CPKC

Carload Services Tariff

2

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CPKC 2 Revision 2026.3
cancels and supersedes:
CPKC 2 Revision 2026.2

This document is updated periodically. Current versions of this and other CPKC tariffs are available at www.cpkcr.com.

Canadian Pacific Kansas City
7550 Ogden Dale Road SE
Calgary, AB T2C 4X9

New Item N

Price Change P

Text Update T

As an initial step towards harmonization of tariffs, this CPKC tariff contains item numbers that will be required temporarily to facilitate the migration to integrated CPKC systems. These item numbers will be replaced with the intended standard three-to-five-digit item numbers in a subsequent revision of this tariff expected Q3 2025.

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Item 50 Application

In addition to any other applicable tariff, the prices, charges and rules of this Tariff, as amended from time to time, apply to railcars on Canadian Pacific Kansas City (CPKC), and will apply in the currency of the country where the event occurs. On shipments moving to or from other railways, all applicable tariffs of the other railways apply on the respective other railways. CPKC reserves the right to refuse any services in this tariff. For notifications of updates to this Tariff, subscribe using CPKC Customer Station.

While customers may choose to use the supplemental services outlined in this document, Information provided in Tariff 1 will assist in avoiding extra costs. Fees in this Tariff refer to carload traffic and are assessed to the Shipper or Payer of Freight unless otherwise specified. Supplemental services specific to Unit Train traffic are provided in Tariff 5.

Item 75 Definitions

CPKC cars or railway cars	cars supplied by CPKC and/or operated similarly by other railways, unless stated otherwise
event of Force Majeure	as defined in Tariff 1 Item 21600
local facility [Canada]	applies to a maximum distance (as the track lies) of 40 miles. Shipper and Consignee will ultimately be held responsible should payment not be forthcoming from another party.
party requesting the service	the party that asks CPKC to perform a particular service. Shipper and Consignee will ultimately be held responsible should payment not be forthcoming from another party.
party requiring the service	the Shipper until the car moves past the first main rail terminal, or the Payer of Freight for shipments up to the point of availability for placement at destination – at which point it shall apply to the Consignee, unless stated otherwise. Shipper and Consignee will ultimately be held responsible should payment not be forthcoming from another party.
Payer of Freight	where a railcar is empty and not moving as a revenue shipment, applies to the previous Payer of Freight for the last loaded movement, unless otherwise stated. Shipper and Consignee will ultimately be held responsible should payment not be forthcoming from another party.
per block	applies to 15 or more consecutive and coupled cars with same destination at time of service
per service	represents service provided by one crew during a single visit to a customer facility
TIH/PIH, hazardous	As defined in Tariff 8

Shipment Documentation

Item 1 Manual Transactions [1,2,3]

When CPKC is requested or required to manually perform an administrative service or update associated with shipping documentation, payment or work order processing, this fee will be assessed to the party requesting or requiring the service. Some examples include:

- Changes to shipment documentation that impact invoicing
- Correction or notification of invalid shipping instructions
- Correction of inventory track location/sequence, at facilities that perform on-site switching
- Shipment, billing or operational instructions via fax, email or non-electronic format
- Cancellation of shipment documentation
- Payment remittance details other than via Customer Station or EDI
- Invoicing services (e.g., paper invoicing, invoicing re-issued)
- Refund to be manually processed

$400 per transaction or bill of lading

$6,000 max per block/train

1. Requests to alter shipping documentation will only be accepted from the Shipper in writing.
2. Once it has been picked up, any request that changes how the car is physically handled is considered a Diversion [Item 41].
3. When individual invoicing 'per car' is requested on a bill of lading, this Item 1 rate will be applied on a per car basis.

Border and Customs

To ensure the efficient movement of cross-border shipments without regulatory interruption, CPKC requires the timely submission of accurate Customs information. Fees for Customs documentation deficiencies will be assessed to the Payer of Freight, and apply in addition to applicable set-off, switching and asset use charges.

CPKC is a member of both US Customs and Border Protection (CBP) Customs Trade Partnership Against Terrorism (CTPAT) and Canada Border Services Agency (CBSA) Partners in Protection (PIP) programs. The goal of these complementary programs is to improve supply chain security and facilitate a more seamless flow of cross-border commerce. Customers are encouraged to review the benefits of CTPAT and PIP and consider membership:

https://www.cbp.gov/border-security/ports-entry/cargo-security/ctpat
https://www.cbsa-asfc.gc.ca/security-securite/pip-pep

Item 6 Canadian bound shipments not cleared

For all shipments imported to Canada, a Pre-Arrival Review System (PARS) or Inland Pre-Arrival Review System (INPARS) filing must be received prior to shipment arrival at the Canadian border. When the applicable PARS / INPARS filing is not in place prior to border arrival, this fee will apply.

$150 per car

Item 7 US bound shipments broker entry not filed

For all shipments imported to the United States from Canada, the commercial filing must be received prior to shipment departure from origin or this fee will apply.

$150 per car

Item 750 Mexico bound shipments Document Delay [1,2,3,4,5]

Document Delay charges (per car per day or portion), will be assessed following the expiry of Free Time until the Mexican Customs declaration (the Pedimento) has been filed. Days after the lapse of Free Time are referred to as Chargeable Days.

$318 per car per day
Chargeable Days 1 & 2

$500 per car per day
Chargeable Days 3+

Free Time for cars exported to Mexico on loaded revenue or empty revenue waybills begins at the first 07:01 after both: (i) CPKC issues the *Despacho Previo* notification and (ii) the time cars first enter a point within an applicable US state – whether on CPKC or another railroad. Free Time granted is based on the state from which cars originate or first enter, as follows:

- 72 hours – IA, NE, IL or TN
- 48 hours – KS, OK, MO, AR, AL, MS or LA (for shipments not first transiting IA, NE, IL or TN)
- 24 hours – shipments originating in TX

Cars released with a completed *pedimento* document will not be placed on hold. For cars not released within Free Time, all applicable charges must be paid by the US Freight Forwarder or other authorized party using the *Despacho Previo* tool on Customer Station before cars are released.

To cancel the auto-release, the Shipper must first provide notice to CPKC Customer Service at 1-888-333-8111 and then immediately send instructions in writing to stop the cars prior to entering Mexico. Charges for cancellation of auto-release will be assessed to the Shipper as noted below. All applicable charges must be paid before cars are re-released:

- Document Delay charges will start without any further Free Time allowed
- Setout charges will apply per Item 46
- Asset Use / Demurrage will apply per Items 10-15
- Diversion charges will apply per Item 41

1. *Despacho Previo* notification will be sent electronically (i.e., via email) or provided by CPKC to the Consignee or party entitled to receive Notification, when the car enters CPKC custody or BNSF system through interchange or shipper disposition. Notification will not be delayed for shipments requiring weighing or lacking freight rate information. Free Time for shipments lacking broker information or with billing errors in the broker information will end at 07:01 following entrance of the shipment to the CPKC system by interchange or shipper disposition. Consignee, or party entitled to receive Notification, is responsible for providing CPKC with the correct email address or fax number for such Notification. Any Document Delay or other charges resulting from delay in actual

receipt of Notification due to an incorrect e-mail address or fax number for the Consignee, customer, freight forwarder or broker shall be the responsibility of the payor of freight.

2. Free Time will be 48 hours for Unit Trains of 70 or more cars of Grain or Soybeans (STCC 011xx-xx), Soybean Meal (STCC 20-9xx-xx), Distillers Dried Grains (STCC 20-8xx-xx), and under the following STCCs: STCC 20-4xx-xx, STCC 20-6xx-xx, and STCC 20-82x-xx.
3. If instruction to change shipment from export to a domestic shipment is received after the expiration of Free Time, indicating that car should be stopped and unloaded at the crossing at Laredo TX rather than continuing across the border with car and lading intact, any Document Delay charges which accrued prior to instruction will be assessed AND diversion charge will be assessed as published in Tariff 2 item 41. Upon arrival at the border crossing, car will be subject to demurrage / asset use per Tariff 2.
4. Empty Private Cars returning to Mexico following a loaded movement out of Mexico will not be subject to charges in this item.

Item 9 **Held for Customs Documentation**

This fee applies to railcars refused entry, held, set off for or found to have documentation deficiencies and is in addition to any applicable set-off [Item 46], switching [Item 23], asset use fees [Items 10-15] or any other direct indemnities incurred. To protect efficient cross-border operations, CPKC reserves the right to suspend service in situations involving persistent documentation deficiencies – pending approval of an action plan to remediate.

$2,650 per car
+ applicable set-off
+ applicable switching
+ applicable asset use

Item 93 **Seal Compliance**

All loaded railcars making an international crossing or in transit through Canada require high-security seals, with the exception of hopper cars, flatcars, open-top railcars and railcars that cannot physically be sealed. This fee applies for seals missing or seal numbers not noted on billing. In the event of penalties assessed for Customer seal non-compliance, Item 73 applies in addition to this item.

$300 per car
$4,500 max per block/train

Asset Use

Item 10 Asset Use Terms and Events

Shippers and receivers are responsible to ensure the efficient use of CPKC's assets (including tracks, yards and railcars). This helps CPKC protect network fluidity and availability of equipment. When extended use of railway supplied cars or CPKC track occurs for reasons not attributable to CPKC, Asset Use fees may apply [1].

Terms

Asset Use Day	A 24-hour period or portion, calculated from Asset Use stage start to stage end
Credit	A 24-hour increment of Asset Use Free Time applied to a railcar or in relief [2]
Cutoff Time	Time by which the customer may order or release railcars for the next local service assignment
Demurrage	Asset Use fees applied to railway supplied cars (Item 11)
Gate Type: Closed	CPKC delivers only cars specifically ordered [3] (by car ID) by the customer
Gate Type: Open	CPKC delivers cars as available, up to the facility's loading/unloading capacity as of cutoff time
Gate Type: Order By Quantity	Customer orders [3] number of cars by (a) quantity, (b) type or (c) commodity – not by car ID
Invoicing	Asset Use is invoiced [4] monthly on equipment for which Asset Use has ended
Service Window	A 12-hour period beginning at CPKC crew on-duty time on customer scheduled service day

Event Codes

Constructive Placement	PCON	Car is available within serving area, awaiting placement / disposition from Customer
Actual Placement	PACT	Car is physically placed on a customer's private track or CPKC team track
Placement Not Done	PLND	Car cannot be placed on customer siding for non-CPKC reasons; triggers Item 31
Released Rejected	REJS	Notification is received that empty car is rejected as unfit for loading
Released Loaded	RLOD	Loaded billing is received by CPKC
Released Empty	RMTY	Empty release via billing or Customer Station notification is received by CPKC
Released Without Billing	NOBL	Car released without valid billing and moved onto CPKC track; Asset Use applies
Pulled from Patron Siding	PFPS	Car pulled from customer siding; starts asset use for priv ate cars in NOBL status
Pull Not Done	PUND	Car cannot be pulled from customer siding for non-CPKC reasons; triggers Item 32
DELTA Ordered for Date	ORDF	Empty car demand date as entered into CPKC empty car ordering system DELTA
RMS Load Date		Empty car demand date in CPKC Request Management System (RMS) for hoppers

Trigger Events for the Asset Use Cycle

Cars	L/E	Stage 1		Stage 2	
		Start	**Stop**	**Start**	**End**
RR	Load	PCON + 24h	PACT	PACT + 24h	RMTY
	Empty	PCON + 24h, unless later ORDF / RMS load date	PACT	PACT + 24h	RLOD (unless PUND) or REJS

		Start	**End**
PVT	Both	PCON + 24h	PACT [5]

1. Inventory, service or invoicing concerns can be addressed in real time through tools in Customer Station, incl. *Asset Use*, *Log-An-Issue* and *Invoicing*.
2. Credits have no monetary value and are not transferable between locations, railcars or load statuses, except as provided in footnote 1 in Item 12.
3. Orders are to be submitted by cutoff time through the *Order-in Equipment* tool in Customer Station. A debit may be applied to a car requested via other methods as a penalty for not following standard procedures, rather than as an asset use fee.
4. Invoices state amounts (e.g., Asset Use Days, Credits); event detail is available online. Incremental data may be requested within 30 days of invoice date.
5. Asset use for private cars on CPKC team tracks is applied according to the railway asset use cycle in the above table.

Item 11 **Demurrage for Railway Supplied Cars**

Asset Use (Demurrage) on railway supplied cars is assessed [1] at the railcar level and applicable while cars are on CPKC property and private tracks/sidings until released back to CPKC. Rates per Asset Use Day are below, along with applicable fleet demand status levels.

Fleet Demand Status = BALANCED	**$150**
Fleet Demand Status = HIGH	**$250**
Loads of Hazardous Commodities	**$280**
Loads or Residue Empties of TIH/PIH	**$2,800**

Open Top Hopper	**BALANCED**
Covered Hopper	**BALANCED**
Mill Gondola	**BALANCED**
Open Coil Car	**BALANCED**
50’ Plate C Boxcar	**BALANCED**
General Purpose Boxcar	**BALANCED**
Standard / Bulkhead Flatcar <89’	**BALANCED**
Centerbeam Flatcar	**BALANCED**
89’ Flatcar	**BALANCED**
Railcars not otherwise specified	**BALANCED**

1. This item will not apply to railcars ordered and legitimately rejected as unsuitable for loading (e.g., bad order, incorrect car type) within 24 hours of PACT. If a car is rejected as unsuitable, substantiating photographic evidence must be supplied to CPKC. If a car is rejected without evidence, Tariff 2 Item 23 will apply in addition to asset use under this item. Additionally, if a rejected car is found to be suitable for loading, Tariff 2 Item 18 will apply.

Item 13 **Asset Use for Private Cars on CPKC Track**

Asset Use on private cars is assessed at the railcar level and applicable while cars are on CPKC property – anywhere but private tracks/sidings (e.g., industry-owned tracks or tracks leased from CPKC for exclusive customer use). Rates per Asset Use Day are below.

A	At stations *outside* the following serving areas [1] that are not otherwise covered in (B) or (C): Vancouver BC, Edmonton AB, Calgary AB, Medicine Hat AB, Regina/Moose Jaw SK, Sutherland SK, Nahant IA, Harvey ND, Winnipeg MB, Minneapolis/St Paul MN, and Toronto ON.	**$80**
B	At (i) stations *within* the following serving areas [1]: Calgary AB, Medicine Hat AB, Regina/Moose Jaw SK, Sutherland SK, Harvey ND, Winnipeg MB, and Toronto ON, and (ii) stations not named in (C) in the following US states: Alabama, Arkansas, Illinois, Kansas, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee and Texas.	**$140**
C	At (i) stations within the following serving areas [1]: Vancouver BC, Edmonton AB, Minneapolis/St Paul MN and Nahant IA, and (ii) at the following stations: Bossier City LA, Lake Charles LA, Norco LA and West Lake LA.	**$165**
D	Loads of Hazardous Commodities, regardless of location	**$280**
E	Loads or Residue Empties of TIH/PIH, regardless of location	**$2,800**

1. As defined on the Pricing and Tariffs page: https://www.cpkcr.com/en/customer-resources/pricing-and-tariffs.

Item 12 **Available Credits for Demurrage and Asset Use [1]**

A	Facilities that perform all on-site switching, sorting, classification and blocking of equipment [2]	1 credit / car
B	Car not yet on asset use PACT in substitution for car on asset use (gate types Open, Order By Quantity)	1 credit / substituted car [5]
C	Railway car PACT outside of, or Private car PACT after, service window for reasons attributable to CPKC	1 credit / car
D	Local service exception (all gate types) for reasons attributable to CPKC such as: • no scheduled service provided • partial service provided when compared to order received prior to cutoff • cars not delivered to Closed gate facility in accordance with specific car order received prior to cutoff • cars not delivered from serving yard in accordance with order received prior to cutoff, however equivalent cars moved from private storage track [6]	1 credit / applicable car / day, until earlier of PACT or next service day + 1 credit / equivalent car / day, on next service day, for up to 7 days [3]
E	Actual transit [4] more than 24h outside CPKC original Trip Plan or Unit Train ETA for reasons attributable to CPKC	1 credit / car /day [5]

1. Relief applied past the end of a calendar month is carried over to following month's invoice. Relief for types B, D and E may be transferred between railcars.
2. Facilities performing all on-site switching must apply in writing through their CPKC account manager for this credit prior to activation.
3. Applies only if there are cars on Asset Use in CPKC yard and customer has not taken actions that restrict or prevent PACT. Through the *Asset Use* tool, a customer may apply for and obtain incremental relief upon demonstrating that 7 days was inadequate to rectify and/or recover from the service exception.
4. On applicable traffic from Origin Release / Interchange Receipt on CPKC lines to Arrival at designated CPKC serving area.
5. Does not apply to Railway supplied empties as Delta and RMS dates govern asset use start.
6. For cars moved from a private storage track in these circumstances, Customer will not incur any more switching fees than if no service exception occurred.

Item 14 **CPKC Team Tracks**

Customers that do not have their own facility for loading or unloading may, with CPKC permission and upon signing a written agreement, use a CPKC-owned public delivery or 'Team Track'. This shared usage track is available for the loading and unloading of non-hazardous commodities only and cannot be used for storage.

Item 15 **Railcars Held**

Once cars are held, they receive no additional Free Time and are subject to applicable asset use fees [Items 10-13] immediately upon being held or staged. Cars held are also subject to additional switching [Item 23] and handling [Item 46] fees as applicable. Examples of cars held include:

- Cars held or staged at customer request
- Cars that cannot continue in transit for reasons not attributable to CPKC
- Cars moved to short-term holding after dwelling longer than 96 hours for reasons not attributable to CPKC [an alternate car for the same customer may be moved to alleviate or prevent congestion]

Item 16 **Asset Use Responsibility**

Canada	United States
The origin loader for railcars to be loaded [1] The destination unloader for railcars to be unloaded or for railcars en route [1] A third party as mutually agreed in writing with CPKC [2]	The party receiving railcars from CPKC for loading or unloading [2]

1. The Shipper and Consignee are ultimately responsible for Asset Use fees in Canada.
2. Any agreement to assign Asset Use or Demurrage fees to a party other than designated in the above table requires a fully-executed copy of the *Notification to CPKC for assignment of Asset Use fees* form – found in the Tariff 2 section at: https://www.cpkcr.com/en/customer-resources/pricing-and-tariffs – to be submitted to BillingServices@cpkcr.com.

Item 18 **Unauthorized or Improper Use of a Rail Asset**

When equipment or a rail asset is used improperly or without authorization, this charge will be applied. Charges will be assessed to the Shipper or the party involved. Some examples include:

- Loading or reloading a car without authorization
- Rejecting a car deemed fit for loading by CPKC
- Sending a railway car to another railroad without authorization
- Using CPKC track for loading or unloading without authorization
- Billing a car on CPKC beyond the car's end of service date as defined in UMLER

$2,500 per car
+ applicable fees

Item 19 **Railway Supplied Centerbeam Surcharge**

This surcharge applies to all shipments in railway supplied centerbeams, billed from transloads and private facilities with alternate rail options [1] by Shippers without a Minimum Volume Commitment with CPKC. This surcharge applies only when the Centerbeam Flatcar demand status level published in Item 11 of this tariff is HIGH.

$400 per car, when demand status = HIGH

1. Facilities that are jointly served, or may be accessed via regulated interswitching [Canada] or reciprocal switch [US]

Switching

The pick-up and delivery of railcars at a customer's facility for loading or unloading are included in the freight rate of the linehaul shipment. For additional switching services such as turning railcars or moving them within a facility, customers have the option to hire a third-party contractor or acquire the equipment necessary to perform this work themselves. When CPKC's local crews and locomotives are used to perform these switching services, the below fees will be assessed to the party requesting or requiring the service. Provision of these services is subject to availability of railway resources and to facility capacities for storage, switching, loading and unloading. No fee will be assessed when additional switching is required as a result of a service exception attributable to CPKC.

Item 21 Intra-plant Switch

When, per customer request, cars are moved from one track to another within the customer facility or industry, or to a different point on the same track, this fee will apply.

$240 per car
$3,600 max per block

Item 22 Incidental Switch

When cars within the customer facility or industry, which were not requested to be switched, must be moved to carry out the customer's car movement instructions, this fee will apply.

$240 per car
$3,600 max per service

Item 23 Intra-terminal Switch

When a car must be moved within a CPKC yard or moved one way between a CPKC yard and a local CPKC-served customer facility. Some examples include:

- A car that could not be placed at a customer facility and had to be returned to the yard
- An empty car suitable for loading that is released without being loaded
- A car that must be switched onto a train after being set-off at an unplanned location
- A car on CPKC tracks that requires additional switching to address a customer issue
- A car moved into, and the subsequent movement out of, a short-term holding area

$590 per car
$8,850 max per block

Item 235 Intermediate Switch

A bridge movement on CPKC, between two other carriers and within the limits of the same station or industrial switching district, where CPKC is not a linehaul carrier.

$590 per car
$8,850 max per block

Item 24 Special Order Requests

When a specific car ID is requested to be placed at an **Open Gate** or **Order by Quantity** facility [see item 10 for definitions], this fee will apply.

$240 per car

Item 25 Turning Railcars

When a customer requests a railcar to be turned for loading or unloading, this fee will apply for each car that is turned.

$1,085 per car
$16,275 max per block

Item 26 Special Switch

When a customer requires an additional service outside the regular service schedule or an additional delivery on a scheduled service day, this fee applies [1]. This service is subject to the availability of resources and capacity and does not include additional switching within the facility. If a new crew is required, a minimum of 8 hours will apply. Charges are assessed to the party requesting or requiring the service.

$570 per hour or portion

Cancellation Fees:
$600 on ≥ 24h notice, or
$3,000 on < 24h notice

1. Unless otherwise specified, this item does not apply to the movement of dimensional loads – fees for which are governed by the applicable rate publication.

Handling

Issues can arise that prevent CPKC from handling railcars as planned or requested, requiring corrective actions to be taken. Fees for these corrective actions are assessed to the party requesting or requiring the service. No fee will be assessed when corrective actions are required as a result of a service exception attributable to CPKC.

Item 30 Last Minute Changes

If, after cutoff, CPKC is required to cancel a request for cars, reverse the incorrect release of a railcar or make any other last minute changes to a requested local service, this charge will apply in addition to applicable Asset Use.

$110 per car
$1,650 max per service
+ applicable Asset Use

Item 31 Unable to Place Cars

When CPKC attempts to deliver cars to an **Open Gate** facility [see item 10 for definition] or has been requested to deliver cars to a **Closed Gate** or **Order by Quantity** facility and is unable to do so for reasons such as the facility being full or unable to be accessed, this charge will apply in addition to item 23 switching charges and applicable Asset Use.

$110 per car
$1,650 max per service
+ switching per Item 23
+ applicable Asset Use

Item 32 Unable to Pick Up Cars

When CPKC has been asked to perform a specific service at a customer facility, such as picking up or scaling a railcar and the car is not ready or CPKC is unable to access a specific car, this charge will apply in addition to applicable switching and Asset Use.

$110 per car
$1,650 max per service
+ applicable switching
+ applicable Asset Use

Item 46 Shipment Cannot Continue in Transit

When CPKC cannot continue to move a car for reasons beyond its control and must take additional steps to ensure that car is switched out of the way of other traffic, this charge will apply in addition to Asset Use described in Item 15. Some examples include:

- A car without full shipping instructions provided prior to or at the time of car release
- A car that must be removed from a train
- A car set-off at an unplanned location
- A car set-off or held for any Customs-related reason
- A car or train rejected at interchange

$590 per car
$8,850 max per block/train
+ Asset Use per Item 15
+ applicable switching

Safety

Item 5000 Ensuring Shipment Safety

Customers are critical partners in CPKC's commitment to be the safest railroad in North America. While the Shipper and Receiver are responsible for the safe loading and unloading of equipment [1], all parties involved in this process should review Tariff 1 [item 11400] and Tariff 8 [Hazardous Commodities] before shipping. CPKC's damage prevention team is available to assist customers in safe loading practices.

1. Fees for improper loading or securement are assessed to the Shipper for loaded railcars and to the Receiver of the prior loaded movement for empty railcars. Where such fees cannot be assessed to the Shipper or Receiver, they will be assessed to the Payer of Freight for the associated loaded movement.

Item 55 Improperly Loaded – Allowed to Continue

When an overloaded or improperly loaded car is identified but the car is deemed permissible to continue in transit, this charge will apply – in addition to any applicable inspection or switching fees.

$500 per car
+ applicable inspection
+ applicable switching

Item 51 Unsafe to Continue

This charge is for the management and coordination of an existing or emergent problem that prevents a car from continuing in transit and applies in addition to other applicable charges. Such unsafe conditions include:

- A car that has not been properly secured (e.g., fittings, valves, hatches and openings)
- A car spilling, leaking or dusting
- A car containing hazardous commodities or residue with non-compliant shipping instructions
- A grain car treated with fumigant gases in, or destined to, Canada is deemed hazardous [1]
- An overloaded or imbalanced car that is unsafe to continue
- A car released or interchanged to CPKC that has been moved and found to be empty, partially or completely loaded – in contradiction to the bill of lading

$12,000 per car
for hazardous or residue
$150,000 max per block

$4,000 per car
for non-hazardous
$45,000 max per block

For cars identified as having one of the following safety issues, a lower charge will apply:

- A slightly torn placard or faded railcar stenciling that is still completely legible
- A damaged or missing appliance not relevant to safe movement or product containment
- Fumigant labels not removed

$1,000 per car

1. Fumigation of railcars is prohibited in Canada. Fumigants are Dangerous Goods under Canada's Transportation of Dangerous Goods Act.

Item 52 Major Adjustment

This charge is for the management and coordination of an adjustment to equipment or lading and applies in addition to other applicable charges. Below are some examples where this would apply:

- Readjusting, reducing, loading or unloading a shipment
- Repairing or cleaning equipment, or clean-up of leaked/spilled materials
- Applying sprays or suppressants to the shipment or contents
- Repairing doors, floors or walls as a result of loading or unloading damage

Cost + 25%
$1,000 min per car

$2,000 min per car
for hazardous or residue

If CPKC Emergency Response (ER) equipment is mobilized, additional fees of **$2,500** per day for a CPKC ER Fire Trailer and/or **$5,000** per day for a CPKC ER Transfer Trailer will be applied.

Item 53 Minor Adjustment or Inspection

When an unsafe condition exists that necessitates CPKC intervention by way of an inspection or a minor adjustment such as closing gates/doors/hatches or applying a seal, this charge will apply.

$350 per car

Item 54 Unsafe Condition / Customer Practice

Where, at CPKC's sole discretion, safe railway operations are impeded due to improper customer practices, this charge will apply in addition to other applicable charges. Some examples include:

- Railcars moved with handbrakes applied or utilizing improper equipment
- Railcars billed at incorrect weights

$4,000 first occurrence

$12,000 per recurrence
+ rail service suspended [1]

1. Should a condition/practice likely to cause serious injury or damage to equipment be identified, rail service will be immediately suspended and the $10,000 charge applied. Service will be restored when the condition/practice is rectified.

Special Requests

Item 41 Diversions

Changes that are requested after billing has been provided to CPKC and that impact the physical handling of the railcar will be assessed this fee. CPKC will only accept diversion requests submitted by the Shipper or Payer of Freight via Customer Station. The diversion charge does not include incremental freight charges or any other charges that may accrue as a result of the diversion. CPKC reserves the right to decline any diversion request.

$500 per car
$7,500 max per block/train

Item 38 Special Train

When a customer requests an unplanned train to have shipments moved directly to destination, CPKC may offer a direct train service subject to the availability of resources and capacity [1]. This service is in addition to freight and other applicable fees, all of which will be assessed to the party requesting or requiring the service. A minimum charge of 200 miles will apply to any special train, regardless of distance traveled.

$125 per mile

Cancellation Fees:
$2,500 on ≥ 24h notice, or
$25,000 on < 24h notice

1. Unless otherwise specified, this item does not apply to movement of dimensional loads – the fees for which are governed by the applicable freight publication.

Government Imposed Fees

Item 71 Customs User Fee

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A Customs User Fee is imposed by the United States (US) Government on all cross-border traffic entering the US. Bridge traffic (i.e., shipments originating from and destined to the same country) is exempt.

$11.41 USD per car

Item 72 Animal & Plant Health Inspection Service (APHIS)

This charge is assessed on each loaded railcar moving from Canada or Mexico into the United States (US) or from the US into Canada or Mexico, as well as on revenue empty railcar movements from Canada or Mexico into the US, to recover fees imposed on CPKC by APHIS for every loaded and empty railcar entering the US from Canada or Mexico. Bridge traffic between the US and Canada (i.e., shipments from Canada through the US to Canada or from the US through Canada to the US) is exempt.

$7.97 USD per car

Item 73 Miscellaneous Invoices

There are various charges that may be incurred in the course of transporting customer shipments. Invoices for charges not listed in this tariff, including government-imposed or other third-party fees, fines or penalties will be passed through to the party responsible with a 25% surcharge for administration and handling. Environmental surcharges apply as listed in Tariff 9800.

Cost + 25%
$250 min charge

Item 10000 **Rules and Regulations**

This tariff applies in addition to Tariff 1. Nothing herein restricts or limits the terms and conditions contained in Tariff 1. Tariff 1 provides details on core services included, liability, rules and regulations.

This document and the associated documents outlining supplemental services may be updated from time to time with no less than 30 days' notice of any price increase. The provisions of this tariff shall supersede those published in other CPKC tariffs, all of which are incorporated and applicable by reference, unless specifically noted otherwise in the other tariff, and shall not supersede those published in contracts which are specific to either customers or locations on CPKC. When reference is made to a tariff, to items, notes, rules, other tariff(s), etc., such references are continuous and include supplements to and successive reissues of such.

Rail traffic on CPKC is subject to 'Force Majeure' as set out in Tariff 1 Item 21600. Additionally, there are specific terms applicable to Asset Use fees during an Event of Force Majeure. When it is impossible to load or unload or receive cars from or make cars available to CPKC because of strike interference at the point where the loading or unloading is to be accomplished (and such strike interference amounts to an Event of Force Majeure), fifty percent (50%) of the Asset Use fees may be claimed, provided that:

a) The Event of Force Majeure exceeds 7 consecutive days in duration during one calendar month.
b) CPKC is notified of such strike interference within 48 hours after such strike action begins.
c) The provisions of this item will not apply to:
    i. Inbound cars when the waybills are dated four days after the beginning of the strike interference.
    ii. Cars for loading when ordered after the beginning and prior to the ending of strike interference.
d) In the event it is impossible for a loader or unloader to get to a car to load or unload due to an earthquake, tornado, hurricane or flood, the Asset Use fees directly chargeable thereto will be eliminated, provided the disruption exceeds forty-eight (48) hours in duration, and a claim is presented in writing to CPKC within the terms of the applicable invoice.

Summary of Updates

Item	Title	Effective	Update	Description
71	Customs User Fee	2026-10-01	Price	Price increased to match government rate increase

CPKC Tariffs in effect as of May 3, 2025

Effective May 3, 2025, a suite of CPKC accessorial and rules tariffs will go into effect across CPKC's Canadian and US network that supersede tariffs previously branded as CP and KCS. The below table describes where the primary concepts in the outgoing tariffs are located in the new CPKC suite of tariffs:

Tariffs in effect prior to May 3, 2025	Corresponding CPKC tariffs in effect on May 3, 2025
KCS 37 [Empty Car Rules]	CPKC 6 [Private Equipment]
KCS 6000 [Demurrage & Storage]	CPKC 2 [Carload Services] CPKC 3 [Intermodal Services]
KCS 8100 [Switching & Terminal]	CPKC 2 [Carload Services] CPKC 3 [Intermodal Services] CPKC 5 [Unit Train Services] CPKC 7 [Interline Switching]
KCS 9011 [Rules]	CPKC 1 [Rules]
KCS 9011 [Fuel Surcharge]	CPKC 9011 [Fuel Surcharge]
KCS 9012 [Rules]	CPKC 1 [Rules]
KCS 9012 [Fuel Surcharge]	CPKC 9012 [Fuel Surcharge]
KCS 9213 [Diversions]	CPKC 2 [Carload Services]
CP 1 [Rules]	CPKC 1 [Rules]
CP 2 [Carload Services]	CPKC 2 [Carload Services]
CP 3 [Intermodal Services]	CPKC 3 [Intermodal Services]
CP 4 [Transload Services]	CPKC 4 [Transload Services]
CP 5 [Unit Train Services]	CPKC 5 [Unit Train Services]
CP 6 [Private Equipment]	CPKC 6 [Private Equipment]
CP 7 [Interline Switching]	CPKC 7 [Interline Switching]
CP 8 [Hazardous Commodities]	CPKC 8 [Hazardous Commodities]
CP 9 [Automotive Services]	CPKC 9 [Automotive Services]
CP 9700 [Fuel Surcharge]	CPKC 9700 [Fuel Surcharge]
CP 9800 [Environmental Surcharges]	CPKC 9800 [Environmental Surcharges]
CP 9900 [Fuel Surcharge]	CPKC 9900 [Fuel Surcharge]