

Rail Tariff items – Description of Charges
Effective January 1, 2025**Tariff Item – Railcar Data**

The Port of Vancouver USA (Port) operates a database designed to automatically create reports regarding railcar arrivals, departures, destinations on Port rail infrastructure and dwell time.

– Letter of Authorization

Every organization receiving railcar traffic via the Port's rail infrastructure shall be required to submit a Letter of Authorization to the BNSF Railway and/or Union Pacific Railroad when required by the Class 1 Railroad, allowing the Port to automatically receive 417 data sets.

– AEI Data

The BNSF provides access to their servers where the Port can retrieve raw Automatic Equipment Identification (AEI) data on an hourly basis 24/7.

Tariff Item – Rail Fees

The Port's rail infrastructure includes all rail tracks west of the insulated joint bars on track 3372 off the BNSF Seattle Subdivision and west of the insulated joint bars on track 3501 off the BNSF Fallbridge Subdivision.

The operational control on rail tracks within the Port's serving yards is the responsibility of BNSF. No railcars are to be pulled from their spotted locations until specifically released by the consignee/consignor and confirmed by the BNSF. Tenants with specific Port agreements may perform their own intra-plant railcar switching operations as designated by such agreement.

The Port's common rail track infrastructure is intended and maintained to facilitate the efficient rail operations of the Port's industrial and marine facilities specifically for the benefit of the Port, a Port tenant, Port customer or Port rail user.

The storage of railcars on Port owned common rail infrastructure is prohibited. No railroad or tenant shall store railcars unless contractually agreed to by the Port.

Access, transit and dwell of any railcar not destined for the Port, a Port tenant, Port customer or Port rail user shall be subject to the per railcar access and dwell fees as described in this tariff.



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– **Common Rail Maintenance Fee (CRMF)**

Common rail is defined as any rail infrastructure not specifically assigned to a tenant, customer or user that is for the sole purpose of providing overall rail service to port tenants, customers and users.

The Port has established a reasonable CRMF and shall publish a facilities tariff annually which will reflect the CRMF. CRMF's shall 1) apply to all rail served tenants, users and Port rail customers accessing the rail tracks; 2) be based on the cost of maintenance from the previous calendar year; 3) be calculated to a per railcar fee using the yearend maintenance costs divided by the total yearend railcar count and invoiced monthly at the per car fee against the average monthly car count from the tenants and user's prior year. Thus, each tenant's monthly CRMF will be the same every month for the entire year. Total railcar count will include inbound loaded or inbound empty railcars placed for loading or unloading.

The 2025 CRMF is \$11.24 per rail car and will be implemented on January 1, 2025 Rail customers are responsible for 100% of rail maintenance and repair expense on their leased tracks.

– **Facility Fee - Railcars**

The Port shall have the right, in its sole and absolute discretion, to charge a facility fee for each railcar receiving commercial access to the Port. A facility fee will be assessed on each loaded or empty railcar with an origin or destination controlled by and within the Port rail operation serving yards. Fee will be invoiced to the Class 1 Railroads.

– **Access and Dwell Fees - Railcars**

The Port shall have the right, in its sole and absolute discretion, to charge an access and dwell fee for each railcar accessing the Port. An access fee of \$150 per railcar and \$150 per day of railcar dwell, will be invoiced to the BNSF Railway for any railcar accessing, transiting or dwelling on the Port's rail infrastructure not destined to a Port tenant, Port facility, Port leasehold or arriving with no waybill or any missing/unavailable railcar information.



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– **Hazardous Material Fee – Railcars**

The Port shall have the right, in its sole and absolute discretion, to charge a hazardous material access and dwell fee for each railcar accessing the Port. A Hazardous material access fee of \$500 per railcar and \$500 per day of railcar dwell, will be invoiced to the BNSF Railway for any railcar accessing, transiting or dwelling on the Port’s rail infrastructure containing any hazardous material, residue or waste not destined to a port tenant, Port facility, Port leasehold or Port rail user arriving with no waybill or any missing/unavailable information.

– **Material Spill Prevention and Response**

Any cargo and/or material transiting the Port’s rail infrastructure shall be handled in a manner that will minimize any opportunity for a spill. Any spill, spill response, spill cleanup and subsequent fines will be the sole responsibility of the entity in control of the railcar at the time of the spill.

– **BNSF Reciprocal Switch Charges**

All UPRR rail car traffic is subject to the BNSF switches charges as described in BNSF Switching Book 8005-D in effect on the date of the actual switch.

Customer Code	Customer	Address
C1	Boise Cascade LLC	3309 NW Lower River Rd.
C2	Vancouver Warehouse	2710 NW Lower River Rd.
C3	Commodities Plus	2707½ NW Lower River Rd.
C4	Fabricated Products	3201 NW Lower River Rd.
C5	Food Express	2901 NW Lower River Rd.
C6	Subaru Of America DBA Auto Warehousing Co.	3309 NW Gateway Ave.
C7	Tesoro Refining & Marketing	2211 West 26 th Ave.
C8	Tristar Transload	3702 NW Gateway Ave.
C9	Port of Vancouver	3103 NW Lower River Rd.
Inter- Carrier Switching Agreement	Wind Energy	Terminal 5