

# PASSPORT 2018



## INTERMODAL



Optional Services - Intermodal  
CN 9100 – V (Supplement 3)  
Effective May 15, 2018

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# Documentation

The bill of lading allows CN to legally pick up your shipment for transportation. Providing us with accurate and complete information about your shipments helps us provide on-time delivery, seamless transborder shipping and the assurance that your shipments meet safety and legal requirements. It all begins with the Bill of Lading, using our eBusiness tools, or EDI. Using these tools, the information relating to your shipment is entered in our system once and only once, virtually eliminating the chance of error or delay due to incorrect documentation. It allows us to comply with the relevant laws, helps to streamline the release of your shipment, its routing – even billing. You want reliability and we work hard to provide it. Accurate and complete Bill of Lading information is the first step. Register at [www.cn.ca/register](http://www.cn.ca/register).

## BILL OF LADING INFORMATION REQUIREMENTS

Using the eBusiness tool “Shipping Instructions” provided at [www.cn.ca/ebusiness](http://www.cn.ca/ebusiness), you must provide full and accurate Bill of Lading information. Otherwise we are unable to generate the necessary work orders and trip plans required to get your shipment assigned to a train and moving efficiently to destination. To ensure your shipment is released without delay, please supply any additional relevant information and/or documents. These might include specific information and/or documents relating to dimensional shipments, customs, or the transportation of dangerous goods/hazardous materials that – due to the nature of the shipment – are required in addition to the information noted below.

### For on-time delivery

Every shipment requires this information:

- equipment initial and number, equipment length
- country code for shipments originating overseas
- shipment weight
- type of shipment (TOFC or COFC, chassis number if unit with wheels)
- origin and destination intermodal facilities
- routing of shipment
- pricing authority
- service plan number
- shipper name and consignee name, full civic address and postal code or zip code
- actual shipper and their full civic address and postal code or zip code origin city, origin province or state (including beneficial owner if not the same)
- actual consignee and their full civic address and postal code or zip code, destination city, destination province or state
- notify party company name, contact and phone number, full civic address and postal code or zip code
- party to be billed and billing basis (prepaid or collect)
- seal number(s), including full civic address and postal code or zip code
- dangerous goods/hazardous materials description and UN Number
- STCC number
- special instructions (when needed) such as whether shipment is a dimensional move
- Bill of Lading number, whether moving in bond, delivery drop-off or stay-with, etc.

### Smooth the way across borders

Transborder shipments require additional information:

- customs broker , full civic address and postal code or zip code
- country of origin
- invoice value and currency (if inbound)
- all seal numbers, as affixed to unit
- transborder and dangerous goods/hazardous materials shipment information must meet all regulatory requirements. Please consult with the applicable government departments to ensure compliance.

Additional requirements for transborder shipments can be found at [www.cn.ca/customs](http://www.cn.ca/customs)

### Conform to safety and legal requirements

Dangerous goods/hazardous materials shipments also require:

- UN number
- class number
- packing group
- 24-hour telephone number
- emergency response plan number
- emergency response plan phone number
- any documentation necessary to comply with regulatory requirements. Please consult with the applicable government departments to ensure compliance.



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PROVIDING COMPLETE AND ACCURATE DOCUMENTATION	Item 2100
<p>When information required for the Bill of Lading is not provided or the information provided is incorrect, we will contact you to make the necessary revisions so your shipment can move forward as quickly as possible. This applies to all billable shipments, including loaded and empty equipment as well as empty hazardous-residue equipment (which by law, requires the shipper to provide documentation). This fee is also applicable on requests for billing changes or updates from responsible parties.</p>	<p><b>\$105</b> per unit plus any other Optional Services required. This would include extra lifts, port handling fees, asset use fees (such as storage fees), and any expenses related to securing a scale ticket.</p> <p>Responsibility: payer of freight or responsible party.</p>
<p>If you request minor changes such as plan number, piece counts, etc. after billing has been submitted, a manual update fee will apply.</p>	<p><b>\$50</b> per update plus any other optional services required in order carrying out your request. This would include lift and asset use fees.</p> <p>Responsible party: party requesting the manual update</p>
<p>Once determined that any hazardous or dangerous, contents are submitted to CN without proper documentation provided in the bill of lading and/or correct placards applied, where appropriate, the shipment will not continue to move until the situation is fully corrected.</p> <p>For units found with prohibitive content as per CN 6800, this fee will also apply.</p>	<p><b>\$5,000</b> per unit</p> <p>Responsibility: shipper</p>

## Reservation Services

### Providing you with a reserved spot on our train

To help expedite your shipments, we require that you reserve your spot on our train. When you reserve with us, we ensure that your shipment is prioritized for the requested service. Reserving a spot is free.

MODIFYING OR CANCELLING A RESERVATION	Item 2500
<p>You may modify or cancel your reservation – without a fee – until 0700 the day of your reserved train service. After that time, a fee applies, as a cancellation, modification or “no show” has a negative impact on the efficiency of our operations. More importantly, it may prevent another customer from obtaining a spot for their shipment on the train they prefer.</p>	<p><b>\$200</b> per modification or cancellation</p> <p>Responsibility: party making the reservation</p>

# Equipment Suitable for Loading

A major factor in the efficient movement of assets is the release of clean equipment. Every unloader can play an important role in the smooth flow of shipments by releasing clean units that can be reloaded immediately by the next shipper.

The removal of dunnage (blocking, bracing, strapping or other material used inside the equipment to secure a load) and placards is the key. Releasing units as clean and suitable for loading also means closing and securing all doors, and removing all seals. It just makes sense. The units you receive come directly from a shipper – the units you unload and release are going directly to another shipper. By releasing clean units, you play a role in the satisfaction of every customer.

The shipper (or agent performing the pick-up) is responsible for inspecting units before loading to determine their suitability for loading. Any units deemed unsuitable for loading must be rejected. This is easily accomplished using the CN Velocity Intermodal Retail Tool, or by sending an email to [cnroc-releases@cn.ca](mailto:cnroc-releases@cn.ca). You will be asked to provide the unit number, chassis number, and the reason for the rejection (condition of the unit, possible contamination, etc.). If possible, please support your reason for rejection with a digital photo.

RELEASING UNITS SUITABLE FOR LOADING	Item 2800
<p>Releasing railroad-controlled units suitable for loading by the next shipper includes removal of all lading and non-railway-owned dunnage, blocking, bracing, strapping or other material not part of the inbound shipment to you. If a unit is found to be unsuitable for loading by CN or rejected by the next shipper as such.</p>	<p><b>\$300</b> per unit plus any other Optional Services (including lift, asset use or cleaning fees, as well as fees for handling hazardous waste or fumigation) as required.</p> <p>Responsibility: payer of freight of the previous load</p>

# Government and Border Related Fees

## Border Fees

In the case of a transborder shipment, if Canada or U.S. customs require that the unit be held for bond, we must place a hold on that unit. Security measures designed to improve safety and security at the border drive these hold for bond requests by customs. They may be caused by erroneous customs documentation provided by the customer, or its agent, or because of random customs inspection.

Acting on your behalf, we co-operate with the authorities when requested. By ensuring that accurate and complete documentation is provided, you have the capability to avoid having your unit refused at the origin terminal. U.S. domestic shipments traversing the U.S./Canada border must also be accompanied by specific information in addition to Freight All Kinds (FAK) descriptions. This information includes weight, piece-count and commodity description.

BORDER RELATED SERVICE FEES	Item 4000
Services at CN's border crossing facilities related to Customs holds and inspections	Fees in Appendix A Responsibility: shipper

HOLD FEES FOR CANADA CUSTOMS	Item 5000
If the unit is held at a CN terminal or a CN border crossing, at the request of the Canada Border Services Agency and the reason for placing a unit on hold status is due to incomplete or erroneous customs documentation or data quality.	<b>\$600</b> per unit plus any customs penalties Responsibility: payer of freight
If a unit is held at a CN Terminal or a CN border crossing for inspection, at the request of Canada Border Services Agency.  Note: The shipper will also be responsible for any additional fees incurred by CN to transfer a shipment to a facility away from a CN terminal, and/or fees incurred by CN -due to handling requested by Canada Border Services Agency.	<b>\$300</b> per unit Responsibility: shipper

HOLD FEES FOR U.S. CUSTOMS AND BORDER PROTECTION (CBP)	Item 5100
If the unit is held at a CN Terminal for inspection at the request of U.S. Customs and Border Protection.	<b>\$300</b> per unit Responsibility: shipper

HOLD FEES FOR U.S. CUSTOMS AND BORDER PROTECTION (CBP)	Item 5100
<p>If the unit is held at a CN terminal or CN border crossing location at the request of U.S. Customs and Border Protection and the reason for placing a unit on hold status is due to incomplete or erroneous customs documentation or data quality, this fee will apply in addition to the inspection fee.</p> <p>Note: If, as a result of a shipper documentation/data related hold, US CBP refers a container for inspection, fees in Appendix A will apply. The shipper will also be responsible for any additional fees such as unloading, segregating, reloading, customs fees, duties, etc., including drayage if it is necessary to move the shipment from CN's facility to accomplish customs clearance. Fees (based on the actual expense) will be determined by the facility manager.</p> <p>In the event that a shipment is refused entry into the US, an Immediate Export (IE) bond must be issued to move the shipment back to origin. Once CBP provides CN with a signed Emergency Action Notice (EAN), the shipper will be notified in writing that the IE bond, to return the goods, will be completed by CN on their behalf. All charges incurred by CN for arranging the bond are the responsibility of the shipper.</p> <p>Note: All fees involved in the handling of import shipments refused entry in the U.S. due to the condition of the cargo or packaging material, and which must be returned to the Canadian ocean port for exportation, is the responsibility of the shipper.</p>	<p><b>\$600</b> per unit plus Fees in Appendix A Responsibility: shipper</p> <p><b>\$150</b> per unit Responsibility: shipper</p>

CONTAMINATED OR PROHIBITED IMPORT CONTAINERIZED SHIPMENTS DESTINED TO THE U.S.	Item 5130
<p>If, for a customs inspected container, CN must treat the cargo (recondition the load or arrange for fumigation) prior to the unit being reloaded to rail.</p>	<p>Fees in Appendix A Responsibility: shipper</p>
<p>If any import container destined to the U.S. is found to be contaminated (pest, noxious seeds, non-compliant wood packaging material (WPM) etc.) by U.S. Agencies after it left a CN U.S. terminal and an emergency action notice (EAN) has been issued against the container, the container will not be accepted by CN at a U.S. terminal unless CBP issues instructions stating the refused container must be returned to the port of entry via the same conveyance (rail). These fees also apply to prohibited import containers.</p>	<p><b>\$5,000</b> penalty for returning each contaminated container to a CN U.S. terminal unless instructed by CBP</p> <p><b>\$1,500</b> per unit for arranging to return the shipment to the port of entry via rail</p> <p>Responsibility: shipper</p>

TRANSSHIPMENT OF CONTAINERS AT THE BORDER FOR SEIZED GOODS	Item 5140
<p>A handling charge will apply if a container is held at the border by customs because a portion of the cargo within the container has been seized by Canadian or U.S. Customs, resulting in part or all of its contents to be transhipped by CN.</p> <p>Note: Off site manipulation of cargo related to seizure or requiring special equipment for handling will be charged at cost plus 15%.</p>	<p><b>\$500</b> per unit plus any additional fees such as government agency fees or cost of material and equipment. Charges in Item 5100 of this tariff may also apply.</p> <p>Responsibility: Shipper</p>

## Customs-imposed Fees

While transporting your goods, there are various government-imposed fees that we may incur. In the case of a transborder shipment from Canada to the United States, the U.S. Customs Service is authorized to collect a user fee on all railcars that enter the U.S. This fee is administered under the Consolidate Omnibus Budget Reconciliation Act (COBRA), which was established in 1985 to offset inspection costs incurred by the American agency.

We co-operate with the U.S. authorities and will pay the fee on your behalf to facilitate a seamless border crossing, and then reclaim it from you. This is common industry practice and the railroad physically crossing the border between Canada and the U.S. is responsible for the U.S. Customs User Fee.

U.S. CUSTOMS USER FEE (COBRA)	Item 5150
<p>We are assessing a U.S. Customs User Fee on your transborder shipment.</p> <p>Exception: This fee does not apply to Canadian shipments moving in-transit through the U.S. and back to Canada, nor to U.S. shipments moving in-transit through Canada and back to the U.S.</p>	<p><b>\$2.31 US / \$2.89 CDN</b> per unit</p> <p>Responsibility: payer of freight</p>

## USDA-imposed Fees

In the case of a transborder shipment from Canada to the U.S., the U.S. Department of Agriculture’s Animal and Plant Health Inspection Service (APHIS) inspects and levies a fee on every commercial vehicle crossing the border, whether or not it is carrying agricultural products.

We co-operate with the authorities and will pay the fee on your behalf to facilitate a seamless border crossing, and then reclaim it from you. Please note that the railroad physically crossing the border between the United States and Canada is responsible for billing the APHIS fee to our customer.

USDA APHIS FEES	Item 5200
<p>We are obliged to assess a USDA fee on your shipment.</p>	<p><b>\$0.52 US / \$0.65 CDN</b> per unit</p> <p>Responsibility: payer of freight</p>



## Provincial Carbon Surcharges

The provinces of British Columbia, Alberta, Ontario and Quebec have implemented carbon programs that are assessed on the diesel fuel consumed by CN in these provinces. CN will assess a carbon surcharge on any traffic that moves in these provinces under linehaul or haulage service.

PROVINCIAL CARBON SURCHARGES	Item 5250
These fees will be assessed on shipments travelling on CN from, to or within British Columbia, Alberta (AB), Ontario (ON) and/or Quebec (QC).	<b>BC: \$5.65 CDN / \$4.52 US per unit</b> <b>AB: \$4.34 CDN / \$3.47 US per unit</b> <b>ON: \$4.09 CDN / \$3.27 US per unit</b> <b>QC: \$0.40 CDN / \$0.32 US per unit</b>  Responsibility: payer of freight

## Asset Use of Railroad Provided Units

Efficient asset utilization benefits you by increasing the availability of intermodal equipment. Units that do not move cause yard congestion, reduce overall fleet velocity and carrying capacity for all of our customers, and directly impact the level of service we are able to provide.

Our linehaul rates include the movement of your shipment from origin to destination. From time to time, you may need to use our intermodal units for a longer period of time. In that case, we can provide you with the use of our equipment, for a fee.

You are allocated a number of days for loading and unloading railroad-controlled units, which we call "credits." Fees are assessed when net debits (asset use days) exceed credits for units during the service period. Credits are allocated as follows:

AT LOADING / UNLOADING / or HELD	Item 6000
Equipment used in domestic service: Dry..... 2 credits/free-days	<b>\$80 per unit per day, first day</b> <b>\$160 per unit per day, each additional day</b>
EMPs used in CN domestic program ..... 2 credits/free-days	<b>\$80 per unit per day, first day</b> <b>\$160 per unit per day, each additional day</b>
Heated ..... 2 credits/free-days	<b>\$150 per unit per day, first day</b> <b>\$250 per unit per day, each additional day</b>
Insulated ..... 2 credits/free-days	<b>\$150 per unit per day, first day</b> <b>\$250 per unit per day, each additional day</b> (November 15 to March 15) <b>\$80 per unit per day, first day</b> <b>\$160 per unit per day, each additional day (March 16 to Nov 14)</b>

AT LOADING / UNLOADING / or HELD	Item 6000
Refrigerated ..... 2 credits/free-days	\$150 per unit per day, first day \$300 per unit per day, each additional day
Steamship unit – when CN performs the dray ..... 2 credits/free-days	\$50 per unit per day, first day \$100 per unit per day, each additional day
Loading Origin/Unloading Destination in Mexico – Dry Equipment ..... 5 credits/free days	\$80 per unit per day, first day \$160 per unit per day, each additional day

## Asset Use: Important Notes and Definitions

**Asset use time:** Asset use time starts at 0001 after:

1. notification of availability for pick-up or deramp, whichever is later (for unloading).
2. unit is placed for loading by CN when CN performs the dray (for loading)
3. unit is outgated when CN does not perform the dray (for loading)

It ends when:

1. unit is released loaded to CN for pick-up when CN performs the dray
2. unit is ingated when CN does not perform the dray
3. unit is released empty to CN for pick-up when CN performs the dray

When, due to no fault of the customer, we miss a delivery appointment, asset use fees will not start until 0001 after the next scheduled appointment.

Asset use time for loading or unloading will not start on days when the terminal is closed; however, when asset use fees have already started to accrue, these days will be included in the asset use calculation.

**Notification:** All notification of placement, hold, availability for delivery, customer pick-up or arranged pick-up or release must be made using [www.cn.ca/ebusiness](http://www.cn.ca/ebusiness). Notification must include the intermodal equipment initial and number, date, time and any other relevant information.

**Asset use responsibility:**

Type of traffic	Party performing the pick-up and/or delivery	Party responsible for detention
Intra-Canada	CN or other	Payer of freight
Transborder and intra-U.S.	CN	Payer of freight
Transborder and intra-U.S.	Pick-up at origin performed by party other than CN	Outgate trucker
Transborder and intra-U.S.	Delivery at destination performed by party other than CN	Notify party. If notify party is not indicated or incorrectly indicated, the consignee will be notified and will be responsible for detention charges.

**Exceptions:** Held (other than loading or unloading) at CN facilities

Responsibility:

- shipper at origin
- consignee at destination or en route

**Credits:** Credits have no monetary value, may not be carried over to a future service period, and may not be carried over amongst terminals

**Service period:** For billing purposes, this will be one calendar month.

## Extended Storage of Private Intermodal Units in our Terminals

Fluidity in our terminals is essential to reliable and efficient on-time service. To achieve it, we carefully manage the accumulation of surplus intermodal equipment in our terminals.

CN's intermodal terminals operate similar to a cross-dock facility, where units flow through the terminal rather than dwell in the terminal.

The extended use of our terminals to store privately-owned or steamship equipment in domestic service is not the best use of this space. As always, our goal is to deliver your shipments to you on time, and to do this, we need a fluid and congestion-free terminal. However, for the times that you must store your equipment in our terminals, we are able to do so for a fee.

### Extended Storage Within North America


PRIVATE INTERMODAL EQUIPMENT AT DESTINATION TERMINAL	Item 6350
<p>"Private" intermodal equipment refers to privately-owned wholesale equipment, not steamship equipment in import/export service.</p> <p>Asset use time:</p> <ul style="list-style-type: none"> <li>• Starts at next 0001 following the deramping of intermodal unit.</li> <li>• Free time: 48 hours (24 hours at CN's Brampton and Malport ON terminals).</li> <li>• Ends when intermodal unit is removed from the terminal</li> </ul>	<p><b>\$100</b> per unit per day</p> <p>Responsibility: payer of freight or owner of equipment</p>

STEAMSHIP EQUIPMENT IN DOMESTIC SERVICE AT DESTINATION TERMINAL	Item 6375
<p>Steamship equipment used in domestic service when CN does not perform the drayage. (For storage on steamship equipment used in import/export service, see items 6500, 6850, &amp; 6900).</p> <p>Asset use time:</p> <ul style="list-style-type: none"> <li>• Starts at next 0001 following the deramping of intermodal unit.</li> <li>• Free time: 48 hours (24 hours at CN's Brampton and Malport, ON terminals).</li> <li>• Ends when intermodal unit is removed from the terminal</li> </ul>	<p><b>\$100</b> per unit per day</p> <p>Responsibility: payer of freight</p>

CHASSIS	Item 6400
<p>Storage of chassis is only permitted by special arrangement. When no such arrangement has been made, a fee applies.</p> <p>Asset use time:</p> <ul style="list-style-type: none"> <li>• Starts at next 0001 following: <ul style="list-style-type: none"> <li>- lifting of intermodal unit at origin terminal</li> <li>- chassis receipt at destination terminal</li> </ul> </li> <li>• Free time: 24 hours</li> <li>• Ends with removal of chassis from the terminal</li> </ul>	<p><b>\$100</b> per unit per day</p> <p>Responsibility: equipment owner</p>

## Extended Storage For Import/Export Service

Everyone benefits if your equipment is not stored at our terminals, as it supports the fluidity we work hard to maintain. The extended use of our yards and facilities to store steamship units is a valuable service that is available to you when necessary for a fee. The responsibility for fees, in some cases, is the guarantor of charges. You can become a guarantor of charges at [www.cn.ca/ebusiness](http://www.cn.ca/ebusiness) after you register as a CN eBusiness customer.

DRY AND REEFER STEAMSHIP UNITS – LOADS	Item 6500	TEXT	
<p>Free time starts at 0700 on the day after being deramped or placed in storage at the terminal; storage charges start at 0700 after free time ends. Ends on the day of departure or removal from storage. Free time calculation includes all days that the terminal is open; if free time has expired, storage charge will include all days regardless of whether the terminal is open or closed. Guarantee of storage fees must be completed through CN's website prior to the release of the steamship unit.</p> <p>Responsibility: guarantor of charges</p>			
<b>Group</b>	<b>Station</b>	<b>Free Time (Notes 1 &amp; 2)</b>	
Group 1	ON: Brampton, Malport	24 hours	
Group 2	AB: Edmonton, Calgary BC: Vancouver IL: Chicago and Joliet MI: Detroit QC: Montreal TN: Memphis	48 hours	
Group 3	IN: Indianapolis LA: New Orleans MB: Winnipeg MN: Duluth MS: Jackson NB: Moncton NS: Halifax SK: Saskatoon, Regina WI: Chippewa Falls	48 hours	
<p><b>Note 1:</b> An additional 24 hours free time will be granted for loaded containers (all sizes and types) found at time of pick up, with goose neck channel damage or corner pocket damage.</p> <p><b>Note 2:</b> An additional free day will be granted if the following holidays fall within the free time period.</p>			



Holiday – US Terminals	Holidays – Canadian Terminals
President's Day	New Year's Day
Good Friday	Good Friday
Memorial Day	Victoria Day
Independence Day	St-Jean Baptiste Day (Quebec province only)
Labor Day	Canada Day
Thanksgiving Day	Civic Holiday
Day After Thanksgiving	Labour Day
Christmas Eve Day	Thanksgiving Day
Christmas Day	Christmas Day
New Years Day	
Fat Tuesday (only applies at CN's New Orleans LA terminal)	

LOADED DRY CONTAINERS: Daily storage charges become applicable after the expiry of the free time period as follows:

GROUP 1

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
D	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500	\$500	\$500	\$500	\$500	\$500
	D	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500	\$500	\$500	\$500	\$500
		D	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500	\$500	\$500	\$500
			D	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500	\$500	\$500
				D	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500	\$500
D = Deramp Day					D	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500
F = Free Day						D	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350

GROUP 2

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450	\$450	\$450	\$450	\$450
	D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450	\$450	\$450	\$450
		D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450	\$450	\$450
			D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450	\$450
				D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450
D = Deramp Day					D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300
F = Free Day						D	F	F	\$150	\$150	\$150	\$300	\$300	\$300



GROUP 3

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
D	F	F	\$100	\$100	\$100	\$100	\$100	\$100	\$200	\$200	\$200	\$200	\$200	\$200
	D	F	F	\$100	\$100	\$100	\$100	\$100	\$100	\$200	\$200	\$200	\$200	\$200
		D	F	F	\$100	\$100	\$100	\$100	\$100	\$100	\$200	\$200	\$200	\$200
			D	F	F	\$100	\$100	\$100	\$100	\$100	\$100	\$200	\$200	\$200
				D	F	F	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$200
D = Deramp Day					D	F	F	\$100	\$100	\$100	\$100	\$100	\$100	\$200
F = Free Day					D	F	F	\$100	\$100	\$100	\$100	\$100	\$100	\$100

LOADED REEFER CONTAINERS: Daily storage charges become applicable after the expiry of the free time period as follows:

GROUP 1

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
D	F	\$250	\$250	\$250	\$400	\$400	\$400	\$400	\$550	\$550	\$550	\$550	\$550	\$550
	D	F	\$250	\$250	\$250	\$400	\$400	\$400	\$400	\$550	\$550	\$550	\$550	\$550
		D	F	\$250	\$250	\$250	\$400	\$400	\$400	\$400	\$550	\$550	\$550	\$550
			D	F	\$250	\$250	\$250	\$400	\$400	\$400	\$400	\$550	\$550	\$550
				D	F	\$250	\$250	\$250	\$400	\$400	\$400	\$400	\$550	\$550
D = Deramp Day					D	F	\$250	\$250	\$250	\$400	\$400	\$400	\$400	\$550
F = Free Day					D	F	\$250	\$250	\$250	\$400	\$400	\$400	\$400	\$400

GROUP 2

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
D	F	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500	\$500	\$500	\$500	\$500
	D	F	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500	\$500	\$500	\$500
		D	F	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500	\$500	\$500
			D	F	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500	\$500
				D	F	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350	\$500
D = Deramp Day					D	F	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350
F = Free Day					D	F	F	\$200	\$200	\$200	\$350	\$350	\$350	\$350

GROUP 3

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450	\$450	\$450	\$450	\$450
	D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450	\$450	\$450	\$450
		D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450	\$450	\$450
			D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450	\$450
				D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300	\$450
D = Deramp Day					D	F	F	\$150	\$150	\$150	\$300	\$300	\$300	\$300
F = Free Day						D	F	F	\$150	\$150	\$150	\$300	\$300	\$300

OFF PEAK HOURS: PICK UP REBATE FOR DRY AND REEFER LOADS

Pick up rebates are offered for dry and refer loads during off peak hours applicable at the following terminals:

- Montreal, QC
- Brampton, ON
- Edmonton, AB
- Calgary Logistics Park, AB
- Vancouver, BC
- Harvey, IL (Chicago)
- Detroit, MI
- Memphis, TN

On weekdays when a unit picked up during off peak hours (see details on off peak hours below) a reduction of \$50 per chargeable storage day for up to a maximum rebate of \$250 will be granted. This storage rebate policy is based on the in-gate day and time.

Example 1: Unit with 4 chargeable days picked up during off peak hours = Rebate of \$200 (4 x \$50)

Example 2: Unit with 8 chargeable days picked up during off peak hours = Maximum rebate of \$250

The week days off peak hours are from 20h00 to 04h00 and for the weekends are from Friday 20h00 to Monday 04h00.

EXCEPTIONS

Terminal	Week Day	Weekend
Detroit	17:00 to 21:00	Saturday and Sunday from 07:00 to 15:00
Memphis	20:00 to 04:00	Friday from 20:00 to Saturday 16:00 Sunday from 06:00 to 16:00
Montreal	22:00 to 05:00	Friday from 22:00 to Monday 05:00

EMPTY STEAMSHIP UNITS IN CANADA	Item 6500
<ul style="list-style-type: none"> <li>• Storage starts at 0700 on the day after being deramped or placed in storage at the terminal; storage charges start at 0700 after free time ends.</li> <li>• Storage ends on the day of departure or removal from storage.</li> <li>• Free time calculation includes all days that the terminal is open; if free time has expired, storage charge will include all days regardless of whether the terminal is open or closed</li> </ul>	
Brampton and Malport..... Free time: 24 hours	<b>\$200</b> per unit per day
Halifax..... Free time: 48 hours	<b>\$100</b> per unit per day
Moncton ..... Free time: 48 hours	<b>\$100</b> per unit per day
Montreal ..... Free time: 48 hours	<b>\$100</b> per unit per day
Vancouver ..... Free time: 48 hours	<b>\$100</b> per unit per day Responsibility: payer of freight
Mississauga (MISC) ..... No free time	<b>\$2.50</b> per unit per day, plus gate fees: <b>\$30</b> gate fee for entry <b>\$30</b> gate fee for exit No gate fees for units used in CN's Domestic Reposition Program (DRP) Responsibility: owner of equipment
Calgary Logistic Park Container Yard ..... No free time	<b>\$2.50</b> per unit per day, plus gate fees:
Edmonton Container Yard ..... No free time	<b>\$40</b> gate fee for entry
Saskatoon Container Yard ..... No free time	<b>\$40</b> gate fee for exit
Winnipeg Container Yard ..... No free time	No gate fees or storage fees for units used in CN's Domestic Reposition Program (DRP) Responsibility: owner of equipment



EMPTY STEAMSHIP UNITS IN USA	Item 6500 
<ul style="list-style-type: none"> <li>Storage starts at 0700 on the day after being deramped or placed in storage at the terminal; storage charges start at 0700 after free time ends.</li> <li>Storage ends on the day of departure or removal from storage.</li> <li>Free time calculation includes all days that the terminal is open; if free time has expired, storage charge will include all days regardless of whether the terminal is open or closed</li> </ul> <p>All Intermodal Terminals ..... Free time: 48 hours</p> <p>Chicago (Harvey) Container Yard ..... No free time</p> <p>Duluth Container Yard ..... No free time</p> <p>Joliet Container Yard ..... No free time</p>	<p><b>\$50</b> per unit per day Responsibility: payer of freight</p> <p><b>\$2.50</b> per unit per day, plus gate fees: <b>\$40</b> gate fee for entry <b>\$40</b> gate fee for exit</p> <p>No gate fees or storage fees for units used in CN's Domestics Reposition Program (DRP)</p> <p>Responsibility: owner of equipment</p>

CONTAINERS HELD AT INTERMODAL TERMINALS (OTHER THAN DESTINATION)	Item 6600
<p>Storage:</p> <ul style="list-style-type: none"> <li>Starts following the request for a container to be held, or unit placed on hold awaiting disposition.</li> <li>Ends with the removal from storage or the notification of release.</li> </ul> <p>No free time</p>	<p><b>\$75</b> per unit per day Responsibility: payer of freight or party requesting the hold</p>

LOADED STEAMSHIP UNITS – BEYOND 30 DAYS, ABANDONED, OR SUBJECT TO CUSTOMS SEIZURE	Item 6850
<p>When a unit is declared abandoned (in writing by the receiver), a removal fee will apply when the unit has been in storage beyond 30 days. Storage fees are not to exceed 30 days.</p> <p>Note: If storage fees are not paid, the contents of the unit may be sold and applied against outstanding fees.</p>	<p><b>\$1,000</b> (in addition to any outstanding storage fees) Responsibility: guarantor of charges</p>
<p>In the case of a seizure by customs authorities, storage fees are waived once written proof is provided. A removal fee applies.</p>	<p><b>\$1,000</b> Responsibility: payer of freight</p>

## Mississauga Intermodal Service Centre (MISC)

TRANSFER OF LOADED INTERMODAL EQUIPMENT FROM BRAMPTON	Item 6900
<p>To provide you with better service, we may transfer grounded equipment from Brampton Intermodal Terminal (BIT) to MISC, except in the case of:</p> <ul style="list-style-type: none"> <li>• customs hold; government agency hold; dangerous goods/hazardous materials;</li> <li>• units requiring reefer running service;; units from the Port of Montreal; units from Chicago</li> <li>• units with existing reservations for a pick-up</li> </ul> <p>Storage calculation:</p> <ul style="list-style-type: none"> <li>• Starts at 0700 on day of availability at Brampton Intermodal Terminal (BIT)</li> <li>• Ends with removal from storage</li> </ul> <p>No free time</p>	<p><b>\$150</b> - which includes the following:</p> <ol style="list-style-type: none"> <li>1. shuttle and in-gate to MISC.</li> <li>2. three free days of storage - starting on the day of availability at BIT (Day 1) and ending on Day 4 at 0700.</li> </ol> <p><b>\$75</b> per day, each additional day Responsibility: guarantor of charges</p>

## Memphis Intermodal Terminal De-congestion Surcharge (DCS)

TRANSFER OF LOADED IMPEX INTERMODAL EQUIPMENT FROM MEMPHIS	Item 6910
<p>To provide you with better service, CN may transfer inbound equipment from Memphis Intermodal Terminal to one of two off-site locations; CNTL Cottonwood, 195 W. Industrial, Memphis, TN or Marine Services facilities, 2245 Plant Road, Memphis, TN and other location(s) as communicated in the future, except in the case of:</p> <ul style="list-style-type: none"> <li>• customs hold; government agency hold; dangerous goods/hazardous materials;</li> <li>• units requiring temperature protective service</li> <li>• units with existing reservations for a pick-up</li> </ul> <p>Storage calculation:</p> <ul style="list-style-type: none"> <li>• Starts at 0700 on the day after arrival or placement in storage at the Memphis Intermodal terminal; storage charges start at 0700 after free time ends</li> <li>• Ends on the day of departure or removal from storage</li> </ul>	<p><b>\$130 US</b> which includes the following:</p> <ol style="list-style-type: none"> <li>1. Shuttle and in-gate to either of the 2 facilities.</li> <li>2. Three free days of storage – starting at 07h00 on the day of availability at Memphis Intermodal Terminal.</li> </ol> <p><b>\$75</b> per unit per day, each additional day Responsibility: guarantor of charges</p>

## Chicago (Harvey) Terminal De-congestion Surcharge (DCS)

TRANSFER OF LOADED IMPEX INTERMODAL EQUIPMENT FROM CHICAGO (HARVEY)	Item 6920
<p>To provide you with better service, we may transfer inbound equipment from Chicago (Harvey) Intermodal Terminal to a terminal operated by Integrated Services located at 281 E 156<sup>th</sup> Street, Harvey, IL, and other location(s) as communicated in the future, except in the case of:</p> <ul style="list-style-type: none"> <li>• customs hold; government agency hold; dangerous goods/hazardous materials;</li> <li>• units requiring temperature protective service</li> <li>• units with existing reservations for a pick-up</li> </ul> <p>Storage calculation:</p> <ul style="list-style-type: none"> <li>• Starts at 0700 on the day after arrival or placement in storage at the Chicago Intermodal terminal; storage charges start at 0700 after free time ends.</li> <li>• Ends on the day of departure or removal from storage.</li> </ul>	<p><b>\$130 US</b> which includes the following:</p> <ol style="list-style-type: none"> <li>1. Shuttle and in-gate to the facility.</li> <li>2. Three free days of storage - starting at 07h00 on the day of availability at Chicago-Harvey.</li> </ol> <p><b>\$75</b> per day, each additional day Responsibility: guarantor of charges</p>

## Detroit Intermodal Terminal De-congestion Surcharge (DCS)

TRANSFER OF LOADED IMPEX INTERMODAL EQUIPMENT FROM DETROIT	Item 6930
<p>To provide you with better service, CN may transfer inbound equipment from Detroit Intermodal Terminal to the CN Hollbrook Yard, and other location(s) as communicated in the future, except in the case of:</p> <ul style="list-style-type: none"> <li>• customs hold; government agency hold; dangerous goods/hazardous materials;</li> <li>• units requiring temperature protective service</li> <li>• units with existing reservations for a pick-up</li> </ul> <p>Storage calculation:</p> <ul style="list-style-type: none"> <li>• Starts at 0700 on the day after arrival or placement in storage at the Detroit Intermodal terminal; storage charges start at 0700 after free time ends</li> <li>• Ends on the day of departure or removal from storage</li> </ul>	<p><b>\$130 US</b> which includes the following:</p> <ol style="list-style-type: none"> <li>1. Shuttle and in-gate to the facility.</li> <li>2. Three free days of storage - starting at 07h00 on the day of availability at Detroit Intermodal Terminal.</li> </ol> <p><b>\$75</b> per day, each additional day Responsibility: guarantor of charges</p>

# Port of Montreal Dwell Time Fee

CN will invoice the Port of Montreal's dwell time fees on all containers and railcars on their tracks.

PORT OF MONTREAL DWELL TIME FEE	Item 6950
<p>All traffic originating from or destined to Port of Montreal will be subject to the fees as outlined in the Port of Montreal's " Notice N-4, Railway Fees Tariff" as published in the following link:  <a href="http://www.port-montreal.com/en/fees.html">http://www.port-montreal.com/en/fees.html</a></p> <p>For billing purposes, a service period is one month.</p>	<p>Fees published in the Port of Montreal's Notice N-4 Railway Fees Tariff</p> <p>Responsibility:                      Shipper for containers to be loaded and consignee for containers to be unloaded</p>

## Lift Services

Handling your equipment within our facilities

Whenever we undertake a move for you, we provide the lift services required to transfer your unit once from a chassis to a railcar at origin and once from a railcar to a chassis at destination. For all but oversized ("dimensional") loads, these lift services are included in the cost of shipping.

There may be times when you require additional lift services – for example for pre-tripping or cleaning (food grade separation). Our optional lift service is designed to meet these exceptional requirements.

OPTIONAL LIFT	Item 7000
<p>When requested by the customer, or when CN deems it necessary, CN will perform lift services at a charge per occurrence (i.e. for pretrip; survey; bad order; rejected container; requested pull out; Customs and/or Agriculture Exams, overweight; lift from one good order chassis to another, apply clips, etc).</p>	<p><b>\$50</b> per occurrence</p> <p>Responsibility: party requesting the lift</p>

HANDLING OVERSIZED EQUIPMENT	Item 7050
<p>When we must lift oversized (dimensional) equipment, e.g., requiring the use of extension lifting apparatus.</p>	<p><b>\$300 CDN / US</b>, per lift</p> <p>Responsibility: payer of freight</p>

# Use of our Equipment and Facilities

Providing you with efficient interchange, pick-up and delivery requires the controlled distribution of intermodal units and chassis. You play a role by picking up and returning our units to our terminals, as well as having valid, up-to-date interchange agreements in effect when we handle your shipments.

We manage the supply of our units and terminal capacity for you on the understanding that we will receive linehaul revenue for your shipment. When you choose to use our terminals for the storage of your units without using our rail services, or direct your movement in a different manner than originally agreed, we will do our best to manage the issue in order to meet your needs. In these cases, service fees will apply.

JACKSON, MS TERMINAL SURCHARGE	Item 7150
Surcharge for intermodal services at the Jackson, MS terminal.	<b>\$20.80 US</b> per unit Responsibility: payer of freight

GATE FEE – VANCOUVER LUMBER TRANSLOAD FACILITY (SURREY, BC)	Item 7160
Gate and storage fees will be applied to any inbound or outbound container not used to transload lumber at this CN facility.  Asset use time: <ul style="list-style-type: none"> <li>• Starts at 0700 the day after arrival or placement in storage at the terminal.</li> <li>• Ends at the day of departure or removal from storage.</li> <li>• Storage fees will be collected prior to the release of any steamship unit from the terminal.</li> </ul>	<b>\$50</b> per unit plus <b>\$1.00</b> per day of storage Responsibility: payer of freight  No gate and storage fees for any inbound or outbound container used to transload lumber at this CN facility.

GATE FEE – CN RAIL SERVICES NOT USED	Item 7200
If you move your equipment into one of our intermodal terminals without then using our linehaul services.  CN reserves the right to apply the following charges:  International containers not supplied by CN and in-gated loaded for a domestic movement  Empty international containers received at a CN terminal without a prior line haul movement within the last ninety (90) days and are tendered as empties for repositioning.	<b>\$200</b> per unit plus asset use (such as storage fees) and lift fees Responsibility: shipper or party requesting the service  <b>\$200</b> per unit Responsibility: owner of the equipment  <b>\$200</b> per unit Responsibility: payer of freight

SERVICE WHEN TERMINAL IS CLOSED	Item 7300
<p>From time to time, you may need access to our terminals when they would normally be closed. We will do our best to answer your needs, and supply the personnel and equipment you require.</p> <p>When additional crew is required:</p>	<p><b>\$100</b> per hour, per crew member (minimum 4 hours)</p> <p><b>\$75</b> per hour, per crew member</p> <p><b>\$30</b> per person (minimum 4 hours) if no crew is required</p> <p>Responsibility: party requesting the service</p>

DANGEROUS GOODS / HAZARDOUS MATERIALS SURCHARGE	Item 7400
<p>An administrative handling surcharge will apply to all shipments of dangerous goods/hazardous materials traveling to, traveling from, or traveling within the United States. This surcharge will also apply to all import/export shipments travelling within Canada.</p>	<p><b>\$80</b> per unit</p> <p>Responsibility: payer of freight</p>

UNAUTHORIZED USE OF CN OR RAILWAY-CONTROLLED UNITS	Item 9000
<p>CN offers railway-controlled equipment at many of its domestic terminals. This includes CN units (CNPU, CNRU); rail pool equipment units (EMHU, EMPU), CN controlled customer equipment and steamship line units in domestic service.</p> <p>CN intermodal units are provided at our intermodal terminals to facilitate your pick-up for loading or unloading. If you do not return a unit to the terminal where it was picked up, but to a different CN terminal, the fee for unauthorized use will apply.</p> <p>CN or railway-controlled units must be reloaded with CN authorization.</p> <p>Railway-controlled units, having previously moved loaded via CN, must be picked up at a source authorized by CN and/or with the appropriate domestic booking reference, and delivered to the designated terminal at destination.</p>	<p><b>\$300</b> per unit</p> <p><b>\$400</b> per chassis</p> <p>Responsibility: payer of freight</p>

UNAUTHORIZED EQUIPMENT INTERCHANGE	Item 9100
<p>In order to smoothly expedite shipments through connecting carriers, the intermodal unit owner/lessee must have an up-to-date U.S. interchange agreement in place with all rail, truck or water carriers involved in their desired routing. Failure to do so may result in delays and fees being assessed from the date the unit is out-gated until returned and in-gated at the originating CN Intermodal terminal.</p> <p>At our U.S. terminals, drivers will be required to provide proof of:</p> <ul style="list-style-type: none"> <li>• Signatory status to the CN addendum to the Uniform Intermodal Interchange Facilities Access Agreement (UIIA) as administered by the Intermodal Association of North America (IANA). For more information, a copy of the addendum is provided on the IANA website, at <a href="http://www.uiia.org">www.uiia.org</a></li> <li>• Standard Carrier Alpha Code (SCAC) for verification in our computer system.</li> </ul> <p>When we receive intermodal units in interchange (steel-wheel) without prior agreement between CN and the shipper.</p>	<p><b>\$1,000 plus \$75</b> per unit, per day, until returned</p> <p>Plus any additional fees (e.g., storage, transloading, etc.)</p> <p>Responsibility: shipper</p> <p><b>\$5,000 U.S.</b> per block of units</p> <p>Responsibility: shipper</p>

UNAUTHORIZED SHIPMENTS OF RESTRICTED COMMODITIES	Item 9200
<p>We are particularly vigilant regarding the shipment of restricted commodities. In order to ship a restricted commodity on our network, you must have prior written authorization from CN. For a complete list of restricted commodities, refer to Rules &amp; Regulations for Rates and Acceptance of Intermodal Traffic under Tariff CN 6800.</p> <p>Any shipper moving a restricted commodity as part of a move on our network, without the written authorization of CN.</p>	<p><b>\$10,000</b> per unit plus any damages to equipment, lading, property or person, as well as any other resulting penalties and fines.</p> <p>Responsibility: shipper</p>

LEASING OF CN CHASSIS	Item 9300
<p>When possible, we supply chassis to customers outside of the CN chassis pool arrangement, for their owned or leased units, provided that we participate in the subsequent linehaul move.</p> <p>Chassis up to 53 feet in length.</p> <p>Chassis mileage fee beyond 200 miles, as determined from outgate to ingate.</p>	<p><b>\$35</b> per chassis per day</p> <p><b>\$0.12</b> per mile</p> <p>Responsibility: payer of freight</p>

## Protecting Temperature-Sensitive Shipments

When you need to protect your shipments from the heat or cold, specialized intermodal units can do the job. For these temperature-sensitive shipments, in railway controlled equipment, it is essential that you ensure special instructions for required thermostat settings are provided on your Bill of Lading. From November 15<sup>th</sup> to March 15<sup>th</sup>, you must request a minimum temperature setting of 10 degrees Celsius or 50 degrees Fahrenheit, if you need to protect your merchandise against freezing. If the nature of the goods being shipped is such that 10 degrees Celsius or 50 degrees Fahrenheit may cause damage, please contact your Account Manager. It is also vital that your temperature-controlled devices are in good working order and adequately fueled. In the case of an undue delay, we will do our best to protect the integrity of your shipment and pass along the cost of fuel if refueling is necessary. For steamship-owned units, we can provide inspection, fuel, power and a report on the operational status of the units on request. Intermodal units using propane fuel or portable heaters will not be accepted for transit.

SERVICES AT OUR TERMINALS FOR PRIVATE-/STEAMSHIP-OWNED UNITS	Item 8100
<p>Units being tendered to CN prior to our ERD (earliest receiving day) will be assessed monitoring and electric power fees as outlined below</p> <p>If, for any reason, the reefer unit is put on hold at a CN terminal by the customer, the charges will apply.</p> <p>If, for any reason, the reefer unit is pulled from a CN terminal, the charges will apply from the day the unit was in-gated into the terminal (i.e. first day)</p>	
Monitoring and Inspection	<p><b>\$10</b> per inspection</p> <p>Responsibility: payer of freight</p>
Providing electric power	<p><b>\$15</b> per 20-foot unit, per day</p> <p><b>\$30</b> per 40- or 45-foot unit, per day</p> <p>Responsibility: payer of freight</p>
Upon request, CN can provide the following services:	
Fueling	<p>Market price for fuel</p> <p>Responsibility: payer of freight</p>
Providing a report on temperature, fuel or operational status	<p><b>\$25</b> per unit</p> <p>Responsibility: payer of freight</p>

<b>CLIP-ON UNITS</b>	<b>Item 8200</b>
When we handle clip-on units.	<b>\$13.50</b> per unit Responsibility: payer of freight

## Unsafe Intermodal Units

**Safety** – for you and for every community along our network – is our top priority when we move your shipment.

The proper loading, blocking and bracing of your intermodal shipment is vital. Of course, it is essential to comply with federal, provincial, state or municipal laws or regulations, and it makes sense in very practical terms – helping to prevent damage to the unit’s contents and the unit itself.

As a guide, ensuring not to exceed each container’s respective net weight capacity, here are the maximum allowable net weights that we will accept for intermodal train movements:

- 20-foot intermodal unit: 55,000 pounds
- 40-foot or greater intermodal unit: 65,000 pounds
- Trailers: 65,000 pounds (gross weight)

Conforming to federal, provincial, state and municipal regulations relating to maximum allowable weights (e.g., terminal-to-terminal including road allowances) is your responsibility, as is the proper loading, blocking and bracing of your shipment. It all helps to support safe, damage-free shipping, and that benefit everyone.

Note: These containers are subject to the additional premium found in tariff CN 7589 and customer-specific publications:

- 20-foot containers with a net weight between 47,900 and 55,000 pounds - \*\$325 CDN/US
- 40-foot containers with a net weight between 60,000 and 65,000 pounds - \*\$325 CDN/US

Exception: For import traffic in 20-foot containers from the Ports of Vancouver, BC and Prince Rupert, BC to U.S. and Canadian destinations, the premium is \*\$500 CDN/US

\*NB: Fuel Surcharge is applicable

<b>MOVING AN OVERLOADED OR IMPROPERLY LOADED SHIPMENT ON OUR NETWORK</b>	<b>Item 10000</b>
<p>We simply will not move a shipment that we determine is improperly loaded, or loaded in excess of the allowable net weight (i.e., in excess of its marked capacity). If such a unit is identified within our terminal, we will notify you and ask you to remove it immediately. Failure to discover any improper loading or overloads within our terminal shall not relieve the customer from any resulting responsibility or liability.</p> <p>CN Damage Prevention and Freight Claims, or one its designates, at its discretion, reserves the right to open Intermodal containers, which may be overweight, contain a shift load, imbalanced, or showing evidence of internal lading movement resulting in product penetration or damage to the exterior of the containers. This will also include any containers found with collapsed or failed floors.</p> <p>Federal, Provincial, State, and/or Customs laws regarding these shipments will be followed. This includes but is not limited to notifying appropriate authorities of the need to open such containers.</p> <p>“CN will not be liable for lading loss and/or damages resulting from such incidents. The Shipper of record for intermodal traffic found in these conditions as described above, will be responsible for any adjustment, service disruption, or load transfer expenses.</p> <p>Where containers are found to be overweight or improperly loaded, a fee will apply.</p>	<p><b>\$5,000</b> per unit plus asset use fees (such as storage fees), as well as lift fees, and any expenses related to securing a scale ticket, and other Optional Services required.</p> <p>Responsibility: payer of freight</p>



MOVING AN OVERLOADED OR IMPROPERLY LOADED SHIPMENT ON OUR NETWORK	Item 10000
<p>This item also applies if a unit is found to be leaking and may need to be moved to an isolation area for securement. The cost of securement will vary, depending on the work involved. Securement fees, as well as fees for cleaning, lifts and asset use, as required – will be assessed and invoiced on a case-by-case basis.</p> <p>Note: Responsibility and liability: The payer of freight is responsible for all fees and, in addition, the payer of freight indemnifies CN from i) liability for any loss of life, personal injury or damage to property resulting from the overloading or improper loading of the intermodal unit (including insufficient blocking and bracing of the product) and ii) fines, transfer charges, or other expenses incurred by CN resulting from shipment being in violation of any federal, provincial, state, or municipal weight laws.</p>	<p><b>\$500</b> for contents other than dangerous goods/hazardous materials keep at 500</p> <p><b>\$5,000</b> for dangerous goods/hazardous materials Excludes securement fees/clean-up fees.</p> <p>Responsibility: payer of freight</p>
<p>When CN trucking or drayage services are required, the customer must ensure that the shipment is properly loaded, blocked and braced in accordance with applicable federal, provincial, state, or municipal laws or regulations in order to transport the shipment from origin to destination. Shipments found to violate these laws or regulations will be subject to a fee along with other associated charges.</p>	<p><b>\$500</b> per unit plus asset use fees (such as storage fees), as well as transfer charges, fines, or other expenses incurred by CN.</p> <p>Responsibility: payer of freight</p>

UNSAFE TO HANDLE	Item 10100
<p>CN reserves the right to refuse containers or intermodal equipment deemed unfit for service. Equipment tendered for shipment with CN must meet the most current American Association of Railroad's Mechanical Division specifications (AAR-600, M930, and M931) at the time of shipment. In addition, equipment must be less than 15 years old. This age restriction does not apply to marine containers. Equipment deemed unfit for service will not be moved and each non-compliant container that does not meet the AAR safety requirements will be subject to a fee. Transloading into a safe container may be required – at the shipper's expenses. Otherwise shippers will be required to immediately remove equipment deemed unfit for service from CN property.</p>	<p><b>\$10,000</b> per unit plus asset use fees (such as storage fees), as well as transfer charges, fines, or other expenses incurred by CN.</p> <p>Responsibility: shipper</p>
<p>Shippers tendering to CN non-compliant coiled metal shipments violating the conditions of acceptance listed in item 4000 of Tariff CN-6800 will be subject to a fee and units will not be accepted for rail transportation.</p>	<p><b>\$25,000</b> per unit</p> <p>Responsibility: shipper</p>
<p>Shippers tendering containers equipped with flexitanks, in violation of the conditions listed in CN 6800 Item 1200, will be subject to a fee and units will not be accepted for rail transportation.</p>	<p><b>\$10,000</b> per unit</p> <p>Plus any expenses incurred by CN</p> <p>Responsibility: shipper</p>
<p>Shippers must comply with all applicable regulations governing the transportation of dangerous goods/hazardous materials by rail in Canada and the U.S. When regulations require the display of placards on a unit, these must be applied by the shipper on all four sides of the unit prior to acceptance by the carrier. In order for placards to be visible during transportation, the bottom of each placard must be placed five feet or more above the ground and at least five feet in from the corner side posts, on both sides. Placards must be located away from any markings such as advertising and devices which could reduce their effectiveness.</p>	<p><b>\$500</b> per unit plus any fees incurred by CN</p> <p>Responsibility: shipper</p>

<b>UNSAFE TO HANDLE</b>	<b>Item 10100</b>
A fee will be applied if regulations require the display of placards on a unit where the correct amount or none are displayed or placed incorrectly (e.g. below 5 feet from the ground, etc.). The display of placards on a unit that does not contain dangerous goods/hazardous materials will also be subject to this fee.	

# Diversions

<b>DIVERSION</b>	<b>Item 1100</b>
A diversion is defined as any change in the way we handle an intermodal unit once the Bill of Lading is entered into our system and the intermodal unit has been in-gated to our terminal. Each request is evaluated individually, and we will always try to answer your needs. Examples include a change in route, destination location or consignee/care of party, where it impacts the way the unit is physically handled.	<b>\$135</b> per unit plus any other Optional Services required in order to carry out your request. This would include lift and asset use fees (such as storage fees).  Responsibility: party requesting the diversion
For changes in the bill of lading that do not impact the way the unit is physically handled, CN 9100 item 2100 (documentation) will apply. Examples include: change in pay status, or paying party.	
Diversion requests should be handled via CN’s eBusiness tool: <u>For loads:</u> from the payer of freight or authorized agent (must have a letter of authorization) <u>For empties:</u> from lessee or owner of private units or authorized agent (must have a letter of authorization) Only one diversion per shipment is allowed.	
If the diversion is “out of route,” including delivery to a point outside the original billed destination delivery area, a new Bill of Lading is required and new linehaul freight rates will be established and billed.	Responsibility: party requesting the diversion

# Trucking Services – On Request

Through CN Transportation Limited, we offer truly door-to-door intermodal service throughout Canada and into the U.S. CNTL is one of the largest full-load trucking companies in Canada, with a fleet of 7,000 chassis and 8,000 containers, complemented by a team of more than 900 drivers.

We offer delivery within a 500-mile radius of our intermodal terminals within 24 hours.

The bottom line is a 90% on-time delivery track record, making CNTL a reliable choice for your local pick-up and delivery needs.

<b>RESPONSIBILITY FOR TRUCKING-RELATED CHARGES</b>
The fees relating to any trucking item within this tariff (pick-up, delivery or shunting, for example) are the responsibility of the payer of freight.

<b>CONDITION OF SHIPMENTS</b>
Packages must be prepared in such a way as to be both safe and practical for transportation. If you require multiple local deliveries, each package must be appropriately marked with the name and complete address of the consignees.  The shipper is responsible to properly block, brace, equally distribute the weight, and load the contents in the equipment. Seals must be supplied and applied by the shipper on vehicle doors to promote security and proof of lading integrity. Seal identifiers or numbers must be submitted with the electronic billing. CN is not responsible for supplying seals. The consignee is responsible for removing the seals, and unloading the vehicle.

<b>PROOF OF DELIVERY</b>	<b>Item 6020</b>
Provision of proof of delivery, interchange receipt, or other documentation.	<b>\$50</b> per document Responsibility: party requesting the documentation.

<b>RECOVERY OF TOLL COSTS OR PENALTIES</b>	<b>Item 6055</b>
Should you move railroad-controlled equipment (containers or chassis, for example) on Electronic Toll Routes (ETRs) such as Highway 407 Electronic Toll Route, you are responsible for the payment of any tolls or fees.  It is essential that while entering, on, or exiting the ETR, a valid transponder is properly displayed. If a transponder is not used, or malfunctions, causing CN to receive invoices from the ETR operator, an administration fee will apply.  Should you use railroad-controlled equipment (containers or chassis, for example), you are responsible for the payment of any fines or penalties related to their use while in your control. These include parking violations, speeding tickets, and overweight citations. In the event that CN receives invoices from the regulatory authority, an administration fee will apply.	<b>\$50</b> per occurrence plus the cost of any tolls or fees Responsibility: payer of freight  <b>\$50</b> per occurrence plus the cost of any fines/penalties or fees Responsibility: payer of freight

<b>TRUCKING FEES FOR PICK-UP AND DELIVERY</b>	<b>Item 6105</b>
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When an agreement to provide trucking service is included in a rate publication, the following fees will apply. If the rate publication does not include an agreement to provide trucking, please contact your Account Manager to see if trucking services are available, as well as the related fees. CN's trucking services are required when CN's assets are provided. As such, the customer will be invoiced for a door-to-door service – even if billing does not stipulate this service plan.

Terminal	Local	Highway < 500 Miles	Highway > 500 Miles
	CDN and USD funds per unit - see notes 1,4	CDN and USD funds per running mile - see notes 2,3 & 4	CDN and USD funds per running mile - see notes 2,3 & 4
Brampton/Malport, ON	\$225	\$1.90	\$2.00
Calgary, AB	\$195	\$1.85	\$2.00
Chicago, IL	\$275	\$1.85	\$2.00
Detroit, MI	\$245	\$1.85	\$2.00
Edmonton, AB	\$195	\$1.85	\$2.00
Halifax, NS	\$185	\$1.85	\$2.00
Jackson, MS	\$225	\$1.85	\$2.00
Memphis, TN	\$225	\$1.85	\$2.00
Moncton, NB	\$185	\$1.85	\$2.00
Montreal, QC	\$220	\$1.90	\$2.00
New Orleans, LA	\$220	\$1.85	\$2.00
Saskatoon, SK	\$185	\$1.85	\$2.00
Vancouver, BC	\$220	\$1.90	\$2.00
Winnipeg, MB	\$185	\$1.85	\$2.00

Note 1: Rates include placement or retrieval of the empty unit.

Note 2: Highway service will be charged based on round trip running mile. Highway trucking service will be subject to:

- Live loading or unloading, OR
- Drop of one container and pickup of another at the same customer facility during the same highway trip.

Where CNTL must bobtail to or from a customer on a highway move, the highway charge per round trip running mile will apply subject to the minimum charge for a local move.

Note 3: CN Mileage System will govern miles.

Note 4: Where the computation of the highway moves is less than the local move fee, the local move fee will apply.

Note 5: All trucking related fees are subject to Fuel Surcharge per CN 7404.

Note 6: For trucking services to/from marine container port locations, please refer to item 8660.

ADDITIONAL PICK-UPS, DELIVERIES AND RE-DELIVERIES	Item 6110
<p>Unless otherwise agreed, we will perform a maximum of two additional pick-ups and/or deliveries within one local delivery area, as defined in Item 6120.</p> <p>The consignor or consignee must detail the request on the original Bill of Lading. Your request for additional services must be for that service or services on the same day and involve one piece of equipment.</p> <p>For each additional pick-up and/or delivery per piece of equipment:</p> <p>Halifax, NS &amp; Moncton, NB:            Toronto, ON &amp; Montreal, QC:            Winnipeg, MB &amp; Saskatoon, SK:            Edmonton, AB &amp; Calgary, AB:            Vancouver, BC:            U.S. terminals:</p> <p>Highway moves (moves beyond city limits) are subject to a fee calculated on a round trip basis (miles will be governed by the CN Mileage System – practical miles) in addition to the fee for an additional pick-up/delivery. This applies only when we participate in the linehaul move.</p> <p>These charges are subject to Fuel Surcharge per CN 7404.</p>	<p><b>\$75 CDN / \$75 US</b> per unit  <b>\$125 CDN / \$125 US</b> per unit  <b>\$75 CDN / \$75 US</b> per unit  <b>\$85 CDN / \$85 US</b> per unit  <b>\$125 CDN / \$125 US</b> per unit  <b>\$100 CDN / \$100 US</b> per unit</p> <p><b>\$2.00 CDN / \$2.00 US</b> per running mile</p> <p>Responsibility: payer of freight</p>

BRITISH COLUMBIA FERRIES	Item 6115
<p>Shipments involving an origin or destination on Vancouver Island, B.C. (in addition to the rates from or to Vancouver, B.C., as detailed in Items 6105 – 6110).</p> <p>These charges are subject to Fuel Surcharge per CN 7404.</p>	<p><b>\$1,080 CDN / US</b> per unit            Responsibility: payer of freight</p>

NEWFOUNDLAND	Item 6116
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CN does not serve Newfoundland by rail. However, we will arrange for pick-up or delivery of shipments in Newfoundland using trucking services (in addition to rates from or to Halifax, Nova Scotia, as detailed in items 6105 – 6110).	<b>\$3,570 CDN / US</b> per unit Responsibility: payer of freight
These charges are subject to Fuel Surcharge per CN 7404.	

<b>PRINCE EDWARD ISLAND</b>	<b>Item 6117</b>
If your origin or destination point is located on P.E.I., a fee covering the cost of Confederation Bridge toll fees, as well as vehicle inspection and disinfection fees (in accordance with the Plant Health Act and regulations of P.E.I.) applies.	<b>\$70</b> per unit Responsibility: payer of freight
These charges are subject to Fuel Surcharge per CN 7404.	

<b>APPLICATION OF RATES</b>	<b>Item 6120</b>
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Except as otherwise noted, rates for stations in the “Metropolitan Centre” column also apply to stations listed in the “Local Delivery Area” column.

<b>Metropolitan Centre</b>	<b>Local Delivery Area</b>
CALGARY, AB	Airdrie, Bengal, Bowness, Calgary, Camp Sarcee, Forest Lawn, Highfield, Hubalta, Midnapore, Montgomery, Ogden, Rocky View, Turner
EDMONTON, AB	Acheson, Beamer, Beverly, Clover Bar, East Edmonton, Edmonton, Fort Saskatchewan, Griesbach Barracks, Jasper Place, Lambton Park, Lancaster Park, Leduc, Morinville, Namao Airport, Nisku Industrial Area, Scotford, Sherwood Park, South Edmonton, Spruce Grove, Stoney Plain, St. Albert, Strathcona Jct., Weiss, Winterburn
HALIFAX, NS	Bayers Lake, Bedford, Cole Harbour, Dartmouth, Eastern Passage, Halifax, Hammonds Plain, Imperoyal, Lakeside, Lower Sackville, Shearwater, Spryfield, Trenton, Waverly
MONCTON, NB	Berry Mills, Black River, Chartersville, Coverdale, Dieppe, Dorchester Crossing, Fox Creek, Humphrey, Irishtown, Lakeburn, Lewisville, Magnetic Hill, Moncton, Pine Glen Riverview (including Gunningville and Riverview Heights), Scoudouc, St. Anselme
MONTREAL, QC	Anjou, Baie d'Urfé, Beaconsfield, Beloeil, Boisbriand, Boucherville, Brossard, Candiac, Carignan, Kahnawake, Chambly, Charlemagne, Châteauguay, Chomedey, Côte-Sainte-Catherine, Côte-Saint-Luc, Cyrille, Delson, Dollard-des-Ormeaux, Dorval, Greenfield Park, Hampstead, Kirkland, Lachine, Laprairie, LaSalle, Laval, Le Gardeur, Lemoyne, Léry, Longueuil, Mercier, McMasterville, Mont-Saint-Hilaire, Montreal, Montreal East, Montreal North, Montreal West, Notre-Dame-du-Sacré-Cœur, Otterburn Park, Outremont, Pierrefonds, Pointe-aux-Trembles, Pointe-Claire, Pointe-Saint-Charles, Prévile, Rivières-des-Prairies, Repentigny, Roxboro, Senneville, Saint-Basile-le-Grand, Saint-Bruno-de-Montarville, Saint-Constant, Saint-Hubert, Saint-Jean-de-Dieu, Saint-Lambert, Saint-Laurent, Saint-Lazare, Saint-Léonard-de-Port-Maurice, Saint-Michel, Saint-Pierre, Sainte-Anne-de-Bellevue, Sainte-Geneviève, Sainte-Julie-de-Verchères, Sainte-Thérèse, Sainte-Thérèse-de-Blainville, Terrebonne, Town of Mount Royal, Verdun, Westmount
SASKATOON, SK	Duvco, Saskatoon, Vanscoy, Warman
TORONTO, ON	Acton, Agincourt, Ajax, Bolton, Brampton (including Bramalea), Clarkson (Mississauga), Concord, Cooksville (Mississauga), Danforth, Dixie (Mississauga), Don, Don Mills, Downsview, East York, Emery, Erindale (Mississauga), Etobicoke, Forest Hill, Halton Hills, Highland Creek, Islington, Lakeview (Mississauga), Leaside, Long Branch, Lorne Park (Mississauga), Malton (Mississauga), Markham, Mimico, Milton, Mississauga, Mount

Metropolitan Centre	Local Delivery Area
	Dennis, New Toronto, North York, Oakville, Oriole, Parkdale, Pickering, Port Credit (Mississauga), Rexdale, Richmond Hill, Scarborough, St. Clair Avenue, Streetsville (Mississauga), Swansea, Thornhill, Toronto, Unionville, Vaughan, West Hill, West Toronto, Weston, Willowdale, Woodbridge, York Mills
VANCOUVER, BC	Abbotsford, Aldergrove, Anmore, Annacis Island, Belcarra, Burnaby, Chilliwack, Coquitlam, Deep Cove, Delta, District of North Vancouver, Dollarton, Fort Langley, Haney, Horseshoe Bay, Loco, Langley, Langley Prairie, LuLu Island, Maillardville, Maple Ridge, Marpole, Matsqui, Mission, New Westminster, North Burnaby, City of North Vancouver, Pitt Meadows, Port Coquitlam, Port Moody, Richmond, Ruskin, Sardis, Sea Island, South Fraser, Surrey, Vancouver, West Vancouver, Whalley, White Rock, Yarrow
WINNIPEG, MB	Assiniboia, Blumenort, Brooklands, Charleswood, College Spur, East Kildonan, East St. Paul, East Winnipeg, Elmwood, Fort Garry, Fort Whyte, Kirkfield Park, North Transcona, Norwood, Paddington, St. Boniface, St. Charles, St. James, St. Vital, Transcona, Tuxedo, Union Stockyards, West Kildonan, West St. Paul, Weston, Winnipeg
CHICAGO, IL	Addison, Arlington Heights, Bensenville, Blue Island, Bolingbrook, Calumet City, Carol Stream, Chicago, Cicero, Darien, Des Plaines, Downers Grove, Elk Grove Village, Elmhurst, Elwood, Franklin Park, Gary IN, Glendale, Hammond IN, Hanover Park, Harvey, Joliet, Lombard, Markham, Maywood, Mount Prospect, Naperville, Nilis, Northbrook, Oak Forest, Oak Lawn, Oak Park, Palatine, Park Ridge, Portage IN, Riverdale, Schaumburg, Skokie, Wheaton, Wheeling, Willowbrook, Wilmette, Woodridge

FREIGHT REFUSED OR RETURNED	Item 8000
When CNTL is required to take an intermodal unit with freight refused or returned, there will be a charge in the currency of the country in which the charge is incurred plus dray, assessed against the payer of the freight being refused or returned. Any transportation fees associated with subsequent product disposal or return, will be assessed on a cost pass-through basis.	<b>\$200</b> per unit plus drayage and disposal fees (if applicable) Responsibility: payer of freight

EQUIPMENT ORDERED BUT NOT USED	Item 8030
When empty equipment is ordered and supplied, but then subsequently picked up empty from the same location, an equipment ordered not used fee plus trucking charges (item 6105) will apply.	<b>\$200</b> per unit plus trucking charges Responsibility: payer of freight

CURRENCY	Item 8060
Except as otherwise specified, the charges contained herein will be assessed in the currency of the country in which the chargeable event occurs. In the event that payment is made in currency other than that on the invoice, the governing exchange rate is the market rate in effect at the time of payment	

MAXIMUM WEIGHTS	Item 8090
Under no circumstances will the CNTL handle an improperly loaded container or a container loaded in excess of its marked capacity. Containers must be loaded in conformity with all applicable road regulations. Any additional expense incurred by CNTL or damage done to the CN or CNTL equipment will be the responsibility of the customer. The carrier reserves the right to weigh any container for the purpose of verifying weights. The maximum allowable payloads to be hauled by CNTL are:	

**MAXIMUM PAYLOADS FOR INTERMODAL UNITS HAULED BY CN DRIVERS**

Origin: Nova Scotia; P.E.I.; New Brunswick;  
Ontario; Quebec; Newfoundland.  
Destination: Saskatchewan; Manitoba; Alberta; British  
Columbia

Equipment	Maximum Payload (lbs)
53' Dry	60,000
53' Heated	58,130
53' Reefer	57,430
20' Dry	55,000
40' – 45' Dry	60,000
40' Insuls	58,000

Origin: Saskatchewan; Manitoba; Alberta; British  
Columbia  
Destination: Nova Scotia; P.E.I.; New Brunswick;  
Ontario; Quebec; Newfoundland

Equipment	Maximum Payload (lbs)
53' Dry	60,000
53' Heated	58,130
53' Reefer	57,430
20' Dry	55,000
40' – 45' Dry	60,000
40' Insuls	58,000

Origin: Anywhere in Canada and Mexico  
Destination: Quebec (Spring Thaw)

Equipment	Maximum Payload (lbs)
53' Dry	49,100
53' Heated	47,700
53' Reefer	46,500
20' Dry	51,600
40' Dry	52,500
45' Dry	50,400
40' Insuls	51,300

Origin: Quebec (Spring Thaw)  
Destination: Canada and Mexico

Equipment	Maximum Payload (lbs)
53' Dry	49,100
53' Heated	47,700
53' Reefer	46,500
20' Dry	51,600
40' Dry	52,500
45' Dry	50,400
40' Insuls	51,300

Origin: Nova Scotia; P.E.I.; New Brunswick; Ontario;  
Quebec  
Destination: Nova Scotia; P.E.I.; New Brunswick;  
Ontario; Quebec

Equipment	Maximum Payload (lbs)
53' Dry	61,700
53' Heated	60,330
53' Reefer	59,130
20' Dry	55,000
40' – 45' Dry	60,000
40' Insuls	60,000

Origins:	Canada	U.S.A.	U.S.A.
Destinations:	U.S.A.	Canada	U.S.A.

Equipment	Maximum Payload (lbs)
	Applicable only for shipments <b>served over US terminals</b> . Lower payloads may apply to US shipments served over CN's Canadian Terminals (either at origin or destination). Contact your Account Manager to confirm.
53' Dry	41,000
53' Heated	38,900
53' Reefer	38,430
20' Dry	37,000
40' Dry	44,000
45' Dry	42,000
40' Insuls	39,000 *
40' Insuls Dry Service	42,200

\* Underslung genset chassis

Overweight/heavy permits may be available in certain U.S. states served over CN terminals. Contact your CN Account Manager to confirm feasibility and related pricing.

Origins:	Mexico	U.S.A.	Mexico	Canada
Destinations:	U.S.A.	Mexico	Canada	Mexico

Equipment	Maximum Payload (lbs)			
53' Dry	41,000	41,000	55,000**	55,000**
53' Reefer	38,430	38,430	52,430**	52,430**

\*\* Refer to Spring Thaw limits where/when applicable

**APPLICATION:**

- Shippers must use the appropriate limit based on Origin, Destination, and Equipment.
- These are guidelines only - based on CNTL trucking services. Actual capacity may be lower depending on the specific container, chassis, and tractor combination.
- Weight distribution to comply with maximum axle weights is the responsibility of the shipper.
- These guidelines assume a tandem chassis for 20' equipment.
- These guidelines assume a tridem chassis for equipment 40' or longer.
- Numbers shown are net weights, including all pallets and dunnage.
- At no time shall the net weight exceed the payload limit printed on the container. In case of conflict, the lower limit shall prevail.
- Shippers must adhere to all provincial highway limits for any given vehicle configuration. Gross vehicle weights by province are available from the appropriate provincial ministry.
- Customers intending to load within 500 pounds of the applicable maximum payloads within this item must contact their CN account manager to ensure an appropriate loading pattern is developed and agreed upon. If an appropriated loading pattern is not developed and agreed upon, charges in item 10000 within this tariff will apply if the load is found to be overweight or unsafe.
- These guidelines are subject to all other rules, regulations, terms, and conditions in tariff CN 9100.

<b>USED COMMODITIES</b>	<b>Item 8130</b>
Shipments of any used commodity (not manufactured by the shipper; previously owned and shipping for re-use or as a result of re-sale) will be released at a value not to exceed ten (10) cents per pound per package or item. CNTL's liability, if any, for any loss or damage to such shipment, regardless of the cause of the loss or damage, shall not exceed this released value.	

<b>TEMPERATURE CONTROLLED EQUIPMENT</b>	<b>Item 8160</b>
CNTL assumes no responsibility or liability in handling private temperature controlled equipment.	

<b>SHUNTING</b>	<b>Item 8180</b>
Shunting will be performed on request.	<b>\$15.75</b> per block of 15 minutes or portion thereof Responsibility: payer of freight

<b>HELPERS (SWAMPERS, LUMPERS)</b>	<b>Item 8230</b>
When a helper is provided to assist with loading or unloading, CNTL will assess a fee per helper per container or trailer. CNTL is not obliged to provide this service.	<b>\$150</b> per helper per container excluding statutory holidays <b>\$200</b> per helper per container on statutory holidays Responsibility: payer of freight



<b>LAYOVER</b>	<b>Item 8260</b>
<p>When due to no fault of CNTL, a driver is required to layover at the point of loading or unloading will be assessed.</p>	<p><b>\$200</b> for the layover, in addition to any applicable detention or other accessorial charges Responsibility: shipper</p>
<b>DRIVER WAIT CHARGES</b>	<b>Item 8300</b>
<p>For pick-up and/or delivery, clock starts at the time the driver arrives, or the appointment start time; 120 minutes of driver wait time is free. When, for reasons attributable to the customer, the driver is delayed in excess of free-time at the consignor/consignee, a charge will apply.</p> <p>Except as provided the driver wait time for pick up or delivery, in Mexico the first 240 minutes is free</p> <p>An email notification tool is available to let customers know, approximately 30 minutes before the free-time expires for CNTL truck deliveries or pick-ups. This service is available to all payers of freight who subscribe and provide a valid email address where the alerts will be sent. This allows customers an opportunity to contact the supplier or receiver to take action to avoid or minimize potential driver delay charges.</p> <p>The driver wait charge is an asset use charge for which the billing cycle ends on the 15th and the 30th of every month. Wait time charges are the responsibility of the party paying for the freight charges.</p>	<p><b>\$15.75</b> per pick-up or delivery for each delay of 15 minutes or any portion thereof.</p> <p>For chargeable wait-time exceeding 300 minutes; <b>\$22.50</b> for each delay of 15 minutes or any portion thereof.</p> <p>Responsibility: payer of freight</p>
<b>DRIVER ASSIST CHARGES</b>	<b>Item 8330</b>
<p>Driver assist refers to CNTL's driver loading or unloading a vehicle. This service must be pre-approved prior to dispatch from a CN facility. When a driver must load or unload, a charge of \$200 will apply in addition to any applicable detention or other accessorial charges. These charges are the responsibility of the party paying for the freight charges.</p>	<p><b>\$200</b> per unit Responsibility: payer of freight</p>
<b>CHASSIS DETENTION - FREE TIME AND CHARGES</b>	<b>Item 8360</b>
<p>Where private (including steamship line) containers are dropped for loading or unloading using CN owned/controlled chassis, 48 hours free-time is allowable from the first 0001 hours after placement.</p> <p>Units not released within the allowable free-time will be assessed a detention charge.</p>	<p><b>\$50</b> per day per chassis <b>\$100</b> per day per chassis, each additional day Responsibility: payer of freight</p>
<b>PRIVATE CONTAINER DETENTION</b>	<b>Item 8400</b>
<p>Where CNTL is responsible for drayage of private (including steamship line) containers, it will not be responsible for delays in loading or unloading. In the event that the private equipment owner assesses detention or per diem fees to CNTL, these charges will be passed on to the customer causing the delay.</p>	

<b>UNAUTHORIZED INTERCHANGE OF RAIL CONTROLLED EQUIPMENT</b>	<b>Item 8430</b>
<p>When CN / CNTL performs delivery of rail controlled equipment (containers, trailers, and/or chassis) to a customer designated facility, no other party is authorized to subsequently use or move the equipment without prior written approval from CN / CNTL. Repositioning or shunting of the equipment is permitted, provided it is within the customer premises where the equipment was originally positioned by CNTL. The party providing the shunting service must be duly licensed, and in compliance with all regulatory requirements.</p> <p>In the event that CNTL determines that a customer is in violation of the above, a misuse charge will apply. In addition, the interchange agreement between CN and the customer may be reviewed, and subject to revocation.</p>	<p><b>\$300</b> per unit Responsibility: payer of freight</p>

<b>NO RAIL BILLING OR IMPROPER CUSTOMS DOCUMENTATION AT ORIGIN</b>	<b>Item 8460</b>
<p>When a CNTL driver arrives at the rail terminal with a loaded container and no rail billing has been provided, or customs documentation is not in order, a flat fee will be assessed to the payer of freight. Additional charges may be applied if the load is returned or moved to our yard. The purpose of this fee is to reduce the number of loaded containers left in our yards due to lack of complete billing.</p>	<p><b>\$150</b> flat fee plus a fee of \$100 per day for each day a container is dwelling at our yard waiting for proper billing or documentation Responsibility: payer of freight</p>

<b>WEIGHING OR SCALING OF SHIPMENTS</b>	<b>Item 8500</b>
<p>When, at customer request, CNTL arranges to scale a shipment, a charge will apply per occurrence. This charge is in addition to any drayage charges that may be applicable to execute the scaling.</p>	<p><b>\$75</b> per occurrence plus drayage fees Responsibility: payer of freight</p>

<b>QUAD AXLE CHASSIS SERVICE - OVERWEIGHT CONTAINERS</b>	<b>Item 8560</b>
<p>CNTL offers Quad Axle chassis drayage service, on a limited basis, at its Montreal terminal. When quad axle chassis are required to perform pick-up or delivery of containers, a charge per container will be assessed. This fee applies in addition to any applicable drayage charges.</p> <p>This will also apply on all containers where weights, as set out by the Quebec Government for the spring thaw period, are exceeded. The charge will be assessed on all loads requiring quad axle service after notification, by Transport Quebec, of the spring thaw date(s). It is the responsibility of the customer to be aware of spring thaw restrictions and related notifications. During spring thaw, all deliveries or pick-ups requiring quad axles will be performed on a driver "stay with" basis.</p>	<p><b>\$600</b> per unit plus drayage fees Responsibility: payer of freight</p>

<b>REMANIFEST CHARGES</b>	<b>Item 8600</b>
<p>A charge will apply when CNTL is required to remanifest an In-Bond shipment.</p>	<p><b>\$50</b> per unit Responsibility: payer of freight</p>

<b>TRUCKING SERVICE BETWEEN MISSISSAUGA INTERMODAL SERVICE CENTRE AND CN BRAMPTON INTERMODAL TERMINAL</b>	<b>Item 8630</b>
Customer requested trucking services between Mississauga Intermodal Service Centre (MISC) and Brampton Intermodal Terminal (BIT) will be performed at the following rates:	<b>\$90</b> per loaded unit <b>\$90</b> per empty 40- and 45-foot container <b>\$65</b> per empty 20-foot container; must be tendered two at a time Responsibility: payer of freight

<b>TRUCKING SERVICE OF IMPORT 40-45-FT DRY CONTAINERS FROM VANCOUVER PORT FACILITIES TO CN'S DOMESTIC TERMINAL FOR DESTINATIONS OF BRAMPTON, MONTREAL AND EDMONTON</b>	<b>Item 8650</b>
Customer requested trucking services of import dry containers from Port Metro Vancouver facilities to CN's Vancouver Intermodal Domestic Terminal in Surrey, BC, will be performed for a fee. Only 40-45 foot dry traffic destined to CN Brampton, Montreal, or Edmonton is eligible for this service. This service is subject to availability of CN resources. Please contact your Account Manager for details of this service offering.	<b>\$175</b> per unit CDN/US subject to fuel surcharge as described in CN 7404 Responsibility: payer of freight

<b>PORT SERVICES</b>	<b>Item 8660</b>
CNTL offers drayage services to/from marine container port locations. Additional charges apply when serving certain port locations.	
Ports in Vancouver, BC.....	<b>\$100</b> CDN/US per unit
Ports in Montreal, QC .....	<b>\$25</b> CDN/US per unit
Ports in Halifax, NS.....	<b>\$50</b> CDN/US per unit
Ports in New Orleans, LA.....	<b>\$50</b> CDN/US per unit
The above fees are in addition to any other trucking charges.	Responsibility: payer of freight

<b>GENSET CHASSIS</b>	<b>Item 8700</b>
The payer of freight will be assessed a surcharge for the use of a CN Genset chassis at the origin and/or the destination. The chassis are to only be used in a "live load/un-load" capacity.	<b>\$50</b> per chassis Responsibility: payer of freight

# Dimensional Shipments

<b>DIMENSIONAL SHIPMENTS PREVENTING DOUBLE-STACKING</b>	<b>Item 8800</b>
This fee is applicable when double-stacking units on railcars is unachievable because the height of the lading exceeds the height of the corner posts of open top equipment.	<b>\$325</b> CDN / US, per shipment Responsibility: payer of freight

## Billing

### Our 21/21/21day billing guarantees – or it’s free!

We commit to billing you for an optional service within 21 days, or that service is free. If you believe there is an error in your invoice, simply register your dispute (using our eBusiness tool, eBill) within 21 days. If we do not respond within 21 days, your dispute will be accepted as received.

<b>BILLING – ON TIME</b>
If we should bill you after 21 days of the service completion date, notify us in writing within 21 days of the invoice mailing date and your invoice will be cancelled.  Note: The “service rendered completion date” for most services is the date of the service. However, for extended asset use and storage service, the completion date is the date representing the end of the normal billing cycle (generally the last day of the month).  Exception: If there are extenuating circumstances or charges received after the 21 day billing guarantee, CN reserves the right to invoice the responsible party.

Getting an accurate bill to the right party in your organization is one of our key goals. Until we move to completely electronic invoicing, when you have a change of contact (or need us to correct the address for an existing one), you must notify us by email at [OS\\_invoice\\_address\\_change@cn.ca](mailto:OS_invoice_address_change@cn.ca). We will make your contact change within five business days. Simply provide the name of your company, location and patron number (as that information currently appears on our invoices to you), together with the last invoice number. Then provide the new contact coordinates: mailing and email addresses and phone numbers. Detailed information on making a change of address is available at [www.cn.ca/osaddresschange](http://www.cn.ca/osaddresschange).

<b>eBILL DISPUTES – ON TIME</b>
One of our key objectives is to provide you with prompt and accurate billing. On the occasions when you believe there has been a billing error, we strive to make it as easy as possible for you to inform us, so we can address the issue quickly and effectively. To be eligible for this guarantee, you must use our eBusiness tool, eBill (available on our website) and register your dispute within 21 days of the invoice date. Simply log on to <a href="http://www.cn.ca/velocity">www.cn.ca/velocity</a> , then, from eBill, using the Dispute Invoices screen, provide the details of any billing error and pay all non-disputed items on an invoice.

<b>GUARANTEED ON-TIME RESPONSE TO eBILL DISPUTES</b>
As outlined above, you must use the eBusiness tool, eBill, to be eligible for our guarantee. We then commit to providing a response to your disputed invoice within 21 days following the receipt of details of the billing dispute. If we do not, we will accept your eBill dispute as received and correct your invoice accordingly.

# Regulations

**CN Tariff 9100-Series** is applicable at points on CN in North America and on The Indiana Rail Road Company.

**Canadian National Railway Company** is issuing this tariff in its own name and for and on behalf of Grand Trunk Western Railroad Company (GTW), Illinois Central Railroad Company (IC), Chicago Central & Pacific Railroad Company (CC), Cedar River Railroad (CEDR), Wisconsin Central Limited (WC), Algoma Central Railway Inc. (AC), Sault Ste. Marie Bridge Company (SSAM), Wisconsin Chicago Link (WCCL), The Pittsburgh & Conneaut Dock Company, BC Rail Partnership (BCOL), Bessemer and Lake Erie Railroad Company (BLE), and these companies doing business under the name of and collectively referred to as CN.

**Canadian National Railway Company** is also issuing this tariff for and on behalf of The Indiana Rail Road Company and, as used herein, the word CN shall include, as the context requires, The Indiana Rail Road Company, which will have the right to invoice directly for all services it provides pursuant to this tariff.

**Currency:** All charges are assessed in the currency of the country in which the chargeable event occurs unless specifically published.

**Applicable Taxes:** All services provided by CN may be subject to federal, state, provincial and local sales, use, excise, privilege and similar taxes. Where a party is identified in this tariff as the responsible party to be invoiced for a particular service, such party is responsible to pay all applicable taxes for that service.

**“CNC 6000”** means CN Freight Classification CNC 6000 and the term **“UFC 6000”** means Uniform Freight Classification UFC 6000 series.

**Station List:** This tariff is governed by the **“OFFICIAL LIST OF OPEN AND PREPAY STATIONS,”** OPSL 6000 series.

**Intermodal Equipment** is described in the Official Intermodal Equipment Register ICC OIER 6037 series and under AAR Mechanical Division Specifications (AAR 600, M-943, M-931, M930).

**Transportation Commodity Codes** are described in the Standard Transportation Commodity Code Tariff ICC STCC 6001 series.

**Reference to CN 6800** All of the optional services described in this publication are subject to the rules and regulations for rates and acceptance of intermodal traffic found under Tariff CN 6800.

**Dangerous goods/Hazardous materials** means any commodity listed in any or all of the following: The Canadian Transportation of Dangerous Goods Act and Regulations; Title 49 CFR of the United States Code of Federal Regulations; The International Maritime Dangerous Goods Code (IMDG); Class A, B, and C explosives named in Part 172 commodity list; Tariff BOE 6000 series; all hazardous materials requiring the use of four-digit identification numbers on the shipping document, placards or panels as named in Section 172.101, Tariff BOE 6000 series; all bulk shipments, or shipments in containers which exceed 110-gallon capacity of hazardous materials, substances or wastes, as described in The Directory of Hazardous Materials Shipping Instructions.

**Hazardous materials and hazardous waste** Hazardous waste will be accepted for transportation only by separate agreement. For rules governing the transportation of hazardous materials and wastes, as well as specifications for shipping containers and restrictions governing the acceptance and transportation of same, see Tariff BOE 6000-series.

Shipper is required to indicate by proper placard, as required in Tariff BOE 6000- series, on units and in all shipping documents, the presence of any hazardous material, proper description and information associated with the nature of the material and its disposal. Shipper must present, at time of tender, all shipping papers as required for the movement of hazardous materials.

When hazardous materials are transported in railway-owned equipment in intermodal service, consignees must remove all lading, dunnage, blocking, bracing and any and all material that was part of the inbound shipment at time of unloading. Unit must be returned completely free of any contamination from previous lading. Where consignee fails to unload and return unit in the above manner, shipper and/or his/her agent will indemnify CN against any and all claims for damage or contamination which might result from subsequently loaded shipments in same unit, as well as any other damages or fines or penalties, including personal injury, resulting from consignee's failure to unload and

decontaminate the unit. Shipper shall further indemnify and hold CN harmless against any and all lawsuits, claims, fines or penalties, whether civil or criminal, which may be asserted, brought or levied against CN as a direct or indirect result of shipper's failure to comply with the provisions of this item, including Tariff BOE 6000-series, or as a result of shipper's failure to comply with any federal, state or municipal rule or regulation pertaining to proper procedures for packaging, placarding, handling, storage, transportation and/or disposal of hazardous materials and/or waste.

**Force Majeure:** The term "Force Majeure" shall include Acts of God (including flood, earthquake, tornado, hurricane or other natural disaster), act of public enemy, war, insurrection, terrorism, embargo, fire or explosion, lock-out, strike or other labour dispute, derailment, or an unforeseeable circumstance beyond the control of the parties against which it would be unreasonable for the affected party to take precautions and which the affected party cannot avoid even by using its best efforts. However, it is understood that lack of financial resources on the part of either party shall not be deemed to be a circumstance beyond that party's control. For greater clarity, nothing in this definition shall require either party to settle any labour dispute or make any agreement affecting labour, which in its judgment is not compatible with its best interests. Neither CN nor any customer shall be liable for any failure to perform any of their respective obligations while such performance is prevented or delayed by any cause or condition of Force Majeure. Any party seeking to invoke Force Majeure for relief shall notify the other party by any reasonable means as soon as reasonably practicable following the date of commencement of a Force Majeure event and shall similarly notify the other party within a reasonable time following the end of a Force Majeure event. Upon request of the unaffected party, the invoking party shall submit to the other party all relevant information concerning the nature of the Force Majeure event and of its effect upon the performance of the invoking party's obligations. Notwithstanding any other provisions and except as provided for in the below section, Force Majeure cannot be invoked for relief from either party's obligations with respect to the payment of money. Any relief accorded for Force Majeure shall be of no greater scope and of no longer duration than is reasonably required by the Force Majeure event and such relief shall be conditional upon the invoking party making all reasonable efforts to mitigate or limit any resulting damage to the non-invoking party

#### **Application of Special Surcharges to the Rates and Provisions**

CN has the right to issue special surcharges. Such surcharges may be applied in whole or in part to rates in this tariff and rates in other tariffs, quotations, or contracts, which incorporate by reference, this governing tariff.

#### **Service During Winter Weather Conditions**

Winter conditions in CN's service area can be extreme, variable and unpredictable. Railways are affected by winter conditions, as are all other outdoor enterprises. Snow and, in particular, cold temperatures, adversely and additionally impact key structural elements of freight railroading, such as steel rails, steel wheels, and long compressed air brake systems. These impacts can reduce the resiliency of rail-based supply chains, in ways that cannot be fully mitigated even when anticipated. Extreme cold temperatures can result in increased rail, wheel, and air brake failures, and in the need to reduce train lengths to maintain regulated brake system pressures and air flows. Given the network effects of railway transportation, even distant weather conditions can impact system performance. CN takes measures to mitigate the adverse effects of winter conditions in order to maintain a reasonable level of service under the circumstances. Customers are, however, advised that CN's service levels during and after periods of extreme weather will accordingly be varied, without any requirement for additional notice to the Customer, notwithstanding any other provision of this Tariff. As explained above, Customers are reminded that, as the railway is a network business, constraints on capacity and fluidity in one area may affect service levels even outside the areas affected by winter conditions. Customers are encouraged to manage their respective expectations and operations accordingly.

#### **Item 1 – Limitation of Liability**

Liability for loss and damage for domestic traffic moving by CN under open tariff will be governed for U.S. cargo by the limitations provided by 49 U.S.C. 11706, and for Canadian Cargo by the limitations provided by the Railway Traffic Liability Regulations.

Liability for loss and damage for international traffic moving by CN under open tariff will be governed by the limitations provided in the U.S. Carriage of Goods by Sea Act and for Canadian Cargo by Railway Traffic Liability Regulations.

CN will not be liable for any loss of or damage to goods of extraordinary value that CN transports where the shipper of the goods, before shipping, does not establish an agreement with CN for the handling of the high value cargo. Cargo valued at greater than \$250,000 is considered to be extraordinary or high value.

When shipping to/from Mexico under CN Supply Chain Solutions, the beneficial owner of the freight agrees to all rules and regulations per CN 9100, which shall be applicable to that owner as if they were the responsible party identified therein.

## A. General Terms and Conditions

1. Customer must provide proof of settlement with its own customer prior to recovery from CN for any freight or damage claim. At no time will CN be liable for any amount in excess of such settlement or make payment in settlement of any freight claim absent such proof.
2. *Exclusions:* CN expressly disclaims liability for the following:
  - a. Any validated claim, for which CN would otherwise be liable, which, in the aggregate, amounts to less than \$500.
  - b. Any loss or damage to lading moving in protective service in trailers or containers equipped with temperature control devices to protect contents from either heat or cold where such loss or damage results from the mechanical failure of the temperature control devices on equipment not supplied by CN, or if freezing damage occurs and a minimum temperature of at least 10 degrees Celsius or 50 degrees Fahrenheit was not requested.
  - c. Any loss or theft of contents from any container that has not been sealed or otherwise locked.
  - d. Any losses resulting from the breach or contravention of any government regulation restricting the movement of certain commodities.
  - e. Any concealed loss or damage to any container contents where such loss or damage remains undiscovered at the time of unloading.
  - f. Damage to lading moving in customer equipment that does not comply with AAR and CN specifications or trailers that are not equipped with lift pads.
  - g. Any loss, damage or delay sustained to any container contents as a result of a defective container, container parts, or accessories, including but not limited to canvas or tarpaulin covers, doors or other openings. contents from either heat or cold where such loss or damage results from the mechanical failure of the temperature control devices on equipment not supplied by CN, or if freezing damage occurs and a minimum temperature of at least 10 degrees Celsius or 50 degrees Fahrenheit was not requested.

## B. Specific Provisions for Lost or Damaged Customer Equipment

### 1. For Domestic and International Traffic

CN may, without the owner's consent, repair any damages for which CN is responsible, or deliver the unit to owner at origin or the nearest interchange point for the owner to repair. All repairs or settlement will be made as provided for in AAR Interchange Rules for Trailer/Container on Flatcar Service.

For the purposes of this tariff, "Domestic Traffic" means intermodal traffic originating and terminating in Canada or the U.S. either by rail or by motor carrier pick-up or delivery (including transborder movements), and not in sequence with a prior or subsequent maritime movement by ocean carrier.

For the purposes of this tariff, "International Traffic" means intermodal traffic with a prior or subsequent maritime movement by ocean carrier.

CN's liability for lost or damaged Customer-owned equipment is limited to the lesser amount of:

- The cost of repairs
- Depreciated value of the container/trailer

#### Depreciated Value Calculation

Containers and trailers are considered to have a useful life of approximately 15 years and a residual value of a minimum of 10% of the original purchase price.

The useful life of Temperature-controlled equipment devices will be considered to be 10 years and consequently will depreciate at a rate of 10% per year from the original build date to the loss date with a residual value equal to 10% of the original purchase price.

Should CN be found liable for the loss, theft, mutilation or destruction of private equipment, the depreciation factor, which can be found in Table 1 for dry equipment and Table 2 for temperature-controlled equipment, will be used to determine the depreciated value.

### Depreciated Value

The depreciated value is equal to the original purchase price multiplied by the Depreciation factor corresponding to the age of the trailer/container found in Tables 1 and 2.

Note: The burden to provide evidence of the original purchase price rests with the claiming party. Example:

For a dry trailer/container 7 years of age calculated between the built date and the loss date (84 months) with an original purchase price of \$12,000:

Original purchase price	\$12,000
Depreciation factor for Age 84 month (multiply)	<u>0.5333</u>
Depreciated value	\$ 6,399.60

### **2. Exclusions: CN expressly disclaims liability for the following**

- a. Damage to customer equipment (including its lading) that does not comply with AAR and CN specifications or trailers that are not equipped with lift pads.
- b. Normal wear and tear or cosmetic damage to customer equipment not affecting the equipment's structural integrity or functionality.
- c. Any responsibility for the costs of inspection of the vehicle for failure or defect.
- d. Any concealed loss or damage to any container where such loss or damage remains undiscovered at the time of unloading.
- e. Any loss damage or delay sustained to any container as a result of a defective container, container parts, or accessories, including but not limited to canvas or tarpaulin covers, doors or other openings.

### **C. Transitional Provisions**

Notwithstanding any pre-existing contractual provision incorporating by reference this tariff "as amended from time to time", nothing contained in this Item 1 shall be construed as modifying such pre-existing contracts. The applicable liability provisions contained in the predecessor tariffs in effect prior to the issuance hereof shall continue to govern the contracts into which they were incorporated until such time as those contracts are terminated or expired.

For greater clarity, this Item 1 shall only apply to contracts executed subsequent to the issuance of this tariff.

### **Item 2 – Additional Terms and Conditions for the Transportation of Hazardous Materials and Hazardous Waste**

The intermodal transportation of Hazardous Waste will be accepted for transportation only by separate agreement. For rules governing the transportation of hazardous materials and wastes, as well as specifications for shipping containers and restrictions governing the acceptance and transportation of same, see Tariff BOE 6000-series. Shipper is required to indicate by proper placard, as required in Tariff BOE 6000-series, on vehicles and in all shipping documents the presence of any hazardous material, proper description and information associated with the nature of the material and its disposal. Shipper must present, at time of tender, all shipping papers as required for the movement of hazardous materials. When hazardous materials are transported in Carrier-supplied vehicles in intermodal service, consignees must remove all lading, dunnage, blocking, bracing and any and all material that was part of the inbound shipment at time of unloading. Vehicle must be returned completely free of any contamination from previous lading.

Where consignee fails to unload and return Vehicle in the manner prescribed in this Item 2, Shipper and/or his/her agent will indemnify CN against any and all claims for damage or contamination which might result from subsequently loaded shipments in same Vehicle, as well as any other damages or fines or penalties, including personal injury, resulting from consignee's failure to unload and decontaminate the Vehicle.

Shipper shall further indemnify and hold harmless CN against any and all lawsuits, claims, fines or penalties, whether civil or criminal, which may be asserted, brought or levied against CN as a direct or indirect result of Shipper's failure to comply with the provisions of this Item 2, including Tariff BOE 6000-series, or as a result of Shipper's failure to comply with any federal, state, provincial or municipal rule or regulation pertaining to proper procedures for packaging, placarding, handling, storage, transportation and/or disposal of hazardous materials and/or waste.



### Item 3 – Reference to Tariff CN 6800

All of the optional services described in this publication are subject to the rules and regulations for rates and acceptance of intermodal traffic under Tariff CN 6800.

#### Communications on Tariff Changes

This tariff is subject to change with 30 days' notice, which shall be provided exclusively by direct communication to subscribers of this publication. Failure to subscribe shall be considered an absolute waiver to such notice period. Subscribing to a publication can be done using the Price Documents tool on CN eBusiness at [www.cn.ca](http://www.cn.ca)."

Table 1 – Depreciation factors for dry trailers/containers

Month	Factor	Month	Factor	Month	Factor	Month	Factor	Month	Factor
1	0.9944	34	0.8111	67	0.6278	100	0.4444	133	0.2611
2	0.9889	35	0.8056	68	0.6222	101	0.4389	134	0.2556
3	0.9833	36	0.8000	69	0.6167	102	0.4333	135	0.2500
4	0.9778	37	0.7944	70	0.6111	103	0.4278	136	0.2444
5	0.9722	38	0.7889	71	0.6056	104	0.4222	137	0.2389
6	0.9667	39	0.7833	72	0.6000	105	0.4167	138	0.2333
7	0.9611	40	0.7778	73	0.5944	106	0.4111	139	0.2278
8	0.9556	41	0.7722	74	0.5889	107	0.4056	140	0.2222
9	0.9500	42	0.7667	75	0.5833	108	0.4000	141	0.2167
10	0.9440	43	0.7611	76	0.5778	109	0.3944	142	0.2111
11	0.9389	44	0.7556	77	0.5722	110	0.3889	143	0.2056
12	0.9333	45	0.7500	78	0.5667	111	0.3833	144	0.2000
13	0.9278	46	0.7444	79	0.5611	112	0.3778	145	0.1944
14	0.9222	47	0.7389	80	0.5556	113	0.3722	146	0.1889
15	0.9167	48	0.7333	81	0.5500	114	0.3667	147	0.1883
16	0.9111	49	0.7278	82	0.5444	115	0.3611	148	0.1778
17	0.9056	50	0.7222	83	0.5389	116	0.3556	149	0.1722
18	0.9000	51	0.7167	84	0.5333	117	0.3500	150	0.1667
19	0.8944	52	0.7111	85	0.5278	118	0.3444	151	0.1611
20	0.8889	53	0.7056	86	0.5222	119	0.3389	152	0.1556
21	0.8833	54	0.7000	87	0.5167	120	0.3333	153	0.1500
22	0.8778	55	0.6944	88	0.5111	121	0.3278	154	0.1444
23	0.8722	56	0.6889	89	0.5056	122	0.3222	155	0.1389
24	0.8667	57	0.6833	90	0.5000	123	0.3167	156	0.1333
25	0.8611	58	0.6778	91	0.4944	124	0.3111	157	0.1278
26	0.8556	59	0.6722	92	0.4889	125	0.3056	158	0.1222
27	0.8500	60	0.6667	93	0.4833	126	0.3000	159	0.1167
28	0.8444	61	0.6611	94	0.4778	127	0.2944	160	0.1111
29	0.8389	62	0.6556	95	0.4722	128	0.2889	161	0.1056
30	0.8333	63	0.6500	96	0.4667	129	0.2833	162	0.1000
31	0.8278	64	0.6444	97	0.4611	130	0.2778		
32	0.8222	65	0.6389	98	0.4556	131	0.2722		
33	0.8167	66	0.6333	99	0.4500	132	0.2667		

Table 2 – Depreciation factors for Temperature-controlled trailers/containers

Month	Factor	Month	Factor	Month	Factor	Month	Factor	Month	Factor
1	0.9917	23	0.8083	45	0.6250	67	0.4417	89	0.2583
2	0.9833	24	0.8000	46	0.6167	68	0.4333	90	0.2500
3	0.9750	25	0.7917	47	0.6083	69	0.4250	91	0.2417
4	0.9667	26	0.7833	48	0.6000	70	0.4167	92	0.2333
5	0.9583	27	0.7750	49	0.5917	71	0.4083	93	0.2250
6	0.9500	28	0.7667	50	0.5833	72	0.4000	94	0.2167
7	0.9417	29	0.7583	51	0.5750	73	0.3917	95	0.2083
8	0.9333	30	0.7500	52	0.5667	74	0.3833	96	0.2000
9	0.9250	31	0.7417	53	0.5583	75	0.3750	97	0.1917
10	0.9167	32	0.7333	54	0.5500	76	0.3667	98	0.1833
11	0.9083	33	0.7250	55	0.5417	77	0.3583	99	0.1750
12	0.9000	34	0.7167	56	0.5333	78	0.3500	100	0.1667
13	0.8917	35	0.7083	57	0.5250	79	0.3417	101	0.1583
14	0.8833	36	0.7000	58	0.5167	80	0.3333	102	0.1500
15	0.8750	37	0.6917	59	0.5083	81	0.3250	103	0.1417
16	0.8667	38	0.6833	60	0.5000	82	0.3167	104	0.1333
17	0.8583	39	0.6750	61	0.4917	83	0.3083	105	0.1250
18	0.8500	40	0.6667	62	0.4833	84	0.3000	106	0.1167
19	0.8417	41	0.6583	63	0.4750	85	0.2917	107	0.1083
20	0.8333	42	0.6500	64	0.4667	86	0.2833	108	0.1000
21	0.8250	43	0.6417	65	0.4583	87	0.2750		
22	0.8167	44	0.6333	66	0.4500	88	0.2667		

# Appendix A: Service Fees at CN's Border Facilities

Appendix A contains the fees applicable at CN's border crossing facilities related to U.S. Customs holds and inspections.

## 1. Unloading fee for customs and border protection exams

Percentage of Container Palletized Cargo/Non Reefer	Fee per Unit
<b>100% Unloaded (based on cubic feet capacity)</b>	
20' Container	\$ 800
40' Container	\$ 900
45' Container	\$ 925
48' Container	\$ 950
53' Container	\$ 975
<b>75% Unloaded (based on cubic feet capacity)</b>	
20' Container	\$ 700
40' Container	\$ 800
45' Container	\$ 825
48' Container	\$ 850
53' Container	\$ 875
<b>50% Unloaded (based on cubic feet capacity)</b>	
20' Container	\$ 600
40' Container	\$ 700
45' Container	\$ 725
48' Container	\$ 750
53' Container	\$ 775
<b>25% Unloaded or less (based on cubic feet capacity)</b>	
20' Container	\$ 500
40' Container	\$ 600
45' Container	\$ 625
48' Container	\$ 650
53' Container	\$ 675
Door Opening/Minimal Handling	\$ 350

Fees Include:

- Unlimited container lifts
- All container handling
- Facility use charge
- Handling of loose freight
- Use of chassis
- Sealing and securing of containers
- All administration items

Percentage of Container Reefer or Non Palletized Cargo	Fee per Unit
<b>100% Unloaded (based on cubic feet capacity)</b>	
20' Container	\$ 900
40' Container	\$ 1000
45' Container	\$ 1025
48' Container	\$ 1050
53' Container	\$ 1075
<b>75% Unloaded (based on cubic feet capacity)</b>	
20' Container	\$ 800
40' Container	\$ 900
45' Container	\$ 925
48' Container	\$ 950
53' Container	\$ 975
<b>50% Unloaded (based on cubic feet capacity)</b>	
20' Container	\$ 700
40' Container	\$ 800
45' Container	\$ 825
48' Container	\$ 850
53' Container	\$ 875
<b>25% Unloaded or less (based on cubic feet capacity)</b>	
20' Container	\$ 600
40' Container	\$ 700
45' Container	\$ 725
48' Container	\$ 750
53' Container	\$ 775
Door Opening/Minimal Handling	\$ 350

Fees Include:

- Unlimited container lifts
- All container handling
- Facility use charge
- Handling of loose freight
- Use of chassis
- Sealing and securing of containers
- All administration items

Storage is incurred when containers dwell at the Border crossing awaiting documents from customers

**2. Free storage period - starts at 7h00 the day after the notification to the customer that documentation is required**

Container Type	Free Time
All container sizes (Dry & Reefer)	2 days

Provided the free time has not expired, the first Saturday, first Sunday and the first holiday immediately following the day of notification are not counted.

**3. Storage Charges - Start at 07h00 after the expiration of free time and stop on the day the required documentation is received**

Container Type (Dry & Reefer)	Fee Per Unit Per Day
20' Container	\$ 45
40' Container	\$ 75
45' Container	\$ 85
48' Container	\$ 85
53' Container	\$ 85

Reefer Container while in Storage	Fee
Full Container without Gen. Set	\$ 3.50 / hour above noted storage charge
Fuel Charge (for reefer operation)	\$ Market price
Reefer Monitor	\$ 35 per day

**4. Cargo Storage**

Container Type	Minimum Storage	Fee Per Day
All container sizes (Dry & Reefer)	1 day	\$0.20 per cubic foot

Fumigation of dry and reefer containers (Methyl Bromide), seed cleaning, cargo manipulation plus material

Container Type (Dry & Reefer)	Fumigation Fee Per Unit
20' Container	\$1,600
40' Container	\$1,750
45' Container	1,800
48' Container	1,850
53' Container	\$ 1,900

Off site manipulation of cargo or special equipment required will be charged at cost plus 15%.

**5. Tailgate Inspections**

If we are obliged to handle units for inspection (including inspection for compliance, enforcement or random inspection, a tailgate inspection fee will apply.

Container Type	Fee per Unit
All container sizes (Dry & Reefer)	\$200

**NEW** New item

**TEXT** Text change

**D** Deleted item

**\$** Price increase

**\$** Price decrease

## Summary of Revisions and Amendments

Item	Application	Issued date	Effective date	Description
6500	Extended Storage for Steamship Units			<ul style="list-style-type: none"><li>• Sunday as a free day at U.S. terminals has been eliminated for loads and empties</li><li>• Holidays have been added as an additional free day (if within the free time period)</li><li>• The per day storage fee for loaded dry and refer containers escalates earlier within the storage period:<ul style="list-style-type: none"><li>○ Fees will increase now on the 4<sup>th</sup> chargeable day rather than the 9<sup>th</sup> day (Group 1 and 2, Reefer all groups)</li><li>○ Fees escalate once more on the 8<sup>th</sup> chargeable day (group 1 and 2, reefer all groups)</li></ul></li><li>• Reduction of \$50 for each chargeable day (max \$250) for off-peak hours pickup at selective terminals</li></ul>

Effective May 15, 2018

Issued April 13, 2018 by Corporate Marketing, 935 de la Gauchetière St West, Montréal, Québec, H3B 2M9