

IOWA INTERSTATE RAILROAD, LTD.

FREIGHT TARIFF IAIS 5100 Amendment 3

LOCAL AND
PROPORTIONAL RATES ON
AGGREGATES
STCC: 14-XXX

FROM

TO

Stations in Illinois and Iowa

Stations in Illinois and Iowa

AGGREGATES TARIFF

Governed by Uniform Freight Classification, STB 6000-Series, Uniform Freight Classification Committee, Agent, Supplements thereto or successive issues thereof.

NOTICE

The provisions published herein will, if effective, not result in an effect on the quality of the human environment.

ISSUED: December 14, 2017

EFFECTIVE: January 4, 2018

ISSUED BY:

Iowa Interstate Railroad, Ltd.
5900 6th Street SW
Cedar Rapids, IA 52404
(319) 298-5419

Item 5 Description of Governing Classification and Exceptions

The terms UFC, OPSL, STCC mean respectively:
Uniform Freight Classification Tariff UFC 6000-Series
Open and Prepay Station List Tariff OPSL 6000-Series.
Standard Transportation Commodity Code Tariff STCC 6001-Series

Except as otherwise provided, this tariff is also governed by the following tariffs:
IAIS T 8000 Series - Switching
IAIS T 3000 Series - General Commodities
IAIS T 6100 Series - Rules
IAIS T 9003 Series – Mileage Fuel Surcharge
IAIS T 6004 Series - Demurrage

Item 9 Exemption from Regulation Box Car Traffic

Pursuant to the orders of the Surface Transportation Board in Ex Parte 346 (Sub No. 8), Exemption from Regulation – Boxcar Traffic, 367 STB 424, 367 STB 747, rates, charges, rules and regulations in connection with the transportation of commodities in box cars, to the extent of the exemption from regulation in cited Commission orders, will have no application on commodities transported in box cars to that extent.

Item 10 Station Lists and Conditions

This tariff is governed by the official list of Open and Prepay Station 6000-Series, STB OPSP 6000-Series, Station List Publishing Company, Agent, to the extent shown below:
PREPAY REQUIREMENTS AND STATION CONDITIONS
For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and changes in station facilities. When a station is abandoned as of a date specified in this above named tariff the rates from and to such station as published in this tariff are inapplicable on and after that date.

Item 20 Reference to Tariffs, Items, Notes, Rules, Etc.

Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs, and reissues of such items, notes, rules, etc.

Item 25 Terminal or Transit Privileges or Services

Shipments made under the rates contained in this Tariff are entitled also to terminal and transit services and privilege, and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published, lawfully filed Tariffs.

Item 40 Consecutive Numbers

Where consecutive numbers are represented in this tariff by the first and last number connected by the word “to” or a hyphen they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers

Item 45 Capacities and Dimensions of Cars

For marked capacities, length, dimensions and cubical capacities of cars, see the Official Equipment Register, STB RER 6411-Series

Item 50 Method of Canceling Item

As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 25-B cancels Item 25-A in a prior supplement which in turn canceled Item 25.

Item 60 National Service Order Tariff

This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff NSO 6100-Series, STB NSO 6100-Series.

Item 65 Demurrage

This tariff is subject to all rules and charges published in STB IAIS 6004-Series Demurrage Tariff.

Item 80 Intermediate Application-Origin

Subject to the provisions of Notes 1, 2 & 3 below, from any point of origin from which a commodity rate on a given article to a given destination and via a given route is not named on this tariff, which point is intermediate to a point from which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies to the same destination, apply from such intermediate point to such destination and via such route the commodity rate in this tariff on said article from the next beyond point from which a commodity rate is published herein on that article to the same destination via the same route.

NOTE 1: If the intermediate point is located between two points from which commodity rates on the same article via the same route are published in this tariff, apply via that route from the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more “next beyond” points due to branch or diverging lines, eliminate all such “next beyond” points except the point from which the lowest charge is applicable.

NOTE 2: If the class rate on the same article via the same route from the intermediate point produces a lower charge than would result from applying the commodity rate under this item, such commodity rate will not apply.

NOTE 3: If there is any other tariff a commodity rate on the same article from the intermediate origin point applicable over the same route to the same destination, the provisions of this item are not applicable from such intermediate origin points.

Item 85 Intermediate Application-Destination

Subject to the provisions of Notes 1, 2 & 3 below, from any point of destination from which a commodity rate on a given article to a given origin and via a given route is not named on this tariff, which point is intermediate to a point from which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies to the same origin, apply from such intermediate point to such origin and via such route the commodity rate in this tariff on said article

from the next beyond point from which a commodity rate is published herein on that article to the same origin via the same route.

NOTE 1: If the intermediate point is located between two points from which commodity rates on the same article via the same route are published in this tariff, apply via that route from the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more “next beyond” points due to branch or diverging lines, eliminate all such “next beyond” points except the point from which the lowest charge is applicable.

NOTE 2: If the class rate on the same article via the same route from the intermediate point produces a lower charge than would result from applying the commodity rate under this item, such commodity rate will not apply.

NOTE 3: If there is any other tariff a commodity rate on the same article from the intermediate destination point applicable over the same route to the same origin, the provisions of this item are not applicable from such intermediate origin points.

Item 95 Charges on Overloaded or Improperly Loaded Cars

Please refer to IAIS Rules Tariff 6100 Series Item 110.

Item 120 Gross Weight

When cars are discovered to be overloaded or improperly loaded, the charges as noted in IAIS Rules Tariff 6100 series Item 110 will apply.

Item 130 Charge, Furnished Equipment Used for Offline Movements

Iowa Interstate Railroad will assess a \$1000 per car charge against shippers or carriers routing IAIS owned, leased or controlled equipment via routes that exclude IAIS from participation in the route and/or linehaul revenue. This charge is in addition to any other charges which may be due from shipper.

Exception 1: With prior permission from IAIS Customer Service Director, 319-298-5426, a shipper or carrier can utilize such equipment, without penalty, for outbound shipment via a carrier other than IAIS.

Exception 2: This charge does not apply on cars assigned to pools, when loaded and routed in accordance with applicable AAR Car Service Rules, Car Service Directives and Transportation Directives.

Item 140 Charge, Failure to Complete Unloading of Railcars

Governing freight classifications in the US require that to complete unloading, a consignee (the party unloading the railcar) must remove all lading and non-railway owned dunnage, blocking, bracing, strapping, and any other non-railway owned material that was not part of the shipment (unless otherwise provided by the rate authority or other similar written agreement.) To prevent rejection of IAIS supplied cars by customers on account of violation of these provisions, all IAIS owned or leased cars must be clean and suitable for immediate reloading. On shipments where the party unloading the car refuses or fails to remove all such lading and securing devices, secure interior loading devices and close doors, IAIS shall bill to the original shipper/Consignee served by IAIS a penalty charge of \$200.00 per car, plus the actual cost by IAIS to remedy the situation.

ITEM	BETWEEN	AND	Railroad Supplied		Private, zero mileage	
			263,000 lbs. car Capacity	286,000 lbs. car Capacity	263,000 lbs. car Capacity	286,000 lbs. car Capacity
410	Council Bluffs, IA	Des Moines, IA	\$ 1,229	\$ 1,328	\$ 1,149	\$ 1,241
		Iowa City, IA	\$ 1,763	\$ 1,905	\$ 1,648	\$ 1,780
		Quad Cities	\$ 1,913	\$ 2,066	\$ 1,788	\$ 1,931
		Peoria, IL *	\$ 2,655	\$ 2,868	\$ 2,481	\$ 2,680
		Peoria, IL	\$ 2,319	\$ 2,504	\$ 2,167	\$ 2,340
		Chicago, IL	\$ 2,248	\$ 2,428	\$ 2,101	\$ 2,269
420	Des Moines, IA	Iowa City, IA	\$ 1,311	\$ 1,416	\$ 1,225	\$ 1,323
		Quad Cities	\$ 1,406	\$ 1,518	\$ 1,314	\$ 1,419
		Peoria, IL *	\$ 2,279	\$ 2,461	\$ 2,130	\$ 2,300
		Peoria, IL	\$ 1,754	\$ 1,894	\$ 1,639	\$ 1,770
		Chicago, IL	\$ 2,022	\$ 2,184	\$ 1,890	\$ 2,041
430	Iowa City, IA	Quad Cities	\$ 1,874	\$ 2,023	\$ 1,751	\$ 1,891
		Peoria, IL	\$ 1,146	\$ 1,238	\$ 1,071	\$ 1,157
		Peoria, IL *	\$ 1,897	\$ 2,049	\$ 1,773	\$ 1,915
		Chicago, IL	\$ 1,374	\$ 1,484	\$ 1,284	\$ 1,387
440	Quad Cities	Quad Cities	\$ 859	\$ 928	\$ 803	\$ 867
		Peoria, IL *	\$ 1,851	\$ 1,999	\$ 1,730	\$ 1,868
		Peoria, IL	\$ 1,328	\$ 1,434	\$ 1,241	\$ 1,340
		Chicago, IL	\$ 1,587	\$ 1,714	\$ 1,483	\$ 1,602
450	Peoria, IL *	Chicago, IL	\$ 2,007	\$ 2,168	\$ 1,876	\$ 2,026
		Chicago, IL	\$ 1,483	\$ 1,603	\$ 1,386	\$ 1,498

Notes:

1. Rates apply in either direction
2. Quad Cities includes the following: Milan, IL; Rock Island, IL; Moline, IL; Davenport, IA; Silvis, IL
3. Effective June 18, 2012 the gross maximum weight on rail for railcars traveling to or from Rock Island, IL and Milan, IL is 263,000 lbs.
4. Rates are for single car shipments only, If shipping larger than a 20 car block please contact IAIS Marketing and Sales at rates@iaisrr.com for pricing.

Switching:

1. Lanes including Chicago, IL include one intermediate switch charge only. No other switching will be absorbed by IAIS.
2. Lanes including Peoria, IL marked with an asterisk (*) includes one reciprocal TZPR switch charge in Peoria, IL only.

EXPLANATION OF ABBREVIATIONS

<u>Abbreviation</u>	<u>Explanation</u>
IA	Iowa
IAIS	Iowa Interstate Railroad
ICC	Interstate Commerce Commission
IL	Illinois
NSO	National Service Order (Western Trunk Line Agent)
Quad Cities	Includes Silvis, IL; Moline, IL; Rock Island, IL and Davenport, IA
UFC	Uniform Freight Classification