND OTHER CHARGES

A security deposit to ensure payment of any demurrage, detention, storage or accessorial charges that may accrue will be required from any consignor, consignee, beneficial owner or other responsible parties, hereafter referred to as customer not on credit list/or on bad credit list:

- a) Is not on carrier's authorized credit list, and
- b) Fails to pay demurrage, detention, storage or other accessorial charges upon specific written demand referring to this Tariff provision.

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

The deposit for each freight car, container or trailer must be in the minimum amount of \$500 or up to the maximum amount of demurrage, detention, storage or other accessorial charges that accrued on any one freight car, container or trailer during the preceding 12 months. The carrier will refund the balance of the

STB PR 6004-D
(Cancels STB PR 6004-C)

PALMETTO RAILWAYS

FREIGHT TARIFF PR 6004-D **(Cancels Freight Tariff PR 6004-C)**

CAR DEMURRAGE RULES AND CHARGES

APPLYING

AT

ALL POINTS ON CARRIERS SHOWN

AS PARTICIPANTS HEREIN
(See Item 30 of This Tariff)

ISSUED: December 4, 2023

EFFECTIVE: January 1, 2024

ISSUED BY

Sheri Cooper
Vice President & CFO
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ITEM 10

APPLICATION

Subject to Car Demurrage Rules and Charges published in Freight Tariff RIC 6004-series, except as noted below.

ITEM 20

METHOD OF CANCELING ITEMS

As this tariff is supplemented, a new issue date and tariff suffice (i.e. A, B, C etc.) will be indicated on the first page of the tariff.

ITEM 30

POINTS TO WHICH TARIFF APPLIES

The following subdivisions fall within the absolute control and management of Palmetto Railways, 1940 Algonquin Rd, Suite 425, Charleston, SC 29405:

- Charleston – CHAS
- North Charleston – NCHAS
- Navy Base – NAVYB
- State Junction – STJ

ITEM 40

HOURS OF NORMAL OPERATIONS

The normal operations of Palmetto Railways are 7:30 AM to 4:30 PM Monday through Friday.

ITEM 50

OBSERVED HOLIDAYS

The following days will be considered Holidays:

- New Years' Day
- Presidents Day
- Good Friday
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- The Day after Thanksgiving
- Christmas Eve
- Christmas Day
- New Years' Eve

ITEM 100

GENERAL DEFINITION OF TERMS

ACTUAL PLACEMENT

When a car is placed in an accessible position for loading or unloading or at a point designated by Consignor or Consignee.

CAR DAYS

A twenty four (24) hour period or fraction thereof commencing 7:00 AM after actual or constructive placement until the car is released and available to the railroad.

CONSIGNOR

The party in whose name cars are ordered and/or the party who furnishes this railroad forwarding directions.

CONSIGNEE

The party to whom a shipment is consigned and/or the party entitled to receive the shipment.

CONSTRUCTIVE PLACEMENT

When a car cannot be actually placed because of any condition attributable to the Consignor or Consignee, such car will be held at an available hold point and notice will be given the Consignor or Consignee that the car is held awaiting instructions.

CREDIT DAY

Non-chargeable day - Credits can only be earned on those cars released to carrier for further disposition.

ELECTRONIC MEANS

Any approved electronic device (i.e. email, telephone, facsimile) used to communicate.

FORWARDING INSTRUCTIONS

A bill of lading or other suitable order containing all the necessary information to transport the shipment to final destination.

LOADING

The complete or partial loading of a car in conformity with the loading and clearance rules, and the furnishing of forwarding instructions.

PRIVATE CAR

A car bearing other than railroad reporting marks and which is not a railroad controlled car.

PRIVATE TRACK

Trackage assigned for individual use including privately owned or leased tracks.

RAILROAD CONTROLLED CARS

A car with railroad reporting marks.

UNLOADING

The complete unloading of a car and notice from the Consignee that the car is empty and available to be moved.

ITEM 110

NOTIFICATION TO CUSTOMERS

Cars to be delivered to Private Tracks:

1. Notification of constructive placement on all cars being held due to any condition attributable to the Consignee or Consignor.
2. Delivery upon industrial interchange tracks of Consignee or party entitled to receive same will constitute notification.

Notification may be sent or given by telephone communication or Electronic Means. When Consignor or Consignee utilizes an electronic or mechanical device notification left on such device will be considered as having been given to Consignor or Consignee, as of the date and time transmitted.

ITEM 120

RULES GOVERNING CARS HELD FOR LOADING

RELEASE - A car is released as of the date and time advice is received that the car is available and forwarding instructions have been provided.

When Consignor does its own switching, the time a car is held for loading will commence once empty cars(s) are placed on interchange tracks, and will continue until (i) cars (s) are returned to an industrial interchange track and (ii) forwarding instructions are received.

Cars found to be over loaded or improperly loaded while at origin will not be considered released until the load has been adjusted.

COMPUTATION - Car Days will be computed from the first 7:00 AM (See Car Days, Glossary of Terms) after Actual or Constructive Placement whichever occurs first (i) until released with forwarding instructions for Railroad Controlled Cars, or (ii) until placement is made for Private Cars. In the case of Private Cars the calculation for charges will resume if the loaded car is pulled without forwarding instructions.

CREDITS - Two (2) Credit Days will be earned for each car released for which forwarding instructions have been received.

ITEM 130

RULES GOVERNING CARS HELD FOR UNLOADING

RELEASE - A car is released as of the date and time advice is received that the car is empty, and is available to be pulled. Cars placed on interchange tracks of a Consignee that performs its own switching must also be returned to the same industrial interchange track for release. When the same car is unloaded and reloaded, the car is released when forwarding instructions are received.

COMPUTATION - Car Days will be computed from the first 7:00 AM (See Car Days, Glossary of Terms) after Actual or Constructive Placement whichever occurs first until release.

CREDITS - Two (2) Credits Days will be earned for each car released from unloading.

Two (2) additional Credit Days will be provided when the same car is reloaded with a revenue load. (Ex: When car is held for revenue loading after being emptied, in one continuous transaction, a total of four (4) credits will be earned.

ITEM 140

DEMURRAGE RULES

Billing will be tendered on a monthly basis for all cars released during a calendar month. Billing will be made per customer per subdivision.

Credit Days and Car Day charges for cars held for unloading will be kept separately from cars held for loading.

Credit Days earned in one calendar month cannot be carried over to another month.

All days count including Saturday and Sundays. Eleven (11) holidays will not be subject to demurrage (See Holidays, Glossary of Terms)

ITEM 150

DEMURRAGE CALCULATION

Total Car Days per customer per subdivision will be added. Saturdays and Sundays are chargeable demurrage days, except when preceded by a non-chargeable demurrage day.

Note: Car Days are net of holidays (see Holidays, Glossary of Terms).

If Credit Days equal or exceed net Car Days per car, demurrage charges will not be assessed on the individual car.

If total Car Days exceed the total Credit Days per car, demurrage charges will be calculated as follows:

Subtract Credit Days from Car Days to determine chargeable days per individual car.

The number of chargeable days will be multiplied by the per car daily charge of \$65.