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Reply to the Attention of *François E.J. Tougas*
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Date *June 19, 2026*

BY EMAIL TO: ferroviaire-rail@otc-cta.gc.ca

Canadian Transportation Agency
60 Laval Street, Unit 01
Gatineau, Québec
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Re: 2025-26 Interswitching Consultation (LET-R-34-2025)

We are pleased to submit the responses of the FAIR Rail Coalition ("**FAIR**") to the Agency's consultation on commercial market factors to be considered in determining fair and reasonable Interswitching rates (the "**Consultation**") announced on November 10, 2025 in Agency Determination LET-R-34-2025.[1] This submission responds to the submissions posted to the Agency's website on March 20, 2026 in connection with the first round of the Consultation.[2]

Throughout these submissions, we use the following definitions:

- "**Bureau**" means the Competition Bureau of Canada
- "**Bureau Submission**": the letter dated March 6, 2026 from the Bureau to the Agency in this Consultation
- "**CN Submission**": the letter dated March 6, 2026 from CN to the Agency in this Consultation, including the Soboleva Report
- "**CN RIS Rate-Setting Proposal**": the RIS-rate setting methodology proposed by the CN Submission and the Soboleva Report
- "**CPKC Submission**": the letter dated March 6, 2026 from CPKC to the Agency in this Consultation
- **"FAIR Submission"**: the letter dated March 6, 2026 from McMillan LLP to the Agency on behalf of FAIR
- **"RIS"**: regulated Interswitching in accordance with sections 127 – 128.1 of the Act and the Railway Interswitching Regulations
- **"Soboleva Report"**: the public version of the report prepared by Dr. Nadia Soboleva, Ph.D., dated March 5, 2026 that is included with the CN Submission[3]
- **"UIS"**: unregulated switching

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[1] Available at: https://otc-cta.gc.ca/eng/ruling/let-r-34-2025
[2] Available at: https://otc-cta.gc.ca/eng/consultation/consultation-on-commercial-market-factors-to-be-considered-in-determining-fair-and-reasonable-interswitching-rates
[3] Capitalized terms not defined herein have the meaning given to such terms in the FAIR Submission.

__Question 1__: What are the commercial market factors that the Agency should consider in its determination of regulated interswitching rates? Provide data and a rationale for your response.

__Question 2__: What additional data should railways provide in order for the Agency to consider these market factors? Provide a rationale for your response.

1. As FAIR emphasized in its Round 1 submissions, to the extent the Agency ascribes any weight to "market rates", "commercial market factors" or similar expressions in its setting of RIS rates, it is critical that the Agency ensures that such rates or factors were established in geographic markets characterized by effective competition for freight transportation services. Doing otherwise ignores the purpose of RIS in breaking down CN's and CPKC's monopolies for freight transportation services that prevail in the absence of RIS, which at best provides access to duopolies, not necessarily competitive duopolies, for those services.

2. FAIR agrees with the Bureau Submission on the topic:

> "When identifying comparable competitive rates, it should reflect **market conditions where competition is present and meaningful** rather than simply considering the number of railways. When making comparisons, the focus should be on situations where genuine competitive alternatives exist. Rates from non-competitive markets, such as where only a single railway operates, do not serve as objective benchmarks."[4]
>
> [emphasis in original]

3. FAIR also agrees with the Bureau Submission that, at most, commercial market rates should be used as a secondary check on the Agency's current RIS rate setting methodology:

> "**Maintain cost-based estimates for rate setting, with commercial market rates potentially serving as secondary checks**. Given the rail sector's potential for uncompetitive pricing and other terms of supply, commercial rates should be used cautiously. This is because commercial pricing may reflect market power, rather than truly competitive outcomes. If the Agency finds it necessary to do so, it could use commercial market factors primarily as a reasonableness check against cost-based rates."[5]

And:

> "Rate setting should primarily rely on **cost-based estimates**, with commercial market rates used **only as secondary checks**, if used at all, given the rail sector's tendency toward uncompetitive pricing….

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[4] Bureau Submission, pages 4-5.
[5] Bureau Submission, page 2.

> In conclusion, our view is that if the Agency were to use commercial rates, its methodology should include it as a **reasonableness check** on its cost-based studies. If commercial rates raise concerns with the cost-based studies, then these studies should be reviewed and revised if they are found to contain errors."[6]
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> [emphasis in original]

4. We note that only CN argues that reference to commercial market factors is necessary or helpful. No party has identified:

   a. a compelling rationale for departure from the Agency's long-standing methodology for the determination of RIS rates, or

   b. any market where effective competition (or "meaningful competition" as the Bureau Submission describes it) exists for UIS rates.

<u>CPKC's Criticisms of CN's Proposed Reliance on Commercial Market Factors</u>

5. The CPKC Submission criticizes CN's position on a series of bases, many of which are consistent with FAIR's views.[7]

<u>Agency Methodology Already Considers Commercial Market Factors</u>

6. FAIR agrees with the CPKC Submission's observation that the Agency's existing RIS-rate setting methodology already accounts for many of the market factors, such as resource requirements for the traffic, including crews and locomotives, and the volume and frequency of the traffic, that CN alleges the Agency must consider.[8] Thus, there is no need for the Agency's existing RIS-rate setting methodology to consider additional market factors.

<u>Lack of Competitive UIS Rates</u>

7. FAIR agrees with the CPKC Submission that truck competition is not effective for interswitching of non-intermodal traffic, particularly given the shipper's need to transload from truck to rail for furtherance by rail.[9] Whether within regulated interswitching distance

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[6] Bureau Submission, page 3.

[7] CPKC Submission, paragraphs 17 – 18 and 21 - 39 under the heading "CN's "commercial market factor" proposals".

[8] CPKC Submission, paragraph 16: "The Existing Methodology … includes consideration of many factors falling within these parameters, including many of the "market factors" proposed by CN in its 2023 submissions. To the extent these factors are included in the Existing Methodology, CPKC submits that no changes are needed and that any factors that are included in the current methodology should not be considered again, as a separate market factor. To do so would represent a double counting of those factors, leading to distorted Interswitching rates." Also, see Schedule "A" of the CPKC Submission.

[9] CPKC Submission, paragraph 23: "While truck competition may be effective for the interchange portion of an intermodal container move, it is generally not effective for the interswitching portion of a non-intermodal rail move

or beyond, claims to the contrary are at best self-serving. It is well known that freight shipments by truck that must continue by rail, such as occurs in interswitching, regulated or otherwise, incur far more costs than direct freight rail movements and even multiline freight rail movements, and thus offer lower rents than a single or multiline railway can extract to destination, without fear of losing that traffic to the truck mode.

8. FAIR also agrees with the CPKC Submission when it says that UIS rates in the United States are not a useful benchmark for establishment of RIS rates, because the "US railway network is structurally very different from the Canadian network".[10] Notably, the CPKC Submission elaborates as follows:

> "On network structure, the US rail network is considerably denser and more interconnected than the Canadian network. There are three times more Class I railways in the US, and approximately three times more track miles. Due to the greater track density, there are many more interconnections and routing options for most rail traffic. The US rail network also includes approximately 600 short-line railroads, many of which are connected to multiple Class I railroads. It is rare for Canadian short-line railroads to connect to multiple Class I railroads. <u>All of this adds up to greater optionality for rail routing in the US. These structural differences mean that the Canadian freight rail market cannot be meaningfully compared to the US freight rail market</u>."[11]

[footnotes omitted, underlining added]

9. FAIR submits that no useful information can be gleaned from UIS rates in the United States, or anywhere else, without a thorough analysis of the competitiveness of such interchanges of traffic.

<u>UIS Data Problems</u>

10. FAIR agrees with the CPKC Submission when it says "CPKC and CN represent only a small portion of the interswitching activity in the US" and that a "data sample based on their [CN and CPKC] activity would not be representative."[12] FAIR observes that the entire Soboleva Report is based solely on CN UIS data, much of which is based on UIS movements in the United States. That is an even smaller and less representative data set than the data set the CPKC Submission says is unrepresentative.

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because that would involve transloading from rail car to truck at, or near, the interchange, incurring significant cost and delay."

[10] CPKC Submission, paragraph 33.

[11] CPKC Submission, paragraph 34.

[12] CPKC Submission, paragraph 35.

11. The CPKC Submission goes further and acknowledges that its records disclose insufficient volumes of interchanged traffic to another rail carrier in Canada that were subject to UIS rates to generate a meaningful comparison.[13] FAIR takes no position regarding the relevance of UIS rates set by shortlines in Canada, apart from observing that the Agency lacks the ability to compel their production from provincially-regulated shortlines, which is many or most of them. In any event, FAIR agrees with CPKC's submission that insufficient data exists to draw a useful comparison.[14] FAIR submits that even less of such traffic would be subject to effective competition to serve as any kind of useful comparison.

12. FAIR also agrees with the CPKC Submission's position that UIS rates in Europe are irrelevant, even if the Agency could obtain them.[15]

13. FAIR emphasizes that there are several reasons why even dual-rail served facilities do not necessarily generate effective competition, which is consistent with the Bureau Submission.[16] A few examples suffice:

    a. A connecting carrier must be willing to compete for the shipper's traffic.

    b. Even if two railways cooperate to interchange a shipper's traffic effectively, the destination of that shipper's traffic may be served by only one of the railways, thus rendering a routing via the second railway less efficient, more time consuming and costly.

    c. A shipper that is dual-served for one or more facilities or products, may be captive to a single railway for other facilities or products, thus diminishing the shipper's leverage to negotiate competitive rates from even its dual-served facilities or products.

<u>The CN Submission and the Soboleva Report</u>

14. The CN Submission, relying on the Soboleva Report, proposes the CN RIS Rate-Setting Proposal, which would rely solely on UIS rates for switching movements. FAIR has identified

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[13] CPKC Submission, paragraphs 27-28.
[14] CPKC Submission, paragraph 32: "Even if the Agency wished to draw a market comparison to short-line switching and haulage, it would not be possible to do so because there is insufficient data available for that purpose. CPKC has rate agreements with some of of [*sic*] its short-line rail partners, representing a handful of distinct short-line origin: interchange combinations (based on 2024 information). The majority of CPKC's short-line rail partners operate on a "Rule 11" basis, meaning that they invoice shippers directly. CPKC does not have rate agreements with these short-line railroads and therefore does not have the rate information."
[15] CPKC Submission, paragraphs 36-39.
[16] Bureau Submission, pages 4-5.

the most fundamental problems with the CN RIS Rate-Setting Proposal in the paragraphs that follow.

Agency's Obligations Under the FCA Decision

15. The 2025 FCA Decision requires the Agency to "receive evidence relevant to commercial factors and consider those factors",[17] but the Agency remains free to give those factors "little or no weight".[18] The CN Submission argues that the CN RIS Rate-Setting Proposal "is the only approach that ensures the resulting rates are 'commercially fair and reasonable' to 'all parties', including CN."[19] The CN Submission alleges that "the Agency *must* apply that standard."[20] While the CN Submission is correct that the 2025 FCA Decision requires the Agency to apply the "commercially fair and reasonable to all parties" standard, the Federal Court of Appeal stated that the Agency need not give any weight to the CN RIS Rate-Setting Proposal or other approaches that rely on "commercial market factors".

16. FAIR observes that the Agency's current RIS-rate setting methodology is already "fully compensatory" to railway companies, including a normal return on capital:

> "The amount of fixed costs is calculated as the total system cost (which is derived from financial reports provided to the Agency) less the system variable cost (calculated by the Agency's costing model). The system contribution to fixed costs is the amount of fixed costs expressed as a proportion of the system variable costs. The interswitching rates are fully compensatory to railway companies and cover railway total cost, including all variable costs, plus a contribution to railway fixed costs equal to the system average contribution to fixed costs, all of which include a profit component sufficient to provide a normal return on capital to railway companies.
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> For 2026, the average contribution to fixed costs is 66.70%, compared to the 2025 value of 61.34% as set out in Determination R-2024-181."[21]

[underlining added]

17. The CN Submission conveniently ignores that fact. While both CN and CPKC have enjoyed a substantially greater return on capital than a normal return,[22] a normal return is all that is

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[17] 2025 FCA Decision, paragraph 28.
[18] 2025 FCA Decision, paragraph 40.
[19] CN Submission, page 8.
[20] CN Submission, page 8.
[21] 2026 Agency RIS Determination, Appendix A, section 5.0 (contribution to fixed costs).
[22] See Figures 1 and 2 of the Report of Dr. Larry Gould dated September 26, 2023 found at Schedule "B" of the White Paper dated September 26, 2023 entitled "Rail Rates in Canada – Response by the Coalition For The Factual Analysis Of International Rail Rates To The 2023 CPCS Report (International Comparison of Railway Freight Rates)" (available at www.fairrail.ca).

required. As the late transportation economist, Dr. David Gillen, explained it, "normal return" is:

> "…a phrase commonly found in economics and describes a circumstance where the owners of capital receive a sufficient return to cover the costs of raising and acquiring capital resources and to maintain the use of the capital in its present employment. This outcome will also result in no dead-weight loss to the economy; a deadweight loss occurs when prices deviate from marginal costs with the result that neither government, consumers or producers benefit in real terms."[23]

18. FAIR submits that a normal return on capital is all CN requires in order to maintain its operations and compensate CN's shareholders for the risk they have taken. FAIR submits that the Agency's current RIS-rate setting methodology is already "commercially fair and reasonable to all parties". Any return on capital greater than a normal return would not be commercially fair and reasonable to the wide range of industrial facilities that ship under RIS rates. RIS rates that allow railways to recover more than a normal return on capital would harm the economy to a greater degree than the excessive returns enjoyed by CN and CPKC already cause.

No Analysis of Competition for Shipper Traffic

19. The CN RIS Rate-Setting Proposal ignores the extent to which movements subject to UIS rates are subject to any form of competition, much less effective competition. Indeed, the Soboleva Report resorts to vague generalizations on the point.[24]

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[23] See the Fair Rail report referenced at footnote 22, Schedule "A", Report of Dr. David Gillen, Ph.D. dated September 26, 2023, page 8.
[24] Soboleva Report, paragraph 30: "Thus, freight railways compete with other freight railways and also compete with other modes of freight transportation such as pipelines, trucking, and marine transport for shippers' traffic."

Railway-to-Railway Payment of UIS and RIS Rates

20. The Soboleva Report emphasizes that both RIS rates[25] and UIS rates[26] are paid from one railway to another. It states that railways are "economic agents … who each have significant expertise in railway operations, understand market dynamics, and rely on traffic volumes to achieve economies of scale", which implicitly suggests that the Agency should place more weight on UIS rates for that reason.[27] Any suggestion that railways are better placed than shippers or the Agency to assess whether a particular UIS rate is fair and reasonable is wholly unwarranted, particularly given the railway's profit maximization objective, and in any event, railways certainly are not better placed than the Agency to determine RIS rates.

21. The Soboleva Report conveniently ignores that many shortline railways are captive to a Class I railway, and thus have very limited leverage in negotiations with CN, as the CPKC Submission points out.[28] Thus, the UIS rates that CN pays or receives from shortlines that connect to CN, many of which may have been established by CN in an agreement with the shortlines, are hardly a reliable benchmark.

22. In any event, the Soboleva Report's emphasis on railway-to-railway payment of UIS and RIS rates is irrelevant. The shipper still has to pay the RIS rate or UIS rate because one of the railways will recover them from the shipper, whether or not itemized as a RIS rate or the UIS rate, as the case may be, separately from the freight rate.

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[25] Soboleva Report, paragraph 25: "As noted above, fees for interswitching and comparable movements – whether commercially negotiated or regulated – are paid by the line-haul railway to the terminal carrier. The shipper pays the line-haul railway for the line-haul service who then pays the interswitching fee to the interswitching railway. While regulated interswitching rates are published by the CTA and are observable by the shippers, these interswitching fees are not typically included on shipper invoices. Unregulated interswitching fees may not be known to shippers at all. Importantly, unregulated interswitching fees are set between the railways, not between shippers and railways. These interswitching rates are negotiated and determined by economic agents – railways – who each have significant expertise in railway operations, understand market dynamics, and rely on traffic volumes to achieve economies of scale."
[26] Soboleva Report, paragraph 35: "Rates for unregulated interswitching are commercially determined between railways and reflect market rates for interswitching services. These are railway to railway charges that are not set by the regulatory agencies. They are not negotiated with shippers and often are not separately invoiced."
[27] See footnote 25.
[28] CPKC Submission, paragraph 30: "In many instances, the short-line railroad leases its trackage from the Class-I. As such, the competitive environment in which a short-line rate is negotiated is not similar to that in which an interswitching rate between two Class-1 carriers would be negotiated… "

Mischaracterization of the Purpose of RIS

23. The Soboleva Report describes the goal of RIS as "to give shippers access to competing railways for line-haul movements."[29] The statement of that goal is incomplete; rather, the RIS mechanism is intended as a competitive access mechanism "for the benefit of shippers".[30]

24. The Soboleva Report understates and mischaracterizes the intention of RIS by focusing on the absence of shipper foreclosure of access to the rail network, when it says in respect of UIS rates that they:

> "… reflect the ultimate objective of regulated interswitching: to ensure that foreclosure does not occur."[31]

25. The Soboleva Report defends the CN RIS Rate-Setting Proposal's use of UIS rates with the claim that because the traffic was interchanged, foreclosure did not occur.[32] However, a UIS rate that does not foreclose a particular shipment does not mean that the same UIS rate did not foreclose the same shipper from shipping the optimal, welfare-maximizing, efficient volumes that ensure no harm to the economy, as described above. For example, a UIS rate may have prevented the shipper from producing and shipping more of the same product (or a lower value product) than it would have if the UIS rate were lower. All that can be concluded by the fact that a shipper shipped under a particular UIS rate is that *the UIS rate did not totally foreclose some shipments*. It does not say anything about the competitive rate level, or the maximum rate level required by the railway to ensure a normal return and no more.

26. The CN RIS Rate-Setting Proposal, if adopted, would render RIS even more ineffective in incenting railways to compete for shipper's traffic than it is today.

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[29] Soboleva Report, paragraph 37.

[30] RIAS in respect of the Regulations Amending the Railway Interswitching Regulations (2014), Canada Gazette Part II, August 1, 2014 (http://www.gazette.gc.ca/rp-pr/p2/2014/2014-08-13/html/sor-dors193-eng.html), page 2313-2314, 2322. Also, see paragraphs 4 – 6 and Schedule A of the FAIR Rail Submission and the sources cited therein.

[31] Soboleva Report, paragraph 38: "These unregulated interswitching rates are market prices that railways pay to each other when providing access to line-haul movements. There may exist a concern that such access may be foreclosed if the terminal carrier charges interswitching rates that are high enough to foreclose access. However, there will be no such rates in the data I use because rates so high as to foreclose access will have no movement associated with them. In other words, the data I rely on are for actual interswitching movements that occurred because the price was not so high as to foreclose access. Hence, these rates reflect the ultimate objective of regulated interswitching: to ensure that foreclosure does not occur".

[32] Soboleva Report, paragraph 38.

Inappropriate Incentives

27. Further, the adoption of the CN RIS Rate-Setting Proposal would necessarily rely to an overwhelming extent on CN and CPKC UIS data, whether or not the Agency determined to consider only UIS rates for movements in Canada. That would set up a strong incentive for CN and CPKC to raise the UIS rates paid between them, thereby significantly raising RIS rates in the next Agency RIS rate determination, to the benefit of both CN and CPKC and to the vast detriment of shippers that might use RIS. The inclusion of shortline railway UIS rates would only mitigate that risk to a very minor extent, given the dependence of shortline railways on Class I interswitching of traffic, and the impact on rates of such interswitching.

No Access to CN Data

28. The CN Submission and the Soboleva Report completely redact not only the data underlying all rate analyses, but even the tables summarizing the results. That approach renders it impossible for any interested party to make meaningful submissions on them. CN could have anonymized the underlying data to redact shipper names, origin and destination station names, and other identifying information. While that approach may have remained insufficient to enable interested parties to make fulsome submissions, it might have given them a chance.

29. The Agency has just released a determination that indicates RIS applies to revenue movements of empty cars (without a corresponding loaded movement).[33] While it is impossible for FAIR to determine whether or not the rate data Dr. Soboleva considered higher rates for such movements in Canada, to the extent it did, those rates should have been excluded.

Haulage Rates

30. Dr. Soboleva excluded UIS rates from haulage arrangements on the basis that "…they do not require terminal-related activities … that make origin and termination switches more operationally complex."[34] As relatively minor point, that is not always correct. As part of CN's "Responsive Application" in connection with the CP/KCS merger proceeding before the United States Surface Transportation Board, CN filed a proposed form of Haulage Services Agreement between Kansas City Southern Railway Company ("**KCS**") and Illinois Central Railroad Company ("**ICRR**"), which is a subsidiary of CN, that clearly would require ICRR, in addition to haulage services, to conduct:

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[33] Agency Determination No. R-2026-41 dated March 9, 2026 (available at: https://otc-cta.gc.ca/eng/ruling/r-2026-41). FAIR acknowledges that CN and CPKC have sought leave to appeal this Agency determination to the Federal Court of Appeal.

[34] Soboleva Report, paragraph 57.

> "…..pick up, delivery, switching, spotting and placement of Haulage Cars at customer facilities, on industry, team or house tracks, and at transload, intermodal or automotive facilities, in each case, as directed by KCSR and/or the subject customer or facility operator"[35]

Specific Classes of Traffic

31. The CN Submission proposes that the Agency establish higher RIS rates for dimensional loads, automobiles, and dangerous goods.[36] The CN Submission argues that shipments of the subset of dangerous goods that are toxic by inhalation ("**TIH**") and poisonous by inhalation ("**PIH**") commodities should be excluded from the RIS regime altogether.[37] The CPKC Submission proposes higher RIS rates for TIH-PIH commodities.[38]

32. FAIR opposes the exclusion of any traffic type, including TIH/PIH commodities, from eligibility for RIS rates. TIH/PIH traffic is no less captive to CN or CPKC than other traffic types. In addition, the Act excludes TIH/PIH commodities from the unused long-haul interswitching remedy,[39] but not from RIS. FAIR submits that a basic principle of statutory interpretation suggests that Parliament did so intentionally; thus, unless and until Parliament changes that position by way of amendment to the Act, TIH and PIH commodities must continue to be eligible for RIS rates.

Investment Incentives

33. While neither the CN Submission nor the CPKC Submission allege that RIS rates are a disincentive to invest, each of CN,[40] CPKC,[41] and their industry association, the Railway

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[35] CN Application and Exhibits (Public Version), 28 February 2022, Filing No. 304041 in STB Docket FD 36500(Sub-Nos. 1, 2, 3, 4), Exhibit 2C.
[36] CN Submission, pages 5 – 6.
[37] CN Submission, page 6.
[38] CPKC Submission, paragraph 20.
[39]At most, LHI is being used against shippers as a pretence of a plethora of remedies.
[40] For example, see CN letter dated October 20, 2020 to the Agency (the text of which is available at https://otc-cta.gc.ca/eng/publication/five-year-review-interswitching-regulations-and-rates-consultation-paper): "Below market interswitching rates set on the basis of cost does not derive sufficient returns for railways to meet that necessary level of re-investments because interswitching traffic is transferred to another carrier which receives the benefits of the long-haul movements at commercial rates."
[41] CPKC letter to dated May 3, 2023 to the Members of the Standing Senate Committee on National Finance (available at: https://sencanada.ca/Content/Sen/Committee/441/NFFN/briefs/CPKCLetter-Ext.Interswitching_e.pdf), page 3: "Cost-based rates deter railway investment in capacity-enhancing infrastructure because they do not allow railways to generate profit for the movement of traffic." Also, see page 1: "This policy [extended Interswitching limits] will deter investment in capacity-building railway infrastructure in Canada."

Association of Canada,[42] have consistently alleged that point in other fora, often in relation to the Transport Canada pilot project regarding the 18 month extension of the radial limit for RIS movements from 30 km to 160 km.

34. To FAIR's knowledge, none of CN, CPKC or RAC have ever publicly produced any documentary evidence in support of those allegations. To the extent the Agency gives any weight whatsoever to the position that current RIS rates create a disincentive to invest, FAIR supports the Bureau Submission's position that CN and CPKC should be required to prove the point with normal course business documents, not bare assertions.[43]

Railway Caps on Absorbed Switching Rates

35. FAIR submits that to the extent the Agency gives any weight whatsoever to commercial market factors, a very relevant data point is railway caps in public tariffs on the quantum of switching charges they will absorb, or otherwise include, in the linehaul rates.

36. For example, Union Pacific Circular 17-D, which applies to certain grain products, says that Union Pacific will absorb a maximum of $160 per loaded car of the connecting railway's switching charges, with a requirement for the shipper to pay any switching charges in excess of that amount.[44] Similarly, Item 5000000-AD of Supplement 3 to Freight Tariff CN 514301-AW states that the rates in that item include switching charges to a maximum of USD $250.00 per railcar.[45]

37. FAIR submits that these caps approximate the level of switching charges that railways consider reasonable. Both of the examples above are below the current single car Zone 1 RIS

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[42] See Railway Association of Canada submission dated April 27, 2023 to the House of Commons Standing Committee on Finance (available at: https://www.ourcommons.ca/Content/Committee/441/FINA/Brief/BR12402865/br-external/RailwayAssociationOfCanada-e.pdf, page 4: "Cost-based rates deter railway investment in capacity-enhancing infrastructure."

[43] Bureau Submission, page 5: "If concerns are raised about the impact of interswitching rates on investment or competitiveness, such as in CN's letter to the CTA, it would be helpful for these to be supported by objective evidence from ordinary course of business records. The Agency can consider requesting information showing how interswitching rates have influenced investment decisions or financial outcomes such as ordinary course of business investment records, to ensure decisions are fair and grounded in facts."

[44] See Schedule A, Union Pacific Circular 17 – D effective January 1, 2008 through December 31, 2100, as downloaded on March 21, 2026. In particular, see Item 20 under the heading "Switch Absorption": "Unless otherwise specified in individual rate items herein, Union Pacific will absorb a maximum of $160.00 per loaded car of connecting line's switching charges. Charges not absorbed will be in addition to the line-haul charges. Any absorption provisions which may be provided in other Union Pacific System switching tariffs are not applicable."

[45] See Schedule B, Supplement 3 to Freight Tariff CN 514301-AW effective March 16, 2026 through December 31, 2026, as downloaded on April 7, 2026. In particular, Note 5 to Item 5000000-AD (on page 10 of Item 5000000-AD, page 13 of the 17 page PDF attached at Schedule B) states: "Price includes reciprocal switch at origin up to a maximum of USD $250.00 Per Car."

rate, following conversion to Canadian dollars, and substantially below the single car Zone 2 to 4B rates.

Question 3: What weight, if any, should the Agency give to commercial market factors in its rate-setting methodology? Provide data and a rationale for your response.

Question 4: What methodology should be used to apply these weights to calculate interswitching rates? Provide a calculation and a rationale for your response.

38. FAIR submits that the Agency should give no weight to UIS rates for the reasons expressed above.

Please do not hesitate to contact us if we can be of further assistance.

Yours truly,

François Tougas

cc: Canadian Canola Growers Association
Forest Products Association of Canada
Mining Association of Canada
Pulse Canada
Western Canadian Shippers Coalition
Western Grain Elevator Association

Schedule A - Union Pacific Circular 17 – D (effective January 1, 2008 through December 31, 2100)

UP CIRCULAR 17 - D

(Revision 6) Rules Format Change

Applying on:

Deregulated GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES

Issued By:

CL

Union Pacific Railroad Company
1400 Douglas Street Omaha, NE 68179

TARIFF ITEM CHECKLIST

Item Number	Item/Rule Description	Version	Effective Date	Expiration Date
1	DEFINITION OF ITEM SYMBOLS		01/01/2008	12/31/2100
5	GOVERNING RULES	A	07/01/2012	12/31/2100
6	REFERENCE TO TARIFFS, CIRCULARS, ITEMS NOTES, RULES, ETC		01/01/2008	12/31/2100
10	UP 4 RULES		01/01/2008	12/31/2100
17	APPLICATION OF SCALE RATES		01/01/2008	12/31/2100
20	SWITCHING		01/01/2008	12/31/2100
120	FURNISHED EQUIPMENT	B	01/01/2015	12/31/2100
210	REFUSED OR REJECTED SHIPMENTS		01/01/2008	12/31/2100
260	OVERLOAD SHIPMENT PENALTY		10/31/2006	12/31/2100
300	GROSS OR ESTIMATED WEIGHTS		01/01/2008	12/31/2100
661	FSC MILEAGE CALCULATOR		01/01/2008	12/31/2100

DEFINITION OF ITEM SYMBOLS

A - Add
C - Change
D - Decrease
I - Increase
X - Expire

GOVERNING RULES DOCUMENTS

This publication is governed, except as otherwise specifically provided herein, by the provisions of publications below as amended from time to time:

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Directory of Hazardous Materials Shipping Description	(Issued by RAILINC)
Official Railroad Station List	OPSL 6000-series
Standard Transportation Commodity Code	STCC 6001-series
Uniform Freight Classification	UFC 6000-series
Union Pacific Railroad Company Accessorial Tariff	UP 6004-series

[c] Application of Official Railway Equipment Register is hereby cancelled. Please refer to http://www.uprr.com/customers/equip-resources/index.shtml.

REFERENCE TO TARIFFS, CIRCULARS, ITEMS NOTES, RULES, ETC.

Where reference is made in this publication to tariffs, circulars, items, notes, rules, etc., such references are continuous and include revisions and supplements to and successive issues of such tariffs, circulars, items, notes, rules, etc.

UP RULES CIRCULAR 4

This publication is governed, except as otherwise provided herein, by the provisions of EXEMPT CIRCULAR UP 4 -series as amended from time to time.

APPLICATION OF SCALE RATES

Rates based on mileage scales published in this document will not apply when specific point-to-point rates are published in other items of this document. This includes through rates made by combining multiple independent factors.

SWITCHING

DEFINITION OF SWITCHING

Where the term "reciprocal, intermediate, inter-terminal, intra-terminal or intra-plant" is used herein, it is understood to mean:

Reciprocal- A switching movement beteeen a corporation, firm or individual located on tracks of the UP and the point on the UP at which car will be delivered to or received from a connecting line on traffic that originates at or is destined to a point beyond the switching limits of a station or industrial switching district via said connecting line moving on revenue billing. (See Exception 1)

Intermediate- A switching movement between a point on the UP at which a car will be received from a connecting line and the point on the UP at which a car will be delivered to connecting line within the switching limits of a station or industrial switching district.

Inter-terminal- A switching movement between a corporation, firm or individual location on tracks of the UP and the point on the UP at which car will be delivered to or received from a connecting line on traffic that originates at and is destined to a point within the switching limits of a station or industrial switching district. (See Exception 1)

Intra-terminal- A switching movement (other than intra-plant) from one track to another, or between points on the same track, on the UP, within the switching limits of one station or industrial switching district.

Intra-plant- A switching movement from one point to another point on the same track or from one track to another track, within the confines of the same plant or industry without leaving tracks of the industry.

EXCEPTION 1. Where interchange is made through an intermediate carrier, the point at which car will be delivered or received is point of intermediate carriers.

GENERAL APPLICATION OF SWITCH CHARGES

- **[i]** Provision Cancelled effective 1/1/08. For provisions to apply, see UP 6004-series.

SWITCH ABSORPTION

Unless otherwise specified in individual rate items herein, Union Pacific will absorb a maximum of $160.00 per loaded car of connecting line's switching charges. Charges not absorbed will be in addition to the line-haul charges. Any absorption provisions which may be provided in other Union Pacific System switching tariffs are not applicable.

FURNISHED EQUIPMENT USED OFFLINE

When upon request of the consignor, Union Pacific furnishes carrier owned, controlled or leased equipment for loading of a line haul shipment with any commodity as listed in this document and such shipment is routed from origin station via carrier other than UP, a charge of **[i] $1000.00** per car will be assessed to the person, firm or corporation ordering the car. (See **EXCEPTION**)

EXCEPTION: This charge will not be assessed when consignor has received prior concurrence from UP Car Management Department to use such equipment for an outbound shipment via a carrier other than UP from origin station.

REFUSED OR REJECTED SHIPMENTS

Except as otherwise provided in specific rate items when a given shipment is refused or rejected at destination and is not unloaded, it may be returned to the original shipping point via reverse route of the original movement and will be subject to the applicable rate from origin to original billed destination in effect on the date shipment is tendered for return.

OVERLOAD SHIPMENTS

ITEM CANCELLED. SEE UP 6004 - SERIES FOR APPLICABLE PROVISIONS.

GROSS OR ESTIMATED WEIGHTS

Unless otherwise authorized, charges shall be computed on gross weights, including the weight of pallets, platforms or skids utilized by the shipper, at the rate applicable to the freight loaded thereon, including temporary blocking, standards, strips or similar bracing, dunnage or supports, when used.

FUEL SURCHARGE MILEAGE CALCULATOR

To facilitate customer implementation of the mileage based carload fuel surcharge, Union Pacific provides ALK PC*Miler Rail mileages on its website (http://www.uprr.com/customers/surcharge/index/shtml). Options available are an easy to use Mileage Calculator and a Bulk Mileage Load Capability. The Bulk Mileage Load Capability is a list of mileages by Origin - Route - Destination. This is an unique listing of the most commonly used revenue routes for UP issued tariffs/circulars that are converted to a mileage based fuel surcharge.

Schedule B - Supplement 3 to Freight Tariff CN 514301-AW (effective March 16, 2026 through December 31, 2026)

Change

SUPPLEMENT 3 TO

Canadian National

Freight Tariff CN 514301-AW

This supplement and all previously issued supplements for CN T 514301-AW contains all changes.

LOCAL COMPETITIVE FREIGHT TARIFF

of Rates on

VARIOUS COMMODITIES

For Carloads

FROM	TO
VARIOUS STATIONS IN: CANADA UNITED STATES	VARIOUS STATIONS IN: CANADA UNITED STATES

Rail transportation services provided under this Agreement are governed, when applicable, by all tariffs, rules and regulations, except as otherwise provided herein. These tariffs, rules and regulations are amended from time to time, and include but are not limited to: CN 9000-series, CN 9001-series, CN 9002-series, CN 9003-series, CN 9004-series, CN 9007-series, CN 6400-series, CN 6544-series, CN 6600-series and RIC 6007-series supplements thereto and reissues thereof, which are incorporated herein.

ISSUED March 30, 2026 Effective March 16, 2026, except as otherwise provided herein.

Expires December 31, 2026, unless sooner cancelled, changed or extended.

CANADIAN NATIONAL RAILWAY COMPANY is issuing this tariff in its own name and for and on behalf of its U.S. operating companies as listed in tariff 9000 (hereinafter collectively "CN"). CN's rail network may not extend the entire length of any given shipment and therefore its transportation may require the participation of other independently operated railway carriers at any point from origin to destination. In such instances, CN may undertake to invoice a single freight rate (and the applicable fuel surcharge) for the entire movement. Nevertheless, when traffic moves with such other participating carriers, all shipments shall be under the exclusive control, and subject to the applicable tariffs, of these participating carriers while traffic is in their care. Some participating carriers may not be specifically identified in this document but routing information for all traffic is available upon request

Claims Liability: The rates contained herein are based on a limitation of carrier liability for loss or damage arising from the transportation of goods, as governed by CN 6600.By shipping on these rates, the Customer acknowledges that it has opted not to utilize transportation services subject to full liability terms and conditions pursuant to the Carmack Amendment, 49 U.S.C. Section 11706 (for shipments originating in the U.S.) or the Railway Traffic Liability Regulations (for shipments originating in Canada). If a full liability rate is required, please contact your CN Account Manager or Sales Center.

Issued by Sales and Marketing
Canadian National Railway Company, 935 de la Gauchetière St. West, Montreal, QC, Canada H3B 2M9
Visit www.cn.ca for copies of Tariffs

(CN 514301-AW)
(Erick Martins) (61)

(Sys.)

Item 0000002	Item 0000002

Participating Carriers
(Alphabetized By Standard Carrier Abbreviation)

The Following Carriers are Parties to this Tariff Under Powers of Attorney or Concurrences Issued to Assistant Comptroller, Canadian National Railway.

Abbreviation	Name of Carrier
BRR	BATTLE RIVER RAILWAY NGC INC
CN	CANADIAN NATIONAL RAILWAY COMPANY

Item 8100000	Item 8100000

Explanation of Route Numbers

Route	Via
CN BRR 1	CN, KIRON, AB, BRR
CN CN 0	CN - DIRECT

CANADIAN NATIONAL	**SUPPLEMENT 3 TO TARIFF CN 514301-AW** **Effective March 16, 2026.** **Expires December 31, 2026.**	FROM: IA, IL, LA, MO, OH, PQ, SK, TN, WI TO: AB, BC, IA, IL, MB, MI, NB, NS, ON, PQ, SK, WI **Item No: 5000000-AD** **Item Pages: 10**

General Conditions Applicable Against All Traffic shipped under this Item

Commodities : Applies on STCCs 2819148 or 2819910 or 2871235 or 2871236 or 2871238 or 2871240 or 2871250 or 2871445. See "Commodity List 1" in item 9999900 for STCC descriptions.

Route(s) : CN CN 0: CN - DIRECT

Rate(s) Unit of Measure : PER CAR

Note(s) :
- Claims Liability: Except as otherwise provided, the rates contained herein are based on a limitation of carrier liability for loss or damage arising from the transportation of goods, as expressly stated in this price publication.
- CN may, in its sole discretion, modify the rates published herein 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.
- Rates herein are subject to Fuel Surcharge Tariff CN 7403 series, supplements thereto or reissues thereof.
- In addition, rates herein are subject to optional services fees, where incurred, in accordance with Tariff CN 9000, CN 9001, CN 9002, CN 9003, and CN 9004, supplements thereto and reissues thereof.
- Price applies in U.S. funds, **except as noted**.

Rate Column Definitions (Columns may appear on succeeding pages).

A - Applicable in covered hopper cars not exceeding 263,000 lbs gross weight.
  - Price applies in railway supplied equipment.

B - Applicable in covered hopper cars not exceeding 263,000 lbs gross weight.
  - Price applies in shipper supplied equipment.
  - Rate is exclusive of mileage equalization.

C - Applicable in covered hopper cars exceeding 263,000 lbs but not exceeding 286,000 lbs gross weight.
  - Price applies in railway supplied equipment.

D - Applicable in covered hopper cars exceeding 263,000 lbs but not exceeding 286,000 lbs gross weight.
  - Price applies in shipper supplied equipment.
  - Rate is exclusive of mileage equalization.

E - Applicable in covered hopper cars not exceeding 263,000 lbs gross weight.
  - Price applies in foreign supplied equipment.

F - Applicable in covered hopper cars having capacity of less than or equal to 3800 cubic feet.
  - Price applies in railway supplied equipment.

Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	A	B	C	D	E	Note(s)
IA DUBUQUE	IA DUBUQUE	IA ACKLEY	IA ACKLEY	$ 2,931	$ 2,643	$ 3,219	$ 2,821		1-2

Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.

Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	A	B	C	D	E	Note(s)
IA DUBUQUE	IA DUBUQUE	IA ALBURNETT	IA ALBURNETT	$ 2,010	$ 1,693	$ 2,217	$ 1,817		1-2
IA DUBUQUE	IA DUBUQUE	IA ALDEN	IA ALDEN	$ 2,931	$ 2,643	$ 3,219	$ 2,821		1-2
IA DUBUQUE	IA DUBUQUE	IA ALTA	IA ALTA	$ 3,867	$ 3,524	$ 4,253	$ 3,771		1-2
IA DUBUQUE	IA DUBUQUE	IA APLINGTON	IA APLINGTON	$ 2,505	$ 2,202	$ 2,752	$ 2,354		1-2
IA DUBUQUE	IA DUBUQUE	IA AURELIA	IA AURELIA	$ 3,867	$ 3,524	$ 4,253	$ 3,771		1-2
IA DUBUQUE	IA DUBUQUE	IA AURELIA	IA AURELIA	$ 3,867	$ 3,524	$ 4,253	$ 3,771		3
IA DUBUQUE	IA DUBUQUE	IA BARNUM	IA BARNUM	$ 3,867	$ 3,524	$ 4,253	$ 3,771		1-2
IA DUBUQUE	IA DUBUQUE	IA BLAIRSBURG	IA BLAIRSBURG	$ 2,931	$ 2,643	$ 3,219	$ 2,821		1-2
IA DUBUQUE	IA DUBUQUE	IA CENTRAL CITY	IA CENTRAL CITY	$ 2,010	$ 1,693	$ 2,217	$ 1,817		1-2
IA DUBUQUE	IA DUBUQUE	IA CHARLES CITY	IA CHARLES CITY	$ 2,931	$ 2,643				1-2
IA DUBUQUE	IA DUBUQUE	IA CLEGHORN	IA CLEGHORN	$ 3,867	$ 3,524	$ 4,253	$ 3,771		1-2
IA DUBUQUE	IA DUBUQUE	IA CLEGHORN	IA CLEGHORN	$ 3,867	$ 3,524	$ 4,253	$ 3,771		3
IA DUBUQUE	IA DUBUQUE	IA DENISON	IA DENISON	$ 4,074	$ 3,730	$ 4,487	$ 3,991		1-2
IA DUBUQUE	IA DUBUQUE	IA DENISON	IA DENISON	$ 4,074	$ 3,730	$ 4,487	$ 3,991		3
IA DUBUQUE	IA DUBUQUE	IA DUNCOMBE	IA DUNCOMBE	$ 2,931	$ 2,643	$ 3,219	$ 2,821		1-2
IA DUBUQUE	IA DUBUQUE	IA DUNCOMBE	IA DUNCOMBE	$ 2,931	$ 2,643	$ 3,219	$ 2,821		3
IA DUBUQUE	IA DUBUQUE	IA DUNLAP	IA DUNLAP	$ 4,074	$ 3,730	$ 4,487	$ 3,991		1-2
IA DUBUQUE	IA DUBUQUE	IA DUNLAP	IA DUNLAP	$ 4,074	$ 3,730	$ 4,487	$ 3,991		3
IA DUBUQUE	IA DUBUQUE	IA FARLEY	IA FARLEY	$ 2,010	$ 1,693	$ 2,217	$ 1,817		1-2
IA DUBUQUE	IA DUBUQUE	IA JANESVILLE	IA JANESVILLE	$ 2,505	$ 2,202				1-2
IA DUBUQUE	IA DUBUQUE	IA MANCHESTER	IA MANCHESTER	$ 2,010	$ 1,693	$ 2,217	$ 1,817		1-2
IA DUBUQUE	IA DUBUQUE	IA MANSON	IA MANSON	$ 3,867	$ 3,524	$ 4,253	$ 3,771		1-2
IA DUBUQUE	IA DUBUQUE	IA MONA	IA MONA	$ 2,931	$ 2,458				1-2
IA DUBUQUE	IA DUBUQUE	IA NASHUA	IA NASHUA	$ 2,505	$ 2,202				1-2
IA DUBUQUE	IA DUBUQUE	IA NEW HARTFORD	IA NEW HARTFORD	$ 2,505	$ 2,202	$ 2,752	$ 2,354		1-2
IA DUBUQUE	IA DUBUQUE	IA NORTH WALL LAKE	IA NORTH WALL LAKE	$ 4,074	$ 3,730	$ 4,487	$ 3,991		1-2
IA DUBUQUE	IA DUBUQUE	IA OSAGE	IA OSAGE	$ 2,505	$ 2,202				1-2
IA DUBUQUE	IA DUBUQUE	IA OSAGE	IA OSAGE	$ 2,505	$ 2,202				4
IA DUBUQUE	IA DUBUQUE	IA PARKERSBURG	IA PARKERSBURG	$ 2,505	$ 2,202	$ 2,752	$ 2,354		1-2
IA DUBUQUE	IA DUBUQUE	IA POMEROY	IA POMEROY	$ 3,597	$ 3,524	$ 4,253	$ 3,771		1-2
IA DUBUQUE	IA DUBUQUE	IA POMEROY	IA POMEROY	$ 3,597	$ 3,524	$ 3,955	$ 3,771		3
IA DUBUQUE	IA DUBUQUE	IA REMSEN	IA REMSEN	$ 3,597	$ 3,278	$ 3,955	$ 3,771		1-2
IA DUBUQUE	IA DUBUQUE	IA RYAN	IA RYAN	$ 2,010	$ 1,693	$ 2,217	$ 1,817		1-2
IA DUBUQUE	IA DUBUQUE	IA STACYVILLE	IA STACYVILLE	$ 2,505	$ 2,202				1-2
IA DUBUQUE	IA DUBUQUE	IA STACYVILLE	IA STACYVILLE	$ 2,505	$ 2,202				3
IA DUBUQUE	IA DUBUQUE	IA WALL LAKE	IA WALL LAKE	$ 4,074	$ 3,730	$ 4,487	$ 3,991		1-2
IA DUBUQUE	IA DUBUQUE	IA WALL LAKE	IA WALL LAKE	$ 4,074	$ 3,730	$ 4,487	$ 3,991		3

Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.

Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	A	B	C	D	E	Note(s)
IA DUBUQUE	IA DUBUQUE	IA WEBSTER CITY	IA WEBSTER CITY	$ 2,931	$ 2,643	$ 3,219	$ 2,821		1-2
IA DUBUQUE	IA DUBUQUE	IA YETTER	IA YETTER	$ 4,074	$ 3,730	$ 4,487	$ 3,991		1-2
IA DUBUQUE	IA DUBUQUE	IL EAST DUBUQUE	IL EAST DUBUQUE	$ 2,010	$ 1,693	$ 2,217	$ 1,817		1-2
IA DUBUQUE	IA DUBUQUE	WI CHILTON	WI CHILTON	$ 3,593	$ 3,261				1-2
IA DUBUQUE	IA DUBUQUE	WI DENMARK	WI DENMARK	$ 3,593	$ 3,261				1-2
IA DUBUQUE	IA DUBUQUE	WI FOND DU LAC	WI FOND DU LAC	$ 3,261	$ 2,931	$ 3,593	$ 3,137		1-2
IA DUBUQUE	IA DUBUQUE	WI GREEN BAY	WI GREEN BAY	$ 3,593	$ 3,261				1-2
IA DUBUQUE	IA DUBUQUE	WI GREENVILLE	WI GREENVILLE	$ 3,593	$ 3,261				1-2
IA DUBUQUE	IA DUBUQUE	WI PLOVER	WI PLOVER	$ 3,261	$ 2,931				1-2
IA DUBUQUE	IA DUBUQUE	WI STEVENS POINT	WI STEVENS POINT	$ 3,261	$ 2,931	$ 3,593	$ 3,137		
IL CHICAGO	IL CHICAGO	AB GRANDE PRAIRIE	AB GRANDE PRAIRIE	$ 10,387	$ 9,478	$ 10,387	$ 9,478		1-2
IL CHICAGO	IL CHICAGO	IL DIETERICH	IL DIETERICH		$ 3,150		$ 3,150		1-2
IL CHICAGO	IL CHICAGO	IL SPRINGFIELD	IL SPRINGFIELD	$ 3,407					1-2
IL CHICAGO	IL CHICAGO	ON SARNIA	ON SARNIA		$ 3,914				1-2
IL CHICAGO	IL CHICAGO	ON THAMESVILLE	ON THAMESVILLE	$ 6,362	$ 5,972	$ 6,362	$ 5,972		1-2
IL CHICAGO	IL CHICAGO	SK HANLEY	SK HANLEY	$ 7,666	$ 6,733				1-2
IL CHICAGO	IL CHICAGO	WI CHILTON	WI CHILTON	$ 3,151	$ 2,904				1-2
IL CHICAGO	IL CHICAGO	WI DENMARK	WI DENMARK	$ 3,151	$ 2,904				1-2
IL CHICAGO	IL CHICAGO	WI FOND DU LAC	WI FOND DU LAC	$ 2,643	$ 2,394	$ 2,904	$ 2,561		1-2
IL CHICAGO	IL CHICAGO	WI GREEN BAY	WI GREEN BAY	$ 3,151	$ 2,904				1-2
IL CHICAGO	IL CHICAGO	WI GREENVILLE	WI GREENVILLE	$ 3,151	$ 2,904				1-2
IL CHICAGO	IL CHICAGO	WI PLOVER	WI PLOVER	$ 2,780	$ 2,519				1-2
IL EAST ST LOUIS	IL EAST ST LOUIS	AB EDMONTON	AB EDMONTON	$ 10,074	$ 9,109	$ 11,079	$ 9,743		5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB RYCROFT	AB RYCROFT	$ 12,303		$ 13,528			5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB RYLEY	AB RYLEY	$ 10,074	$ 9,109	$ 11,079	$ 9,743		5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB STURGEON	AB STURGEON	$ 9,371	$ 8,475	$ 10,306	$ 9,743		5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB TORLEA	AB TORLEA	$ 10,074	$ 9,109	$ 11,079	$ 9,743		5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB VERMILION	AB VERMILION	$ 10,322	$ 9,524	$ 11,354	$ 10,184		5
IL EAST ST LOUIS	IL EAST ST LOUIS	BC VANDERHOOF	BC VANDERHOOF	$ 10,776	$ 9,799	$ 11,850	$ 10,487		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA ALDEN	IA ALDEN	$ 5,120	$ 4,487	$ 5,628	$ 4,802		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA BLAIRSBURG	IA BLAIRSBURG	$ 5,520	$ 4,886	$ 6,070	$ 5,229		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA DUNCOMBE	IA DUNCOMBE	$ 5,520	$ 4,886	$ 5,646	$ 4,865		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA OSAGE	IA OSAGE	$ 5,520	$ 4,886	$ 6,070	$ 5,229		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA POMEROY	IA POMEROY	$ 5,520	$ 4,886	$ 6,070	$ 5,229		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA WEBSTER CITY	IA WEBSTER CITY	$ 5,520	$ 4,886	$ 6,070	$ 5,229		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IL CHICAGO	IL CHICAGO		$ 3,509		$ 3,757		2-5-6
IL EAST ST LOUIS	IL EAST ST LOUIS	MB BLOOM	MB BLOOM		$ 7,114		$ 7,612		5 **(C)**

Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.

Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	A	B	C	D	E	Note(s)
IL EAST ST LOUIS	IL EAST ST LOUIS	MB BRANDON	MB BRANDON	$ 8,986	$ 8,298				5
IL EAST ST LOUIS	IL EAST ST LOUIS	MB LETELLIER	MB LETELLIER		$ 7,884		$ 7,886		5
IL EAST ST LOUIS	IL EAST ST LOUIS	MB NORTH TRANSCONA	MB NORTH TRANSCONA	$ 8,986	$ 7,720				5
IL EAST ST LOUIS	IL EAST ST LOUIS	MB PADDINGTON	MB PADDINGTON	$ 8,562	$ 7,886				5
IL EAST ST LOUIS	IL EAST ST LOUIS	MB WINNIPEG	MB WINNIPEG	$ 8,560	$ 7,886				5
IL EAST ST LOUIS	IL EAST ST LOUIS	ON GUELPH	ON GUELPH		$ 5,670		$ 5,797		5
IL EAST ST LOUIS	IL EAST ST LOUIS	ON INGERSOLL	ON INGERSOLL		$ 5,797		$ 5,797		5
IL EAST ST LOUIS	IL EAST ST LOUIS	ON KERWOOD	ON KERWOOD	$ 6,949	$ 6,400	$ 7,652	$ 6,853		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK ABERDEEN	SK ABERDEEN	$ 9,386	$ 8,560				5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK AYLSHAM	SK AYLSHAM	$ 9,454	$ 8,587				5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK BIENFAIT	SK BIENFAIT	$ 8,680	$ 7,912				5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK BIGGAR	SK BIGGAR	$ 9,386	$ 8,560	$ 10,322	$ 9,167		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK CROOKED RIVER	SK CROOKED RIVER	$ 9,854	$ 9,055				5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK HAMLIN	SK HAMLIN	$ 9,936	$ 9,109	$ 10,926	$ 9,743		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK HANLEY	SK HANLEY	$ 9,386	$ 8,560				5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK MOOSE JAW	SK MOOSE JAW	$ 9,386	$ 7,962				5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK NORTH BATTLEFORD	SK NORTH BATTLEFORD	$ 9,936	$ 9,109	$ 10,926	$ 9,743		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK OBAN	SK OBAN	$ 9,386	$ 8,560	$ 10,322	$ 9,167		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK SASKATOON	SK SASKATOON	$ 9,386	$ 8,560	$ 9,601	$ 9,167		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK SEMANS	SK SEMANS	$ 9,386	$ 8,560	$ 9,601	$ 9,167		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK TISDALE	SK TISDALE	$ 9,854	$ 9,055				5
IL EAST ST LOUIS	IL EAST ST LOUIS	WI HILBERT JCT	WI HILBERT JCT		$ 4,770		$ 4,770		2
IL EAST ST LOUIS	IL EAST ST LOUIS	WI MARSHFIELD	WI MARSHFIELD		$ 4,934		$ 4,934		5
IL GILMAN	IL GILMAN	AB RYCROFT	AB RYCROFT		$ 9,506		$ 9,506		1-2
IL GILMAN	IL GILMAN	AB STURGEON	AB STURGEON	$ 7,271	$ 6,750		$ 6,750		1-2
IL GILMAN	IL GILMAN	PQ STE FOY	PQ STE FOY		$ 8,203		$ 8,780	$ 8,877	1-2
IL GILMAN	IL GILMAN	SK BROCK	SK BROCK		$ 6,341				1-2
IL GILMAN	IL GILMAN	SK HAMLIN	SK HAMLIN		$ 6,341		$ 6,341		1-2
IL MADISON	IL MADISON	WI HILBERT JCT	WI HILBERT JCT		$ 4,770		$ 4,770		2
IL MADISON	IL MADISON	WI SLINGER	WI SLINGER		$ 3,986		$ 3,986		2-6
IL PEKIN	IL PEKIN	SK SASKATOON	SK SASKATOON	$ 8,309	$ 7,400	$ 8,309	$ 7,400		2
LA BATON ROUGE	LA BATON ROUGE	IL EAST DUBUQUE	IL EAST DUBUQUE	$ 6,710	$ 6,151	$ 6,710	$ 6,151		1-2
MO ST LOUIS	MO ST LOUIS	MI BARK RIVER	MI BARK RIVER		$ 5,145		$ 5,145		5
OH TOLEDO	OH TOLEDO	ON KELLY'S	ON KELLY'S		$ 4,445				1-2
OH TOLEDO	OH TOLEDO	ON THAMESVILLE	ON THAMESVILLE	$ 4,414	$ 4,026	$ 4,414	$ 4,026		1-2
OH TOLEDO	OH TOLEDO	PQ STE FOY	PQ STE FOY		$ 7,184		$ 7,692		1-2

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Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	A	B	C	D	E	Note(s)
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	AB VIKING	AB VIKING	$ 15,540		$ 15,540			7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK HAMLIN	SK HAMLIN	$ 15,540		$ 15,540			7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	MB BRANDON	MB BRANDON	$ 11,871					7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	MB DUGALD	MB DUGALD	$ 11,425		$ 11,425			7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK BIENFAIT	SK BIENFAIT	$ 11,630					7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK BROCK	SK BROCK	$ 14,667		$ 14,667			7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK HANLEY	SK HANLEY	$ 14,667		$ 14,667			7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK WATROUS	SK WATROUS	$ 15,366		$ 15,366			7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK MOOSE JAW	SK MOOSE JAW	$ 15,540		$ 15,540			7
PQ ST LUC	PQ ST LUC	SK HANLEY	SK HANLEY	$ 15,330		$ 15,330			1-2-7
SK HANLEY	SK HANLEY	MB PADDINGTON	MB PADDINGTON		$ 3,743		$ 4,005		2-6
TN MEMPHIS	TN MEMPHIS	IA WATERLOO	IA WATERLOO	$ 7,101	$ 6,277				2-6
TN MEMPHIS	TN MEMPHIS	IL ARCOLA	IL ARCOLA	$ 3,206	$ 2,904				
TN MEMPHIS	TN MEMPHIS	IL CHICAGO	IL CHICAGO		$ 3,757				2-6
TN MEMPHIS	TN MEMPHIS	IL DIETERICH	IL DIETERICH	$ 3,206	$ 2,904				
TN MEMPHIS	TN MEMPHIS	IL EFFINGHAM	IL EFFINGHAM	$ 3,206	$ 2,904				
TN MEMPHIS	TN MEMPHIS	IL GALTON	IL GALTON	$ 3,206	$ 2,904				
TN MEMPHIS	TN MEMPHIS	IL GILMAN	IL GILMAN		$ 3,192				
TN MEMPHIS	TN MEMPHIS	MB BLOOM	MB BLOOM		$ 6,195				1-2
TN MEMPHIS	TN MEMPHIS	MB LETELLIER	MB LETELLIER		$ 7,086				
TN MEMPHIS	TN MEMPHIS	MB MOLLARD	MB MOLLARD		$ 8,436				
TN MEMPHIS	TN MEMPHIS	MB OAK BLUFF	MB OAK BLUFF		$ 8,161				
TN MEMPHIS	TN MEMPHIS	NB GRAND FALLS	NB GRAND FALLS		$ 9,799		$ 10,487		
TN MEMPHIS	TN MEMPHIS	NS TRURO	NS TRURO		$ 9,799		$ 10,487		
TN MEMPHIS	TN MEMPHIS	ON KITCHENER	ON KITCHENER	$ 8,436	$ 7,982				8
TN MEMPHIS	TN MEMPHIS	ON LONDON EAST	ON PUTNAM		$ 7,944				8
TN MEMPHIS	TN MEMPHIS	ON WOODSTOCK	ON PUTNAM		$ 7,426				8
TN MEMPHIS	TN MEMPHIS	PQ CONTRECOEUR	PQ CONTRECOEUR	$ 10,087	$ 9,014	$ 11,093	$ 9,647		
TN MEMPHIS	TN MEMPHIS	PQ ST ANTOINE	PQ ST ANTOINE	$ 10,087	$ 9,014	$ 11,093	$ 9,647		

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Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	A	B	C	D	E	Note(s)
TN MEMPHIS	TN MEMPHIS	PQ STE FOY	PQ STE FOY	$ 11,099	$ 9,512	$ 13,128	$ 10,941		
WI WISCONSIN RAPIDS	WI WISCONSIN RAPIDS	MI BARK RIVER	MI BARK RIVER	$ 4,305	$ 3,990	$ 4,305	$ 3,990		1-2

Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	F	Note(s)
IA DUBUQUE	IA DUBUQUE	IA ACKLEY	IA ACKLEY		1-2
IA DUBUQUE	IA DUBUQUE	IA ALBURNETT	IA ALBURNETT		1-2
IA DUBUQUE	IA DUBUQUE	IA ALDEN	IA ALDEN		1-2
IA DUBUQUE	IA DUBUQUE	IA ALTA	IA ALTA		1-2
IA DUBUQUE	IA DUBUQUE	IA APLINGTON	IA APLINGTON		1-2
IA DUBUQUE	IA DUBUQUE	IA AURELIA	IA AURELIA		1-2
IA DUBUQUE	IA DUBUQUE	IA AURELIA	IA AURELIA		3
IA DUBUQUE	IA DUBUQUE	IA BARNUM	IA BARNUM		1-2
IA DUBUQUE	IA DUBUQUE	IA BLAIRSBURG	IA BLAIRSBURG		1-2
IA DUBUQUE	IA DUBUQUE	IA CENTRAL CITY	IA CENTRAL CITY		1-2
IA DUBUQUE	IA DUBUQUE	IA CHARLES CITY	IA CHARLES CITY		1-2
IA DUBUQUE	IA DUBUQUE	IA CLEGHORN	IA CLEGHORN		1-2
IA DUBUQUE	IA DUBUQUE	IA CLEGHORN	IA CLEGHORN		3
IA DUBUQUE	IA DUBUQUE	IA DENISON	IA DENISON		1-2
IA DUBUQUE	IA DUBUQUE	IA DENISON	IA DENISON		3
IA DUBUQUE	IA DUBUQUE	IA DUNCOMBE	IA DUNCOMBE		1-2
IA DUBUQUE	IA DUBUQUE	IA DUNCOMBE	IA DUNCOMBE		3
IA DUBUQUE	IA DUBUQUE	IA DUNLAP	IA DUNLAP		1-2
IA DUBUQUE	IA DUBUQUE	IA DUNLAP	IA DUNLAP		3
IA DUBUQUE	IA DUBUQUE	IA FARLEY	IA FARLEY		1-2
IA DUBUQUE	IA DUBUQUE	IA JANESVILLE	IA JANESVILLE		1-2
IA DUBUQUE	IA DUBUQUE	IA MANCHESTER	IA MANCHESTER		1-2
IA DUBUQUE	IA DUBUQUE	IA MANSON	IA MANSON		1-2
IA DUBUQUE	IA DUBUQUE	IA MONA	IA MONA		1-2
IA DUBUQUE	IA DUBUQUE	IA NASHUA	IA NASHUA		1-2
IA DUBUQUE	IA DUBUQUE	IA NEW HARTFORD	IA NEW HARTFORD		1-2
IA DUBUQUE	IA DUBUQUE	IA NORTH WALL LAKE	IA NORTH WALL LAKE		1-2
IA DUBUQUE	IA DUBUQUE	IA OSAGE	IA OSAGE		1-2
IA DUBUQUE	IA DUBUQUE	IA OSAGE	IA OSAGE		4
IA DUBUQUE	IA DUBUQUE	IA PARKERSBURG	IA PARKERSBURG		1-2
IA DUBUQUE	IA DUBUQUE	IA POMEROY	IA POMEROY		1-2
IA DUBUQUE	IA DUBUQUE	IA POMEROY	IA POMEROY		3

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Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	F	Note(s)
IA DUBUQUE	IA DUBUQUE	IA REMSEN	IA REMSEN		1-2
IA DUBUQUE	IA DUBUQUE	IA RYAN	IA RYAN		1-2
IA DUBUQUE	IA DUBUQUE	IA STACYVILLE	IA STACYVILLE		1-2
IA DUBUQUE	IA DUBUQUE	IA STACYVILLE	IA STACYVILLE		3
IA DUBUQUE	IA DUBUQUE	IA WALL LAKE	IA WALL LAKE		1-2
IA DUBUQUE	IA DUBUQUE	IA WALL LAKE	IA WALL LAKE		3
IA DUBUQUE	IA DUBUQUE	IA WEBSTER CITY	IA WEBSTER CITY		1-2
IA DUBUQUE	IA DUBUQUE	IA YETTER	IA YETTER		1-2
IA DUBUQUE	IA DUBUQUE	IL EAST DUBUQUE	IL EAST DUBUQUE		1-2
IA DUBUQUE	IA DUBUQUE	WI CHILTON	WI CHILTON		1-2
IA DUBUQUE	IA DUBUQUE	WI DENMARK	WI DENMARK		1-2
IA DUBUQUE	IA DUBUQUE	WI FOND DU LAC	WI FOND DU LAC		1-2
IA DUBUQUE	IA DUBUQUE	WI GREEN BAY	WI GREEN BAY		1-2
IA DUBUQUE	IA DUBUQUE	WI GREENVILLE	WI GREENVILLE		1-2
IA DUBUQUE	IA DUBUQUE	WI PLOVER	WI PLOVER		1-2
IA DUBUQUE	IA DUBUQUE	WI STEVENS POINT	WI STEVENS POINT		
IL CHICAGO	IL CHICAGO	AB GRANDE PRAIRIE	AB GRANDE PRAIRIE		1-2
IL CHICAGO	IL CHICAGO	IL DIETERICH	IL DIETERICH		1-2
IL CHICAGO	IL CHICAGO	IL SPRINGFIELD	IL SPRINGFIELD		1-2
IL CHICAGO	IL CHICAGO	ON SARNIA	ON SARNIA		1-2
IL CHICAGO	IL CHICAGO	ON THAMESVILLE	ON THAMESVILLE		1-2
IL CHICAGO	IL CHICAGO	SK HANLEY	SK HANLEY		1-2
IL CHICAGO	IL CHICAGO	WI CHILTON	WI CHILTON		1-2
IL CHICAGO	IL CHICAGO	WI DENMARK	WI DENMARK		1-2
IL CHICAGO	IL CHICAGO	WI FOND DU LAC	WI FOND DU LAC		1-2
IL CHICAGO	IL CHICAGO	WI GREEN BAY	WI GREEN BAY		1-2
IL CHICAGO	IL CHICAGO	WI GREENVILLE	WI GREENVILLE		1-2
IL CHICAGO	IL CHICAGO	WI PLOVER	WI PLOVER		1-2
IL EAST ST LOUIS	IL EAST ST LOUIS	AB EDMONTON	AB EDMONTON		5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB RYCROFT	AB RYCROFT		5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB RYLEY	AB RYLEY		5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB STURGEON	AB STURGEON		5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB TORLEA	AB TORLEA		5
IL EAST ST LOUIS	IL EAST ST LOUIS	AB VERMILION	AB VERMILION		5
IL EAST ST LOUIS	IL EAST ST LOUIS	BC VANDERHOOF	BC VANDERHOOF		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA ALDEN	IA ALDEN		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA BLAIRSBURG	IA BLAIRSBURG		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA DUNCOMBE	IA DUNCOMBE		5

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Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	F	Note(s)
IL EAST ST LOUIS	IL EAST ST LOUIS	IA OSAGE	IA OSAGE		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA POMEROY	IA POMEROY		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IA WEBSTER CITY	IA WEBSTER CITY		5
IL EAST ST LOUIS	IL EAST ST LOUIS	IL CHICAGO	IL CHICAGO		2-5-6
IL EAST ST LOUIS	IL EAST ST LOUIS	MB BLOOM	MB BLOOM		5 **(C)**
IL EAST ST LOUIS	IL EAST ST LOUIS	MB BRANDON	MB BRANDON		5
IL EAST ST LOUIS	IL EAST ST LOUIS	MB LETELLIER	MB LETELLIER		5
IL EAST ST LOUIS	IL EAST ST LOUIS	MB NORTH TRANSCONA	MB NORTH TRANSCONA		5
IL EAST ST LOUIS	IL EAST ST LOUIS	MB PADDINGTON	MB PADDINGTON		5
IL EAST ST LOUIS	IL EAST ST LOUIS	MB WINNIPEG	MB WINNIPEG		5
IL EAST ST LOUIS	IL EAST ST LOUIS	ON GUELPH	ON GUELPH		5
IL EAST ST LOUIS	IL EAST ST LOUIS	ON INGERSOLL	ON INGERSOLL		5
IL EAST ST LOUIS	IL EAST ST LOUIS	ON KERWOOD	ON KERWOOD		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK ABERDEEN	SK ABERDEEN		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK AYLSHAM	SK AYLSHAM		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK BIENFAIT	SK BIENFAIT		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK BIGGAR	SK BIGGAR		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK CROOKED RIVER	SK CROOKED RIVER		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK HAMLIN	SK HAMLIN		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK HANLEY	SK HANLEY		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK MOOSE JAW	SK MOOSE JAW		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK NORTH BATTLEFORD	SK NORTH BATTLEFORD		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK OBAN	SK OBAN		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK SASKATOON	SK SASKATOON		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK SEMANS	SK SEMANS		5
IL EAST ST LOUIS	IL EAST ST LOUIS	SK TISDALE	SK TISDALE		5
IL EAST ST LOUIS	IL EAST ST LOUIS	WI HILBERT JCT	WI HILBERT JCT		2
IL EAST ST LOUIS	IL EAST ST LOUIS	WI MARSHFIELD	WI MARSHFIELD		5
IL GILMAN	IL GILMAN	AB RYCROFT	AB RYCROFT		1-2
IL GILMAN	IL GILMAN	AB STURGEON	AB STURGEON		1-2
IL GILMAN	IL GILMAN	PQ STE FOY	PQ STE FOY		1-2
IL GILMAN	IL GILMAN	SK BROCK	SK BROCK		1-2
IL GILMAN	IL GILMAN	SK HAMLIN	SK HAMLIN		1-2
IL MADISON	IL MADISON	WI HILBERT JCT	WI HILBERT JCT		2
IL MADISON	IL MADISON	WI SLINGER	WI SLINGER		2-6
IL PEKIN	IL PEKIN	SK SASKATOON	SK SASKATOON		2
LA BATON ROUGE	LA BATON ROUGE	IL EAST DUBUQUE	IL EAST DUBUQUE		1-2
MO ST LOUIS	MO ST LOUIS	MI BARK RIVER	MI BARK RIVER		5

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Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	F	Note(s)
OH TOLEDO	OH TOLEDO	ON KELLY'S	ON KELLY'S		1-2
OH TOLEDO	OH TOLEDO	ON THAMESVILLE	ON THAMESVILLE		1-2
OH TOLEDO	OH TOLEDO	PQ STE FOY	PQ STE FOY		1-2
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	AB VIKING	AB VIKING	$ 10,400	7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK HAMLIN	SK HAMLIN	$ 9,200	7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	MB BRANDON	MB BRANDON	$ 7,914	7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	MB DUGALD	MB DUGALD	$ 7,800	7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK BIENFAIT	SK BIENFAIT		7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK BROCK	SK BROCK		7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK HANLEY	SK HANLEY	$ 9,200	7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK WATROUS	SK WATROUS	$ 9,200	7
PQ ST LEONARD D'ASTON	PQ ST LEONARD D'ASTON	SK MOOSE JAW	SK MOOSE JAW	$ 8,900	7
PQ ST LUC	PQ ST LUC	SK HANLEY	SK HANLEY	$ 10,902	1-2-7
SK HANLEY	SK HANLEY	MB PADDINGTON	MB PADDINGTON		2-6
TN MEMPHIS	TN MEMPHIS	IA WATERLOO	IA WATERLOO		2-6
TN MEMPHIS	TN MEMPHIS	IL ARCOLA	IL ARCOLA		
TN MEMPHIS	TN MEMPHIS	IL CHICAGO	IL CHICAGO		2-6
TN MEMPHIS	TN MEMPHIS	IL DIETERICH	IL DIETERICH		
TN MEMPHIS	TN MEMPHIS	IL EFFINGHAM	IL EFFINGHAM		
TN MEMPHIS	TN MEMPHIS	IL GALTON	IL GALTON		
TN MEMPHIS	TN MEMPHIS	IL GILMAN	IL GILMAN		
TN MEMPHIS	TN MEMPHIS	MB BLOOM	MB BLOOM		1-2
TN MEMPHIS	TN MEMPHIS	MB LETELLIER	MB LETELLIER		
TN MEMPHIS	TN MEMPHIS	MB MOLLARD	MB MOLLARD		
TN MEMPHIS	TN MEMPHIS	MB OAK BLUFF	MB OAK BLUFF		
TN MEMPHIS	TN MEMPHIS	NB GRAND FALLS	NB GRAND FALLS		
TN MEMPHIS	TN MEMPHIS	NS TRURO	NS TRURO		
TN MEMPHIS	TN MEMPHIS	ON KITCHENER	ON KITCHENER		8
TN MEMPHIS	TN MEMPHIS	ON LONDON EAST	ON PUTNAM		8
TN MEMPHIS	TN MEMPHIS	ON WOODSTOCK	ON PUTNAM		8
TN MEMPHIS	TN MEMPHIS	PQ CONTRECOEUR	PQ CONTRECOEUR		
TN MEMPHIS	TN MEMPHIS	PQ ST ANTOINE	PQ ST ANTOINE		
TN MEMPHIS	TN MEMPHIS	PQ STE FOY	PQ STE FOY		
WI WISCONSIN RAPIDS	WI WISCONSIN RAPIDS	MI BARK RIVER	MI BARK RIVER		1-2

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Note(s) Description
Explanation of Note(s) Applicable Against Specific Traffic

1- Subject to AAR Accounting Rule 11 billing at Origin.
2- Subject to movements defined in CN routing protocol for this gateway. These specified gateways can be found at www.cn.ca/GetRoute.
3- Rates will not apply under the provisions of AAR Accounting Rule 11, nor rebill application, nor in the construction of combination rates.
4- Not applicable on AAR accounting rule 11 movements.
5- Price includes reciprocal switch at origin up to a maximum of USD $250.00 Per Car.
6- Subject to AAR Accounting Rule 11 billing at destination.
7- Price applies in Canadian funds.
8- Price includes interswitching charges at destination.
(C) Change

Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.

CANADIAN NATIONAL	**TARIFF CN 514301-AW** **Effective January 1, 2026.** **Expires December 31, 2026.**	FROM: IL TO: AB **Item No: 6000000-AA** **Item Pages: 1**

General Conditions Applicable Against All Traffic shipped under this Item

Commodities : Applies on STCCs 2819148 or 2819910 or 2871235 or 2871236 or 2871238 or 2871240 or 2871250 or 2871445. See "Commodity List 1" in item 9999900 for STCC descriptions.

Route(s) : CN BRR 1: CN, KIRON, AB, BRR

Rate(s) Unit of Measure : PER CAR

Note(s) :

- Claims Liability: Except as otherwise provided, the rates contained herein are based on a limitation of carrier liability for loss or damage arising from the transportation of goods, as expressly stated in this price publication.
- CN may, in its sole discretion, modify the rates published herein 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.
- Rates herein are subject to Fuel Surcharge Tariff CN 7403 series, supplements thereto or reissues thereof.
- Subject to AAR Accounting Rule 11 billing at Origin.
- Subject to movements defined in CN routing protocol for this gateway. These specified gateways can be found at www.cn.ca/GetRoute.
- In addition, rates herein are subject to optional services fees, where incurred, in accordance with Tariff CN 9000, CN 9001, CN 9002, CN 9003, and CN 9004, supplements thereto and reissues thereof.
- Applicable in covered hopper cars not exceeding 263,000 lbs gross weight.
- Price applies in shipper supplied equipment.
- Rate is exclusive of mileage equalization.
- Price applies in U.S. funds.

Origin	Destination	Rate(s)
IL GILMAN	AB KELSEY	$ 5,863

Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.

Item 9999900	**Item 9999900**

Commodity List 1	
STCC Code	**Description**
2819148	DIAMMONIUM OR MONO AMMONIUM PHOSPHATE, FEED GRADE
2819910	DI-CALCIUM OR MONO- CALCIUM PHOSPHATE, FEED GRADE
2871235	DIAMMONIUM PHOSPHATE FERTILIZER
2871236	MONOAMMONIUM PHOSPHATE FERTILIZER
2871238	MONOAMMONIUM PHOSPHATE FERTILIZER, WITH SULPHUR AND/OR ZINC
2871240	PHOSPHATE, DEFLUORINATED,OR SUPERPHOSPHATE, DEFLUORINATED
2871250	SUPERPHOSPHATE (ACID PHOSPHATE), OTHER THAN AMMONIATED
2871445	AMMONIUM PHOSPHATE- SULPHATE, FERTILIZER