



INTERMODAL SUPPLEMENTAL SERVICES

Tariff 3

www.cpkcr.com



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Cancels and supersedes
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This document is updated
periodically. Recent versions are
available at www.cpkcr.com

TEXT	Wording change
-\$	Price decrease
+\$	Price increase
NEW	New item added

Tariff 3 – Intermodal Supplemental Services

Canadian Pacific (CP) is constantly working to improve the performance, consistency and reliability of its Intermodal rail service, including the efficient movement of freight between Intermodal terminals and customer facilities.


While customers may choose to use the supplemental services outlined in this document, information provided in [Tariff 1 – CP's Guide to Products and Services](#) will assist in avoiding extra costs.

Fees in this tariff are assessed to the Payer of Freight unless otherwise specified.

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Other important tariffs
[Tariff 1 \[CP's Guide to Products and Services\]](#)
[Tariff 8 \[Hazardous Commodities\]](#)
[Tariff 9800 \[Environmental Surcharges\]](#)
[Tariff 9900 \[Percentage-based Fuel\]](#)



CP unveiled five specially-painted SD70ACUs on Remembrance Day / Veterans Day to honour the culture and history of the armed forces in Canada and the United States.

Shipping documentation

The bill of lading authorizes CP to pick up containers for transportation. Submitting accurate and complete billing through CP's Customer Station or via EDI facilitates timely delivery and seamless cross-border moves, while ensuring that shipments meet safety and legal requirements.

\$75 per transaction

Manual transactions Item 3

When CP is requested to manually perform an administrative service or update associated with shipping documentation, this fee will apply. Some examples include:

- Load tenders
- Billing
- Cancellation of equipment orders (items 14 and/or 64 may apply additionally)
- Empty release appointments
- Pick-up / destination billing appointments
- Instructions to off-hire a container located within a CP terminal


\$110 per bill of lading

Changes and corrections Item 91

When CP has to correct or change missing or inaccurate information on the bill of lading, this fee will be assessed to the party requesting the change or requiring the service. Some examples include:

- Changes to shipment documentation that impacts invoicing ¹
- Correction or notification of invalid shipping instructions

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



CP made the single largest purchase of gensets in railroad history to grow its temperature-controlled service.

Peak demand surcharges

\$250 per container when fleet demand¹ is BALANCED

\$500 per container when fleet demand¹ is HIGH

\$250 per container when fleet demand¹ is BALANCED

\$500 per container when fleet demand¹ is HIGH

\$250 per container when network demand is HIGH

Refrigerated equipment seasonal surcharge *Item 11*

A seasonal surcharge will be assessed to customers whose reefer orders² are above their regular volumes:

- Regular volume is defined as the five (5) week rolling average, calculated at each origin terminal
- Demand that is greater than 125% of the regular volume is subject to the surcharge

Heated equipment seasonal surcharge *Item 12*

A seasonal surcharge will be assessed to customers whose heater orders² are above their regular volumes:

- Regular volume is defined as the five (5) week rolling average, calculated at each origin terminal
- Demand that is greater than 125% of the regular volume is subject to the surcharge

Private equipment network demand surcharge *Item 13*

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

1. Fleet demand status is stated in Item 52 of this Tariff.

2. When equipment substitution takes place at CP's discretion (e.g. a reefer used in place of a heater), the seasonal surcharge will reflect the equipment type ordered.

Temperature controlled equipment

\$500 per container

Cancellations for temperature-controlled equipment *Item 14*

Orders for temperature controlled equipment may be cancelled or rescheduled until 12:00 noon 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 CP is performing the dray and the associated equipment has been dispatched, dry run charges will also apply per item 36.

Safety

Ensuring shipment safety Item 20

Customers are critical partners in CP'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 114 – Safety starts with you*
- *Tariff 3 Appendix – Intermodal Safety Standards and Restricted Commodities, and*
- *Tariff 8 – Hazardous Commodities*

[CP's damage prevention team](#) is available to assist customers in safe loading practices. CP may inspect shipments to ensure safety.

\$10,000 per unit
for hazardous or residue

\$3,000 per unit
for non-hazardous

Unsafe or improperly loaded Item 21

This fee is for the management and coordination of an existing or emergent problem, 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

For units identified as having a safety issue which does not compromise the integrity of the container, a lower fee of **\$1,000** per unit will apply. Such issues include:

- 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

Cost + 25%

minimum **\$500**
per shipment

minimum **\$1,000** for
hazardous or residue

Adjustment Item 22

This charge is for the management and coordination of an adjustment to equipment or lading and applies in addition to other applicable charges. Examples of such situations 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

\$180 per 53' pkg.

\$128 per marine pkg.

additional materials:
+ **\$12** 2"x4"x8'
+ **\$40** 4'x8' OSB
+ **\$13** Socket

Blocking and bracing Item 23

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

Materials	53' Package	Marine Package
2" x 4" x 8'	4 units	4 units
4' x 8' OSB	2 units	2 units
wood beam sockets	4 units	

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

1. Fumigation of containers is prohibited in Canada. Fumigants are Dangerous Goods / Hazardous Commodities under Canada's Transportation of Dangerous Goods Act.



Services at the door

Supplemental driver time & labour

Driver wait *Item 30*

Less than 90 minutes:
Free Time

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 time¹ at the scheduled facility

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

Driver Wait time ends once the driver has been released to leave the scheduled facility².

After 180 minutes:
\$25 per 15 min or portion

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

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

\$250 per layover

Driver layover *Item 32*

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

\$33 per helper
per hour or portion
Minimum 4 hour charge
Overtime (> 8 hours) and
Statutory Holidays will be
charged at \$50 per hour.

Helpers *Item 31*

If required, CP can arrange labour or 'helper' assistance. CP will not be held responsible for any failure of the helper. This service is only available in Regina, Winnipeg, Calgary, Edmonton and Vancouver.

Services on the road

Special services related to pick-up and delivery

\$125 per stop
within local pick-up and
delivery zone²

Extra stops *Item 35*

This fee¹ applies for each additional planned pick-up and/or delivery to a customer within the same city² on the same day³. A maximum of 3 deliveries combined may be requested.

\$200 per attempted
pick-up or delivery
within local pick-up and
delivery zone²

Attempted pick-up or delivery *Item 36*

This fee¹ applies when CP's attempts to pick-up or deliver containers within the same city² cannot be executed, or when extra stops are not performed on the same day. Examples include:

- Failure of a loaded container delivery that necessitates re-delivery
- A unit (empty or loaded) that is not available when CP 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 under the situation described in Item 30, note 2 applies
- Extra stops performed on multiple days³

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.

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

Cost + 25%

Minimum \$50
administrative fee

Recovery of tickets, tolls, towing & other fees

Item 37

When CP receives an invoice, fee, ticket, toll, invoice from a toll operator (such as the 407 ETR) 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. CP prefers and recommends that all customers using CP equipment avoid using highway 407.

Tandem or tridem chassis use^{1,2,3,4,5}

Item 38

Use type		Fee		Applicability		Use start	Use end
Chassis Demand Status: BALANCED							
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 Day 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 T3.71		Ramp Door ⁷	Plan 1 Plan 2		

1. Chassis are supplied at CP's sole discretion
2. Tandem or tridem use fees are applicable per day or portion, per unit of equipment
3. CP does not provide chassis for international shipments, or shipments in marine containers not supplied by CP, 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 CP
7. Applies only in combination with an unauthorized movement [Use type 'F']

\$600 per unit
per day or portion

Quad axle chassis use

Item 39

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

\$200 per container
if resolved within 14 days

\$500 per container
if resolved after 14 days

Overages and damages handling

Item 41

When CP 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, CP reserves the right to dispose of the product subject to a charge of cost + 25%.

\$375 per load

Flatdeck service

Item 42

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:

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



Extended asset use

Using railway containers or space in CP's terminal Item 50

Efficient use of CP's assets, including terminals and containers, helps ensure network fluidity and availability of intermodal equipment. Despite this, extended use of CP containers or storing privately-owned containers at CP 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 CP supplied equipment, while *storage* refers to non-CP supplied equipment at CP 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 the day after	Asset use ends 23:59 on the day when
CP	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 CP	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@cpr.ca to subscribe.

Substitution and Disputes

When equipment substitution takes place at CP'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.



Detention terms for CP supplied equipment *Item 51*

This credit/debit detention program is applicable on domestic shipments where CP supplies the container	Detail	Dry Containers		Marine Containers*	
	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 HIGH	\$150 \$275	BALANCED HIGH	\$135 \$200

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

Detention terms for temperature controlled equipment *Item 52*

This standard detention program is applicable on domestic shipments where CP supplies the container	Detail	53' Refrigerated		53' Heated		40' Marine	
	Fleet Demand Status	BALANCED		HIGH		BALANCED	
	Free time	1 day		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 HIGH	\$250 \$350	BALANCED HIGH	\$250 \$350	BALANCED HIGH	\$150 \$200
	Subsequent days (per day)	BALANCED HIGH	\$500 \$500	BALANCED HIGH	\$500 \$500	BALANCED HIGH	\$150 \$200

Storage on Blume-managed equipment *Item 53*

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

Storage on Customer supplied equipment *Item 54*

Steamship Line Private Marines in Import / Export Service						
Detail	Calgary Edmonton	Minneapolis	Regina Winnipeg	Detroit Vancouver	Bensenville Schiller Park	Lachine Vaughan
Free time at terminal	48 hours	48 hours	48 hours	48 hours	48 hours	24 hours
Weekends / Legal Holidays	All the days the terminal is open count towards asset use					
First 3 chargeable 24-hour periods	\$225	\$225	\$75	\$150	\$350	\$350
Subsequent 24-hour periods	\$225	\$225	\$125	\$300	\$500	\$500

All other Privates, including Marines in US and Cross-Border Service					
Detail	Calgary Edmonton Lachine Saint John	Minneapolis	Detroit Regina Vancouver Winnipeg	Bensenville Schiller Park	Vaughan
Free time at terminal	48 hours				
Weekends / Legal Holidays	All the days the terminal is open count towards asset use				
First 5 chargeable 24-hour periods	\$100	\$150	\$100	\$225	\$100
Subsequent 24-hour periods	\$150	\$225	\$150	\$350	\$150

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

Terminal de-congestion

Item 55

Units dwelling at CP terminals beyond the free time noted in Item 54 are subject to transfer¹ away from the terminal to an off-site location². Transfer fees and off-site storage apply to such units in addition to terminal storage fees incurred under Item 54.

Steamship Line Private Marines in Import / Export Service	
Detail	All CP Terminals
Transfer per unit to off-site location	\$500
Free time	The Asset Use clock, which starts at the terminal per Item 54, continues without interruption as the unit is transferred to the off-site location; no additional free time is provided
Off-site storage per 24-hour period	Storage fees at the off-site 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. CP to notify payer of freight prior to transferring a unit to an off-site location.

Services at CP terminals

\$135 per unit

+ asset use fees

Gate charge *Item 61*

This fee applies to containers passing through a terminal gate under the below scenarios:

Gate Charge – In & Out *Item 61A*

Any containers that in-gate, then subsequently out-gate with no rail move.

Gate Charge – No prior move *Item 61B*

Empty marine containers that in-gate to a CP terminal empty with no prior loaded move on CP.

Gate Charge – No Subsequent Move *Item 61C*

Empty marine containers that arrive at the terminal via CP, out-gate and do not come back in the gate within 45 days for a subsequent move on CP.

Only applied on international shipments

Terminal service charge *Item 67*

This fee applies when international shipments pass through a CP terminal:

Unit	Application	Fee per Container
20' Container	Canada - Canada	\$130
40/45' Container	Canada - Canada	\$160
20' Container	Canada - US & Reverse	\$130
40/45' Container	Canada - US & Reverse	\$160

\$100 per instance
per unit of equipment

Additional handling *Item 62*

This fee applies when a container requires additional handling beyond the direct transfer from chassis to railcar included in the quote. Examples include but are not limited to:

- A container that cannot continue moving and must be removed from the railcar.
- 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.

\$500 per unit

Equipment guarantee cancellation fee *Item 64*

Equipment Guarantees may be cancelled or rescheduled up until the below equipment thresholds on the business day prior to origin appointment or domestic booking, provided the equipment has not departed the terminal. Beyond the threshold, this fee applies.

- Temperature controlled 12:00 noon
- Not temperature controlled 16:00

\$80 per unit / day

Additional inspections are \$25 per unit, as requested

Marine perishable protective service *Item 65*

Temperature controlled marine containers in a CP 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.

\$200 per slot

Marine genset cancellation fee *Item 66*

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 CP more than 48 hours in advance of the gate cut-off will avoid this fee.



CP's Vancouver Transload Facility located in Port Coquitlam BC is strategically positioned to link together imports, exports and domestic container movements.

Equipment services

\$2,500 per instance
per unit of equipment

+ additional fees may apply, including for units containing hazardous, restricted or prohibited commodities [Appendix, Item 21], containers refused entry [Item 81], or government-imposed fees or fines [Item 85]

assessed to the shipper, or party that used the asset without authorization

Unauthorized use *Item 71*

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

- Loading or reloading marine containers to destinations that have not been authorized
- EMP containers moved between Canadian terminals
- 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-CP destinations
- CP chassis in-gated to a non-CP terminal, or used for excessive mileage [>600 miles]
- Failing to return equipment at CP request
- Shipments that cannot enter or continue to destination country account non-compliant Wood Packaging Material (WPM); or contamination due to insect, weed seed or other foreign contaminants; or refused entry for any other reason

\$300 per container
+ \$400.00 per chassis

+ additional fees may apply as detailed in item 22


Equipment return error *Item 72*

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.

\$100 per container

Placard removal *Item 73*

When at any time during CP 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.



Experience a seamless inspection of goods at CP's Portal border crossing with live-lift operation.

Customs

\$400 per container
+ any other applicable fees

Held for Customs inspection *Item 80*

This fee applies to containers held / set-off for customs enforcement or inspection ¹.

\$2,000 per container
+ any other applicable fees

Held for Customs documentation *Item 81*

This fee applies to containers refused entry or held / set-off for documentation deficiencies ¹.

assessed to the shipper or payer of freight

Examples include:

- Broker failed to make entry
- Customs targets container for document deficiencies (e.g. vague commodity description)
- Customs determines container cannot enter or continue to destination country

\$1,000 per container

+ applicable storage or detention [Items 50-55]

+ applicable adjustment or rework [Item 22]

Units abandoned or seized by Customs *Item 82*

This fee applies to containers abandoned, or containers seized by Customs, in addition to applicable fees. For containers abandoned, CP 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.

Port switch fee *Item 84*

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):

20' Intra-Canada	\$20 CAD	20' Cross-border	\$20 USD
40' / 45' Intra-Canada	\$40 CAD	40' / 45' Cross-border	\$40 USD

\$3.17 USD per container

+\$

Customs user fee *Item 86*

A Customs User Fee is imposed by the US Government on all cross-border traffic entering the United States. Shipments bonded in transit through the US are exempt.

\$150 per container

Seal non-compliance *Item 93*

All loaded containers entering 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, Tariff 3 Item 85 applies in addition to this item.

CP 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-PIP>

1. This item does not apply to domestic shipments where origin and destination are in the same country.

Miscellaneous

Cost + 25%

Government imposed fees Item 85

There are various government imposed charges that may be incurred in the course of transporting customer shipment. Charges not listed in this tariff, including 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](#).

\$1.69 USD per container



Animal & Plant Health Inspection Service (APHIS) Item 87

This charge is assessed on each loaded or revenue empty container moving from Canada into the United States, to recover fees imposed on CPKC by the Animal & Plant Health Inspection Service (APHIS) for every loaded and empty railcar entering the US from Canada. Bridge traffic (i.e. shipments from Canada through the US to Canada, or from the US through Canada to the US) is exempt.

\$325 per container
+ applicable fuel

Heavy load freight charge Item 89

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

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

A heavy load freight charge will be applied in addition to the line haul 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 badge plate at any time.

Dimensional surcharge Item 83

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

From	To	Surcharge
Montreal Wharf, PQ	Eastern Canadian Terminals	\$500.00
Montreal Wharf, PQ	Western Canadian Terminals	\$1,000.00
Vancouver Wharf, BC	Eastern Canadian Terminals	\$1,000.00
Vancouver Wharf, BC	Western Canadian Terminals	\$500.00
Points in Canada	Points in US	\$250.00
Points in US	Points in US	\$250.00



Payment and non-payment

Timely dispute response *Item 90*

When a concern regarding supplemental invoicing arises, CP recognizes the need to resolve it promptly. As part of this commitment, CP guarantees a written response to a dispute within 15 business days*. Should no response be provided, CP will accept the dispute as written. To qualify for this guarantee:

- The dispute must be logged within CP's Customer Station Manage Invoice tool
- The dispute must be logged within terms indicated on the invoice
- The dispute must include details as outlined in Tariff 1
- The undisputed portion of the invoice must be paid within terms
- The overall account must be current, with the exception of items in bona-fide dispute

*Monday to Friday, excluding legal holidays in Canada

\$75 per transaction

Manual invoicing and payment transactions *Item 92*

CP offers and supports various electronic invoicing and payment reconciliation platforms. When a non-electronic method is used, or CP is required to provide manual services to support payment reconciliation, this fee will apply. Some examples include:

- Documentation is requested that is available online, including manifests and proof of delivery
- Paper invoicing is requested
- Manual data entry in customer or 3rd party portal
- Payment remittance details are not supplied via Customer Station or EDI
- A refund cheque is requested to be manually processed as a result of an overpayment

12% per annum
added to the invoice amount

Interest charge for non-payment *Item 94*

Interest applies to all overdue amounts.

\$100 per unit
processing surcharge for each
shipment paid by credit card

Suspension of credit privileges *Item 95*

Failure to ensure payment is consistently made for all services within the terms designated in applicable tariffs or contracts will result in suspension of credit. CP reserves the right to suspend credit across specific services [e.g. Diversions] or on all services associated with the account, requiring payment or deposit in advance of subsequent service.

Rules and regulations Item 100

For notifications of updates to this Tariff, subscribe using [CP Customer Station](#).

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, including but not limited to Item 200 of Tariff 1. Tariff 1 provides details on core services included, liability, rules and regulations.

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 ("CP"), and will apply in the currency of the country where the event occurs. Rates and charges on empty containers apply only if CP receives an immediately prior or subsequent loaded shipment in the same equipment. On shipments moving to or from other railways, all applicable tariffs of the other railways apply on the respective other railways. CP reserves the right to refuse any services in this tariff.

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 CP 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 CP. 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 CP is subject to "Force Majeure" as set out in Tariff 1 Item 200. 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 CP 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:

- The Event of Force Majeure exceeds seven (7) consecutive days in duration during one calendar month.
- CP is notified of such strike interference within 48 hours after such strike action begins.
- The provisions of this item will not apply to:
 - Inbound units when the waybills are dated four days after the beginning of the strike interference.
 - Units for loading when ordered after the beginning and prior to the ending of strike interference.
- 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 there to will be eliminated, provided the disruption exceeds 48 hours in duration, and a claim is presented in writing to CP within the terms of the applicable invoice.

Legal Holidays in Canada

- New Year's Day
- Good Friday
- Victoria Day (Third Monday of May)
- [Quebec only] St. Jean Baptiste Day (June 24)
- Canada Day
- [Ontario and west] Civic Holiday (First Monday of August)
- Labour Day (First Monday of September)
- National Day for Truth and Reconciliation (September 30)
- Thanksgiving Day (Second Monday of October)

- Remembrance Day
- Christmas Day
- Boxing Day (Day after Christmas)

Legal Holidays in the United States

- New Year's Day
- President's Day (Third Monday of February)
- Good Friday
- Memorial Day
- Independence Day
- Labour Day (First Monday of September)
- Thanksgiving Day (Fourth Thursday of November)
- Day after Thanksgiving Day
- Christmas Eve Day
- Christmas Day
- New Year's Eve Day

Definitions

- Event of Force Majeure** – as defined in CP Tariff 1 Item 200.
- Normal Business Hours** – Between 8 a.m. and 5 p.m. 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** – Any marine container movement to/from overseas (i.e. beyond Canada, continental 48 US states, or Mexico); or any empty marine container preceding, following or associated to an overseas movement.
- Domestic Intra-Canada** – Any container movement that originates and terminates within Canada and is not associated with an International movement as defined above.
- Domestic Cross-border** – Any container movement that originates within Canada and terminates within the continental US 48 states and/or Mexico (or vice versa), and is not associated with an International movement as defined above.
- Domestic Intra-US** – Any container movement that originates and terminates within the continental US 48 states and/or Mexico and is not associated with an International movement as defined above.

Ordering intermodal service

Using CP's intermodal terminals

Customers must ensure that shipping instructions are in place before containers arrive at the terminal. CP will provide rail direct service to a 3rd party marine port or terminal when arranged via the ocean carrier. Any additional fees from a 3rd party marine port or terminal may be passed-through to the ocean carrier (refer to the Import and Export shipments sections in this item).

EMP, marine or other private containers

Customers may have their own containers, work with Blume Global for the EMP fleet, 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 CP'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 CP's terminals, customers must make a booking with CP 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 3rd party terminals or ports

Customers must provide vessel forecasts (including TEUs) to each destination in advance of vessel arrival using the online tool at www.cpkcr.com/ 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 3rd party terminals or ports

If a container is for a non-DEM scheduled port, it will be accepted with full shipping instructions. For ports managed by CP's Dynamic Export Management (DEM) system, there are scheduled cut-offs and acceptance dates to tender shipments at a CP 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 at www.cpkcr.com/. Only containers with shipping instructions in CP's system showing for a vessel per DEM schedule will be loaded to rail.

Ordering marine perishable protective service (PPS)

Ocean carriers may order CP's powered perishable protective service (PPS) for temperature-controlled marine containers. Ocean carriers must place orders with CP's Perishable Service Coordinator following the reservation process detailed on www.cpkcr.com/.

Entering intermodal terminals

CP's intermodal terminals

Before a truck can enter a CP intermodal terminal, the trucking company must register with CP, 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 3rd party terminal or port may be tendered within the acceptance window for the intended vessel according to CP's Dynamic Export Management (DEM) schedule [available at www.cpkcr.com/]. 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 perishable protective service (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 at www.cpkcr.com/. 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 CP'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

Intermodal safety standards and restricted commodities

Definitions

International	any marine container movement to/from overseas (i.e. beyond Canada, continental 48 US states, or Mexico); or any empty marine container preceding, following or associated to an overseas movement
Domestic Intra-Canada	any container movement that originates and terminates within Canada and is not associated with an International movement as defined above
Domestic Cross-border	any container movement that originates within Canada and terminates within the continental US 48 states and/or Mexico (or vice versa), and is not associated with an International movement as defined above
Domestic Intra-US	any container movement that originates and terminates within the continental US 48 states and/or Mexico and is not associated with an International movement as defined above
Bridge Traffic	any shipment that originates outside Canada and travels through Canada to a destination outside Canada

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 product.
- CP reserves the right to refuse commodities listed herein at its sole discretion.
- All shipments must be loaded to comply with a minimum of AAR Circular 43-E.
- Containers must have identifying marks, numbers and weights, stenciled in accordance with AAR and ISO specifications.
- Standard Operating Procedures (SOPs) are available from CP Damage Prevention Services at Damage_Prevention@cpr.ca.

Legend

- (a) May be subject to owner's risk for all damages
- (b) Cargo must be packaged to eliminate contamination to container / equipment
- (c) Subject to Special Rate Quote (SRQ)
- (d) CP will assume maximum of \$1,000 per shipment of wet damage, regardless of cause
- (e) Memorandum of Understanding (MOU) required
- (f) Response Action Plan required for all shipments
- (g) Temperature Restrictions on refrigerated or heated shipments (customer to set temperature)
- (h) Remove all batteries, loose parts, oil, fuel
- (k) Prohibited cross-border
- (m) Shipments require an Indemnity Bond
- (n) Extraordinary value freight (greater than \$100,000)
- (s) 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)
- (t) Class 7 "Radioactive Material - Yellow Label III" is not permissible to Cross-border Canada into US
- (u) 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 CP Intermodal service unless they are covered by a customer supplied ERAP approved by Transportation Canada
- (v) Restricted for traffic moving from Canada to US
- (w) All Wood Packing Material (pallets, crates, boxes and/or dunnage) must be marked an approved international stamp certifying compliance with the international standard and/or regulatory standard
- (x) 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	(w) (x)		
Aluminum or Aluminum Alloy Wire STCC 3357110		Yes	Yes	(c) (w) (x)	(c)	(c)
Aluminum or Aluminum Alloy Wire, Solid or with Steel Core, Insulated STCC 3357420		Yes	Yes	(c) (w) (x)	(c)	(c)
Aluminum or Zinc Ingots STCC 3334110-32, 3312122-3339310, 3333115, 3313417		Yes	Yes	(c) (w) (x)	(c)	(c)
Aluminum sheet, plates or Hot rolled in coils STCC 3352112-35, 3352180		Yes	Yes	(c) (w) (x)	(c)	(c)
Ammunition, rockets, missiles		Yes	Yes	(w) (x)		
Asbestos	Prohibited			Prohibited	Prohibited	Prohibited
Baled Hay	Restricted (d) (e)		Restricted (d) (e)	Restricted (d) (e) (w) (x)	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) (w) (x)	(c)	(c)
Liquid Bulk Commodities in Bladders (i.e. flexibags)		Yes	Yes	(e) (w) (x)	(e)	(e)
Boat STCC3732110-3732490,3732918,3732959, 3732990		Yes		(a) (w) (x)	(a)	(a)
Bulk commodities including bulk grains and seeds		Yes	Yes	(b) (w) (x)	(b)	(b)
Cable, Electric, Aluminum, NEC STCC3357120		Yes	Yes	(c) (w) (x)	(c)	(c)
Cable Electric, Aluminum NEC, Insulated, with or w/o Steel Cores STCC 3357423		Yes	Yes	(c) (w) (x)	(c)	(c)
Cable, Electric, Brass, Bronze or Copper, NEC STCC 3357225		Yes	Yes	(c) (w) (x)	(c)	(c)
Cable, Electric, Aluminum, Brass, Bronze or Copper, Steel Armored, Lead Covered or Armored Lead Covered STCC 3357425		Yes	Yes	(c) (w) (x)	(c)	(c)
Cable, Spools or Reels		Yes	Yes	(c) (w) (x)	(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) (w) (x)	Restricted (e)	Restricted (e)
Ceramic Tiles				(v) (w) (x)		(v)

Commodity description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-Border & Intra-US
Chain Iron or Steel, rolled STCC 3312446		Yes	Yes	(c) (w) (x)	(c)	(c)
Cigarettes STCC 2111110		Yes	Yes	(d) (w) (x)	(d)	(d)
Coiled Metal Products		Yes	Yes	(c) (w) (x)	(c)	(c)
Counter weights, Steel STCC 3576172,3576174		Yes	Yes	(c) (w) (x)	(c)	(c)
Creosote or Creosoted materials	Prohibited			Prohibited	Prohibited	Prohibited
Explosives, class 1		Yes	Yes	(s) (w) (x)		(s)
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 ruminant protein, fish scrap or meal	Prohibited			Prohibited	Prohibited	Prohibited
Fresh Fruit & Vegetables		Yes	Yes	(g) (w) (x)	(g)	(g)
Fish STCC 2036190, 2036290, 0912190		Yes	Yes	(g) (w) (x)	(g)	(g)
Ice Cream & frozen novelties STCC 2024110, 2052915, 2052920, 2099110		Yes	Yes	(g) (w) (x)	(g)	(g)
Glass: Window, Plate or Laminated (not including consumer goods contained in glass) STCC 3211925-3211965, 3229990		Yes	Yes	(a) (w) (x)	(a)	(a)
Granite, Marble or any other stone slab or block STCC 1411110, 1411120		Yes	Yes	(c) (w) (x)	(c)	(c)
Granite, Marble or any other stone tiles in crates STCC 3281340, 3281110, 3281120		Yes	Yes	(c) (w) (x)	(c)	(c)
Hides, Pelts, Skins	Restricted (e)		Restricted (e)	Restricted (e) (w) (x)	Restricted (e)	Restricted (e)
High Valued Freight worth \$100,000-\$250,000		Yes	Yes			
Household Goods and Personal (Settlers') effects, antiques or 2 nd hand furniture, used clothing. STCC 4111525-615, 4022174		Yes	Yes	(k) (w) (x)		(k)
Ingots, Zinc or Aluminum STCC 3334110-32, 3312122-3339310, 3333115, 3313417		Yes	Yes	(c) (w) (x)	(c)	(c)
Machinery and Parts		Yes		(b) (h) (c) (w) (x)	(b) (h) (c)	(b) (h) (c)
Machinery and Machinery Parts, weighing > 10,000 lbs. per piece STCC 3511206-3599997		Yes	Yes	(b) (h) (c) (w) (x)	(b) (h) (c)	(b) (h) (c)

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) (w) (x)	(c)	(c)
Metal Channels, all types (extrusions, I-Beam, elevator guide rails) STCC 3312534,3312528		Yes	Yes	(c) (w) (x)	(c)	(c)
Metal Counterweights STCC 3576172, 3576172		Yes	Yes	(c) (w) (x)	(c)	(c)
Metal Tubular Pipe STCC 3312627 - 3312681		Yes	Yes	(c) (w) (x)	(c)	(c)
Metal scrap, loose, baled or packaged STCC 4021122 - 4021129		Yes	Yes	(w) (x)		
Metal Round Pipe STCC 3312613 - 3312681		Yes	Yes	(c) (w) (x)	(c)	(c)
Modular Housing STCC2 433215-41, 2661550, 3071645, 3449258-70, 3941147-48		Yes		(a) (w) (x)	(a)	(a)
Motor Vehicles, including automobiles, trucks and all other self-propelled vehicles		Yes		(a) (b) (h) (w) (x)	(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) (w) (x)	(c)	(c)
PCBs	Prohibited			Prohibited	Prohibited	Prohibited
Perishable Traffic requiring protection against heat/cold		Yes	Yes	(g) (c) (w) (x)	(g) (c)	(g) (c)
Plants, nursery stock items, Christmas trees (living/fresh-cut)		Yes	Yes	(a) (w) (x)	(a)	(a)
Plywood and similar Building Products		Yes	Yes	(w) (x)		
Pipe coils, NEC, Aluminum, Brass, Bronze or Copper STCC 3493420		Yes	Yes	(c) (w) (x)	(c)	(c)
Pipe coils, NEC, Iron or Steel STCC 3494325		Yes	Yes	(c) (w) (x)	(c)	(c)
Pipe coils, NEC, Lead STCC 3356255		Yes	Yes	(c) (w) (x)	(c)	(c)
Pipe Metal Round, Iron or Steel STCC 3312613 - 3312681		Yes	Yes	(c) (w) (x)	(c)	(c)
Pipe Metal Tubular STCC 3312627 - 3312681		Yes	Yes	(c) (w) (x)	(c)	(c)
Radioactive Commodities		Yes	Yes	(t) (u) (w) (x)		(t)
Railway Wheels STCC 3741360-3741362, 3742676-3742679, 3391132		Yes	Yes	(c) (w) (x)	(c)	(c)
Recreational Vehicles and Trailers STCC 3791210		Yes		(a) (b) (h) (w) (x)	(a) (b) (h)	(a) (b) (h)
Rods, Iron or Steel, coiled, rough, hot rolled STCC 3312455		Yes	Yes	(c) (w) (x)	(c)	(c)

Commodity description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-Border & Intra-US
Rods, Iron or Steel, Aluminum Coated, Coiled (Not Aluminum Rods with Steel Core) STCC 3499466		Yes	Yes	(c) (w) (x)	(c)	(c)
Steel, Semi-finished, in lengths, in rolls STCC 3312145		Yes	Yes	(c) (w) (x)	(c)	(c)
Sheet, Steel, in coils, plain or galvanized STCC 3312332		Yes	Yes	(c) (w) (x)	(c)	(c)
Sheet, Iron or Steel, flat or in coils STCC 3312340		Yes	Yes	(c) (w) (x)	(c)	(c)
Steel, strip, in coils STCC 3312346		Yes	Yes	(c) (w) (x)	(c)	(c)
Sheets, hot rolled, Iron or Steel, 13 gauge or thicker in coils STCC 3312350		Yes	Yes	(c) (w) (x)	(c)	(c)
Sheets, cold rolled, Iron or Steel, in coils STCC 3312355		Yes	Yes	(c) (w) (x)	(c)	(c)
Shingles and similar Building Products		Yes	Yes	(w) (x)		
Structural Steel Beams		Yes	Yes	(c) (w) (x)	(c)	(c)
TIH / PIH Commodities	Prohibited			Prohibited	Prohibited	Prohibited
Tires, > 48 inches in diameter STCC 3011915 - 3011990		Yes	Yes	(w) (x)		
Tires, Used STCC 4111584, 4026125		Yes	Yes	(m) (w) (x)	(m)	(m)
Trucks Forklift STCC 3537178		Yes	Yes	(b) (h) (c) (w) (x)	(b) (h) (c)	(b) (h) (c)
Used Rags or Clothing		Yes	Yes	(k) (w) (x)		(k)
Waste agents or waste materials		Yes	Yes	(b) (e) (f) (w) (x)		(b) (e) (f)
Wire Rods, Iron or Steel, rolled STCC 3312445		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire Rope or Strand, Iron or Steel STCC 3315120		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire Cable, Iron or Steel, not insulated STCC 3315130		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Copper clad or Copper weld Steel STCC 3315530		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire Rope or Strand, Iron or Steel STCC 3315532		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire Strand, iron or Steel, Aluminum coated STCC 3315535		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Iron or Steel, Plastic coated STCC 3315541		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Iron or Steel, Acid coppered, galvanized STCC 3315545		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Aluminum, mixed loads, with aluminum electric cable with steel core STCC 3357115		Yes	Yes	(c) (w) (x)	(c)	(c)

Commodity description	Prohibited	Requires Pre-Approval	Requires SOP	International	Domestic Intra-Canada	Domestic Cross-Border & Intra-US
Wire, Brass, Bronze or Copper, Plain STCC 3357210		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire Rope or Strand, Brass, Bronze or Copper, Plain STCC 3357215		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire Rope or Strand, Brass, Bronze or Copper STCC 3357220		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Lead STCC 3357320		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Nickel, Nickel-Copper or Nickel Iron Chromium Alloy STCC 3357345		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Ferro-Cobalt-Nickel Alloy STCC 3357350		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Nickel-Silver STCC 3357355		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Zinc or Zinc Alloy STCC 3357360		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Metal, NEC or Metal Alloy, NEC STCC 3357361		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Molybdenum, NEC STCC 3357362		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, NEC STCC 3357390		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Brass, Bronze or Copper, Covered or Insulated STCC 3357410		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire Rope or Strand, Brass, Bronze or Copper, Covered or Insulated STCC 3357415		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Iron or Steel, Covered or Insulated, NEC STCC 3357445		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Barbed, Aluminum or Aluminum Alloy, Solid or with Steel STCC 3481615		Yes	Yes	(c) (w) (x)	(c)	(c)
Wire, Aluminum or Aluminum Alloy, Copper Clad STCC 3499468		Yes	Yes	(c) (w) (x)	(c)	(c)

Table B: Intermodal hazardous commodities

General

- Commodities shown as Forbidden or Prohibited will not be accepted.
- CP reserves the right to refuse commodities listed herein at its sole discretion.
- All shipments must be loaded to comply with a minimum of AAR Circular 43-E.
- Shipper is responsible for all costs due to or the result of improper loading.
- Containers 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.
- CP will not accept any container 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.
- Standard Operating Procedures (SOPs) are available from CP Damage Prevention Services at damage_prevention@cpr.ca.

Legend

- (b) Cargo must be packaged to eliminate contamination to container / equipment
- (c) Subject to Special Rate Quote (SRQ)
- (e) Memorandum of Understanding (MOU) required
- (f) Response Action Plan required for all shipments
- (g) Temperature Restrictions on refrigerated or heated shipments (customer to set temperature)
- (k) Prohibited cross-border
- (m) Shipments require an Indemnity Bond
- (n) Extraordinary value freight (greater than \$100,000)
- (r) Poison / Toxic Inhalation Hazard (PIH / TIH) shipments (in any amount) as outlined in CP tariff 8 Item 56 (see [Tariff 8](#) [Hazardous Commodities]) or AAR BOE are FORBIDDEN / PROHIBITED in Intermodal Service on CP
- (s) 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)
- (t) Class 7 "Radioactive Material - Yellow Label III" is not permissible to Cross-border Canada into US
- (u) 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 CP Intermodal service unless they are covered by a customer supplied ERAP approved by Transportation Canada
- (v) All Wood Packing Material (pallets, crates, boxes and/or dunnage) must be marked an approved international stamp certifying compliance with the international standard and/or regulatory standard
- (w) 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	(c) (s) (v) (w)	(c)	(c) (s)
1.2	Projection Hazards		Yes	Yes	(c) (s) (v) (w)	(c)	(c) (s)
1.3	Fire Hazard		Yes	Yes	(c) (s) (v) (w)	(c)	(c) (s)
1.4	Minor Hazard		Yes	Yes	(c) (s) (v) (w)	(c)	(c) (s)
1.5	Very Insensitive Explosives		Yes	Yes	(c) (s) (v) (w)	(c)	(c) (s)
1.6	Extremely Insensitive Explosives		Yes	Yes	(c) (s) (v) (w)	(c)	(c) (s)
2.1	Flammable Gas		Yes	Yes	(c) (s) (v) (w)	(c)	(c)
2.2	Non-Flammable Gas		Yes	Yes	(c) (r) (u) (v) (w)	(c) (r)	(c) (r)
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	(c) (r) (u) (v) (w)	(c) (r)	(c) (r)
	Combustible Liquid (US)		Yes	Yes	(c) (v) (w)	(c)	(c)
4.1	Flammable Solid		Yes	Yes	(c) (u) (v) (w)	(c)	(c)
4.2	Spontaneously Combustible		Yes	Yes	(c) (r) (u) (v) (w)	(c) (r)	(c) (r)
4.3	Dangerous When Wet		Yes	Yes	(c) (u) (v) (w)	(c)	(c)
5.1	Oxidizing Substances		Yes	Yes	(c) (r) (u) (v) (w)	(c) (r)	(c) (r)
5.2	Organic Peroxide		Yes	Yes	(c) (u) (v) (w)	(c)	(c)
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	(c) (r) (u) (v) (w)	(c) (r)	(c) (r)
6.1	PGIII Poison / Toxic Substances		Yes	Yes	(c) (r) (v) (w)	(c) (r)	(c) (r)
6.2	Infectious Substances	Prohibited			Prohibited	Prohibited	Prohibited
7	Yellow III Label Radioactive Materials		Yes	Yes	(c) (t) (v) (w)	(c)	(c) (t)
7	Radioactive Materials		Yes	Yes	(c) (t) (u) (v) (w)	(c)	(c) (t)
8	Corrosives		Yes	Yes	(c) (r) (u) (v) (w)	(c) (r)	(c) (r)
9	Miscellaneous Hazardous Materials		Yes	Yes	(c) (v) (w)	(c)	(c)
HW	Hazardous Waste		Yes	Yes	(c) (v) (w)	(c)	(c)
ORM	Other Regulated Material (US)		Yes	Yes	(c) (v) (w)	(c)	(c)

Table C: Intermodal weight restrictions

General

- All shipments must be loaded to comply with a minimum of AAR Circular 43-E.
- Containers must have identifying marks, numbers and weights, stenciled in accordance with AAR and ISO specifications.
- All gross overweight and MOT or DOT axle violations will be governed by [Tariff 3](#).
- Gross overweight exceeding equipment badge plate/marketed capacity is a safety violation which will be governed by [Tariff 3](#).
- 20' ISO containers must never exceed 52,900lbs gross weight including container and lading/dunnage, unless moving under legend item (e) and memorandum of authority has been provided.
- Container badge plate must never be exceeded, which may necessitate reducing lading weight below table limits.
- Standard Operating Procedures (SOPs) are available from CP Damage Prevention Services at damage_prevention@cpr.ca.

Legend

- (a) May be subject to owner's risk for all damages
- (c) Subject to Special Rate Quote (SRQ)
- (e) Memorandum of Understanding (MOU) required
- (g) Temperature Restrictions on refrigerated or heated shipments (customer to set temperature)
- (k) Prohibited cross-border
- (m) Shipments require an Indemnity Bond
- (v) Non-CP equipment requires pre-shipment payload review by CP Damage Prevention Services and/or contract weights apply

Table C: Intermodal weight restrictions					
Container Description	Intermodal Weight Restrictions (Weights in Pounds) Maximum cargo content weight				
	Equipment	Chassis	International	Domestic Intra-Canada	Domestic Cross-Border & Intra-US
20 foot container	Reefer	Tandem	47,900 (e)	47,900	47,900
		Tridem	47,900 (e)	47,900	47,900
	Heater	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
40 / 45 foot container	Reefer	Tandem	48,000	48,000	(e)
		Tridem	60,000	60,000	(e)
	Heater	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)
48 foot container	Reefer	Tandem		46,000 (v)	43,000
		Tridem		58,000 (v)	
	Heater	Tandem		47,000 (v)	43,000
		Tridem		59,000 (v)	
	Dry	Tandem		48,000 (v)	43,000
		Tridem		60,000 (v)	
53 foot container	Reefer	Tandem		46,000 (v)	40,000
		Tridem		58,000 (v)	
	Heater	Tandem		47,000 (v)	43,000
		Tridem		59,000 (v)	
	Dry	Tandem		48,000 (v)	43,000
		Tridem		60,000 (v)	
	EMP / EMHU / CSXU CPPU 83XXXX	Tandem		48,000 (v)	43,000
		Tridem		56,000 (v)	

Intermodal equipment clearance restrictions

Equipment (containers) tendered for movement in CP Intermodal service must have a minimum clearance threshold for an appurtenance or external mounted fixture to a container as follows:

- a) Fuel Tank - Ground to bottom of Fuel Tank: Fifty-Four (54) Inches
- b) Heater Control Box - Ground to bottom of Control Box: Sixty (60) Inches

Intermodal equipment found to have external mountings less than the above thresholds are subject to exclusion from CP Intermodal service. CP shall not accept liability for loss or damage to the external mountings during the handling of such equipment.

Summary of updates

Item	Title	Effective	Update	Description
86	Customs User Fee	2024-10-01	Price	Fee increased from \$3.07USD per container to \$3.17USD to reflect increase by US Customs and Border Protection.
87	APHIS	2024-10-01	Price	Price increased from \$0.52USD per unit to \$1.69USD to reflect increases taken by the US Department of Agriculture's (USDA) Animal & Plant Health Inspection Service (APHIS). This fee will be assessed on each loaded or revenue empty container moving from Canada into the United States, to recover fees imposed on CPKC by APHIS for every loaded and empty railcar entering the US from Canada. The charge for shipments 'by road' is removed.