

FT CCT 8015-F
(Cancels FT CCT 8015-E)

CENTRAL CALIFORNIA TRACTION COMPANY



FREIGHT TARIFF CCT 8015-F (Cancels Freight Tariff CCT 8015-E)

NAMING

RULES AND REGULATIONS

GOVERNING

TERMINAL, SWITCHING AND MISCELLANEOUS CHARGES

APPLYING ON THE

CENTRAL CALIFORNIA TRACTION COMPANY

LOCAL FREIGHT TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: January 1st, 2025

EFFECTIVE: January 15th, 2025

ISSUED BY:

Ramiro Barba, General Manager

Central California Traction Company
2201 West Washington Street # 12
Stockton, CA 95203

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For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>								
<p>ITEM 20</p> <p align="center">LIST ON CONNECTING LINES</p> <table border="0"> <tr> <td>Railroad:</td> <td>Point of connection:</td> </tr> <tr> <td>BNSF Railway</td> <td>Stockton, CA and Port Stockton, CA</td> </tr> <tr> <td>Union Pacific Railroad</td> <td>Stockton, CA and Port Stockton, CA Polk, CA</td> </tr> <tr> <td>Stockton Terminal and Eastern Railroad</td> <td>Stockton, CA</td> </tr> </table>	Railroad:	Point of connection:	BNSF Railway	Stockton, CA and Port Stockton, CA	Union Pacific Railroad	Stockton, CA and Port Stockton, CA Polk, CA	Stockton Terminal and Eastern Railroad	Stockton, CA	<p>ITEM 45</p> <p align="center">REGULAR SERVICE DAYS OF OPERATION</p> <p>For the purpose of applying the provisions of this tariff, CCT's normal service days of operation are between 0630 and 2330, Monday through Friday, except Holidays (See Item 40)</p>
Railroad:	Point of connection:								
BNSF Railway	Stockton, CA and Port Stockton, CA								
Union Pacific Railroad	Stockton, CA and Port Stockton, CA Polk, CA								
Stockton Terminal and Eastern Railroad	Stockton, CA								
<p>ITEM 30</p> <p align="center">COLLECTION OF CHARGES</p> <p>All charges are due and payable upon presentation of bill and any dispute in billing must be received within 15 days of billing date.</p> <p>Bill not paid within Thirty-one (31) days of the billing Date will be assessed a one and one-half percent (1.5%) interest charge per month.</p>	<p>ITEM 50</p> <p align="center">MILEAGE ALLOWANCE ON PRIVATE CARS</p> <p>CCT not being a participant of Tariff RIC 6007, will not pay any mileage allowance on private cars.</p>								
<p>ITEM 40</p> <p align="center">HOLIDAYS</p> <p>New Years Day(See note 1) Presidents Day Good Friday Memorial Day Independence Day(See note 1) Labor Day Thanksgiving Day and day after Christmas Eve Christmas Day(See note 1) New Years Eve</p> <p><i>Note 1: When this date occurs on a Sunday, the following Monday will be observed as the holiday.</i></p>	<p>ITEM 55</p> <p align="center">HAZARDOUS MATERIALS</p> <p>Hazardous materials, substances or waste are described in Hazardous Materials regulations of the U.S. Department of Transportation 49 CFR Parts 171.8</p>								
	<p>ITEM 60</p> <p align="center">CAR HIRE</p> <p>All car hire charges are to remain in the account of and to be billed to CCT connecting carriers.</p>								
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	<p>ITEM 65 [A]</p> <p align="center">ACTUAL AND CONSTRUCTIVE PLACEMENT</p> <p>Actual Placement: When a car is placed in an accessible position for loading or unloading, or at a point designated by the consignee or consignor or the care of party, loading or unloading the car. (See Note 1)</p> <p><i>Note 1: Cars for Port Stockton tracks not accessible due to CPUC restrictions the Actual Placement is the date and time placed on tracks 970 or 941 by CCT Train crews.</i></p> <p>Constructive Placement: All cars upon arrival in interchange from Connecting Carriers will be placed in constructive placement status. Notice of Constructive Placement is daily e-mail from CCT operations office to customers.</p> <p>Cars placed in CP status on the Lodi branch will be subject to a daily charge of \$50 for every car over the allotted limit.</p>								

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<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES (Rates in dollars and cents per car, except as otherwise provided)</p> <p>ITEM 100</p> <p align="center">HAZARDOUS MATERIALS STORAGE AND DETENTION CHARGES</p> <p>All Shipments of Hazardous Materials are subject to a charge of \$100.00 per day Storage and Detention Charges if not actually placed on a customer's track. This time begins at 0001 hours on the day after interchange. (See Exception)</p> <p>Exception - At Port of Stockton:</p> <ol style="list-style-type: none"> (1) Shipments of Ethanol, UN1987 or UN1993 or Aviation Gasoline UN1203 - Charge is \$100.00 per car computed starting 72 hours after time of Constructive placement. (2) Shipments of any Hazardous Materials Held due to no Certificate of Analysis (COA) - Charge is \$750.00 per car per day. (3) Shipments of any Hazardous Materials held for billing – Charge is \$750.00 per car per day. (4) Shipments of Anhydrous Ammonia, Chlorine or any or TIH/ PIH loaded or residue - Charge is \$1000.00 per car per day 48 hours after time of constructive placement (See Note). <p><i>Note: On any TIH or PIH the \$1000.00 per car per day charge is on top of the \$100.00 per car per day Hazardous materials Storage and Detention Charges.</i></p>	<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES (Rates in dollars and cents per car, except as otherwise provided)</p> <p>ITEM 110 [A]</p> <p align="center">CARS HELD FOR B/O REPAIR</p> <p>Cars held off customers tracks for b/o repair will be charged \$150 per car per day until released. This is in addition to any charges required for moving cars from customer tracks to the repair track.</p> <hr/> <p>ITEM 115</p> <p align="center">DEMURRAGE CHARGES PORT OF STOCKTON</p> <p>CCT does not collect demurrage at the Port of Stockton.</p> <hr/> <p>ITEM 120</p> <p align="center">TURNING OF CARS TO PERMIT LOADING OR UNLOADING, ETC.</p> <p>If cars are turned at request of customer to facilitate loading or unloading, or for any other purpose, a charge of \$495.00 per car per occurrence will be assessed and will be in addition to all other applicable charges. (See Note, this item.)</p> <p>Note - If bill of lading carriers notation that car has been placarded, and placard has disappeared before placement, the charge herein will not apply.</p>
<p>ITEM 105 [I]</p> <p align="center">SPECIAL TRAIN OR SWITCHING SERVICES</p> <p>Rates herein include only the performance of normal switching and train service <u>during normal service days of operation (See Item 45)</u> by and at the convenience of the carrier. If requested by an industry in writing to the CCT operations' office, special train or switching services will be performed by the carrier providing the carrier has available motive power and manpower for the following additional charge:</p> <p>Minimum Charge of \$3500.00 for up to eight hours excluding Holidays and \$950.00 per hour or a fraction thereof for any time exceeding eight (8) hours. For Holidays the Charge is \$6000.00 per eight hour shift and \$980.00 per hour for each hour or fraction thereof.</p>	<p>ITEM 125</p> <p align="center">HAZARDOUS MATERIALS PLACARD REPLACEMENT</p> <p>Missing Placard replacement - Minimum charge of \$75.00 per placard replaced.</p> <hr/> <p>ITEM 130</p> <p align="center">HAZMAT RESPONSE</p> <p>Response to Hazardous Materials Releases due to improperly secured shipments - Minimum charge of \$900.00 per response and repair plus any repair parts or gaskets.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES (Rates in dollars and cents per car, except as otherwise provided)</p>	<p align="center">SECTION 2 SWITCHING RULES AND CHARGES (Rates in dollars and cents per car, except as otherwise provided)</p>
<p>ITEM 135</p> <p align="center">DIVERSION OR RECONSIGNMENT</p> <p>All diversions or Reconsignment of cars must be made with the respective Interchange carriers and a copy furnished to the CCT operations office - Charge of \$450.00</p>	<p>ITEM 200</p> <p align="center">INTRA-PLANT SWITCHING</p> <p>All loaded and empty cars switched for any purpose from one part of an industry or to another track within the industry - Charge of \$225.00 per car .</p>
<p>ITEM 140 [A]</p> <p align="center">SECUREMENT OF DOORS</p> <p>Railcars that have been released by the customer will not be moved unless all doors, hatches, gates and tie-down devices are secured. At its sole discretion, CCT may close doors, hatches, gates or secure tie down devices on empty cars, in which case a charge of \$150.00 per car will be assessed against the customer releasing said car.</p>	<p>ITEM 205</p> <p align="center">INTER-TERMINAL SWITCHING</p> <p>On cars switched from a track on the CCT to another Track within Terminals of the CCT - Charge of \$400.00 per car (See Note).</p> <p><i>Note: All cars switched from customer track to another track within terminals of the CCT for no Certificate of Analysis (COA) - Charge of \$700.00 per car.</i></p>
<p>ITEM 145 [A]</p> <p align="center">CAPTURE AND RETURN CHARGE</p> <p>For cars released in error by the customer that are still in CCT's possession there will be a \$300 charge per car to capture and return the cars to the customers track.</p>	<p>ITEM 210 [A]</p> <p align="center">INABILITY TO PULL OR SPOT CUSTOMER</p> <p>When CCT is unable to pull or spot railcars at a customer facility due to reasons not attributable to CCT, such as locked gate; debris, blue light/flag protection; railcars released empty when still loaded; railcars released loaded when still empty; etc., the customer will be subject to a charge of \$300 per event.</p>
<p>ITEM 150 [A]</p> <p align="center">ENCROACHMENT PERMIT</p> <p>An encroachment permit must be obtained for all proposed activities within, under, or over the railroad right of way or within 25' of the track. Permits are \$750-5000 and flagging when needed is \$1500 a day.</p>	<p>ITEM 215 [A]</p> <p align="center">EMPTY CARS ORDERED BUT NOT USED</p> <p>Where empty cars are ordered for loading and not used, a charge of \$450 per car will be assessed to return them to the UP/BNSF. This is not applicable on cars refused or rejected because they are defective or unfit for loading.</p>
<p>ITEM 160 [A]</p> <p align="center">DEFECTIVE CAR DOOR OR OUTLET GATE REPAIR</p> <p>When customer reports a defective car door or bottom outlet gates and they require CCT mechanical to open or close the doors or outlet gates, there is a Minimum charge of \$480.00 to be paid to the CCT third party Mechanical Contractor.</p>	<p>ITEM 220 [A]</p> <p align="center">CHERRY PICKING SPOT CARS</p> <p>When a customer has more than 3 days worth of cars on hand and requests specific cars to spot, a charge of \$250 per car will be assessed.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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<p>ITEM 225 [A]</p> <p>SWITCHING HEAVY CAPACITY AND SPECIAL TYPE FLAT CARS</p> <p>A. A charge of \$1,015.08 per car used will be assessed for the movement of a shipment for which carrier furnished flat cars bearing mechanical designation "FG", "FW" of any capacity, and cars of the designation "FM" of 200,000 pounds and over nominal capacity; and a charge of \$3,037.27 per car used on flat cars bearing mechanical designation "FD," "LS," or other Schnabel type as listed in the Official Railway Equipment Register, Tariff RER 6414-Series.</p> <p>B. Any car not covered by the provisions of Item 225 (A), which requires a dimensional shipment protection notice will be assessed a charge of \$1,015.08.</p>	<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p>																					
	<p>ITEM 1000</p> <p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <table border="0"> <thead> <tr> <th align="left">ABBR/ REF</th> <th align="left">EXPLANATION</th> </tr> </thead> <tbody> <tr> <td>ABBR</td> <td>- Abbreviations</td> </tr> <tr> <td>CCT</td> <td>- Central California Traction Company</td> </tr> <tr> <td>CPUC</td> <td>- California Public Utilities Commission</td> </tr> <tr> <td>HAZMAT</td> <td>- Hazardous Materials</td> </tr> <tr> <td>REF</td> <td>- Reference Marks</td> </tr> <tr> <td>[A]</td> <td>- Addition/New</td> </tr> <tr> <td>[D]</td> <td>- Cancel</td> </tr> <tr> <td>[I]</td> <td>- Increase</td> </tr> <tr> <td>[NC]</td> <td>- No Change</td> </tr> <tr> <td>[R]</td> <td>- Reduction/Decrease</td> </tr> </tbody> </table> <p>(<u>Underscored</u> portion denotes change/addition.)</p>	ABBR/ REF	EXPLANATION	ABBR	- Abbreviations	CCT	- Central California Traction Company	CPUC	- California Public Utilities Commission	HAZMAT	- Hazardous Materials	REF	- Reference Marks	[A]	- Addition/New	[D]	- Cancel	[I]	- Increase	[NC]	- No Change	[R]
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