



RIDLEY TERMINALS INC.

TARIFF

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1.1 CONVERSION EQUIVALENCY

Meter	=	3.2808 feet
Kilogram	=	2.2046 pounds
Liter	=	0.2642 U.S. gallons
Metric Tonne	=	1000.0 kilograms
	=	2204.6 pounds
	=	1.1023 short tons (2000 pound ton)
	=	0.9842 long tons (2240 pound ton)
Cubic Meter	=	1000.0 liters
	=	35.3147 cubic feet
	=	0.8830 measurement tons (40 cubic feet)
	=	220.0 gallons (Imperial)
	=	27.50 bushels (Imperial)
	=	6.290 barrels (42 U.S. gallons)

1.2 SCHEDULE OF RATES AND FEES

All rates and fees in this Tariff are expressed in Canadian Dollars and are exclusive of the Goods and Services Tax (HST/GST). In addition to all fees stated herein, Users must pay RTI all HST/GST for goods and services provided by RTI when required by law. Charges hereunder are made in full hour units and are subject to change at RTI's sole discretion and are valid and enforceable once published on RTI's website.

- (a) EXTRA LABOUR MAN-HOUR RATE
 - (i) Regular Day Rate \$110.00 per hour per worker
 - (ii) Statutory Holiday Day Rate \$173.00 per hour per worker
- (b) EQUIPMENT HIRE RATES - MANNED
 - (i) Dump Truck
 - (A) 12 cubic yard Tandem Dump Truck \$181.00 Per Hour
 - (B) 20 cubic yard Articulated Rock Truck \$267.00 Per Hour
 - (ii) Road Grader
 - (A) Champion Road Grader \$258.00 Per Hour
 - (iii) Vibrating Compactor
 - (A) CAT CS56 \$258.00 Per Hour
 - (iv) Hydraulic Excavator
 - (A) 20 Ton (i.e. EX200 or CAT 320) \$258.00 Per Hour
 - (B) (B) 45 Ton (i.e. EX450 or CAT 345) \$420.00 Per Hour
 - (v) Steel Tracked Bulldozer
 - (A) Caterpillar D9T \$423.00 Per Hour
 - (B) Caterpillar D10T \$513.00 Per Hour
 - (vi) Water Truck
 - (A) Tandem Axle 3,000 gallon \$258.00 Per Hour
 - (B) Caterpillar 740B Articulated 8,000 Gallon \$365.00 Per Hour

- (vii) Rubber Tired Front End Loaders
 - (A) Caterpillar 980H Front End Loader \$341.00 Per Hour
 - (B) Caterpillar 980C Front End Loader \$258.00 Per Hour
 - (C) Caterpillar 246C Skid Steer \$181.00 Per Hour
- (viii) Crane Trucks
 - (A) Single Axle Truck mounted Hiab Crane \$258.00 Per Hour
 - (B) Single Axle Truck mounted Stinger Crane \$258.00 Per Hour
- (ix) Fork Lift
 - (A) Rubber Tire Lift Truck \$181.00 Per Hour

Other equipment may be available from a rental fleet, subject to availability, mobilization, and demobilization charges, at rates to be agreed on by the User and RTI on a case-by-case basis. Equipment hire is for on-site services only operated by RTI employees and only by arrangement with RTI.

(c) TERMINAL SERVICES

- (i) GROUND STORAGE OF CARGO:
 - (A) Arranged by mutual agreement between RTI and the User in writing or stipulated by contract prior to transfer of Cargo for Storage.
 - (B) Charge: \$1.80 per Tonne per month if not so stipulated by contract.
- (ii) SPONTANEOUS COMBUSTION AND DUST TREATMENT:

The treatment of Cargo will be determined at the point of receipt and while the Cargo is in storage in the stockyard. If necessary action is required, then the cost to remedy will be based on the following:

 - (A) Charge: chemical treatment will be based on cost of product (according to current market rates) and the application rate per Tonne.
 - (B) Charge: \$0.05 per Tonne application fee
- (iii) ADDITION OF WATER TO CARGO:
 - (A) Charge: \$0.08 per Tonne for addition at Railcar Dumper
 - (B) Charge: \$0.08 per Tonne for addition at Vessel Loading.

(iv) BLENDING OF CARGO:

The blending of Cargo will be available either at time of receipt or at time of delivery depending on the availability of equipment and subject to agreement by RTI.

(A) Charge: \$10,000 per hour for every hour or part thereof.

(v) CRUSHING AND SCREENING OF CARGO:

The Crushing and screening of Cargo is available upon request and subject to equipment availability.

(A) Charge: based on current market rates.

(vi) POTABLE WATER

The provision of potable water for a Vessel moored at Berth is subject to availability

(A) Charge: \$108.00 per Tonne.

Please note: Potable water is NOT available as of 01-Jul-2011.

(vii) VESSEL PROVISIONING:

For a Vessel moored at Berth, a provision delivery schedule must be given to RTI 24 hours in advance of the Vessel's arrival and agreed to by RTI. Charges must be guaranteed on account or paid in advance of service.

(A) Charge: \$600.00 based on a minimum 3 hour charge for provision of driver and forklift to move Vessel stores from on-site delivery truck to closest location at Vessel gangway. Service time over 3 hours charged at labour plus equipment rate in whole hours for every hour and part thereof as per rates in this Tariff.

(B) Charge: \$250.00 minimum for removal of packaging materials left behind from Vessel stores delivery. Excessive garbage charges will be assessed on a case-by-case basis in RTI's sole discretion.

(C) RTI will not accept Dangerous Goods of any kind or ship garbage for disposal.

(d) VESSEL SERVICES

(i) BERTHAGE:

Berthage time shall commence upon the Vessel berthing (first line) and shall cease at the Vessel's departure (last line) from the Berth. The Vessel Party shall indicate the linear Length Overall (LOA) in meters in the Berth Application based on the Lloyds Registry LOA.

(A) Charge: \$8.50 per linear meter overall of the Vessel per 8 (eight) hour period

(ii) LINE HANDLING:

The following charges will be assessed for tying up and letting go of Vessels:

(A) Charge: \$4,500.00 per Vessel call

(iii) BERTHING TUGS:

Please note that berthing tugs must be arranged and paid by the Vessel Agent directly with SMIT Marine and that charges are subject to change according to SMIT Marine issued tariff.

As of May 01, 2019:

(A) Docking/Undocking: \$0.514 per Vessel Deadweight Tons (DWT)

(B) Line Boat Service: 5% of the Vessel DWT charge

(C) Tug Hourly Standby Charges:

i. \$974.00 per hour per Azimuth Stern Drive (ASD) or Azimuth Drive (AD) tug

ii. \$585.00 per hour per Twin Screw tug

(D) Tug assisted berthing requires 24 hours advance and 12 hours final notice.

(E) Tug assisted departure requires 24 hours advance and 4 hours final notice.

(F) Tug time for berthing or departure includes a 2 hour allowance to provide service. Any time over 2 hours is counted as standby time at the prevailing tug standby rate above.

(G) Cancellation of tug service after final notice is subject to a cancellation fee of 4 hours at hourly rate for each tug.

(H) Emergency callout time is 2 hours.

(I) SECURITY FEES:

- i. Charge: \$1,600.00 per Vessel for each calendar day or part of a calendar day

Please note: The security charge may increase due to change in MARSEC level or event requiring extra security service

(J) NOTICE TO VACATE BERTH:

- i. Charge: \$10,000.00 per hour for each hour or fraction thereof of each calendar day that the Vessel remains in or occupies Berth from one (1) hour after delivery of the Notice to Vacate Berth, regardless of any intervening circumstances of any nature

(K) DEAD BERTH:

- i. Charge: \$10,000.00 per hour for each hour or fraction thereof of each calendar day from three (3) hours from the time the Vessel is ordered to Berth, regardless of any intervening circumstances of any nature even if Vessel attempts and fails to move to Berth, until either the subject Vessel or an alternate Vessel is berthed.

(L) FAILURE TO COME TO BERTH:

- i. Charge: \$10,000.00 per hour for each hour or fraction thereof of each calendar day from one (1) hour after Vessel was Ordered to Berth, regardless of any intervening circumstances of any nature if Vessel makes no attempt to move to Berth, until subject Vessel or alternate Vessel is berthed.

Note: Charges outlined in Items (J), (K), and (L) above will be levied at RTI's sole discretion on a case-by-case basis.

(e) UNIT TRAIN HANDLING SERVICE CHARGES

Switching Rate: \$ 700.00 per hour or fraction thereof, per Unit Train. Unit
Train Dumping Rate: \$ 10,000.00 per hour or fraction thereof.

- (i) All agreements for Unit Train Handling are based on a Unit Train carrying a single grade of Cargo and being presented to RTI in a manner to allow safe handling based on the physical limitations of RTI's facilities.

(A) Unit Train maximum length is 6,500 feet (108 Steel or 119 Aluminum Railcars).

- (B) Over Length Unit Trains must have Locomotive configuration of one (1), two (2), or three (3) leading engines and a minimum of one (1) trailing engine (1-0-1, 2-0-1 or 3-0-1).
- (C) All Unit Trains presented for handling at RTI must be steel or aluminum, with all railcars having the same length, width, and height dimensions.
 - (D) All rotary couplings oriented the same way (i.e. all east or all west). RTI's preference is west-oriented couplings.
 - i. Rotary couplings attached to each locomotive.
 - ii. Single grade of Cargo per Unit Train.
- (E) Subject to Unit Train Handling Service Charges:
 - i. Unit Trains arriving that are over 6,500 feet in length must be broken into two segments:
 - (I) Minimum charge of: 1.0 hour of Switching Rate if performed by RTI.
 - ii. Over Length Unit Trains arriving with an engine configuration other than 1-0-1, 2-0-1 or 3-0-1 (i.e. no trailing engine; 1-0-0, 2-0-0, 3-0-0, etc) or with a mid-engine (1-1-1, 2-1-1, 3-1-0, etc) require extra switching to position segments for dumping:
 - (I) Minimum charge of: 1.0 hour of Switching Rate.
 - iii. Mix of different dimension railcars on same Unit Train:
 - (I) Charge of: 0.5 hour of the Unit Train Dumping Rate specified above per occurrence of different railcar type on each Unit Train.
 - iv. Fixed Coupling or Double Rotary Situation:
 - (I) Charge of: 0.5 hour of the Unit Train Dumping Rate specified above per occurrence on each Unit Train.
 - v. More than one (1) grade of Cargo per Unit Train:
 - (I) Charge of: 1.0 hour of the Unit Train Dumping Rate specified above per occurrence on each Unit Train.

- (F) Unit Trains and railcars which have been placed on the RTI outgoing tracks will be granted one and a half (1.5) hours of free time to dwell after released to the Railway for removal.
 - i. Unit Trains or parts of Unit Trains that dwell on the outgoing tracks longer than one and a half (1.5) hours OR if departure delay will stop the Unit Train Dumping Process:
 - (I) Minimum charge of: 1.0 hour of Unit Train Dumping Rate specified above, with each additional hour or part thereof being similarly charged at the Unit Train Dumping Rate.
- (G) Cargo delivered to RTI MUST be free flowing.
 - i. Unit Trains and railcars will be rejected, and the railcars and/or Unit Train shipment will be sent away from RTI if not in a free flowing form.
 - ii. When weather conditions exist that may result in Unit Trains or railcars arriving at RTI with frozen Cargo which may prevent the railcars from Unloading, RTI recommends a Freeze Conditioning Agent be added to the Cargo and a Side Release Agent applied to the railcar prior to loading.
 - iii. If it is determined that Freeze Conditioning Agent and/or Side Release Agent was not adequately applied to the Cargo and railcars, and the railcars and/or Unit Train is rejected, RTI may assess:
 - (I) Charge of: 1.0 hour of Unit Train Dumping Rate minimum delay for moving the full subject railcar and/or Unit Train for removal by the Railway.

1.3 RESPONSIBILITY FOR PAYMENT OF CHARGES

Except as otherwise provided, all charges specified herein shall be for the account of the Shipper, Owner, and/or contracting party and shall be due and payable when service is provided.

RTI has the right to require payment in full of any and all such charges outlined in this Tariff before services are rendered.

Interest of 18% per annum will be charged on overdue accounts.