

**Q.N.S. & L. Ry. TARIFF No. F.13-MM  
Cancelling No. F.13 LL**

# **QUEBEC NORTH SHORE & LABRADOR RAILWAY COMPANY**

**LOCAL FREIGHT TARIFF**

**OF**

**RATES, RULES AND REGULATIONS**

**GOVERNING**

**FREIGHT IN SEMI-TRAILERS, CONTAINERS OR FLAT**

**RACKS ON RAILWAY FLAT CARS**

**APPLYING BETWEEN STATIONS ON THE**

**QUEBEC NORTH SHORE & LABRADOR RAILWAY COMPANY**

**AND**

**TSHIQUETIN RAILWAY TRANSPORTATION INC.**

**ISSUED December 21, 2022**

**EFFECTIVE January 1, 2023**

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**EXPLANATION OF ABBREVIATIONS**

AQ	Any quantity	No. (s) ...	Number, (s)
CTA	Canadian Transportation Agency	NOIBN . . .	Not otherwise indexed by name.
Jct.	Junction.	QNS&L RY.	Quebec North Shore & Labrador Railway Company.
m	Metre		
Nfld.	Newfoundland	Que .....	Quebec
		Ry.....	Railway
		St.....	Street
		t . . . . .	Tonne

**EXPLANATION OF REFERENCE MARKS**

Explanation of reference marks will be found at the foot of the first page on which they are used.

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**RULES**  
**DESCRIPTION OF GOVERNING CLASSIFICATION**

**RULES 5: -**

The term "Freight Classification" when used herein means STANDARD TRANSPORTATION COMMODITY CODE OF THE ASSOCIATION OF AMERICAN RAILROAD.

**SEMI-TRAILERS, CONTAINERS OR FLAT RACKS**

**RULE 10:-**

Semi-trailers or containers must be supplied by the shipper at his expense. The Quebec North Shore & Labrador Railway Company will not pay any rental charge on the semi-trailers.

The Quebec North Shore & Labrador Railway has flat racks that are available for rent at a rate of \$23.19 flat rack per day.

**ASSESSMENT OF CHARGES**

**RULES 15:-**

Charges will be assessed on the actual mass of the contents of the semi-trailers (including the mass of the empty semitrailers) or containers (including the mass of the container) but in no case less than the minimum specified herein. When more than 1 container is loaded on a rail car, minimum charge will be assessed on the weight of all containers loaded on the same railcar and not applied specifically for each container.

The tare mass shall be clearly marked on both sides of each semi-trailers or container offered for transportation. The mass shown by the scales used by the Railway Company will govern.

**BILLS OF LADING**

**RULE 20: -**

A Bill of Lading endorsed "Shipper's Load and Count" shall be issued for each semi-trailer, container or flat rack and in addition to the description of the contents must also specify as required:

- (a) Identifying marks and numbers of semi-trailer, container or flat rack.
- (b) Tare mass of semi-trailers, container or flat rack..

**LOADING AND UNLOADING OF SEMI-TRAILERS, CONTAINERS OR FLAT RACKS**

**RULE 25: -**

- (a) Loading of shipments into semi-trailers, containers or flat racks and unloading therefrom must be performed by the shipper, consignee or their agent at their expense.
- (b) Semi-trailers, containers or flat racks must be loaded on and secured to the normal or specially equipped flat cars by the shipper, consignee or their agent at their expense.
- (c) Semi-trailers, containers or flat racks must be off-loaded from the normal or specially equipped flat cars by the shipper, consignee or their agent at their expense.
- (d) Rule 25 will apply to all stations except Sept-Iles

**LOADING AND UNLOADING OF SEMI-TRAILERS OR CONTAINERS IN SEPT-ILES**

**RULE 26:**

- a) Loading and unloading of semi-trailers, containers and flat racks in Sept-Îles will be performed by the QNS&L Ry. or its agent.
- b) A charge of \$216.27 will be assessed for each movement of semi-trailers (loading and unloading).
- c) For loading and unloading of containers or flat racks, a charge of \$1.75 per 100 kilograms for the actual mass of the freight so handled subject to a minimum charge of \$111.52 per shipment will be assessed.

If the railway cannot supply the type of loading or unloading service required, it may retain an external supplier that can, at the railway's option, charge the service directly to the Shipper or the railway that will invoice it back to the Shipper. For loading of oversized freight as defined in item no. 21 or for loading of irregular freight that requires special handling, the railway may further request that Shipper be responsible to organize and pay for the actual cost of labor and material required to handle this type of freight.

### NON-ACCEPTANCE OF SEMI-TRAILERS

#### **RULE 30:-**

- a) Semi-trailers of a length longer than 48 feet will not be accepted for transportation unless they are equipped so as to permit the fastening devices on the rail cars to be applied in a manner satisfactory to the Quebec North Shore & Labrador Railway Company.

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◆ Denotes an increase in charge

▲ Denotes a change that neither increases nor decreases a rate or charge

## RULES

### **RULE 30: -** (Cont'd)

- b) Semi-trailers will not be accepted when the combined mass of semi-trailer and lading exceeds: 42.5 t
- c) Close type semi-trailers shall have tightly fitting side and or end doors equipped with secure fastenings and sealing devices and when tendered to the Quebec North Shore & Labrador Railway Company for transportation, all doors shall be locked and sealed by the shipper.
- d) Contents shall be loaded in the semi-trailers with at least the same care and in accordance with railway standards, with mass evenly distributed and loaded so as to prevent shifting of cargo while in rail Piggyback Service.

## INSPECTION

### **RULE 35: -**

The Quebec North Shore & Labrador Railway Company, and any other connecting carriers that has joint tariffs with this railway, reserves the right to inspect shipments, including the contents of the semi-trailer or container, when considered necessary to determine that shipments are, will be, or have been in accordance with the provisions of this tariff.

## PROTECTIVE SERVICE

### **RULE 40: -**

- a) The Quebec North Shore & Labrador Railway Company will not provide protective service for shipments requiring protection against heat or cold.
- b) All devices used by the shipper to provide protection of contents of semi-trailers or containers against heat or cold shall be of a type approved by the Canadian Transportation Agency and/or the Bureau of Explosives for use in semi trailers, containers or flat racks to be carried on rail cars. Such devices must be installed and maintained in a manner acceptable to the Quebec North Shore & Labrador Railway Company.

## FREIGHT WHICH WILL NOT BE ACCEPTED

### **RULE 45:-**

Except as otherwise specified, semi-trailers, containers or flat racks containing the following will not be accepted for transportation under the provisions of this tariff.

Automobiles, buses, trucks and highways tractors, new or used.  
Explosives, Class A.  
Explosives, Class B.  
Livestock.  
Poultry, live.  
Radio-Active Material.  
Royal Mail.

**Note 1: Open-top semi-trailers containing one used empty open-top semi-trailer will be accepted for transportation as a loaded semi-trailer.**

**Note 2: Empty flat racks that have been piled on top of one another on one rail car will be considered as a loaded flat rack.**

## EMPTY SEMI-TRAILERS OR CONTAINERS

### **RULE 50: -**

- (a) Charges published herein on empty semi-trailers, containers or flat racks apply when the carrier has received or will receive the loaded semi-trailers or containers for transportation at the rates published herein.
- (b) Any non-carload freight loaded in the semi-trailers, containers or flat racks for the return movement will be charged for, using QNS&L Tariff F-23 and be accepted with the notation SLW&C.

**RULES****APPLICATION OF RATES****RULE 55: -**

- (a) The rates named herein will only apply on freight in semi-trailers, containers or flat racks, loaded on normal or specially equipped flat cars.
- (b) The services governed by this Tariff are available only to companies who
- 1) hold the required licenses, permits and/or franchises from the lawful authority having jurisdiction in such matters; and
  - 2) have made prior contractual arrangement with the Quebec North Shore & Labrador Railway Company
- (c) Rates published in this Tariff apply only from or to points specified.

**REFERENCE TO OTHER RULES AND REGULATIONS****RULE 60:-**

Governed in addition to the rules named herein, by rules and regulations published in Q.N.S. & L. Ry. Tariff F 5.

**DANGEROUS COMMODITIES****RULE 65: -**

This traffic governed by *Transportation of Dangerous Goods Act* 1992 (1992, c. 34) and *Transportation of Dangerous Goods Regulations* (50R/2001-286).

**METRIC CONVERSION****RULE 70: -**

Where the provisions of this tariff are governed by specific tariffs which do not reflect METRIC UNITS, the following conversion factors will be applied:

<u>FROM</u>	<u>TO</u>	<u>CONVERSION FACTOR</u>
Fahrenheit	Celsius	(Fahrenheit — 32) x 5/9 (rounded off to nearest whole No.)
Feet & inches	metres	0.0254
Gallons	litres	4.546 090
Miles	kilometres	1.609 344
Pounds	kilograms	0.453 592 4
Pounds	tonnes	0.000 453 592 4
Pounds per gallon	kilograms per litre	0.09977637

**RULE 75: -**

The rates specified herein are subject to (and shall be increased by) Q.N.S. & L. Ry. Tariff F.100-Fuel Surcharge.

