

New York New Jersey Rail, LLC
Operating As
PORT JERSEY RAIL DIVISION



FREIGHT TARIFF PJR 8000-D
(Cancels Freight Tariff PJR 8000-C)

**RATES, RULES AND REGULATIONS
GOVERNING
DEMURRAGE,
ALSO
SWITCHING
AT OR BETWEEN
POINTS ON
PORT JERSEY RAIL DIVISION**

LOCAL FREIGHT TARIFF

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

ISSUED: February 7, 2019

EFFECTIVE: March 1, 2019

ISSUED BY:

**Donald B. Hutton
Managing Director
New York New Jersey Rail, LLC
203 Port Jersey Boulevard
Jersey City, NJ 07305**

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Abbreviations, Reference Marks, etc., Explanation of.....	99999	<p align="center">HOLIDAYS</p> <p>Where reference is made in this tariff to the term "Holidays", it embraces only the following:</p> <p align="center"> New Year's Day Martin Luther King, Jr.'s Birthday President's Day Memorial Day Independence Day Labor Day Thanksgiving Day Day after Thanksgiving Christmas Eve Christmas Day </p> <p>In the event any of the above holidays occur on Sunday, the following Monday will be considered a holiday.</p>	
Fuel Surcharge.....	1.00		
Billing and Account Issues.....	100		
Cars Interchanged in Error.....	250		
Consecutive Numbers.....	30		
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ITEM 1.00			ITEM 15
SURCHARGE		EXPLOSIVES, DANGEROUS ARTICLES	
(Not applicable on regulated common carrier traffic subject to the jurisdiction of the STB)		For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff BOE 6000-series.	
(a) When in connection with CSXT, rates and charges contained herein will be subject to the same percentage fuel surcharge increase provided for by Item 12000- series (Merchandise Fuel Surcharge), Tariff CSXT 8100.		ITEM 20	
(b) When in connection with NS, rates and charges contained herein will be subject to the same percentage fuel surcharge increase provided for by Rule 255 (Fuel Surcharge), NS Condition of Carriage #1-series.		REFERENCE TO TARIFFS, ITEMS, NOTES, 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 revisions of such items, notes, rules, etc.	
For explanation of Abbreviations and Reference Marks not explained herein, see Item 99999 of this tariff.			

<p>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p>SECTION 1 CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 25</p> <p style="text-align: center;">METHOD OF CANCELLING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter 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.</p> <p>Example: Item 100-A cancels Item 100 and Item 300-B cancels Item 300-A in a prior supplement which, in turn, cancelled Item 300.</p>	<p>ITEM 100 [I]</p> <p style="text-align: center;">CAR DEMURRAGE RATES, RULES AND REGULATIONS</p> <p>Cars which are switched under the provisions of Item 210, 220 and 230, and which are both loaded and unloaded within the switching limits defined in Item 200, will be granted 5 days free time for loading and unloading beginning the day car is received in interchange by the PJR. For the purpose of computing free time, Saturdays, Sundays and Holidays will be included.</p> <p>When a car is held beyond free time, demurrage charge of \$60.00 per car, per day or fraction of a day (including Saturdays, Sundays and Holidays as named in Item 10) , will be assessed until car is released at interchange from PJR.</p>
<p>ITEM 30</p> <p style="text-align: center;">CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers 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.</p>	<p>ITEM 110 [C]</p> <p style="text-align: center;">BILLING AND ACCOUNT ISSUES</p> <p>PJR shall bill monthly for demurrage charges on all cars released during the calendar month. Full payment is due within 30 days of PJR's invoice date. Invoices not paid within 30 days shall incur a fifteen percent (15%) Late Fee which will be added to each overdue invoice's balance after 30 days and every additional 30 day overdue period, until all balance and fees are paid in full.</p> <p>When an invoice remains unpaid after 90 days, NYNJ/PJR shall have the option of suing to collect the amount of the invoice plus interest and reasonable attorney's fees, placing the customer on a cash basis or discontinuing rail service until the account is placed on current basis. [A]</p>
	<p>ITEM 120</p> <p style="text-align: center;">RELIEF OF DEMURRAGE CHARGES</p> <p>A customer seeking to dispute a charge must present its claim in writing to PJR within 30 days of the invoice date, stating fully the basis for its dispute.</p>
<p>For explanation of Abbreviations and Reference Marks not explained herein, see Item 99999 of this tariff.</p>	

FT PJR 8000-D

SECTION 2 SWITCHING	SECTION 2 SWITCHING
<p>ITEM 200</p> <p align="center">SWITCHING LIMITS DEFINED</p> <p>Switching limits include all sidings, warehouses, team tracks, industrial tracks and points of interchange with connecting carriers, at all points located on Port Jersey Rail.</p>	<p>ITEM 240</p> <p align="center">SUBSEQUENT SWITCH MOVEMENT</p> <p>After delivery of carload traffic has been accomplished, either by placing on public or private side tracks for delivery to consignee, or by storage, any subsequent switching will be performed subject to the rates provided in this tariff.</p>
<p>ITEM 210</p> <p align="center">INTRA-PLANT SWITCHING DEFINED</p> <p>Intra-Plant switching is the movement of a car or cars from one track to another or between two locations on the same track within the confines of the same (single) plant or industry.</p>	<p>ITEM 245</p> <p align="center">ADDITIONAL SWITCHING WITHIN SAME PLANT OR INDUSTRY</p> <p>Additional switching within same plant or industry to complete loading or unloading:</p> <p>Cars set for loading or unloading and moved to or reset at another location within same plant or industry to complete loading or unloading will be performed subject to the rates provided in this tariff.</p>
<p>ITEM 220</p> <p align="center">INTRA-TERMINAL SWITCHING DEFINED</p> <p>Intra-Terminal switching is the movement of a car or cars from one track to another track (other than intra-plant switching provided for in Item 210), within the switching limits as defined in Item 200.</p>	<p>ITEM 250</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>A charge of \$800.00 per car will be assessed against the delivering carrier on any car interchanged to the PJR in error.</p>
<p>ITEM 230</p> <p align="center">SWITCH MOVEMENT</p> <p>The rates of switching contained in this tariff cover the movement, within the established switching limits, unless otherwise specified herein, of a loaded car one way and return of the empty car, or the placing of an empty car and its return loaded.</p> <p>If an empty car is ordered for loading and the service of switching or placing it has been performed and the car is not loaded, the regular switching charges named in this tariff will be collected from the person, firm or corporation ordering such car.</p>	<p>ITEM 255</p> <p align="center">LOADED CARS REJECTED</p> <p>On loaded cars for which the service of switching or placing of cars has been performed and such loaded cars are not unloaded, but rejected, a charge of \$800.00 per car will be assessed against the person, firm or corporation rejecting such loaded cars.</p>
<p>For explanation of Abbreviations and Reference Marks not explained herein, see Item 99999 of this tariff.</p>	

SECTION 2 SWITCHING	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS																										
<p>ITEM 260 [C]</p> <p style="text-align: center;">SWITCHING (Rates in dollars and cents per car)</p> <p>SECTION A: Port Jersey Rail will switch traffic between industries, warehouses and tracks located on its line as defined in Item 200 and points interchanged with the CSX Transportation, Inc. and Norfolk Southern Railway Company as follows:</p> <p>(A) All traffic, except as shown in Paragraphs (B) thru (H) below:..... \$900.00[I] (\$900.00 to be absorbed by CSXT; NS)</p> <p>(B) Flat cars containing two or more loaded trailers or containers:..... \$600.00</p> <p>(C) Flat cars containing only one loaded trailer or container:..... \$600.00</p> <p>(D) Hopper cars of Grain:..... \$800.00 (\$800.00 to be absorbed by CSXT; NS)</p> <p>(E) Hopper cars of Plastic Resin:..... \$800.00 (\$800.00 to be absorbed by CSXT; NS)</p> <p>(F) Boxcars of Paper Products:..... \$541.00[I] (\$451.00 to be absorbed by CSXT; NS)</p> <p>(G) Beer, Ale, etc. [A]..... \$540.00</p> <p>(H) Food (to include Rice) or Kindered Products [A]..... \$540.00</p> <p>SECTION B: Port Jersey Rail will switch traffic between industries, warehouses and tracks as defined in Item 200 when not interchanged with connecting carriers as follows:</p> <p>(A) Intra-terminal services as defined in Item 220: \$250.00</p> <p>(B) Intra-plant services as defined in Item 210:..... \$250.00</p> <p>(C) Empty Car service as defined in Item 230:..... \$250.00</p> <p>(D) Subsequent switch service as defined in Item 240:..... \$250.00</p> <p>(E) Additional switch service as defined in Item 245..... \$250.00</p>	<p>ITEM 99999</p> <p style="text-align: center;">ABBREVIATION AND REFERENCE MARKS, ETC.</p> <table border="1"> <thead> <tr> <th style="text-align: center;">ABB</th> <th style="text-align: center;">EXPLANATION</th> </tr> </thead> <tbody> <tr> <td>ABB -</td> <td>Abbreviation</td> </tr> <tr> <td>Conrail -</td> <td>Conrail Shared Assets</td> </tr> <tr> <td>CSXT -</td> <td>CSX Transportation, Inc.</td> </tr> <tr> <td>NS -</td> <td>Norfolk Southern Railway Company</td> </tr> <tr> <td>NYNJ -</td> <td>New York New Jersey Rail, LLC</td> </tr> <tr> <td>PJR -</td> <td>Port Jersey Rail Division</td> </tr> <tr> <td>STB -</td> <td>Surface Transportation Board</td> </tr> <tr> <td>[A] -</td> <td>Denotes Addition</td> </tr> <tr> <td>[C] -</td> <td>Denotes Change</td> </tr> <tr> <td>[I] -</td> <td>Denotes increase</td> </tr> <tr> <td>[R] -</td> <td>Denotes decrease/reduction</td> </tr> <tr> <td>[NC] -</td> <td>Denotes change in wording resulting in neither an increase nor decrease/reduction in charges</td> </tr> </tbody> </table> <p>(Underscored portion denotes change.)</p>	ABB	EXPLANATION	ABB -	Abbreviation	Conrail -	Conrail Shared Assets	CSXT -	CSX Transportation, Inc.	NS -	Norfolk Southern Railway Company	NYNJ -	New York New Jersey Rail, LLC	PJR -	Port Jersey Rail Division	STB -	Surface Transportation Board	[A] -	Denotes Addition	[C] -	Denotes Change	[I] -	Denotes increase	[R] -	Denotes decrease/reduction	[NC] -	Denotes change in wording resulting in neither an increase nor decrease/reduction in charges
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