CPKC

Intermodal Services Tariff

3

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CPKC 3 Revision 2026.4
cancels and supersedes:
CPKC 3 Revision 2026.3

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.

Contents

Application 3
Definitions 3
Shipment Documentation 3
- Manual Transactions 3

Peak Demand Surcharges 4
- Refrigerated Equipment Seasonal Surcharge 4
- Heated Equipment Seasonal Surcharge 4
- Network Demand Surcharge 4

Temperature Controlled Equipment 4
- Cancellation Fee 4

Safety 5
- Ensuring Shipment Safety 5
- Unsafe of Improperly Loaded 5
- Adjustment or Inspection 5
- Blocking & Bracing 5

Services at the Door 6
- Driver Wait 6
- Driver Layover 6
- Helpers 6

Services on the Road 6
- Extra Stops 6
- Attempted Pick Up or Delivery 6
- Local Pick Up and Delivery Zones 7
- Recovery of Fees 7
- Tandem or Tridem Chassis Use 8
- Quad Axle Chassis Use 8
- Overages and Damages Handling 8
- Flatdeck Service 8
- Heavy Load Freight Charge 9
- Dimensional Surcharge 9

Extended Asset Use 10
- Using RR Containers or CPKC Terminals 10
- Detention for CPKC Supplied Units 11
- Detention for Temperature Controlled Units 11
- Terms and Fees for Blume Managed Units 11
- Storage on Private Units 12

Terminal Decongestion 13
- Units Transferred to Offsite Location 13
- Units Held on Railcar 13

Services at CPKC Terminals 14
- Gate Charge 14
- Terminal Service Charge 14
- Additional Handling 14
- Equipment Guarantee Cancellation Fee 14
- Marine Perishable Protective Service 14
- Marine Genset Cancellation Fee 14

Equipment Services 15
- Unauthorized Use 15
- Equipment Return Error 15
- Placard Removal 15

Border and Customs 16
- Held for Customs Inspection / Documentation 16
- Mexico bound shipments Document Delay 16
- Units Abandoned or Seized 17
- Port Switch Fee 17
- Seal Compliance 17

Government Imposed Fees 18
- Customs User Fee 18
- APHIS 18
- Miscellaneous Invoices 18

Rules and Regulations 19
Table A: Restricted & Prohibited Commodities 22
Table B: Hazardous Commodities 28
Table C: Weight Restrictions 30
Summary of Updates 32

Item 5 Application

In addition to any other applicable tariff, the prices, charges and rules of this Tariff, as amended from time to time, apply to containers 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 intermodal traffic and are assessed to the Payer of Freight unless otherwise specified.

Item 75 Definitions

event of Force Majeure	as defined in Tariff 1 Item 21600
normal business hours	between 08:00 and 17:00 local time, Monday to Friday, or as otherwise specified
Rule 11	an AAR accounting rule allowing for through movement billing to a final destination with each rail carrier in the route assessing and collecting its own portion of the movement
International	a marine container movement to/from overseas (i.e., beyond Canada, continental 48 US states or Mexico); or an empty marine container preceding, following or associated to an overseas movement
Domestic Intra-Canada	a container movement that originates and terminates within Canada and is not applicable as an International movement
Domestic Cross-border	a container movement that originates within Canada and terminates within the continental US 48 states and/or Mexico (or vice versa) and is not applicable as an International movement
Domestic Intra-US	a container movement that originates and terminates within the continental US 48 states and is not applicable as an International movement
Bridge Traffic	a shipment that originates outside of, and travels through, Canada to a destination outside Canada

Shipment Documentation

Item 1 Manual Transactions

When CPKC is requested or required to manually perform an administrative service or update associated with shipping documentation [1], payment or work order processing, this fee will be assessed to the party requesting or requiring the service. Some examples include:

$110 per transaction or bill of lading

- Changes to shipment documentation that impact invoicing
- Correction or notification of invalid shipping instructions
- Appointments (e.g., empty release, pick-up, destination billing)
- Cancellation of equipment orders (Items 14 and 64 may additionally apply)
- Instructions to off-hire a container located within a CPKC terminal
- Load tenders
- Documentation requests (e.g., manifests, proof of delivery, paper invoicing)
- Data entry in a customer or third-party portal
- Payment remittance details other than via Customer Station or EDI
- Refund to be manually processed

1. Once a shipment has been tendered to CPKC, any billing change that impacts the physical handling of the container requires a new bill of lading, which may involve a different freight rate.

Peak Demand Surcharges

Item 11 Refrigerated Equipment Seasonal Surcharge

This surcharge will be assessed to customers with reefer orders that exceed regular volumes:

- Regular volume is defined as the five-week rolling average, calculated at each origin terminal
- Demand that is greater than 125% of the regular volume is subject to the surcharge

The applicable surcharge is based on fleet demand status, per Item 52. When equipment substitution takes place at CPKC's discretion [e.g., a reefer supplied in place of a heater], the surcharge will reflect the equipment type ordered.

$250 per unit when fleet demand = BALANCED

$500 per unit when fleet demand = HIGH

Item 12 Heated Equipment Seasonal Surcharge

This surcharge will be assessed to customers with heater orders that exceed regular volumes:

- Regular volume is defined as the five-week rolling average, calculated at each origin terminal
- Demand that is greater than 125% of the regular volume is subject to the surcharge

The applicable surcharge is based on fleet demand status, per Item 52. When equipment substitution takes place at CPKC's discretion [e.g., a reefer supplied in place of a heater], the surcharge will reflect the equipment type ordered.

$250 per unit when fleet demand = BALANCED

$500 per unit when fleet demand = HIGH

Item 13 Private Equipment Network Demand Surcharge

A network demand surcharge will be assessed on private equipment in-gating at CPKC terminals in Canada when CPKC network demand status is HIGH. When this status is BALANCED, this surcharge will not be assessed. The current CPKC network demand status is **BALANCED**.

$250 per unit when network demand = HIGH

Temperature Controlled Equipment

Item 14 Temperature Controlled Equipment Cancelation Fee

Orders for temperature-controlled equipment may be cancelled or rescheduled until 12:00 Noon (local time) the working day prior to origin appointment without any charges, provided the equipment has not departed the terminal. After this time, if an order is cancelled or rescheduled, this fee will apply regardless of the party performing the dray. If CPKC is performing the dray and the associated equipment has been dispatched, dry run charges will also apply per item 36.

$500 per unit

Safety

Item 20 Ensuring Shipment Safety

Customers are critical partners in CPKC's commitment to be the safest railroad in North America. While the Payer of Freight is responsible for the safe loading and unloading of equipment, all parties involved should review the below tariffs before shipping:

- Tariff 1 Item 11400 – Safe Shipping Requirements
- Tariff 3 Appendix – Intermodal Safety Standards and Restricted Commodities
- Tariff 6 – Private Equipment
- Tariff 8 – Hazardous Commodities

CPKCs damage prevention team is available to assist customers in safe loading practices. CPKC may inspect shipments to ensure safety.

Item 21 Unsafe or Improperly Loaded

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

- A unit that has been overloaded, has shifted, is imbalanced or is not properly secured
- A unit spilling or leaking
- A unit containing hazardous commodities or residue with non-compliant shipping instructions
- A unit treated with fumigant gases in, or destined to, Canada is deemed hazardous [1]
- A unit that is contaminated

$12,000 per unit for hazardous or residue

$4,000 per unit for non-hazardous

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

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

$1,000 per unit

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

Item 22 Adjustment or Inspection

This charge applies when a CPKC inspection is necessitated by an unsafe condition.

$350 per unit

This further charge applies for the management and coordination of an adjustment to equipment or lading, in addition to other applicable charges. Some examples include:

- Readjusting, transferring, securing, re-packing, or reducing a shipment
- Special handling requirements for shipments that could not continue moving
- Repairing or cleaning equipment, or clean-up of leaked/spilled materials
- Furnishing labour and/or materials for an adjustment related to a shipment

Cost + 25%
$500 min per shipment

$1,000 min per unit for hazardous or residue

Item 23 Blocking & Bracing

Shippers are encouraged to source their own blocking and bracing materials, compliant with Wood Packaging Material (WPM) regulation ISPM No. 15. When CPKC is required to provide blocking and bracing materials at origin door, two packages are available:

$180 per 53 ft package

$128 per marine package

53 ft Package four 2"x4"x8' boards, two 4'x8' OSB sheets, and four wood beam sockets
Marine Package four 2"x4"x8' boards, and two 4'x8' OSB sheets

Additional Materials:
+ $12 2"x4"x8' board
+ $40 4'x8' OSB sheet
+ $13 socket

Shippers may request bulk delivery of blocking and bracing material at the rates outlined in this item. Unloaders are responsible to remove all material before releasing units. Released units containing material are considered unfit for loading and subject to charges in Item 72.

Services at the Door

Item 30 Driver Wait

Driver Wait time starts at the later of:

- The fixed appointment time or start of the appointment window at the scheduled facility
- The driver's actual arrival time [1] at the scheduled facility

Driver Wait time ends once the driver has been released to leave the scheduled facility [2].

Driver Wait charges apply per container and include wait time on such issues as:

- Entry to the customer facility, gate or dock
- Receipt of required paperwork
- Loading, unloading, acceptance or release
- Temperature-controlled containers returning to the billed temperature

Less than 90 minutes:
Free Time

90 to 180 minutes:
$15 per 15 min or portion

After 180 minutes:
$25 per 15 min or portion

1. Email notifications are available; contact cp_implementations@cpkcr.com to subscribe.
2. CPKC may pull drivers left waiting more than 60 minutes without initiation of loading or unloading; item 36 will apply.

Item 32 Driver Layover

This charge will apply if a driver is required to layover.

$250 per layover

Item 31 Helpers

If required, CPKC may be able to arrange labor or 'helper' assistance. CPKC will not be held responsible for any failure of a helper. Charges may include minimums, overtime rates and other surcharges beyond the base rate. Contact your CPKC sales representative service for availability.

Labor rates vary by location

Services on the Road

Item 35 Extra Stops

This fee [1] applies for each supplementary pick-up and/or delivery to a customer within the same city [2] on the same day [3]. A maximum of 3 deliveries combined may be requested.

$125 per stop, within local pick up & delivery zone

1. This fee is considered a component of dray and is subject to the fuel surcharge referenced in the governing freight publication.
2. Pick-ups and deliveries outside local limits will be charged at the full highway rate [see Tariff 7551 for current rates] and must be on a live (un)load basis.
3. Extra stops not performed on the same day are subject to both the Extra Stop fee in Item 35 and the fee in Item 36.

Item 36 Attempted Pick Up or Delivery

This fee [1] applies when CPKC's attempts to pick up or deliver containers within the same city [2] cannot be executed, or when extra stops are not performed on the same day. Some examples include:

- Failure of a loaded container delivery that necessitates re-delivery
- A unit (empty or loaded) that is not available when CPKC attempts to pick it up
- Cancellation of an empty order while the unit is en route
- Cancellation of an empty order after the unit has been delivered to the scheduled facility
- When a driver is pulled from a facility as described in Item 30, note 2
- Extra stops performed on multiple days [3]

$200 per attempted pick up or delivery, within local pick up & delivery zone

1. This fee is considered a component of dray and is subject to the fuel surcharge referenced in the governing freight publication.
2. Pick-ups and deliveries outside local limits will be charged at the full highway rate [see Tariff 7551 for current rates] and must be on a live (un)load basis.
3. Extra stops not performed on the same day are subject to both the Extra Stop fee in Item 35 and the fee in Item 36.

Item 3650 **Local Pick Up and Delivery Zones**

Ramp	Cities considered Local
Vancouver	Abbotsford, Aldergrove, Anmore, Belcarra, Burnaby, Coquitlam, Crescent Beach, Delta, Langley, Maple Ridge, Mission, New Westminster, North Vancouver, Pitt Meadows, Port Coquitlam, Port Moody, Richmond, Surrey, Vancouver, West Vancouver, White Rock
Calgary	Calgary, Chestermere, De Winton, Langdon, Rocky View, Rocky View County
Edmonton	Acheson, Edmonton, Nisku, St Albert, Sherwood Park
Regina	Grand Coulee, Regina
Winnipeg	East St Paul, Headingley, Oak Bluff, West St Paul, Winnipeg
Vaughan	Bolton, Brampton, Concord, Kleinburg, Maple, Markham, Mississauga, Richmond Hill, Thornhill, Toronto (includes East York, Etobicoke, North York, Scarborough, York – postal codes starting with M), Vaughan, Woodbridge
Lachine	Anjou, Baie-d'Urfé, Beaconsfield, Boisbriand, Bois-des-Filion, Boucherville, Brossard, Candiac, Châteauguay, Chomedey, Delson, Deux-Montagnes, Dollard-des-Ormeaux, Dorval, Greenfield Park, Kahnawake, Kirkland, Lachine, La Prairie, LaSalle, Laval, Le Gardeur, LeMoyne, Léry, L'Île-Bizard, Longueuil, Melocheville, Mont Royal, Montreal, Outremont, Pierrefonds, Pointe-aux-Trembles, Pointe-Claire, Rivière-des-Prairies, Rosemère, Roxboro, Sainte-Anne-de-Bellevue, Sainte-Anne-des-Plaines, Sainte-Catherine, Saint-Constant, Saint-Eustache, Sainte-Geneviève, Saint-Hubert, Saint-Lambert, Saint-Laurent, Saint-Leonard, Sainte-Marthe-sur-le-Lac, Saint-Phillipe, Sainte-Thérèse, Senneville, Terrebonne, Verdun, Westmount
Saint John	Saint John

Zone B Ramp	Cities considered ‘Highway Haul’ rates; will allow Drops
Calgary	Airdrie
Vaughan	Milton, Oakville

Item 37 **Recovery of Fees**

When CPKC receives an invoice, fee, ticket, toll, towing charge, invoice from a toll operator (such as the 407 Express Toll Route) or any other charge generally attributable to the actions or inactions of the customer, the full cost plus an administrative processing fee will be passed on to the customer. CPKC prefers and recommends that customers using CPKC equipment avoid tolls.

Cost + 25%
$50 min administrative fee

Item 38 Tandem or Tridem Chassis Use [1,2,3,4,5]

Use Type		Fee		Applicability		Use Start	Use End
Chassis Demand Status:		**HIGH**					
A	Chassis Use Days 1 through 4	BALANCED HIGH	$45 $90	Ramp	Plan 1	At the first 00:01 after out-gate from the terminal	Upon in-gate to the terminal
B	Chassis Use Days 5 through 8	BALANCED HIGH	$100 $200	Ramp	Plan 1		
C	Chassis Use Days 9 through 14	BALANCED HIGH	$175 $350	Ramp	Plan 1		
D	Chassis Use Day 15 and beyond	BALANCED HIGH	$250 $500	Ramp	Plan 1		
E	Chassis Use 200.0 to 399.9 miles	flat rate	$75	Ramp Door [7]	Plan 1 Plan 2		
F	Chassis Use 400.0 to 600.0 miles	flat rate	$150	Ramp Door [7]	Plan 1 Plan 2		
G	Unauthorized Move [6] >5.0 miles	per instance	$300	Door	Plan 2		
H	Unauthorized Use >600.0 miles	per Item 71		Ramp Door [7]	Plan 1 Plan 2		

1. Applicable in Canada only and chassis are supplied at CPKC's sole discretion
2. Tandem or tridem use fees are applicable per day or portion, per unit of equipment
3. CPKC does not provide chassis for international shipments, or shipments in marine containers not supplied by CPKC, unless agreed
4. Distance-based fees are applicable to chassis equipped with GPS tracking devices
5. Plan 1 refers to the movement of Private containers; Plan 2 refers to the movement of Railway-supplied containers
6. Refers to use beyond repositioning or shunting within the customer premises at which the equipment was positioned by CPKC
7. Applies only in combination with an unauthorized movement [Use type 'F']

Item 39 Quad Axle Chassis Use

Lachine terminal may, at CPKC's sole discretion, supply a quad axle chassis. This fee applies from the time the chassis leaves the terminal until it is returned.

$600 per unit per day or portion

Item 41 Overages and Damages Handling

When CPKC is required to remove overage or damaged product to an offsite location, fees for handling, storage and/or disposal will apply. These fees are in addition to any applicable extra stop charge [Item 35] or adjustment charges [Item 22]. It is the responsibility of the customer to provide disposal instructions or to arrange for pick-up from the offsite location. If product remains in offsite storage beyond 28 days without pickup arranged or disposal instructions received, CPKC reserves the right to dispose of the product subject to a charge of cost + 25%.

$200 per unit if resolved within 14 days

$500 per unit if resolved after 14 days

Item 42 Flatdeck Service

This fee applies when a request is made to have a shipment transshipped onto a flatdeck and does not include the cost of fuel. This service is subject to the below conditions:

$375 per load

- An email request or electronic billing is made to CPKC
- The request is for a live unload
- Vaughan and Lachine are the only terminals at which CPKC will provide this service

Item 89 Heavy Load Freight Charge

It is the customer's responsibility to ensure that shipments conform to applicable rules and regulations regarding maximum allowable weights, including:

- Equipment gross weight limits
- Federal, provincial, state and municipal weight limits
- Weight restrictions of CPKC and all rail and road carriers involved in the shipment

A heavy load freight charge will be applied in addition to the linehaul rate for International shipments in 20' containers with a content weight exceeding 47,900 lbs. Gross weight for any 20' container may not exceed either 60,000 lbs or the container badge plate weight limitation at any time.

$350 per unit
+ applicable fuel

During the period of December 1st through March 31st, 20' export containers originating from Calgary, Chicago, Edmonton, Minneapolis, Regina, Vancouver, and Winnipeg for movements to ports across CPKC's network are restricted to a maximum net weight allowance of 47,900 lbs. No accommodation will be made for shipments exceeding that weight allowance.

Item 83 Dimensional Surcharge

Any shipments which exceed the dimensions of the container require clearance from CPKC and are subject to a dimensional surcharge as defined below:

From	To	Surcharge
Montreal Wharf PQ	Eastern Canadian Terminals	$500
Montreal Wharf PQ	Western Canadian Terminals	$1,000
Vancouver Wharf BC	Eastern Canadian Terminals	$1,000
Vancouver Wharf BC	Western Canadian Terminals	$500
Points in Canada	Points in United States	$250
Points in United States	Points in United States	$250

Extended Asset Use

Item 50 Using Railway Containers or Space in CPKC Terminals

Efficient use of CPKC's assets, including terminals and containers, helps ensure network fluidity and availability of intermodal equipment. Despite this, extended use of CPKC containers or storing privately-owned containers at CPKC terminals is sometimes unavoidable. In such instances, equipment or terminal assets may be used for a fee [details in items 51 to 54]. Key program terms are explained below.

Detention vs Storage
Detention refers to the extended use of CPKC supplied equipment, while s*torage* refers to non-CPKC supplied equipment at CPKC terminals.

Credit / Debit Detention [see Item 51]
Credits are days allocated to customers to load or unload containers.
Debits are incurred for each day (or portion) while a container is in use to load or unload.
Credits and debits are netted out at the end of each calendar month to determine applicable detention charges.
Detention is charged on the difference if debits exceed credits at a specific terminal for a specific equipment type.
Multi-stop shipments are not allotted extra free time.
Credits at one terminal cannot be used to offset debits at another terminal.
Credits have no monetary value and are not transferable beyond each calendar month.

Standard Detention & Storage [see Items 52, 53 and 54]
Free Time is the time allotted to each container after which detention or storage charges apply.
Multi-stop shipments are not allotted extra free time.
All detention and storage charges are assessed per day, per intermodal unit.

Asset Use Trigger Events for Detention

Party performing Pick Up / Delivery	Location	Asset Use Starts 00:01 on the day after	Asset Use Ends 23:59 on the day when
CPKC	Origin	Unit is first delivered	Unit is released for pick-up
	Destination	Unit is first offered for delivery	Unit is released for pick-up
Other than CPKC	Origin	Unit is out-gated from the terminal	Unit is in-gated to the terminal
	Destination	Unit is available for pick-up	Unit is in-gated to the terminal

Asset Use Responsibility
The Payer of Freight is responsible for any applicable detention or storage fees.
Email notifications to help manage detention and storage are available; contact cp_implementations@cpkcr.com to subscribe.

Substitution and Disputes
When equipment substitution takes place at CPKC's discretion, detention assessment will reflect the equipment type requested.
Any disputes are to be made in Customer Station within the month of the service summary.

Item 51 Detention for CPKC Supplied Equipment

	Detail	Dry Containers	Marine Containers [1]
This Credit / Debit Detention program is applicable on Domestic shipments where CPKC supplies the container	Fleet Demand Status	BALANCED	BALANCED
	Free Time	2 credits at loading 2 credits at unloading	2 credits at loading 2 credits at unloading
	Daily fee	BALANCED $150 HIGH $275	BALANCED $135 HIGH $200

1. Does not include temperature controlled Marine containers, which are covered in Item 52.

Item 52 Detention for Temperature Controlled Equipment

	Detail	53’ Refrigerated	53’ Heated
This Standard Detention program is applicable on Domestic shipments where CPKC supplies the container	Fleet Demand Status	BALANCED	HIGH
	Free Time	1 day	1 day
	Sundays / Days terminal is closed	not counted towards Asset Use if they fall within free time	
	First 4 chargeable days (per day)	BALANCED $250 HIGH $350	BALANCED $250 HIGH $350
	Subsequent days (per day)	BALANCED $500 HIGH $500	BALANCED $500 HIGH $500

Item 53 Terms and Fees for Blume Managed Equipment

Blume-managed equipment is subject to the terms, policies and fees of Blume Global (https://www.blumeglobal.com/).

Item 54 **Storage on Private Equipment [1,2]**

Steamship Line Private Marines in Import / Export Service							
CPKC Terminal	Calgary Edmonton Minneapolis	Regina Winnipeg	Detroit Vancouver	Bensenville	IFG Jackson Kendleton Laredo	Wylie	Lachine Vaughan
Free Time at Terminal	48 hours						24 hours
Weekends & Legal Holidays	All the days the terminal is open count towards asset use						
First 3 chargeable 24h periods	$225	$75	$150	$350	$100	$150	$350
Subsequent 24h periods	$225	$125	$300	$500	$225	$225	$500

All other Privates, including Marines in US and Cross-Border Service					
CPKC Terminal	Calgary Edmonton Lachine Saint John	IFG Jackson Kendleton Laredo Minneapolis	Detroit Regina Vancouver Winnipeg	Bensenville Wylie	Vaughan
Free Time at Terminal	48 hours				
Weekends & Legal Holidays	All the days the terminal is open count towards asset use				
First 5 chargeable 24h periods	$100	$150	$100	$225	$100
Subsequent 24h periods	$150	$225	$150	$350	$150

1. Asset Use starts at next 00:01 after unit is available for pick-up
2. Asset Use ends at 23:59 on the day of departure or removal from storage

Terminal Decongestion

Item 55 Units Transferred to Offsite Location

Units dwelling at CPKC terminals beyond the free time noted in Item 54 are subject to transfer [1] away from the terminal to an offsite location [2]. Transfer fees and offsite storage apply in addition to terminal storage fees incurred under Item 54.

Steamship Line Private Marines in Import / Export Service	
Detail	All CPKC Terminals
Transfer per unit to offsite location	$500 per unit
Free Time	The Asset Use clock, which starts at the terminal per Item 54, continues without interruption as the unit is transferred to the offsite location; no additional free time is provided.
Offsite storage per 24-hour period	Storage fees at the offsite location apply as noted in Item 54 for the associated terminal.

1. Units not eligible for transfer include those that:
    a. are held for Customs or other government agency
    b. contain Dangerous Goods or Hazardous Materials
    c. require marine perishable protective service [Item 65]
2. CPKC to notify Payer of Freight prior to transferring a unit to an off-site location.

Item 5510 Units Held on Railcar

Units that cannot be offloaded from railcar due to shortage of customer-suppled chassis may be held on railcar at CPKC's discretion, at or outside the terminal. Units held on railcar are subject to destination terminal storage under Item 54, with Asset Use starting at the next 00:01 after customer notification that unit is held [1].

1. Units held on railcar will be offloaded to chassis at the next practical opportunity. Units remain on storage until 23:59 on the day of terminal departure.

Services at CPKC Terminals

Item 61 Gate Charge

This fee applies to containers passing through a terminal gate under the below scenarios, in addition to applicable Asset Use.

Gate Charge Type		Description	Fee per Unit
A	In & Out	Any containers that in-gate then subsequently out-gate with no rail move	$135
B	No Prior Move	Empty marine containers that in-gate to a CPKC terminal empty with no prior loaded move on CPKC	
C	No Subsequent Move	Empty marine containers that arrive at the terminal via CPKC, out-gate and do not come back in the gate within 45 days for a subsequent move on CPKC	

Item 67 Terminal Service Charge

This fee applies when International shipments pass through a CPKC terminal in Canada.

Unit Type	Application	Fee per Unit
20' Container	Canada to Canada	$130
	Canada to US & reverse	
40/45' Container	Canada to Canada	$160
	Canada to US & reverse	

Item 62 Additional Handling

This fee applies when a container requires additional handling beyond the direct transfer between chassis and railcar included in the quote. Some examples include:

- a container that cannot continue moving and must be removed from the railcar
- a container offloaded to ground due to shortage of customer-supplied chassis
- a container that is placed back on a railcar once it is able to begin movement again
- an empty container in storage that is specifically requested
- any extra lift performed that is necessary or requested (e.g., flip)

$100 per unit per instance

Item 64 Equipment Guarantee Cancellation Fee

Equipment Guarantees may be cancelled or rescheduled up until 12:00 Noon (local time) for temperature-controlled units, or 16:00 for non-temperature-controlled units, on the business day prior to origin appointment or domestic booking – provided the equipment has not departed the terminal. Beyond this threshold, the cancellation fee applies.

$500 per unit

Item 65 Marine Perishable Protective Service

Temperature controlled marine containers in a CPKC terminal under perishable protective service (PPS) are provided with electric power and inspected twice per day unless additional inspections are requested for a fee. PPS does not include the cost of providing additional fuel for the container.

$80 per unit per day

$25 per unit per additional inspection

Item 66 Marine Genset Cancellation Fee

This fee applies when a Genset slot goes unused without notice or is cancelled within 48 hours of the origin gate cut-off. This fee also applies if the destination is changed or if the unit fails to ingate prior to cut-off for the planned genset. Cancellations or destination changes filed with CPKC more than 48 hours in advance of the gate cut-off will avoid this fee.

$200 per slot

Equipment Services

Item 71 Unauthorized Use

This fee applies for equipment used in an unauthorized or non-compliant way *without prior authorization*. Some examples include:

- Loading or reloading marine containers to destinations that have not been authorized
- Shipping any restricted or prohibited commodity [Appendix]
- Loading or reloading refrigerated equipment in non-refrigerated service
- Loading or reloading heated equipment in non-heat service between October 1 and April 15
- Transferring control of a container to another billable party in Domestic Intra-Canada service
- Loading, reloading or shipping to non-CPKC destinations
- CPKC chassis in-gated to a non-CPKC terminal or used for excessive mileage [>600 miles]
- Failing to return equipment at CPKC request
- Shipments that cannot enter or continue to destination country account non-compliant WPM; or contamination due to insect, weed seed or other foreign contaminates; or refused entry for any other reason

$2,500 per unit
per instance

+ additional fees assessed to the Shipper or party that used the asset without authorization

Including for units containing hazardous, restricted or prohibited commodities [Appendix, Item 21], units refused entry [Item 81], or government-imposed fees or fines [Item 85]

Item 72 Equipment Return Error

This fee applies for containers or chassis returned to a different terminal than the one from which they were obtained, or for equipment returned damaged; or not completely clean, unloaded, clear of snow, debris and other material; or otherwise not suitable for use by the next customer.

$300 per container
$400 per chassis
+ Item 22 if applicable

Item 73 Placard Removal

When at any time during CPKC possession, remnants of a non-waybilled hazardous commodity placard are removed from the container, a service charge for inappropriate placarding will be assessed. Fees are the responsibility of the most recent Payer of Freight involved.

$100 per unit

Border and Customs

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 80 Held for Customs Inspection

This fee applies to containers held / set-off for customs enforcement or inspection, in addition to any other applicable fees.

$400 per unit
+ applicable fees

Item 81 Held for Customs Documentation

This fee applies to containers refused entry, held, set off for or found to have documentation deficiencies, in addition to any other applicable fees. This item does not apply to Domestic shipments where origin and destination are in the same country. Reasons to apply this fee include:

- Broker failed to make entry
- Customs identifies deficiencies (e.g., vague commodity description, incorrect piece count)
- Customs determines container cannot enter or continue to destination country

$2,000 per unit
+ applicable fees

assessed to the Shipper or Payer of Freight

Item 815 Mexico bound shipments Document Delay [1,2,3]

Document Delay charges (per container 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 unit per day
Chargeable Days 1 & 2

$500 per unit per day
Chargeable Days 3+

Free Time for containers 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 containers 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

Containers released with a completed *pedimento* document will not be placed on hold. For containers 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 containers 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 containers 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 containers are re-released:

- Document Delay charges will start without any further Free Time allowed
- Setout charges will apply per Item 62
- Asset Use will apply per Items 50-55
- Manual billing fee will apply per Item 1

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 container 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. If instruction to change shipment from export to a domestic shipment is received after the expiration of Free Time, indicating that container should be stopped and unloaded at the crossing at Laredo TX rather than continuing across the border with container and lading intact, any Document Delay charges which accrued prior to instruction will be assessed AND manual billing fee will be assessed as published in Tariff 3 item 1. Upon arrival at the border crossing, container will be subject to setout and asset use charges per Tariff 3.

Item 82 **Units Abandoned or Seized by Customs**

This fee applies to containers abandoned, or containers seized by Customs in addition to other applicable fees. For containers abandoned, CPKC has the right to sell the contents. For containers seized, storage fees beyond the date of seizure will be waived upon written proof from Customs that the unit was seized, but the fee in this item still applies.

$1,000 per unit

+ applicable Asset Use
+ applicable Adjustment

Item 84 **Port Switch Fee**

All International Import, Export, or Empty Reposition marine containers shipped to/from the Port of Montreal are subject to a port switch fee. These fees apply per container (loaded or empty) in $CAD for Intra-Canada movements and in $USD for Cross-border movements.

$20 per 20’ unit
$40 per 40/45’ unit

Item 93 **Seal Compliance**

All loaded containers making an international crossing or in transit through Canada require high-security seals. 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 85 applies in addition to this item.

$150 per unit

Government Imposed Fees

Item 86 Customs User Fee

A Customs User Fee is imposed by the United States (US) Government on all cross-border traffic that enters the US. Shipments classified as 'Bridge traffic' (i.e., shipments originating from and destined to the same country) are exempt from this fee.

$3.35 USD per unit

Item 87 Animal & Plant Health Inspection Service (APHIS)

This charge is assessed on each loaded or revenue empty containers moving from Canada or Mexico into the United States (US). This charge recovers fees imposed by APHIS on CPKC for every loaded and empty railcar entering the U.S. from Canada and 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.

$2.07 USD per container

Item 85 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

Rules and Regulations

Item 10100 Details on Applicability of Terms

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 will be updated from time to time with 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.

Intermodal 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 and Event of Force Majeure. When it is impossible to load or unload or receive units from, or make units 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 under a standard detention program or fifty percent (50%) debit reduction under credit/debit detention can 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 units when the waybills are dated four days after the beginning of the strike interference.
    ii. Units 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 unit 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.

Item 10200 Legal Holidays

Legal Holidays in Canada	Legal Holidays in the United States
New Year's Day [January 1]	New Year's Day [January 1]
Good Friday [Friday prior to Easter]	Presidents' Day [third Monday of February]
Victoria Day [third Monday of May]	Good Friday [Friday prior to Easter]
Saint-Jean-Baptiste Day [June 24; Quebec only]	Memorial Day [last Monday of May]
Canada Day [July 1]	Independence Day [July 4]
Civic Holiday [first Monday of August; Ontario and west]	Labor Day [first Monday of September]
Labour Day [first Monday of September]	Thanksgiving Day [fourth Thursday of November]
National Day for Truth and Reconciliation [September 30]	Day after Thanksgiving Day
Thanksgiving Day [second Monday of October]	Christmas Eve [December 24]
Remembrance Day [November 11]	Christmas Day [December 25]
Christmas Day [December 25]	New Year's Eve [December 31]
Boxing Day [December 26]	

Item 10300 **Ordering Intermodal Service**

Using CPKC's Intermodal Terminals
Customers must ensure that shipping instructions are in place before containers arrives at the terminal. CPKC will provide rail direct service to a third party marine port or terminal when arranged via the ocean carrier. Any additional fees from a third party marine port or terminal may be passed through to the ocean carrier (refer to the Import and Export Shipments sections in this item).

Blume Global, Marine or other Private Containers
Customers may have their own containers, work with Blume Global, or work with an ocean carrier to use the ocean carrier's fleet. Blume Global containers are subject to the Blume Global usage rules as published on Blume Global's website at https://www.blumeglobal.com/. To ensure safety, only containers meeting AAR or ISO standards are authorized. Containers with underliners must be suitable to handle CPKC's service design. Private equipment moves under billable party risk and liability unless involved in a carrier-caused accident. If the empty container is already in one of CPKC's terminals, customers must make a booking with CPKC before the driver arrives at the terminal to pick-up the container. It is the driver's responsibility to inspect the container before leaving the terminal to ensure the container is free of damage.

Import Shipments via Third Party Terminals or Ports
Customers must provide vessel forecasts (including TEUs) to each destination in advance of vessel arrival using the online tool on Customer Station or pre-arranged process. As daily scheduled train capacity is often less than the number of containers discharged from a vessel, import volumes will be spread over multiple trains. Full shipping instructions must be in place for every container before they are loaded to a railcar by the port.

Export Shipments via Third Party Terminals or Ports
If a container is for a port not managed by CPKC's Dynamic Export Management system (DEM), it will be accepted with full shipping instructions. For DEM ports, there are scheduled cut-offs and acceptance dates to tender shipments at a CPKC terminal for export via a specific vessel. Customers must ensure the ocean carrier has placed the order for service by sending customer shipping instructions (including the appropriate vessel's name and voyage) using the online tools on Customer Station. Only containers with shipping instructions in CPKC's system showing for a vessel per DEM schedule will be loaded to rail.

Ordering Marine Perishable Protective Service (PPS)
Ocean carriers may order PPS for temperature-controlled marine containers. Ocean carriers must place orders with CPKC's Perishable Service Coordinator following the reservation process detailed on Customer Station.

Item 10400 **Entering Intermodal Terminals**

CPKC's Intermodal Terminals
Before a truck can enter a CPKC intermodal terminal, the trucking company must register with CPKC and each driver must register at each terminal. Once properly registered, each driver will be issued a registration number and personal identification number. US terminals will accept a current Uniform Intermodal Interchange Agreement (UIIA) issued by the Intermodal Association of North America (IANA) [see www.uiia.org for more details]. Each driver must supply their own chassis when picking-up or dropping-off a container, unless the customer's quote provides for one. Interchanges are only authorized with other rail carriers.

Tendering a Container for Movement
On arrival at the terminal gate, the driver for a shipment with proper shipping instructions in place will be directed to a specific area of the terminal by the gate staff. Lift service directly between chassis and railcar is included. Export shipments for movement to a third party terminal or port may be tendered within the acceptance window for the intended vessel according to CPKC's DEM schedule, available in Customer Station. Temperature-controlled or heated shipments under their own power (where temperature-controlled service has not been ordered and confirmed) are shipped at the customer's risk and must be equipped with sufficient means to reach the intended destination without assistance. With a confirmed order, shipments under Marine PPS may be tendered when running within acceptable temperature ranges of the set-temperature. Power while on the train is included. 20' long containers must be tendered with another 20' container to fit in a standard railcar designed for a 40' or 53' container before they will be loaded.

Picking Up a Container
On arrival at the terminal gate with proper authorization, the driver will be directed to a specific area of the terminal by the gate staff. Any accrued storage charges are due before pick-up. For loaded import marine shipments, the driver will need the pick-up number before being permitted to enter the terminal to pick-up the shipment. Ocean carriers can securely view and update the pick-up numbers for their shipments using online tools in Customer Station. Drivers must reconcile seal identification before out-gate departure.

Returning empty pooled containers
On arrival at the gate to the empty storage area, non-specialty equipment in good repair will be accepted so long as an empty storage pool agreement has been set up, the container number is already recognized in CPKC's system, and the storage is in accordance with the gate rules of the specific terminal. Only equipment owners may arrange for storage agreements.

Appendix

Table A Intermodal Restricted and Prohibited Commodities

General

- Commodities shown as Forbidden or Prohibited will not be accepted.
- Restricted commodities must meet all conditions of this tariff.
- List is not all-inclusive – restrictions apply to all similar products.
- CPKC reserves the right to refuse commodities listed herein at its sole discretion.
- All shipments must be loaded in compliance with the most current version of AAR Circular 43 – Rules Governing the Loading, Blocking, and Bracing of Freight in Closed Containers and Trailers in Intermodal Service; and Intermodal Loading Guide for Products in Closed Trailers and Containers.
- Containers or Trailers must have identifying marks, numbers and weights, stenciled in accordance with AAR and ISO specifications.
- Standard Operating Procedures (SOPs) are available from CPKC Damage Prevention Services at damage.prevention@cpkcr.com.

Legend

(a) May be subject to owner's risk for all damages
(b) Cargo must be packaged to eliminate contamination to equipment
(c) Subject to Special Rate Quote (SRQ)
(d) CPKC will assume maximum liability of $1,000 per shipment of wet damage, regardless of cause
(e) Memorandum of Understanding (MOU) required
(f) Emergency Response Assistance Plan (ERAP) required for all shipments
(g) Temperature restrictions on refrigerated or heated shipments (customer to set temperature)
(h) Remove all batteries, loose parts, oil or fuel
(i) Intentionally left blank
(j) Intentionally left blank
(k) Prohibited Cross-border
(l) Shipments require an Indemnity Bond
(m) Extraordinary value freight (greater than $100,000)
(n) Class 1 "Explosives" all divisions, are prohibited to Cross-border shipment (applies to shipments of explosives from Canada to US and from US to Canada) by rail (per BOE Amendment July 24, 2008)
(o) Class 7 "Radioactive Material - Yellow Label III" is not permissible to Cross-border Canada into US
(p) Bridge Traffic shipments of dangerous goods that require an Emergency Response Assistance Plan (ERAP), as per the ERAP index listed in Schedule 1, Column 7 of the Canadian Transportation of Dangerous Goods Regulations, will not be transported in CPKC Intermodal service unless they are covered by a customer supplied ERAP approved by Transport Canada
(q) Restricted for traffic moving from Canada to US
(r) All WPM (pallets, crates, boxes and/or dunnage) must be marked an approved international stamp certifying compliance with the international standard and/or regulatory standard
(s) Shipment must be free of all pests including insects, insect larva insect eggs and weed seed

Table A: Intermodal Restricted and Prohibited Commodities

Commodity Description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-border & Intra-US
Asphalt or Asphalt Compounds STCC 1491312-1491315	Prohibited			Prohibited	Prohibited	Prohibited
Alcohol, including alcoholic beverages		Yes	Yes	(r) (s)		
Aluminum or Aluminum Alloy Wire STCC 3357110		Yes	Yes	(c) (r) (s)	(c)	(c)

Table A: Intermodal Restricted and Prohibited Commodities						
Commodity Description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-border & Intra-US
Aluminum or Aluminum Alloy Wire, Solid or with Steel Core, Insulated STCC 3357420		Yes	Yes	(c) (r) (s)	(c)	(c)
Aluminum or Zinc Ingots STCC 3334110-32, 3312122-3339310, 3333115, 3313417		Yes	Yes	(c) (r) (s)	(c)	(c)
Aluminum sheet, slab, plates or hot rolled in coils STCC 3352112-35, 3352180		Yes	Yes	(c) (r) (s)	(c)	(c)
Ammunition, rockets, missiles		Yes	Yes	(r) (s)		
Asbestos	Prohibited			Prohibited	Prohibited	Prohibited
Baled Hay	Restricted (d) (e)		Restricted (d) (e)	Restricted (d) (e) (r) (s)	Restricted (d) (e)	Restricted (d) (e)
Barbed or Twisted Wire, Iron or Steel, Acid Coppered, Galvanized, Painted, Plain or Tinned or Aluminum, Brass, Bronze, Cadmium or Copper STCC 3481610		Yes	Yes	(c) (r) (s)	(c)	(c)
Batteries		Yes	Yes	(c)	(c)	(c)
Liquid Bulk Commodities in Bladders (i.e., flexibags)		Yes	Yes	(e) (r) (s)	(e)	(e)
Boat STCC3732110-3732490,3732918,3732959, 3732990		Yes		(a) (r) (s)	(a)	(a)
Bulk commodities including bulk grains and seeds		Yes	Yes	(b) (r) (s)	(b)	(b)
Cable, Electric, Aluminum, NEC STCC3357120		Yes	Yes	(c) (r) (s)	(c)	(c)
Cable Electric, Aluminum NEC, Insulated, with or w/o Steel Cores STCC 3357423		Yes	Yes	(c) (r) (s)	(c)	(c)
Cable, Electric, Brass, Bronze or Copper, NEC STCC 3357225		Yes	Yes	(c) (r) (s)	(c)	(c)
Cable, Electric, Aluminum, Brass, Bronze or Copper, Steel Armored, Lead Covered or Armored Lead Covered STCC 3357425		Yes	Yes	(c) (r) (s)	(c)	(c)
Cable, Spools or Reels (Metal)		Yes	Yes	(c) (r) (s)	(c)	(c)
Calcium Carbide UN1402 STCC 4916408 Waste Calcium Carbide UN1402 STCC 4816408	Prohibited			Prohibited	Prohibited	Prohibited
Carbon blacks STCC 2899610-2899613	Restricted (e)		Restricted (e)	Restricted (e) (r) (s)	Restricted (e)	Restricted (e)
Ceramic Tiles				(q) (r) (s)		(q)
Chain Iron or Steel, rolled STCC 3312446		Yes	Yes	(c) (r) (s)	(c)	(c)
Cigarettes STCC 2111110		Yes	Yes	(d) (r) (s)	(d)	(d)
Coiled Metal Products		Yes	Yes	(c) (r) (s)	(c)	(c)

Table A: Intermodal Restricted and Prohibited Commodities						
Commodity Description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-border & Intra-US
Counter weights, Steel STCC 3576172,3576174		Yes	Yes	(c) (r) (s)	(c)	(c)
Creosote or Creosoted materials	Prohibited			Prohibited	Prohibited	Prohibited
Explosives, class 1		Yes	Yes	(n) (r) (s)		(n)
Freight likely to contaminate containers including but not limited to: asbestos products, creosote or creosoted materials, products with contaminating odors, waste	Prohibited			Prohibited	Prohibited	Prohibited
Firearms		Yes	Yes	Prohibited	Prohibited	Prohibited
Feed: animal or poultry, containing ruminate protein, fish scrap or meal	Prohibited			Prohibited	Prohibited	Prohibited
Fresh Fruit & Vegetables		Yes	Yes	(g) (r) (s)	(g)	(g)
Fish STCC 2036190, 2036290, 0912190		Yes	Yes	(g) (r) (s)	(g)	(g)
Ice Cream & frozen novelties STCC 2024110, 2052915, 2052920, 2099110		Yes	Yes	(g) (r) (s)	(g)	(g)
Glass: Window, Plate or Laminated (not including consumer goods contained in glass) STCC 3211925-3211965, 3229990		Yes	Yes	(a) (r) (s)	(a)	(a)
Granite, Marble or any other stone slab or block STCC 1411110, 1411120		Yes	Yes	(c) (r) (s)	(c)	(c)
Granite, Marble or any other stone tiles in crates STCC 3281340, 3281110, 3281120		Yes	Yes	(c) (r) (s)	(c)	(c)
Hides, Pelts, Skins	Restricted (e)		Restricted (e)	Restricted (e) (r) (s)	Restricted (e)	Restricted (e)
High Valued Freight worth greater than $100,000		Yes	Yes	(m)	(m)	(m)
Household Goods and Personal (Settlers') effects, antiques or 2nd hand furniture, used clothing. STCC 4111525-615, 4022174		Yes	Yes	(k) (r) (s)		(k)
Ingots, Zinc or Aluminum STCC 3334110-32, 3312122-3339310, 3333115, 3313417		Yes	Yes	(c) (r) (s)	(c)	(c)
Lithium-Metal, or Lithium-Ion, or equivalent Batteries		Yes	Yes	(c)	(c)	(c)
Machinery and Parts, including automotive parts		Yes		(b) (h) (c) (r) (s)	(b) (h) (c)	(b) (h) (c)
Machinery and Machinery Parts, weighing > 10,000 lbs. per piece STCC 3511206-3599997		Yes	Yes	(b) (h) (c) (r) (s)	(b) (h) (c)	(b) (h) (c)

Table A: Intermodal Restricted and Prohibited Commodities						
Commodity Description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-border & Intra-US
Metal Billet rods, Grinding rods STCC 3532125 - 3532170		Yes	Yes	(c) (r) (s)	(c)	(c)
Metal Channels, all types (extrusions, I-Beam, elevator guide rails) STCC 3312534,3312528		Yes	Yes	(c) (r) (s)	(c)	(c)
Metal Counterweights STCC 3576172, 3576172		Yes	Yes	(c) (r) (s)	(c)	(c)
Metal Tubular Pipe STCC 3312627 - 3312681		Yes	Yes	(c) (r) (s)	(c)	(c)
Metal scrap, loose, baled or packaged STCC 4021122 - 4021129		Yes	Yes	(r) (s)		
Metal Round Pipe STCC 3312613 - 3312681		Yes	Yes	(c) (r) (s)	(c)	(c)
Modular Housing STCC2 433215-41, 2661550, 3071645, 3449258-70, 3941147-48		Yes		(a) (r) (s)	(a)	(a)
Motor Vehicles, including automobiles, trucks and all other self-propelled vehicles		Yes		(a) (b) (h) (r) (s)	(a) (b) (h)	(a) (b) (h)
Municipal Garbage Waste	Prohibited			Prohibited	Prohibited	Prohibited
Paper Rolls, Rolled Paper greater than 1000 lbs. apiece		Yes	Yes	(c) (r) (s)	(c)	(c)
Polychlorinated Biphenyls (PCBs)	Prohibited			Prohibited	Prohibited	Prohibited
Perishable Traffic requiring protection against heat/cold		Yes	Yes	(c) (g) (r) (s)	(c) (g)	(c) (g)
Plants, nursery stock items, Christmas trees (living/fresh-cut)		Yes	Yes	(a) (r) (s)	(a)	(a)
Plywood and similar Building Products		Yes	Yes	(r) (s)		
Pipe coils, NEC, Aluminum, Brass, Bronze or Copper STCC 3493420		Yes	Yes	(c) (r) (s)	(c)	(c)
Pipe coils, NEC, Iron or Steel STCC 3494325		Yes	Yes	(c) (r) (s)	(c)	(c)
Pipe coils, NEC, Lead STCC 3356255		Yes	Yes	(c) (r) (s)	(c)	(c)
Pipe Metal Round, Iron or Steel STCC 3312613 - 3312681		Yes	Yes	(c) (r) (s)	(c)	(c)
Pipe Metal Tubular STCC 3312627 - 3312681		Yes	Yes	(c) (r) (s)	(c)	(c)
Radioactive Commodities		Yes	Yes	(o) (p) (r) (s)		(o)
Railway Wheels STCC 3741360-3741362, 3742676-3742679, 3391132		Yes	Yes	(c) (r) (s)	(c)	(c)
Recreational Vehicles and Trailers STCC 3791210		Yes		(a) (b) (h) (r) (s)	(a) (b) (h)	(a) (b) (h)

Table A: Intermodal Restricted and Prohibited Commodities						
Commodity Description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-border & Intra-US
Rods, Iron or Steel, coiled, rough, hot rolled STCC 3312455		Yes	Yes	(c) (r) (s)	(c)	(c)
Rods, Iron or Steel, Aluminum Coated, Coiled (Not Aluminum Rods with Steel Core) STCC 3499466		Yes	Yes	(c) (r) (s)	(c)	(c)
Steel, Semi-finished, in lengths, in rolls STCC 3312145		Yes	Yes	(c) (r) (s)	(c)	(c)
Sheet, Steel, in coils, plain or galvanized STCC 3312332		Yes	Yes	(c) (r) (s)	(c)	(c)
Sheet, Iron or Steel, flat, slab or in coils STCC 3312340		Yes	Yes	(c) (r) (s)	(c)	(c)
Steel, strip, in coils STCC 3312346		Yes	Yes	(c) (r) (s)	(c)	(c)
Sheets, hot rolled, Iron or Steel, 13 gauge or thicker in coils STCC 3312350		Yes	Yes	(c) (r) (s)	(c)	(c)
Sheets, cold rolled, Iron or Steel, in coils STCC 3312355		Yes	Yes	(c) (r) (s)	(c)	(c)
Shingles and similar Building Products		Yes	Yes	(r) (s)		
Structural Steel Beams		Yes	Yes	(c) (r) (s)	(c)	(c)
TIH / PIH Commodities	Prohibited			Prohibited	Prohibited	Prohibited
Tires, > 48 inches in diameter STCC 3011915 - 3011990		Yes	Yes	(r) (s)		
Tires, Used STCC 4111584, 4026125		Yes	Yes	(l) (r) (s)	(l)	(l)
Trucks Forklift STCC 3537178		Yes	Yes	(b) (h) (c) (r) (s)	(b) (h) (c)	(b) (h) (c)
Used Rags or Clothing		Yes	Yes	(k) (r) (s)		(k)
Waste agents or waste materials		Yes	Yes	(b) (e) (f) (r) (s)		(b) (e) (f)
Wire Rods, Iron or Steel, rolled STCC 3312445		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire Rope or Strand, Iron or Steel STCC 3315120		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire Cable, Iron or Steel, not insulated STCC 3315130		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Copper clad or Copper weld Steel STCC 3315530		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire Rope or Strand, Iron or Steel STCC 3315532		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire Strand, iron or Steel, Aluminum coated STCC 3315535		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Iron or Steel, Plastic coated STCC 3315541		Yes	Yes	(c) (r) (s)	(c)	(c)

Table A: Intermodal Restricted and Prohibited Commodities						
Commodity Description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-border & Intra-US
Wire, Iron or Steel, Acid coppered, galvanized STCC 3315545		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Aluminum, mixed loads, with aluminum electric cable with steel core STCC 3357115		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Brass, Bronze or Copper, Plain STCC 3357210		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire Rope or Strand, Brass, Bronze or Copper, Plain STCC 3357215		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire Rope or Strand, Brass, Bronze or Copper STCC 3357220		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Lead STCC 3357320		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Nickel, Nickel-Copper or Nickel Iron Chromium Alloy STCC 3357345		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Ferro-Cobalt-Nickel Alloy STCC 3357350		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Nickel-Silver STCC 3357355		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Zinc or Zinc Alloy STCC 3357360		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Metal, NEC or Metal Alloy, NEC STCC 3357361		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Molybdenum, NEC STCC 3375362		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, NEC STCC 3357390		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Brass, Bronze or Copper, Covered or Insulated STCC 3357410		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire Rope or Strand, Brass, Bronze or Copper, Covered or Insulated STCC 3357415		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Iron or Steel, Covered or Insulated, NEC STCC 3357445		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Barbed, Aluminum or Aluminum Alloy, Solid or with Steel STCC 3481615		Yes	Yes	(c) (r) (s)	(c)	(c)
Wire, Aluminum or Aluminum Alloy, Copper Clad STCC 3499468		Yes	Yes	(c) (r) (s)	(c)	(c)

Table B **Intermodal Hazardous Commodities**

General

- Commodities shown as forbidden or prohibited will not be accepted.
- CPKC reserves the right to refuse commodities listed herein at its sole discretion.
- All shipments must be loaded in compliance with the most current version of AAR Circular 43 – Rules Governing the Loading, Blocking, and Bracing of Freight in Closed Containers and Trailers in Intermodal Service; and Intermodal Loading Guide for Products in Closed Trailers and Containers.
- Customer is responsible for all costs due to or the result of improper loading.
- Containers or Trailers must have identifying marks, numbers and weights, stenciled in accordance with AAR and ISO specifications.
- Shipments must comply with the Transportation of Dangerous Goods Act and Regulations, Title 49 CFR Hazardous Materials Regulations and/or the International Maritime Dangerous Goods Code, as applicable, to all means of transport, within jurisdictions and regulatory authorities where the shipment is to be transported.
- CPKC will not accept any equipment which contains any quantity of hazardous materials, hazardous substances or hazardous waste required to be placarded, unless placarded in accordance with the applicable placarding requirements as provided in the Transportation of Dangerous Goods Act and Regulations, Title 49 CFR Hazardous Materials Regulations and/or the International Maritime Dangerous Goods Code.
    - Side mounted hazardous placards must be located in the area that is at least one (1) foot from the top of the vehicle, five (5) feet from the vehicle's bottom, and at least five (5) feet from the vehicle's end to ensure visibility. End placards must be located with the same height restrictions.
    - Remnants of placards/labels must be fully removed from containers. Placards covered or painted over are not acceptable.
- SOPs are available from CPKC Damage Prevention Services at damage.prevention@cpkcr.com.

Legend

The following items to all International, Domestic Intra-Canada, and Domestic Cross-border & Intra-US shipments as declared in Table B:

- Subject to Special Rate Quote (SRQ) or written contracted agreement
- Cargo must be packaged to eliminate contamination to equipment
- Emergency Response Assistance Plan (ERAP) is required for all shipments
- Prohibited Cross-border

The following items are applicable as declared in Table B for International, Domestic Intra-Canada, and Domestic Cross-border & Intra-US shipments:

(a) Class 1 "Explosives" all divisions, are prohibited to Cross-border shipment (applies to shipments of explosives from Canada to US and from US to Canada) by rail (per BOE Amendment July 24, 2008)

(b) Poison / Toxic Inhalation Hazard (PIH / TIH) shipments (in any amount) as outlined in CPKC tariff 8 Item 5600 or AAR BOE are FORBIDDEN / PROHIBITED in Intermodal Service on CPKC

(c) Bridge Traffic shipments of dangerous goods that require an Emergency Response Assistance Plan (ERAP), as per the ERAP index listed in Schedule 1, Column 7 of the Canadian Transportation of Dangerous Goods Regulations, will not be transported in CPKC Intermodal service unless covered by a customer supplied ERAP approved by Transport Canada

(d) Class 7 "Radioactive Material - Yellow Label III" is not permissible to Cross-border Canada into US

(e) All WPM (pallets, crates, boxes and/or dunnage) must be marked an approved international stamp certifying compliance with the international standard and/or regulatory standard

(f) Shipment must be free of all pests including insects, insect larva insect eggs and weed seed

Table B: Intermodal Hazardous Commodities							
Class Code	Commodity Classification Description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-border & Intra-US
1.1	Mass Explosion Hazard		Yes	Yes	(a) (e) (f)		(a)
1.2	Projection Hazards		Yes	Yes	(a) (e) (f)		(a)
1.3	Fire Hazard		Yes	Yes	(a) (e) (f)		(a)
1.4	Minor Hazard		Yes	Yes	(a) (e) (f)		(a)
1.5	Very Insensitive Explosives		Yes	Yes	(a) (e) (f)		(a)
1.6	Extremely Insensitive Explosives		Yes	Yes	(a) (e) (f)		(a)
2.1	Flammable Gas		Yes	Yes	(a) (e) (f)		
2.2	Non-Flammable Gas		Yes	Yes	(b) (c) (e) (f)	(b)	(b)
2.3	Zone A Poison / Toxic Gases	Prohibited			Prohibited	Prohibited	Prohibited
2.3	Zone B, C, D Toxic (Poisonous) Gases	Prohibited			Prohibited	Prohibited	Prohibited
3	Flammable Liquid		Yes	Yes	(b) (c) (e) (f)	(b)	(b)
	Combustible Liquid (US)		Yes	Yes	(e) (f)		
4.1	Flammable Solid		Yes	Yes	(c) (e) (f)		
4.2	Spontaneously Combustible		Yes	Yes	(b) (c) (e) (f)	(b)	(b)
4.3	Dangerous When Wet		Yes	Yes	(c) (e) (f)		
5.1	Oxidizing Substances		Yes	Yes	(b) (c) (e) (f)	(b)	(b)
5.2	Organic Peroxide		Yes	Yes	(c) (e) (f)		
6.1	PGI, Zone A Poison / Toxic Substances	Prohibited			Prohibited	Prohibited	Prohibited
6.1	PGI, Zone B Poison / Toxic Substances	Prohibited			Prohibited	Prohibited	Prohibited
6.1	PGI or PGII (Other than Zone A or B) Poison / Toxic Substances		Yes	Yes	(b) (c) (e) (f)	(b)	(b)
6.1	PGIII Poison / Toxic Substances		Yes	Yes	(b) (e) (f)	(b)	(b)
6.2	Infectious Substances	Prohibited			Prohibited	Prohibited	Prohibited
7	Yellow III Label Radioactive Materials		Yes	Yes	(d) (e) (f)		(d)
7	Radioactive Materials		Yes	Yes	(c) (d) (e) (f)		(d)
8	Corrosives		Yes	Yes	(b) (c) (e) (f)	(b)	(b)
9	Miscellaneous Hazardous Materials		Yes	Yes	(e) (f)		
HW	Hazardous Waste		Yes	Yes	(e) (f)		
ORM	Other Regulated Material (US)		Yes	Yes	(e) (f)		

Table C **Intermodal Weight Restrictions**

General

- All shipments must be loaded in compliance with the most current version of AAR Circular 43 – Rules Governing the Loading, Blocking, and Bracing of Freight in Closed Containers and Trailers in Intermodal Service; and Intermodal Loading Guide for Products in Closed Trailers and Containers.
- Containers must have identifying marks, numbers and weights, stenciled in accordance with AAR and ISO specifications.
- Relative to weight:
    - The gross overweight of equipment (tare weight of equipment and commodity & dunnage weight) shall not exceed the maximum declared marked capacity as noted on the equipment (badge plate or container door), including declared floor capacity.
    - Any equipment found overweight relative to gross or overweight relative to declared maximum cargo (commodity) content weight as outlined in Table C shall be a safety violation and governed pursuant to the rules and provisions of the applicable CPKC tariff.
    - Any gross overweight and/or regulatory road axle violations will be governed by the applicable supplemental charge outlined in this tariff.
- 20’ ISO containers and tank containers must never exceed 52,900lbs gross weight including container and commodity & dunnage, unless moving under legend item (e) and memorandum of authority has been provided by CPKC Damage Prevention.
- Private Container, as defined in CPKC 6 – Private Equipment, inclusive of reefer, heater, or dry:
    - Is subject to equipment owner’s risk for all loss and damage to the Commodity, unless as otherwise declared under written authority or tariff by CPKC.
    - Shall be compliant with applicable AAR equipment standard for rail movement and require review by CPKC Damage Prevention.
- SOPs and loading support are available from CPKC Damage Prevention Services at damage.prevention@cpkcr.com

Legend

(c) Subject to Special Rate Quote (SRQ) or written contracted agreement.
(e) Memorandum of Understanding (MOU) required
(g) Temperature restrictions on refrigerated or heated shipments (customer to set temperature)

Table C: Intermodal Weight Restrictions					
Maximum cargo (commodity) content weight (lbs) by equipment type					
Container Description	Equipment	Chassis	International	Domestic Intra-Canada	Domestic Cross-border & Intra-US
20' Container	Reefer (g)	Tandem	47,900 (e)	47,900	47,900
		Tridem	47,900 (e)	47,900	47,900
	Heater (g)	Tandem	47,900 (e)	47,900	47,900
		Tridem	47,900 (e)	47,900	47,900
	Dry	Tandem	47,900 (e)	47,900	47,900
		Tridem	47,900 (e)	47,900	47,900
	Tank	Tandem	47,900 (e)	47,900 (e)	47,900 (e)
		Tridem	47,900 (e)	47,900 (e)	47,900 (e)
40' / 45' Container	Reefer (g)	Tandem	48,000	48,000	(e)
		Tridem	60,000	60,000	(e)
	Heater (g)	Tandem	48,000	48,000	(e)
		Tridem	60,000	60,000	(e)
	Dry	Tandem	48,000	48,000	(e)
		Tridem	60,000	60,000	(e)
53' Container	Reefer (g)	Tandem		46,000	40,000
		Tridem		58,000	
	Heater (g)	Tandem		47,000	43,000
		Tridem		59,000	
	Dry	Tandem		48,000	43,000
		Tridem		60,000	
	EMP / EMHU / CSXU CPPU 83XXXX	Tandem		48,000	43,000
		Tridem		56,000	

Summary of Updates

Item	Title	Effective	Update	Description
89	Heavy Freight Charge	2026-12-01	Text	Addition of a restriction on 20’ export containers from several origins limiting them to a maximum of 47,900 lbs with no allowance for excess weight between December 1st and March 31st

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]