



a Genesee & Wyoming Company

**PUGET SOUND & PACIFIC RAILROAD
PUBLIC SWITCHING TARIFF PSAP TS 127006**

ISSUED: July 6, 2020

EFFECTIVE: October 1, 2020

Intermediate Switch Charges:

TO/FROM	TO/FROM	PER CAR CHARGE
UP	BNSF	\$500
NOTES: Switching charges billed to the rail carrier ordering the shipment to interchange.		

Application of Interchange Error/Switching – General Rules And Charges

When PSAP elects to forward an interchange error movement to the proper rail carrier within the same switching district, intermediate charges will be assessed in accordance with this book against shipper, billing party or rail carrier.

Interchange Error/Switching charges with BNSF, Union Pacific, TMBL, TRMW, and WWR is \$500 per railcar, loaded or empty.

In the event PSAP receives a railcar for Reciprocal Switching to a closed customer, PSAP will assess an additional \$2,300 per railcar against the requesting shipper, billing party or rail carrier from whom the railcar was received.

When railcar(s), empty or loaded, are received from a connecting rail carrier in error or without necessary forwarding instructions and PSAP returns the railcar(s) to the delivering rail carrier, a charge \$500 per railcar, except as otherwise provided below, may be assessed against the shipper, billing party or rail carrier interchanging the railcar(s) to PSAP.

When PSAP elects to forward an interchange error movement to the proper rail carrier within the same switching district, intermediate charges will be assessed in accordance with this book against the shipper, billing party or delivering rail carrier.

When railcars are received in interchange and are returned for mechanical or safety reasons PSAP will assess the same charges as an interchange error movement.

Unless otherwise provided, when loaded or empty railcar(s) are received from a connecting rail carrier in error or without necessary forwarding instructions and PSAP performs line-haul service or when railcars are received at the incorrect interchange location moving in line-haul service (including Run-Through Train Service), such movement will be subject to a charge of \$3.00 per mile (\$300 minimum per railcar, \$150 minimum per TOFC/COFC unit) to the requesting shipper, billing party, or rail carrier.

PSAP to return the railcar(s) to the original interchange point (round trip) or to a subsequent interchange point or destination customer. Forwarding instructions (EDI 404, 417, 418) that contain erroneous information received from another rail carrier that cause additional line-haul movement of traffic, are subject to the same charges.

PSAP will not be liable for any setback, switching, or line-haul charges assessed by another rail carrier resulting from a billing error or an interchange error of another rail carrier.

Commercial Support Department (on behalf of PSAP)

13901 Sutton Park Drive South, Suite 270

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Automax Auto-Racks – Facility (Infrastructure) Charge

When articulated (two or more units permanently or temporarily joined together) tri-level and bi-level Automax auto-rack railcars, used in the transportation of motor vehicles, are received at interchange and are destined for the Port of Grays Harbor Terminal additional switching may be necessary due to the track configuration of the Port. A switching and accessorial charge of \$1,100 will be added to each Automax car, empty or loaded to cover the additional switching services performed by the PSAP crew.

GENERAL RULES

Any services not covered by the charges in this document are subject to the rules and provisions of the General Tariff 70067-series, as such tariffs may be amended, supplemented, modified or superseded from time to time.

Except when in conflict with the other provision of this Quotation, shipments of Commodity(ies) tendered for transportation hereunder shall be governed by tariffs, exempt circulars, rules, regulations, and classifications, as each may be amended, supplemented, modified or superseded from time to time, that would govern the rights and obligations of the parties if this Quotation did not exist, except that no diversion, reconsignment or transit privileges will be permitted. Each shipment hereunder shall be tendered to Carriers on a Uniform Straight Bill of Lading.

This Rate Authority can be cancelled upon 20 days' notice and tariff terms and rates shall apply to all traffic received by Railroad thereafter, as such tariffs may be amended, superseded from time to time. Reverse application applies only on rejected shipments returning to point of origin via reverse route. Except when specifically provided herein, rates do not include switching charges at origin or destination.

LOSS OR DAMAGE

In addition to all limitations provided for in the General Tariff 70067-series, no claim for physical loss or damage to any one shipment transported hereunder shall be made or filed by Customer for amounts of \$250.00 or less. Any claims should be filed with the destination Carrier.