

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



FREIGHT TARIFF PJR 8000-H
(For cancellations, see Item 1, this tariff)

**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: March 1, 2023

EFFECTIVE: April 1, 2023

ISSUED BY:

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

FT PJR 8000-H

| <p>ITEM 1.00</p> <p align="center">CANCELLATION NOTICE</p> <p>FT PJR 8000-H cancels FT PJR 8000-G in its entirety, Effective April, 1, 2023</p> <p>Provisions formerly published in FT PJR 8000-G and not brought forward in FT PJR 8000-H are hereby canceled.</p> | <p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p align="center">TABLE OF CONTENTS</p> | <p>ITEM 10</p> <p align="center">HOLIDAYS OBSERVED BY PJR</p> <p>Where reference is made in this tariff to the term "Holidays", it embraces only the following:</p> <p>New Year's Day* Martin Luther King's Birthday Presidents Day Memorial Day Juneteenth* Independence Day* Labor Day Columbus 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> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| SUBJECT | ITEM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abbreviations, Reference Marks, etc., Explanation of..... | 99999 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fuel Surcharge..... | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Billing and Account Issues..... | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cars Interchanged in Error..... | 250 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Consecutive Numbers..... | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demurrage..... | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Holidays..... | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Loaded Cars Rejected..... | 255 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Method of Cancelling Items..... | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Overloaded or Improperly Loaded cars Defined..... | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Overloaded or Improperly Loaded cars Discovered at Origin if EnRoute..... | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Overloads Discovered at Destination..... | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reference to Tariffs, Items, Notes, Rules, Etc..... | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Switching: Additional Switching within same Plant or Industry..... | 245 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Intra-plant Switching..... | 210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Intra-terminal Switching..... | 220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relief of Demurrage Charges..... | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Switching Limits Defined..... | 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Switch Movement..... | 230 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Switching, Rates..... | 260 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Subsequent Switch Movement..... | 240 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>ITEM 1.00</p> <p align="center">SURCHARGE</p> <p align="center">(Not applicable on regulated common carrier traffic subject to the jurisdiction of the STB)</p> <p>(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.</p> <p>(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.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>For explanation of Abbreviations and Reference Marks not explained herein, see Item 99999 of this tariff.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| <p>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p> | <p>SECTION 1 MISCELLANEOUS 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 40 [A]</p> <p style="text-align: center;">DEFINITION OF OVERLOADED OR IMPROPERLY LOADED CAR</p> <p style="text-align: center;">OVERLOAD CARS</p> <p>An overloaded car is defined as a car for which either the net weight is in excess of the car's stenciled load limit or the gross weight is in excess of the track weight limit at any point along the route of movement.</p> <p>Note - Applies to cars overloaded in excess of 500 lbs. above allowed weight restrictions.</p> <p style="text-align: center;">IMPROPERLY LOADED</p> <p>An improperly loaded car is defined as a car in or on which lading has not been loaded in accordance with AAR standard loading practices, Official Railway Equipment Register exceptions or individual railroad practices or exceptions.</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 60 [A]</p> <p style="text-align: center;">OVERLOADED OR IMPROPERLY LOADED CARS DISCOVERED AT ORIGIN OR ENROUTE</p> <p>A. Overloaded or Improperly Loaded Cars as described in Item 300, when discovered at origin will be:</p> <ol style="list-style-type: none"> 1. Returned to the shippers track or 2. Returned to the connecting line tendering such cars to PJR. <p>The shipper shall be assessed the intra-plant or intra-terminal switching charge, plus a charge of \$500.00 per car for Overloaded or Improperly Loaded Cars. Connecting lines shall be assessed the inter-terminal switch charge for return of the car(s).</p> <p>B. PJR may elect to stop an overloaded or improperly loaded car enroute and hold it on a track where partial unloading or adjustment of the load may be accomplished. It will be the responsibility of the shipper to partially unload or adjust the car at his expense. PJR will not furnish any personnel, equipment or machinery that may be necessary to partially unload or adjust the overloaded or improperly loaded car. Shipper shall be assessed a charge of \$500.00 per car for Overloaded or Improperly Loaded Cars set forth in Section 1, this tariff.</p> |
| | <p>ITEM 80 [A]</p> <p style="text-align: center;">OVERLOADS DISCOVERED AT DESTINATION</p> <p>If an overloaded car is delivered to destination and is not detected while enroute, whether the overloaded condition is discovered prior to delivery or not, or if the out turn weights are used for the assessment of freight charges and the car or cars are subsequently determined to be overloaded, a charge of \$500.00 per car will be assessed against the shipper responsible for overloading the 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 1 CAR DEMURRAGE RULES AND CHARGES | SECTION 2 SWITCHING |
|--|---|
| <p>ITEM 100</p> <p 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 3 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 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 110</p> <p 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.</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 120</p> <p 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>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 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>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 [I]</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>(A) All traffic, except as shown in Paragraphs (B) thru (H) below:..... \$ 1023.00 (\$927.00 to be absorbed by CSXT; NS)</p> <p>(B) Flat cars containing two or more loaded trailers or containers:..... (1)(a)682.00 (2)(b)740.00</p> <p>(C) Flat cars containing only one loaded trailer or container..... (1)(a)682.00 (2)(b)740.00</p> <p>(D) Hopper cars of Grain..... 910.00 (\$824.00 to be absorbed by CSXT; NS)</p> <p>(E) Hopper cars of Plastic Resin:..... 910.00 (\$824.00 to be absorbed by CSXT; NS)</p> <p>(F) Boxcars of Paper Products:..... (1)(a)625.00 (\$451.00 to be absorbed by CSXT; NS) (2)(b)696.00</p> <p>(G) Beer, Ale, etc..... (1)(a)633.00 (2)(b)696.00</p> <p>(H) Food (to include Rice) or Kindred Products (1)(a)633.00 (2)(b)696.00</p> <p>(I) Wine (STCC 20 841)[A]..... (1)(a) 633.00 (2)(b) 696.00</p> <p>(a) Applicable in rail cars less than 60 feet in length. (b) Applicable in rail cars equal to or greater than 60 feet in length.</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: \$275.00[NC]</p> <p>(B) Intra-plant services as defined in Item 210:..... \$275.00[NC]</p> <p>(C) Empty Car service as defined in Item 230:..... \$275.00[NC]</p> <p>(D) Subsequent switch service as defined in Item 240:..... \$275.00[NC]</p> <p>(D) Additional switch service as defined in Item 245.....\$275.00[NC]</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 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</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> | |

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| EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS | |
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| ITEM 99999 | |
| ABBREVIATION AND REFERENCE MARKS, ETC. | |
| 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, except as noted |
| [R] | - Denotes decrease/reduction |
| [NC] | - Denotes change in wording resulting in neither an increase nor decrease/reduction in charges |
| (Underscored portion denotes change.) | |