CPKC

Unit Train Services Tariff

5

Revision 2025.2
Issued May 6, 2025
Effective June 6, 2025

CPKC 5 Revision 2025.2
cancels and supersedes:
CPKC 5 Revision 2025.1

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

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New Item N

Price Change P

Text Update T

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

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Item 50 Application

In addition to any other applicable tariff, the prices, charges and rules of this Tariff apply, as amended from time to time, to or from facilities served by CPKC. Prices in this Tariff apply as published at the time the service was rendered or the event occurs, in the currency of the country in which the service or event occurs, unless otherwise specified. For notifications of updates to this Tariff, subscribe using CPKC Customer Station.

Item 75 Definitions

Asset Use	rules and fees for the utilization of CPKC assets (including railcars, network, tracks, yards, locomotives and crews) • Asset Use applicable to railcars is outlined in the Asset Use section of Tariff 2 • Asset Use applicable to Unit Train locomotives and crews is outlined in Items 4-7 • Asset Use applicable to Unit Trains held or staged is outlined in Item 8
buffer cars	railcars loaded with an inert, non-hazardous commodity for the purpose of physically separating locomotives from railcars containing hazardous commodities [see Tariff 8]
corridor	the physical routing and directionality of a train
Free Time	time before Asset Use fees begin to apply
holding or staging	when movement of a Unit Train is stopped at origin, en route or at destination due to customer request or factors outside CPKC control
per hour	a 60-minute period or portion
Unit Train	a train carrying a single commodity and car type that moves directly between a single origin and a single destination

Shipment Documentation

Item 1 Manual Transactions

When CPKC must change or correct missing or inaccurate information on the bill of lading, the rules and fees outlined in Tariff 2 Item 100 will apply.

Item 2 Diversions

Once billing has been provided to CPKC, any request that impacts the physical handling of railcars is considered a diversion, subject to the rules and fees outlined in Tariff 2 Item 41.

Nominations

Customers are required to submit Unit Train requirements to CPKC monthly via the process outlined in the governing freight publication. These requirements must include: Unit Train identifier (if applicable), # of cars, corridor, origin, destination, commodity and requested loading date / week.

Item 3 Changes to Nominations

Within 48 hours of a Unit Train's scheduled shipment date, plans for CPKC's locomotives, crew and network assets are set to facilitate train departure and transit. During that window, corridor changes or train cancellations prevent CPKC from optimizing use of those assets and are subject to this fee, unless prior CPKC approval has been provided.	**$5,000** per train, between 24h and 48h of ship date **$10,000** per train, within 24h of ship date

Asset Use

T

Item 4 Loading and Unloading

The general standard for locomotive Free Time at a power-on Unit Train facility is **6 hours** for *loading* and **8 hours** for *unloading* but alternate Free Time limits may be defined in a customer's locomotive use agreement. When a facility requires more time to load or unload or cannot accept a train for loading or unloading when the train is offered [1], this fee will apply [2].

$250 per hour per locomotive

1. If a Unit Train cannot be placed at the facility due to loading / unloading another train, the Free Time period will begin at the earlier of: (a) the time the Unit Train is actually placed, or (b) when the Free Time of the first train has expired.
2. Railcars held in destination serving yard, or for loading / unloading are subject to Asset Use rules and fees outlined in Tariff 2.

Item 6 Locomotive Removal and Return

Whether at the customer's written request or as required for efficient railroad operations, each of the following instances is subject to this fee:

$3,200 per instance

(a) locomotives are removed from a train at the loading / unloading facility
(b) locomotives are returned to a train at the loading / unloading facility
(c) locomotives are removed from a train held en route
(d) locomotives are returned to a train held en route

If locomotives remain with the train at the loading/unloading facility, Asset Use in Item 4 applies.

Item 7 Additional Train Crews

Some loading / unloading facilities require operation by railroad crews. Only one crew per train is included in the customer's rate quote and this fee will apply to any additional crews provided.

$2,575 per additional crew

Item 8 Holding a Unit Train En Route

When a Unit Train is held or staged en route, this fee will apply. Some reasons include:

- customs hold
- destination or interchange cannot accept the train
- customer request that the train be held [1]
- the train cannot continue due to factors outside CPKC control

There is no Free Time provided when a Unit Train is held. The chargeable time begins at the time the train is staged and ends when the Unit Train is released from hold [2]. Once released, CPKC will make commercially-reasonable efforts to continue moving the train.

$600 per hour or portion train with no locomotives

$1,000 per hour or portion train with locomotives

$2,000 per hour or portion train with railcars containing hazardous commodities [Tariff 8]

1. A customer request to hold a Unit Train must be made in writing by the Payer of Freight or its agent and must include agreement to accept and pay associated fees outlined in this Tariff.
2. CPKC may remove locomotives at any time while a Unit Train is held, subject to the fees in Item 6. If locomotives are removed, the chargeable time for hold fees ends when locomotives are returned to the train. Immediate return of locomotives is not guaranteed.

Buffer Cars

When buffer cars are required in a Unit Train, the customer must provide billing for the buffer cars at origin, as well as for return with the empty Unit Train. Buffer cars returning from destination are a non-revenue move and must be billed with the special instruction: "buffer car returning with empty Unit Train".

Item 16 Buffer Car Switching

Shipper is responsible at origin and receiver at destination, to release Unit Trains blocked for departure. If CPKC is required to perform switching to meet buffer car requirements, this fee applies.

$572 per buffer switched
+ applicable Item 8

Item 17 Buffer Car Storage

When not on a Unit Train, buffer cars on CPKC track are subject to Asset Use rules and fees outlined in Tariff 2. No Asset Use fees are assessed on buffer cars while at a customer facility.

Item 18 Interchange of Unit Trains

Unit Trains arriving at interchange that are not blocked properly, or are missing buffer cars, may be rejected by CPKC and fees applied as outlined in Tariff 2 Item 46.

Item 19 Buffer Car Requirements

This fee applies to buffer cars moved in a loaded Unit Train. The requirements for buffer cars are defined below:

$300 per buffer car
In loaded Unit Train

Car Type	Covered Hopper
Car Size	≥ 44 feet in length
Commodity	an inert, non-hazardous commodity that does not shift in train service (gravel or sand recommended)
Gross Weight	≥ 90,000 lbs (car + contents)

Summary of Updates

Item	Title	Effective	Update	Description
4	CPKC 5 - Unit Train Services	2025-06-06	Language	Locomotive Free Time at a power-on Unit Train facility for *loading* is reverted to 6 hours (the same as it was in CP 5.4) to correct a typo made in the previous tariff revision.

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]