

FT PJR 8000-B
(Cancels FT PJR 8000-A)

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



FREIGHT TARIFF PJR 8000-B
(Cancels Freight Tariff PJR 8000-A)

**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: July 27, 2015

EFFECTIVE: August 16, 2015
(Except as otherwise provided)

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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SUBJECT	ITEM	ITEM 10			
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				
Cars Interchanged in Error.....	<u>250</u>				
Consecutive Numbers.....	30				
Demurrage.....	100				
Explosives, Dangerous Articles.....	15				
Holidays.....	10				
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Method of Cancelling Items.....	25				
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Subsequent Switch Movement.....	240				
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</p> <p style="text-align: center;">CAR DEMURRAGE RATES, RULES AND REGULATIONS</p> <p>(1) 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 24 hours free time for loading and 24 free time for unloading (excluding Saturday, Sunday and Holidays as named in Item 10). Free time to be computed beginning at 6:00 p.m. the date car is placed.</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>If car cannot be placed because of conditions or circumstances not attributable to this railroad, free time will run from the time car is tendered for placement by this railroad. <u>When a car is held beyond free time, demurrage charge of \$40.00 per car will be assessed for each 24 hour period or fraction thereof in excess of free time granted.</u></p> <p>(2) Cars which are interchanged with the Consolidated Rail Corporation, unless specifically provided to the contrary in Paragraph (3), (4) or (5) of this item, or in the exception shown below, will be granted 48 hours free time for loading or unloading (excluding Saturday, Sunday and Holidays as named in Item 10). Free time to be computed beginning at 6:00 p.m. the date car is placed. If a car cannot be placed because of conditions or circumstances not attributable to this railroad, free time will run from the time car is tendered for placement by this railroad. <u>When a car is held beyond free time, demurrage charge of \$40.00 per car will be assessed for each 24 hour period or fraction thereof in excess of free time granted.</u></p>
	<p>EXCEPTION - ONLY 24 hours free time will be allowed on single cars, of specified commodities, where the line haul rate in tariffs or other instruments provides that 24 hours free time is the maximum permitted in connection with such rate or tariff provisions.</p> <p>(3) Except as otherwise provided in Paragraph (4) or (5) of this item, carload freight received from Consolidated Rail Corporation and consigned for export to destinations not located in the Continental United States of America or the Dominion of Canada, or consigned for coastal or inter-coastal movement by deep-draft ocean-going vessels to ports in the Continental United States of America, will be granted 120 hours free time for unloading (excluding Saturday, Sunday and Holidays as named in Item 10). Free time to be computed beginning at 6:00 p.m. the date car is placed. If a car cannot be placed because of conditions or circumstances not attributable to this railroad, free time will run from time car is tendered for placement by this railroad. <u>When a car is held beyond free time, demurrage charge of \$40.00 per car will be assessed for each 24 hour period or fraction thereof in excess of free time granted.</u></p> <p style="text-align: right;">(Continued on next page)</p>
<p>For explanation of Abbreviations and Reference Marks not explained herein, see Item 99999 of this tariff.</p>	

<p style="text-align: center;">SECTION 1 CAR DEMURRAGE RULES AND CHARGES</p>	<p style="text-align: center;">SECTION 2 SWITCHING</p>
<p>ITEM 100 (Cont'd)</p> <p style="text-align: center;">CAR DEMURRAGE RATES, RULES AND REGULATIONS</p> <p>(4) Twenty-four (24) hours will be granted as free time for loading or unloading (excluding Saturday, Sunday and Holidays as named in Item 10). Flat cars used for handling export or import shipments in trailers or containers on flat cars, free time to be computed beginning at 6:00 p.m. the date car is placed. If a car cannot be placed because of conditions or circumstances not attributable to this railroad, free time will run from time car is tendered for placement by this railroad. <u>When a car is held beyond free time, demurrage charge of \$40.00 per car will be assessed for each 24 hour period or fraction thereof in excess of free time granted.</u></p> <p>(5) Shipments moving on rates which require multiple cars for handling will be granted 24 hours free time for loading or unloading (excluding Saturday, Sunday and Holidays named in Item 10). Free time to be computed beginning at 6:00 p.m. the date car is placed. If a car cannot be placed because of conditions or circumstances not attributable to this railroad, free time will run from time car is tendered for placement by this railroad. <u>When a car is held beyond free time, demurrage charge of \$40.00 per car will be assessed for each 24 hour period or fraction thereof in excess of free time granted.</u></p>	<p>ITEM 200</p> <p style="text-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 210</p> <p style="text-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 220</p> <p style="text-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 230</p> <p style="text-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>For explanation of Abbreviations and Reference Marks not explained herein, see Item 99999 of this tariff.</p>	

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SECTION 2 SWITCHING	SECTION 2 SWITCHING																																																
<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 260</p> <p 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>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>	<table border="0"> <tr> <td>(A) All traffic, except as shown in Paragraphs (B) (C), (D), (E), (F) and (G) below:.....</td> <td align="right">\$450.00</td> </tr> <tr> <td>(\$450.00 to be absorbed by CSXT; NS)</td> <td align="right">[!][E]</td> </tr> <tr> <td>(B) Flat cars containing two or more loaded trailers or containers:</td> <td align="right">\$600.00</td> </tr> <tr> <td></td> <td align="right">[!][E]</td> </tr> <tr> <td>(C) Flat cars containing only one loaded trailer or container:</td> <td align="right">\$600.00</td> </tr> <tr> <td></td> <td align="right">[!][E]</td> </tr> <tr> <td>(D) Hopper cars of Grain:</td> <td align="right">\$800.00</td> </tr> <tr> <td>(\$800.00 to be absorbed by CSXT; NS)</td> <td></td> </tr> <tr> <td>(E) Hopper cars of Plastic Resin:</td> <td align="right">\$800.00</td> </tr> <tr> <td>(\$800.00 to be absorbed by CSXT; NS)</td> <td></td> </tr> <tr> <td>(F) Boxcars of Paper Products:</td> <td align="right">\$450.00</td> </tr> <tr> <td>(\$450.00 to be absorbed by CSXT; NS)</td> <td align="right">[!][E]</td> </tr> <tr> <td>(G) Coco Beans and Coffee Beans:.....</td> <td align="right">\$450.00</td> </tr> <tr> <td></td> <td align="right">[!][E]</td> </tr> </table> <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> <table border="0"> <tr> <td>(A) Intra-terminal services as defined in Item 220:</td> <td align="right">\$250.00</td> </tr> <tr> <td></td> <td align="right">[!]</td> </tr> <tr> <td>(B) Intra-plant services as defined in Item 210:.....</td> <td align="right">\$250.00</td> </tr> <tr> <td></td> <td align="right">[!]</td> </tr> <tr> <td>(C) Empty Car service as defined in Item 230:.....</td> <td align="right">\$250.00</td> </tr> <tr> <td></td> <td align="right">[!]</td> </tr> <tr> <td>(D) Subsequent switch service as defined in Item 240:.....</td> <td align="right">\$250.00</td> </tr> <tr> <td></td> <td align="right">[!]</td> </tr> <tr> <td>(E) Additional switch service as defined in Item 245:.....</td> <td align="right">\$250.00</td> </tr> <tr> <td></td> <td align="right">[!]</td> </tr> </table>	(A) All traffic, except as shown in Paragraphs (B) (C), (D), (E), (F) and (G) below:.....	\$450.00	(\$450.00 to be absorbed by CSXT; NS)	[!][E]	(B) Flat cars containing two or more loaded trailers or containers:	\$600.00		[!][E]	(C) Flat cars containing only one loaded trailer or container:	\$600.00		[!][E]	(D) Hopper cars of Grain:	\$800.00	(\$800.00 to be absorbed by CSXT; NS)		(E) Hopper cars of Plastic Resin:	\$800.00	(\$800.00 to be absorbed by CSXT; NS)		(F) Boxcars of Paper Products:	\$450.00	(\$450.00 to be absorbed by CSXT; NS)	[!][E]	(G) Coco Beans and Coffee Beans:.....	\$450.00		[!][E]	(A) Intra-terminal services as defined in Item 220:	\$250.00		[!]	(B) Intra-plant services as defined in Item 210:.....	\$250.00		[!]	(C) Empty Car service as defined in Item 230:.....	\$250.00		[!]	(D) Subsequent switch service as defined in Item 240:.....	\$250.00		[!]	(E) Additional switch service as defined in Item 245:.....	\$250.00		[!]
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<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 255 [A]</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>																																																	
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EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
ITEM 99999	
ABBREVIATION AND REFERENCE MARKS, ETC.	
ABB	EXPLANATION
ABB -	Abbreviation
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
[I] -	Denotes increase
[E] -	Effective July 27, 2015 when absorbed by connections; otherwise, Effective August 16, 2015
[R] -	Denotes decrease/reduction
[NC] -	Denotes change in wording resulting in neither an increase nor decrease/reduction in charges
(Underscored portion denotes change.)	