



UNIT TRAIN SERVICES

Tariff 5

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Revision 2021.1
Issued December 1, 2020
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Effective January 1, 2021
Expires December 31, 2021

This document is updated
periodically. The most recent
versions are available at
www.cpr.ca

Changes can be identified
by these icons



Wording change



Price decrease



Price increase



New item added

Tariff 5 – Unit Train Services

Application

In addition to any other applicable tariff, the prices, charges and rules of this tariff, as amended from time to time, apply to unit trains on Canadian Pacific, and will apply in the currency of the country where the event occurs. CP reserves the right to refuse any services in this tariff.

Definitions

Unit Train or Solid Train means a physically consecutive and connected set of at least 80 cars tendered for movement together, unless otherwise stated in your contract.

Dedicated Railway Locomotive Power or Dedicated Crew means that locomotive(s) and crews have been assigned specifically for that unit train service, and that CP is providing the locomotive and crew for loading and unloading.

Holding or Staging means a unit train held for reasons other than loading or unloading the train, due to a customer request or due to factors outside CP control.

Asset use

Railway owned cars begins when the car has been Placed Actual or Constructively Placed and ends with Release Loaded (RLOD) or Release Empty (RMTY).

Private owned cars begins when the car is constructively placed and ends when placed actual.

Per day in relation to fees in this tariff means per full or part 24-hour period, beginning at the time of the holding.

Per hour in relation to fees in this tariff means per full or part 1-hour period.



Documentation

\$525 per train for changes requested prior to movement assessed to the shipper, to the party requesting the change, or to the party requiring the service. Single car rates available in Tariff 2.

\$3,600 per train for changes required after movement assessed to the shipper, to the party requesting the change, or to the party requiring the service. Single car rates available in Tariff 2.

Changes and Corrections *Item 1*

When CP is required to make changes to the billing or shipping instructions prior to movement, this charge will apply.

Some examples:

- invalid shipping instructions received
- changes to any component of the bill of lading
- cancellations before movement

After the shipment has moved, any required changes to billing information will incur an additional charge.

Once the car has been picked up by CP, any request that changes the way the car is physically handled is considered a diversion as per Tariff 2 item 41 and will also incur the post-movement charge above.

For a complete list of required information in the shipping instructions, please refer to Tariff 1, CP's Guide to Product and Services - sending shipping instructions section.



Nominations *Item 3*

Customers are required to submit requests for unit train requirements monthly. Requests must be submitted to CP via the process outlined in your governing tariff/contract. If not otherwise outlined in your governing contract or tariff, all unit train requests must be submitted to your Canadian Pacific unit train planner within the timelines outlined below.

Submitted requests must include: unit train identifier (if applicable), # of cars, corridor, origin, destination, commodity, and requested loading date / week.

\$250

per car up to a maximum of \$10,000 per train

Corridors will be locked down at the request deadline provided. If a shipper bills and releases cars into a corridor other than the corridor for which the cars were originally requested, or the corridor which CP approved a change to, the shipper will pay this fee.

Changes to corridor may be approved and waived by CP if they do not disrupt pipeline or network fluidity. Without CP approval, this fee will apply.

Empty origin confirmation:

All empty cars will be assumed to auto-route to previously billed origin unless empty routing instructions are provided 72 hours prior to empty release at destination.

\$50

per car

If change in empty origin routing is requested within the 72 hours' time of empty release/billing, this charge will apply.

Loaded destination confirmation:

All loaded train destination nominations must be provided a minimum of 7 days prior to loading date at origin. Changes to the destination must be provided within 72 hours prior to target loading date at origin.

\$100

per car

If change in loaded destination is requested within 72 hours of time of loaded release/billing, a charge will apply.

\$300

per car

Cancellations:

A charge will be assessed for cancelling requests within 36 hours of scheduled loading



Asset use – loading and unloading *Item 4*



Free time to load or unload a unit train is included within your quote. When a facility requires more time to load or unload or cannot accept a train for loading or unloading upon offering, asset use fees will apply.

\$250

per hour per locomotive assessed to the payer of freight or the party responsible

Asset use for railcars held in destination serving yards, or for loading or unloading will be calculated under the **asset use** rules outlined in Tariff 2 <http://www.cpr.ca/en/customer-resources/pricing-and-tariffs/supplemental-tariffs/tariff-2>.

Locomotives.

If a unit train cannot be spotted at the facility due to loading or unloading of another train, the free time period will not begin until the first of either spotting or after the free time of the first train has expired.

Free time for loading:

6 hours or time included in your quote

Free time for unloading:

8 hours or time included in your quote

\$2830

assessed to the payer of freight or the party responsible

Deadhead Deliveries and Pick-ups *Item 6*

Maintaining locomotives and crews in continuous circulation is key to providing reliable service to our customers. When we place a unit train at a facility, the locomotives and crew are transferred to an outbound train for the return trip. If at CP's discretion or your written request, locomotives are not to remain with the train, a locomotive-only move known as a deadhead is required and not included in your rate quote. If locomotives remain with the train, asset use rules outlined in Item 4 apply.

This charge will apply to deadhead moves: when a crew leaves the facility without a train or when a crew has to return with locomotives to pick up a train.

\$2575

for each additional train crew required

Additional train crews *Item 7*

Some facilities require operation by railroad crews. Only one crew, unless otherwise stated in your contract, will be provided per train. If CP is required to supply more than one crew, this additional crew charge will apply.



Holding a unit train en-route *Item 8*

When a unit train is held or staged, it impacts CP's ability to operate our network in the most fluid manner possible. To make efficient use of rail capacity, every train must continue moving through our network in a fluid and continuous manner that is aligned with the network schedule.

When a unit train must be held between origin and destination for reasons including, but not limited to, a customs hold, because the destination cannot accept the train, or when, at CP's sole discretion, it is determined that the unit train in question would negatively impact network fluidity by continuing towards destination, a "Unit Train Held" notice will be issued to the payer of freight or party responsible. Hold fees will begin once the train is staged, and the chargeable time ends when the unit train is released from hold. Once a unit train is released from hold, CP will make best efforts to continue moving the train.

\$600

per hour

assessed to the payer of freight or the party responsible

When a unit train is held or staged for reasons other than loading or unloading, fees as outlined in this item will apply.

There is no free time provided for holding a unit train and CP may remove power at any time while a Unit Train is held.

Where a unit train is held on a CP siding or CP track this fee shall apply whether the hold is requested or required for reasons beyond CP's control. A "Unit Train Held" notice will be issued to the payer of freight or party responsible. If CP is required to remove the power from the unit train, the party responsible will be accountable for the hold charges up until the locomotive is returned to the train. Immediate return of power is not guaranteed.

If the shipper or consignee is requesting to hold a unit train, this may only be made in writing by the payer of freight or their agent and must include agreement to accept and pay associated fees under this tariff.

\$5665

assessed to the payer of freight or the party responsible

Power Removal *Item 10*

CP reserves the right to remove the locomotives from a unit train being held over the road or in a destination terminal for loading or unloading. This charge will apply when power is removed from a unit train.



Buffer cars *Item 15*

Unit trains that contain hazardous commodities are required to move with a buffer car(s) between the locomotive(s) and the tank car(s). The shipper must provide billing of the buffer car(s) at origin and return of buffer car(s) with the empty unit train. The returning buffer car(s) from the destination will be a non-revenue move and with special instruction: BUFFER CAR RETURNING WITH EMPTY UNIT TRAIN.

\$572

per car + hold train fees
may apply

Switching *Item 16*

Shipper is responsible at origin, and consignee at destination, for providing the unit train blocked for departure. If CP is required to perform switching in order to meet buffer car requirements, there will be an extra switch charge.

\$60

per car per day with no
free time

Storage *Item 17*



Buffer car(s) should be stored at the customer facility and will be subject to **Tariff 2 asset use** if held in CP yard.

Additional charges for switching will be assessed if CP must add the buffer car(s) to the train upon departure.

Interchange *Item 18*

CP reserves the right to reject unit trains that are not blocked properly at interchange or do not have buffer car(s), calculated as described in Tariff 2 Item 46.

\$300

per car
assessed to the payer of
freight

Buffer car Requirements *Item 19*

- Equipment: Covered Hopper or Box Car
- Equipment size: Cars less than 32 feet cannot be coupled to a car longer than 65 feet and/or cars less than 41 feet cannot be coupled to a car longer than 80 feet.
- Commodity: Ballast Rock or Stone; Sand, Pebbles, NEC; Industrial Sand
- Minimum Weight: 90,000 lbs.
- Charge for movement: only applicable when buffer car movement is in conjunction with a loaded unit train movement.