

**Rail Tariff items – Description of Charges  
January 3, 2017****Tariff Item – Rail Fees**

The Port of Vancouver's rail infrastructure shall include 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 of tracks within the port's premises is the responsibility of BNSF, the port's exclusive rail operator. No railcars are to be pulled from their spotted locations until specifically released by the consignee/consignor and confirmed by BNSF. Tenants with specific port agreements may perform their own internal railcar switching operations as designated by that agreement.

The port's rail tracks (track) are intended to facilitate the use of its industrial and marine facilities for their intended purposes, to accommodate rail traffic specifically for the benefit of the Port of Vancouver USA and its customers and tenants.

Unless contractually allowed or specifically approved by the port, storage of railcars on any track for longer than 24 hours is prohibited.

It is the intention of the port to charge certain fees for rail operations occurring at and within the port.

Based on the Master ITA with the BNSF, under Article III, Section 3 the port has the ability to charge the following fees:

– **Maintenance Fee**

The port shall have the right to establish a reasonable Common Rail Maintenance Fee and shall publish a facilities tariff annually which will reflect the Common Rail Maintenance Fee. Maintenance fees shall apply to all rail customers and other port, BNSF and UP rail customers using the track; be based on cost of maintenance from the previous calendar year; calculated to a per car fee using total port car counts and shall be charged monthly at the per car fee rate against the average monthly car count from the tenants prior year. Thus each tenant's monthly maintenance fee will be the same every month for the entire year. The tenant's car count will include both inbound, loaded, placed for unloading and inbound, unloaded, placed for loading provided by BNSF.

The maintenance fee is currently being based on the cost of maintenance from the previous calendar year and charged monthly on a per car basis directly to all rail customers and other port, BNSF and UP rail customers using the track.

The 2017 Common Rail Maintenance Fee will be set at \$5.00 per car and will have an expected implementation date of January 1, 2017. Lessee is responsible for 100 percent of rail maintenance costs occurring on their lease track.

– **Railroad Access Fees (Rail Access Fee)**

The port shall have the right, in its sole and absolute discretion, to charge rail access fees for rail traffic receiving commercial access to the Port of Vancouver USA under the Industrial Track Agreement (ITA). A Rail Access Fee may be assessed on each loaded railcar with an origin or destination controlled by Port of Vancouver USA. This fee would be billed to the Class 1 Railroads.

Effective Date: April 30, 2009

The UPRR rail car traffic is subject to the BNSF switches charges as described in BNSF Switching Book 8005-D, pg.19 (reciprocal switching) effective date January 1, 2017.

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 <sup>th</sup> Ave.
C8	Trimac Panel Products	2601 West 26 <sup>th</sup> Ave.
C9	Tristar Transload	3702 NW Gateway Ave.
C10	Port of Vancouver	3103 NW Lower River Rd.
Inter- Carrier Switching Agreement	Wind Energy	Parcel 1A

Future rail customers at Terminal 5 will be subject to an amendment to the BNSF Switching Book 8005-D.