

306827

ENTERED
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July 13, 2023
Part of
Public Record



Technical Conference Presentation

May 8, 2023

Redacted Public Record Version





CPKC Participants

Attendees during Entire Conference

David L. Meyer (outside counsel for CPKC)

Cassandra P. Quach (CPKC attorney)

David Reeves (CPKC attorney)

Proposed CPKC Points of Contact

Todd Workman (CPKC – former-CP service/capacity/resource planning)

Nicolas Klein (CPKC – former-KCS service/capacity/data)

Shailesh Yerram (CPKC – former-CP data)

Available as Needed

Raymond Elphick (CPKC – operations)

Dean Vargas (CPKC – financial reporting)

Nathan Zebrowski (FTI Consulting)



Monthly Interchange Data

Item 1

Applicants will provide a monthly report containing the following information related to interchange volumes at gateways. With their first submission, Applicants will also provide the same historical monthly information for a five-year period dating back from the effective date of this decision, or if data is no longer available for the entirety of that time period, then from the earliest date for which it is available. This data will be used to establish a baseline by which to interpret future changes.

Count of cars interchanged with connecting carriers at interchange.

- CP Interchange Locations:
 - Eastport, Minneapolis/St. Paul, Chicago, and Kansas City
- KCS Interchange Locations:
 - Laredo, Robstown, Beaumont, Shreveport, Dallas, Jackson, Meridian, East St. Louis, Kansas City, and New Orleans

Information should include the total count of cars interchanged (i) categorized by two-digit STCC and (ii) broken out by interchange partner.



Interchange Data – Gateway Definitions

Beaumont (BNSF, UP)

- 1 FSAC – 00767

Chicago (BNSF, BOCT, CN, CSXT, IHB, NS, UP)

- 2 FSACs – 00296, 04544

Dallas (UP, BNSF)

- 1 FSAC – 09223

East St. Louis (CSXT)

- 1 FSAC – 22810

Eastport (UP)

- 2 FSACs – 09088, 09089

Jackson (CN)

- 1 FSAC – 01222

Kansas City (BNSF, NS, UP, CP-KCS)

- 4 FSACs – 00001, 00005, 04690, 04692

Laredo (UP)

- 1 FSAC – 02001

Meridian (NS)

- 1 FSAC – 01318

Minneapolis/St. Paul (BNSF, MNR, TCWR, UP)

- 5 FSACs – 00674, 00656, 04850, 04866, 04871

New Orleans (BNSF, CN, CSXT, NS UP)

- 1 FSAC – 03308

Robstown (BNSF)

- 1 FSAC – 02145

Shreveport (BNSF, UP)

- 1 FSAC – 00554



Biannual Diversion Estimates

Item 2

Applicants will report on a biannual basis (every six months) the following information, categorized by two-digit STCC and on a carload basis:

- Truck-to-rail diversions on the CP and KCS lines subject to this proceeding.
- Rail-to-rail diversions on the CP and KCS lines subject to this proceeding broken out in the following categories:
 - Joint line movements converted to single line service
 - Movements that CPKC has diverted from other railroads on to the merged system



100% Traffic Tapes

Item 3

Applicants will preserve their 100% traffic tapes for a five-year period dating back from the effective date of this decision and for the duration of the oversight period. The data to be preserved includes all data that Applicants compile and maintain in their 100% traffic tapes in the ordinary course of business, including but not limited to the following for CP and KCS operations during the five-year lookback period, and for CPKC operations during the oversight period, in the U.S. and for all transborder movements between the U.S. and Mexico or Canada: origin, destination, and interchange information; contract and tariff information; and revenue information on a country-specific basis.¹

100% Traffic Tapes – List of Fields



Waybill Number	Actual Weight	Reporting Railroad	Termination FSAC
Waybill Date	Weight Measure Indicator	Origin FSAC	Fuel Surcharge Amount
Accounting Period	Freight Revenue	Origin Railroad	Waybill Ultimate Origin SCAC
MARK_CD	Currency	Interchange1	Waybill Ultimate Origin FSAC
EQPUN_NBR	SYSTEM Freight Amount	First Bridge RR	Waybill Ultimate Destination SCAC
AAR Car Type	SYSTEM Freight Currency	Interchange2	Waybill Ultimate Destination FSAC
Shipper	SYSTEM Fuel Surcharge	Second Bridge RR	PHYSICAL ORIGIN SCAC
Ship to Region	SYSTEM Fuel Surcharge Currency	Interchange3	PHSCL_ORIGIN_FSAC_CD
Consignee	Inter Intrastate Code	Third Bridge RR	PHYSICAL DESTINATION SCAC
Consignee Region	Transit Code	Interchange4	PHSCL_DSTNTN_FSAC_CD
Sold To Name	All Rail Intermodal Code	Fourth Bridge RR	ON_RR_I
Sold To Region	Type of Move	Interchange5	OFF_RR_I
Payer Name	Type of Move via Water	Fifth Bridge RR	CARE_OF_ENGLISH_NM
Payer Region	Substituted Truck	Interchange6	RELEASE TMS
Number of Carloads	Short Line Miles	Sixth Bridge RR	CSTMS_CLRNC_CD
Intermodal TOFC COFC Service Code	Rebill Code	Interchange7	CSTMS_CLRNC_FSAC_CD
Number of TOFC COFC	Stratum Identification	Seventh Bridge RR	CSTMS_CLRNC_SCAC_CD
TOFC COFC Car Initial	Subsample Code Number	Interchange8	LOAD_EMPTY_CD
TOFC COFC Car Number	Transborder Code	Eighth Bridge RR	Switch Description
STCC_CD	Calculated Rate	Interchange9	
Billed Weight	Waybill Identifier	Termination Railroad	

Data Retention Protocols



Item 4

Applicants will establish protocols and recordkeeping practices sufficient to enable CPKC to respond promptly and accurately to inquiries by the Board and/or shippers in the event future concerns or disputes arise in connection with the open gateway conditions imposed in this decision, including being able to provide the Board with a list of rate increases above inflation for interline movements subject to the open gateway obligation.



CUSTOMER EXPERIENCE DATA REPORTING



Customer Experience

On a monthly basis, Applicants will report weekly data on the service-related metrics detailed in the CPKC Service Promise and Attachment 1 of their Final Brief. With their first submission, Applicants will provide a description of the methodology used to compile this data and will update that description if there is a subsequent change in methodology for calculating service metrics.



Customer Experience Data – Specifics

EP 724 and 770 Metrics

- CP
- KCS
- Transition to CPKC

Selected EP 770 Metrics for Service Action Plan Triggers

- 2022 averages, with future rebasing for CPKC comparisons

Other Customer Service Metrics

- Wylie Intermodal Terminal
- Meridian Speedway

Metra OTP

- MD-W - % Metra trains late owing to CP freight train interference
- MD-N - % Metra trains late owing to CP freight train interference
- Rolling 60-day monitoring of these percentages for escalation trigger

Additional Customer Service Metrics



- EP 724 and EP 770 metrics do not include specific metrics relating to the Wylie Intermodal Terminal or Meridian Speedway.
- CPKC will report monthly on the following weekly metrics:
 - Wylie Intermodal Terminal: Origin Train Performance (weekly average % of trains departing on time)
 - Meridian Speedway: Average Train Speed Shreveport-Meridian for all trains



Metra OTP Proposed Reporting Format

	Jan. 2023 (for illustration)	
<u>Milwaukee District North</u>		
Metra Trains Operated (A)	1,280	number of trains
Metra trains late, CP freight interference (B)	8	number of trains
% Metra trains delayed by CP freights	0.63%	%, (B)/(A)
<u>Milwaukee District West</u>		
Metra Trains Operated (A)	1,296	number of trains
Metra trains late, CP freight interference (B)	5	number of trains
% Metra trains delayed by CP freights	0.39%	%, (B)/(A)

	Total		
	Trains Scheduled	Trains Late	Percent On-Time
MD-N	1,280	102	92.0%
MD-W	1,296	52	96.0%
Subtotal	2,576	154	94.0%

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W
Freight Interference - Total	18	-	-	-	4	8	5
Freight Interference - Peak	1	-	-	-	4	5	2
Primary	1	-	-	-	4	3	2
Secondary	-	-	-	-	-	2	-
Freight Interference - Off-Peak	17	-	-	-	-	3	3
Primary	11	-	-	-	-	1	3
Secondary	6	-	-	-	-	2	-



OPERATIONAL DATA REPORTING

(MONTHLY REPORTS WITH WEEKLY STATISTICS)



Operational Data

Applicants will provide a monthly report containing information related to train operations at the following locations. With their first submission, Applicants will also provide the same historical monthly information for a five-year period dating back from the effective date of this decision, or if data is no longer available for the entirety of that time period, then from the earliest date for which it is available.

Operational Data - Geographies



Polo Line in Missouri

Twin Cities

Texas

- Neches River Bridge
- Beaumont - Rosenberg
- Houston Terminal
- Rosenberg - Laredo
- Laredo Bridge

Metra & Chicago Communities

- MD-N Line: Rondout - A5
- MD-W Line: Randall Road - B17
- MD-W Line: Bensenville Yard – A5
- CP Marquette Sub: Sabula Jct - River Jct

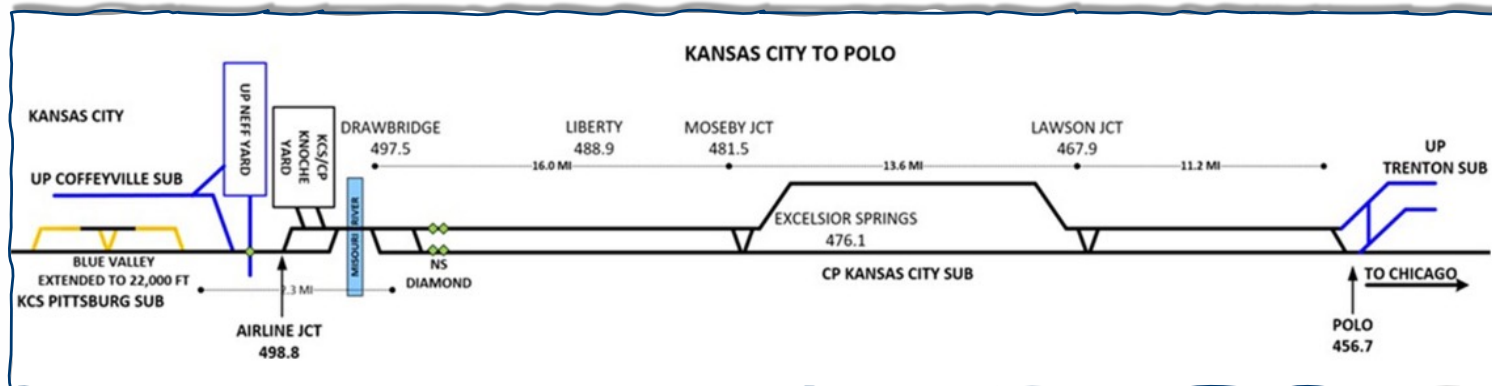


Polo Line in Missouri

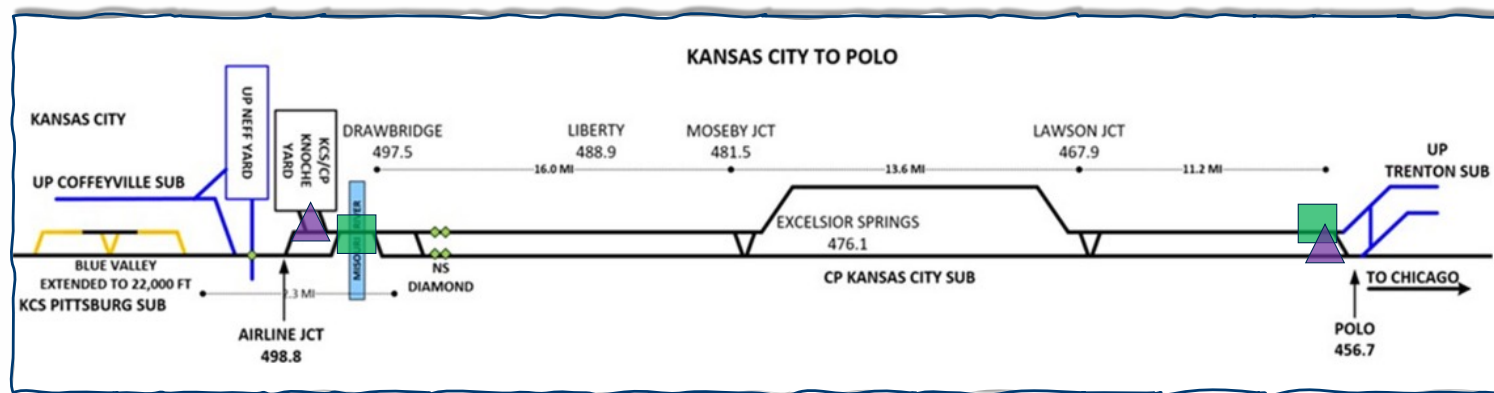
Polo Line in Missouri

For the segment from Airline Junction, Mo., to Polo, Mo.

- Weekly average number of trains per day by railroad
- Weekly CPKC 25th percentile, median, 75th percentile, and maximum train length
- Weekly CPKC average transit time and maximum transit time



Polo Line – Data Source Locations



Locations in CTC/Signal data to identify foreign trains



Locations in Train Movement Event data to identify CPKC train counts, lengths, and transit times

Polo Line – Proposed Reporting



<u>Train Counts</u>	
UP Average Trains/Day	
CPKC Average Trains/Day	
<u>CPKC Train Length</u>	
25th percentile	
Median	
75th percentile	
Maximum	
<u>Average Transit Times, CPKC Through Trains</u>	
<u>Maximum Transit Times, CPKC Through Trains</u>	

Twin Cities

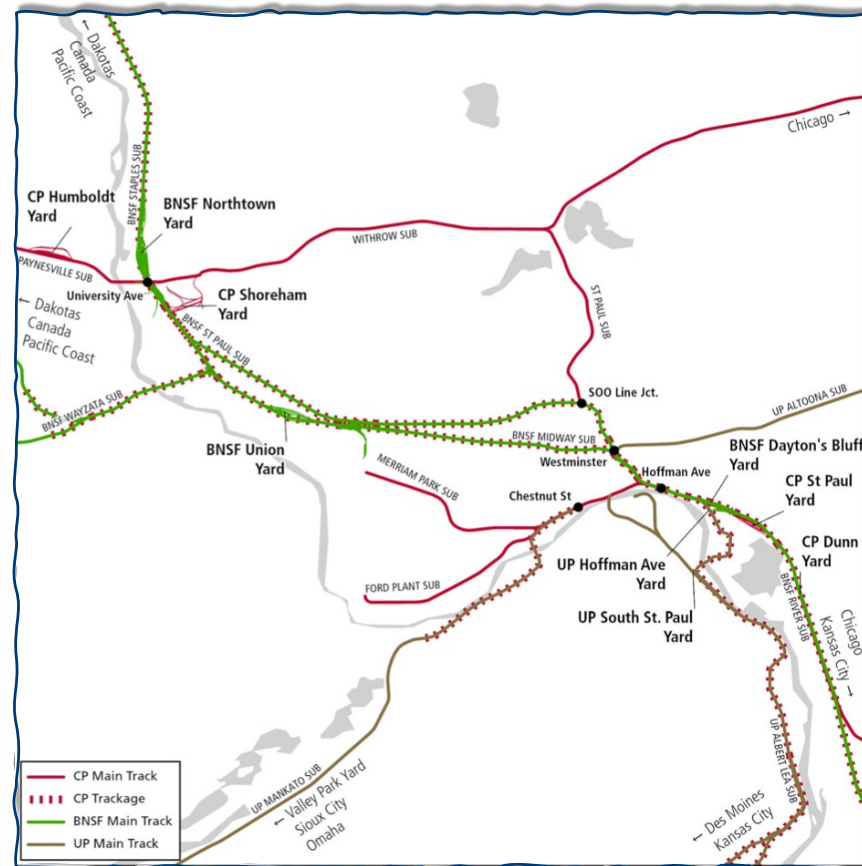


Twin Cities Area

For the lines between Hoffman Avenue and Northtown/Shoreham

- Weekly average number of trains per day by railroad
- Weekly CPKC 25th percentile, median, 75th percentile, and maximum train length
- Weekly CPKC average transit time and maximum transit time

Twin Cities



-
- The map illustrates the rail network around Union Station in St. Paul, Minnesota, highlighting the flow of CPKC westbound and eastbound trains. Key features include:
- Flow of CPKC westbound trains:** Indicated by a large grey arrow pointing left, showing trains moving from the east towards the Dakotas/Canada Pacific Coast.
 - Flow of CPKC eastbound trains:** Indicated by a large grey arrow pointing right, showing trains moving from the west towards Chicago.
 - Major Rail Lines:**
 - CP Main Track:** Solid red line.
 - CP Trackage:** Dashed red line.
 - BNSF Main Track:** Solid green line.
 - UP Main Track:** Solid brown line.
 - Key Locations and Yards:**
 - West:** CP Humboldt Yard, BNSF Northtown Yard, CP Shoreham Yard, BNSF Union Yard.
 - East:** BNSF Dayton's Bluff Yard, CP St Paul Yard, CP Dunn Yard, UP Hoffman Ave Yard, UP South St. Paul Yard.
 - Suburban Lines:** Various lines radiating from the center, including BNSF STAPLES SUB, BNSF WAYZATA SUB, BNSF ST PAUL SUB, BNSF MIDWAY SUB, UP ALTOONA SUB, UP MANWATO SUB, and others.
 - Legend:** Located in the bottom left corner, defining the track types: CP Main Track (solid red), CP Trackage (dashed red), BNSF Main Track (solid green), and UP Main Track (solid brown).

Twin Cities – Proposed Reporting



	BNSF Routes Combined	BNSF St. Paul	BNSF Midway	CP Withrow	CP St. Paul
<u>Train Counts</u>					
CPKC Average Trains/Day					
BNSF Average Trains/Day					
CN Average Trains/Day					
MNNR Average Trains/Day					
TCW Average Trains/Day					
UP Average Trains/Day					
<u>CPKC Train Length</u>					
25th percentile					
Median					
75th percentile					
Maximum					
<u>Average Transit Times, CPKC Through Trains</u>					
<u>Maximum Transit Times, CPKC Through Trains</u>					



TEXAS

Texas – Neches River Bridge

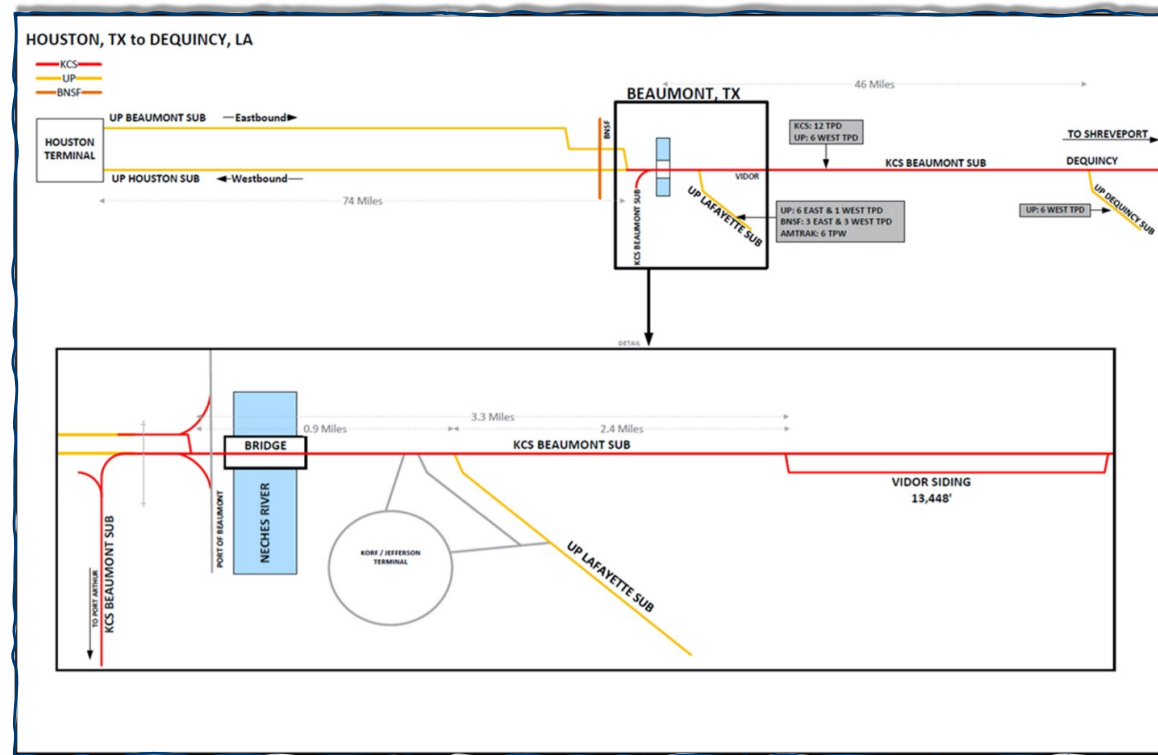


Neches River Bridge

By railroad (including passenger, bridge opening trains, and all other types of trains):

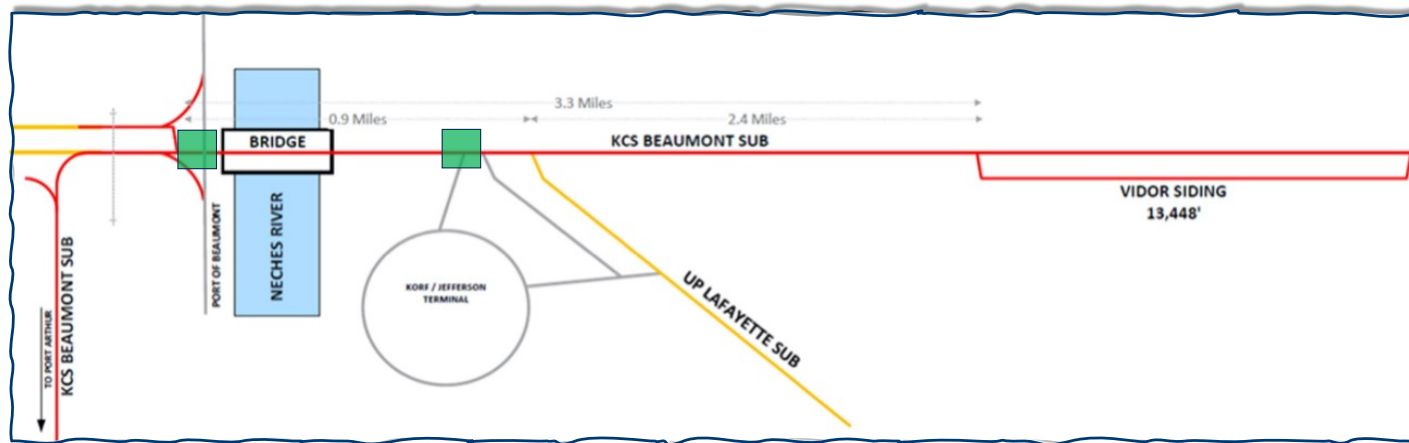
- Weekly average number of trains per day
- Weekly maximum trains per day
- Weekly 25th percentile, median, 75th percentile, and maximum train lengths
- Weekly number of trains over 10,000 ft
- Weekly total daily occupancy minutes
- Occupancy time in minutes per movement
- Minutes held prior to moving over the bridge per movement

Neches River Bridge – Map





Neches River Bridge – Data Source Locations



■ Locations in CTC/Signal data
used to develop train metrics

“Occupancy” time will be defined as time when trains are within the bridge block.

Time for trains to clear after head locomotive crosses the signal will be calculated as the average speed over the bridge block applied to the length of the train.

Neches River Bridge – Hold Time Methodology



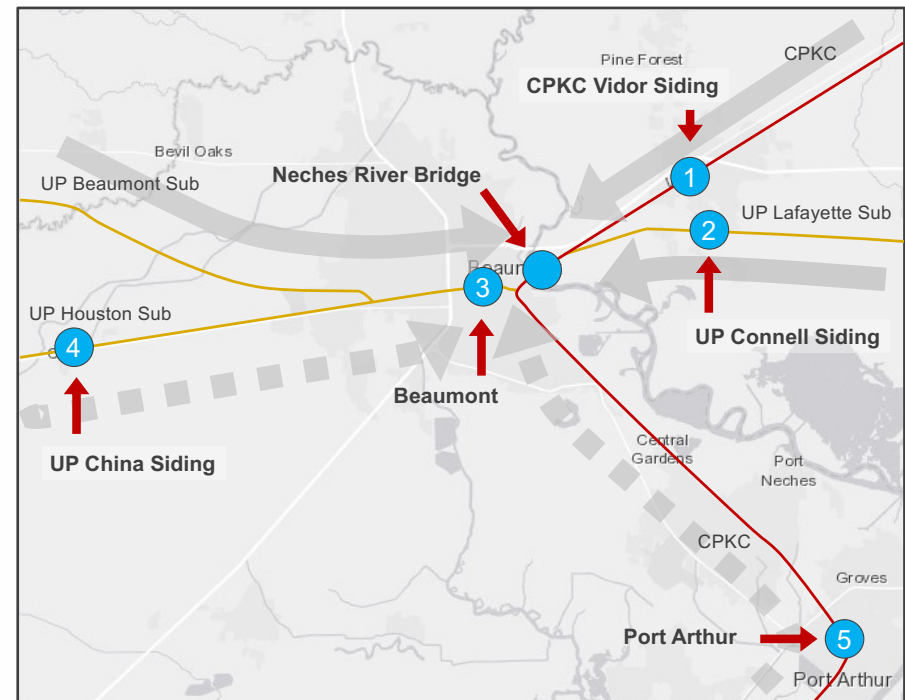
- Using locomotive onboard GIS data, calculate accumulated time each train is stopped between boundaries shown above and Bridge

For westbound trains:

- From CPKC route (CPKC and westbound UP): CPKC Vidor Siding
- From UP route (some UP westbounds, BNSF, and Amtrak): UP Connell Siding

For eastbound trains:

- From UP Houston Sub (some UP and BNSF trains): UP China Siding
- From UP Beaumont Sub (directionally-operated CPKC, UP, BNSF and Amtrak): Beaumont
- From Port Arthur: (CPKC northbound trains): CPKC Port Arthur
- Hold time defined as train stopped for more than two minutes within boundaries.



Neches River Bridge – Proposed Reporting



<u>Train Counts</u>	CPKC	Amtrak	UP	BNSF	BNSF or UP
Average Trains/Day					
Max Trains/Day					
<u>Train Length</u>					
25th percentile					
Median					
75th percentile					
Maximum					
Trains over 10,000 feet					
<u>Occupancy</u>					
Daily minutes occupied					
Occupancy minutes per movement					
Minutes Held prior to movement over bridge					

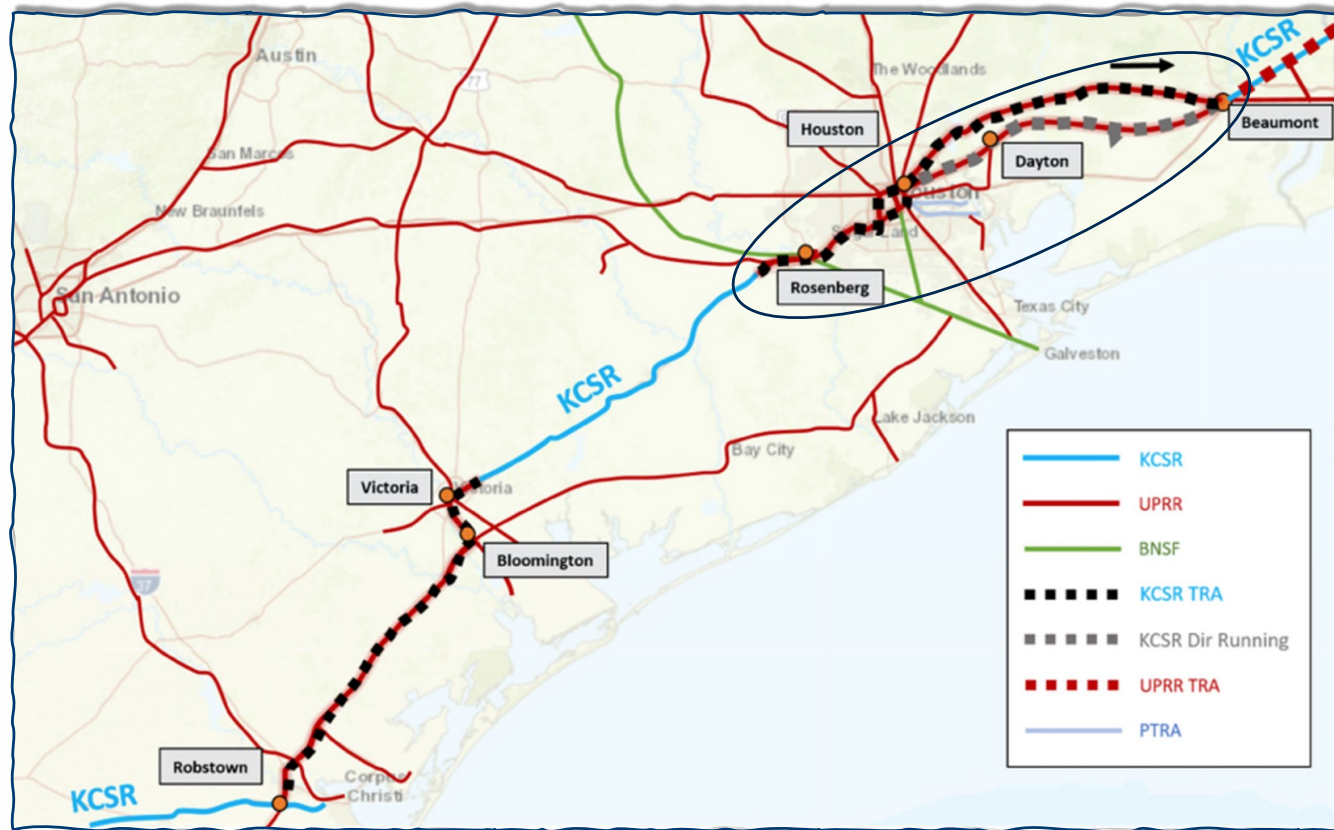
Texas – Beaumont-Rosenberg



Beaumont, Tex. to Rosenberg, Tex. Segment

- Weekly average number of CPKC trains per day
- Weekly CPKC 25th percentile, median, 75th percentile, and maximum train lengths
- Weekly number of CPKC trains over 10,000 ft
- Weekly CPKC average transit time and maximum transit time

Beaumont-Rosenberg – Map

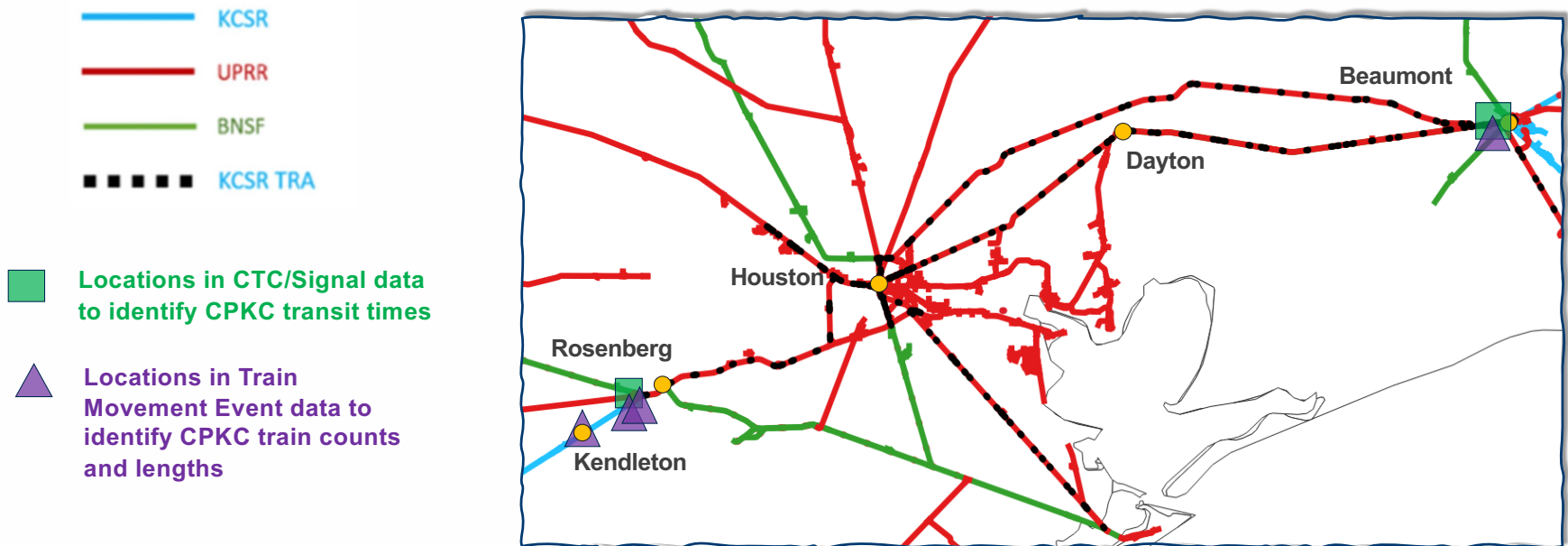


Beaumont-Rosenberg – Proposed Reporting



<u>CPKC Trains per day</u>	
<u>CPKC Train Length</u>	
25th percentile	
Median	
75th percentile	
Max	
Trains over 10,000 feet	
<u>Average Transit Times, CPKC Through Trains</u>	
<u>Maximum Transit Times, CPKC Through Trains</u>	

Beaumont-Rosenberg – Data Source Locations



- Western boundary of segment for transit time calculation is just west of start of KCS trackage at Rosenberg.

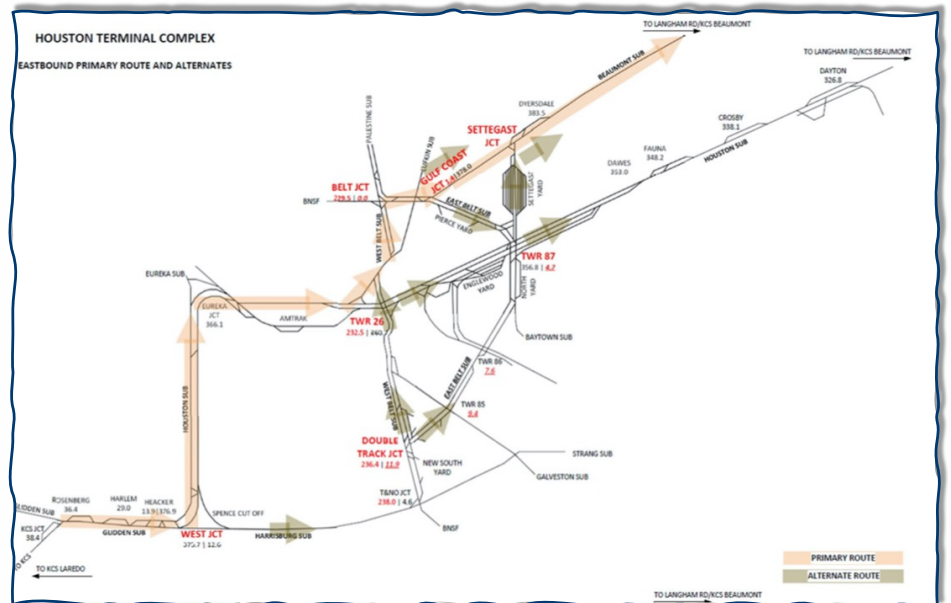
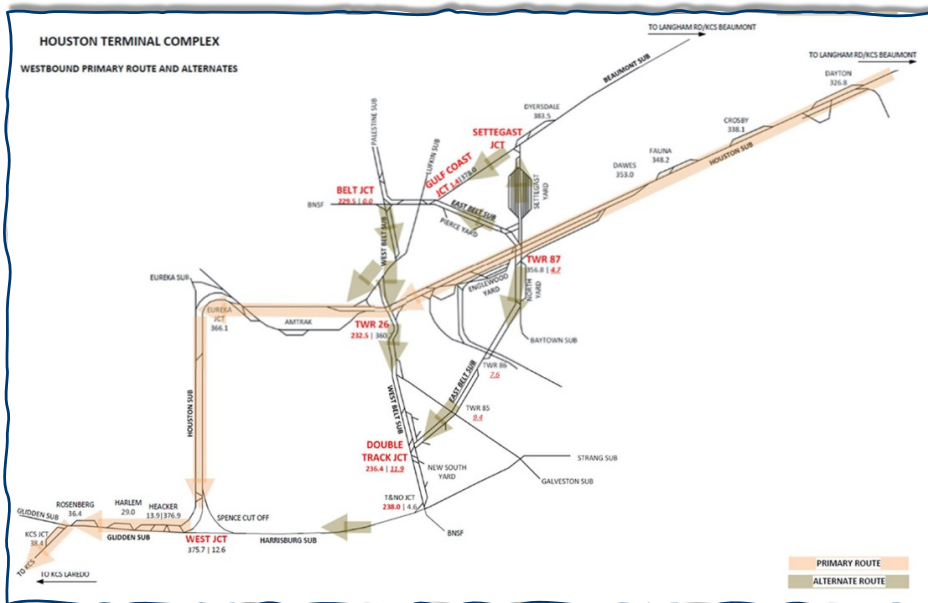
Texas – Houston Terminal



Houston, Tex. Terminal

- Weekly CPKC average transit time
- Weekly CPKC average dwell

Houston Terminal – Map

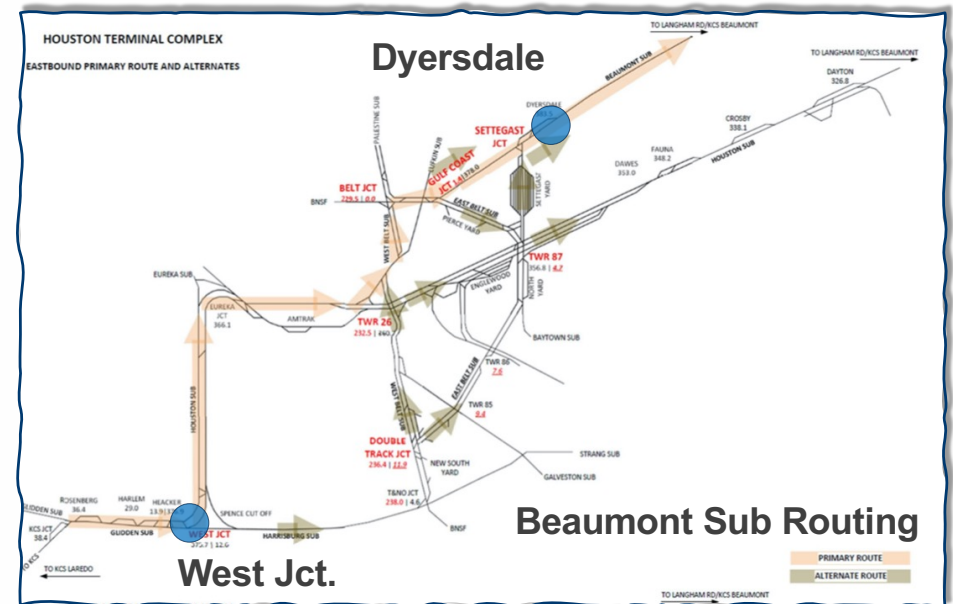
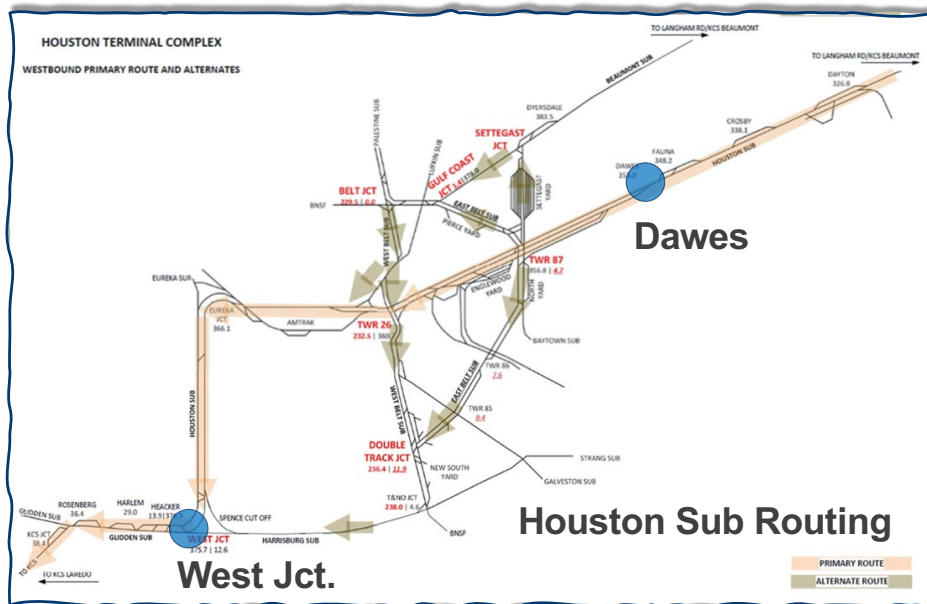


Houston Terminal – Proposed Reporting



<u>Average Transit Times, CPKC Through Trains</u>	
Houston Sub Route	
Beaumont Sub Route	
<u>CPKC Train Average Dwell</u>	

Houston Terminal – Data Source Locations



● Locations in onboard locomotive GIS data to identify transit times (within ~0.01 mile) – Dwell measured within these boundaries

- Eastern boundary of segment for transit time and dwell calculations via Houston Sub route is at Dawes; via Beaumont Sub route is at Dyersdale.
- Western boundary for both routes is at West Junction.

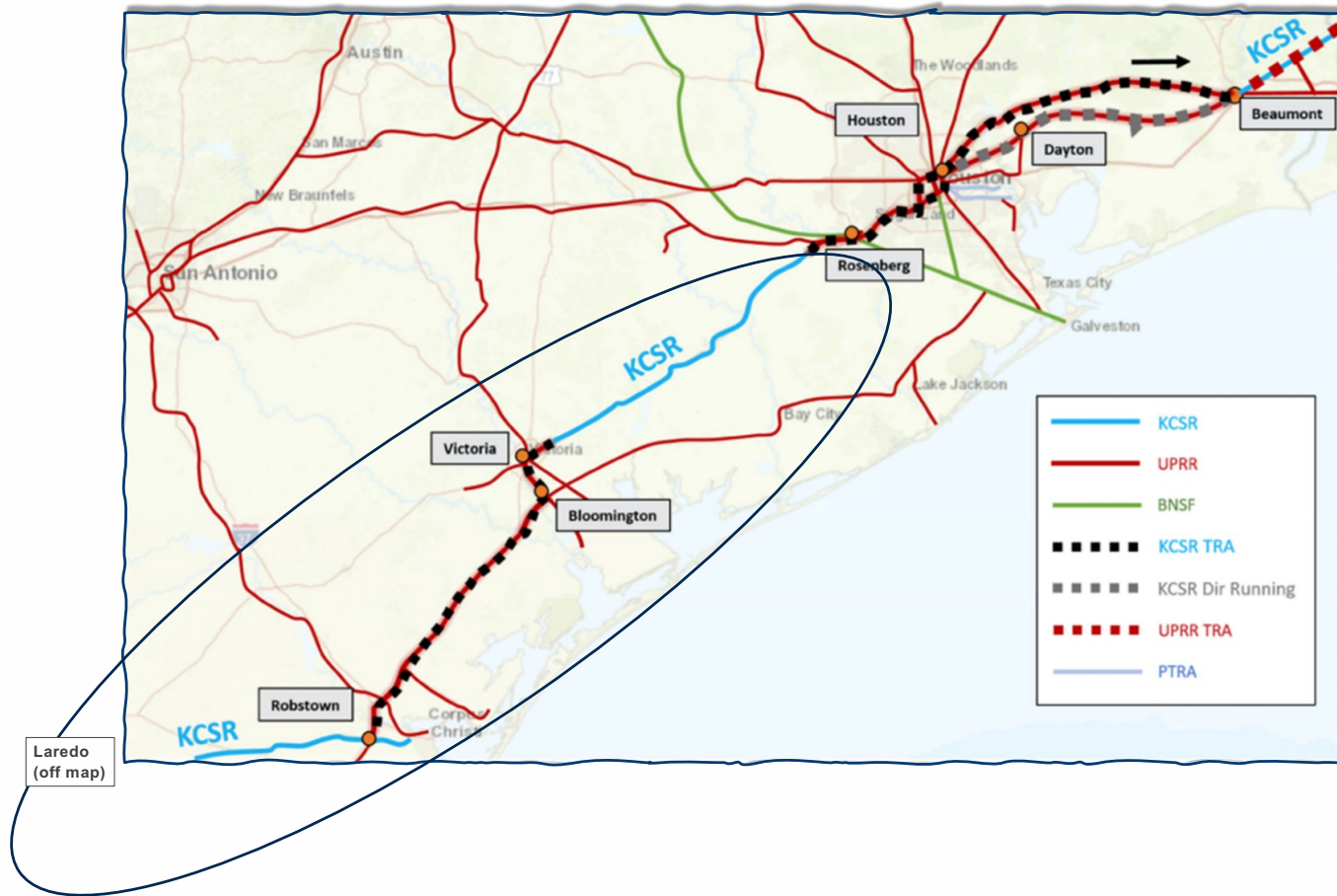
Texas – Rosenberg-Laredo



Rosenberg to Laredo, Tex. Segment

- Weekly average number of CPKC trains per day
- Weekly CPKC 25th percentile, median, 75th percentile, and maximum train length
- Weekly number of CPKC trains over 10,000 ft
- Weekly CPKC average transit time and maximum transit time

Rosenberg-Laredo – Map



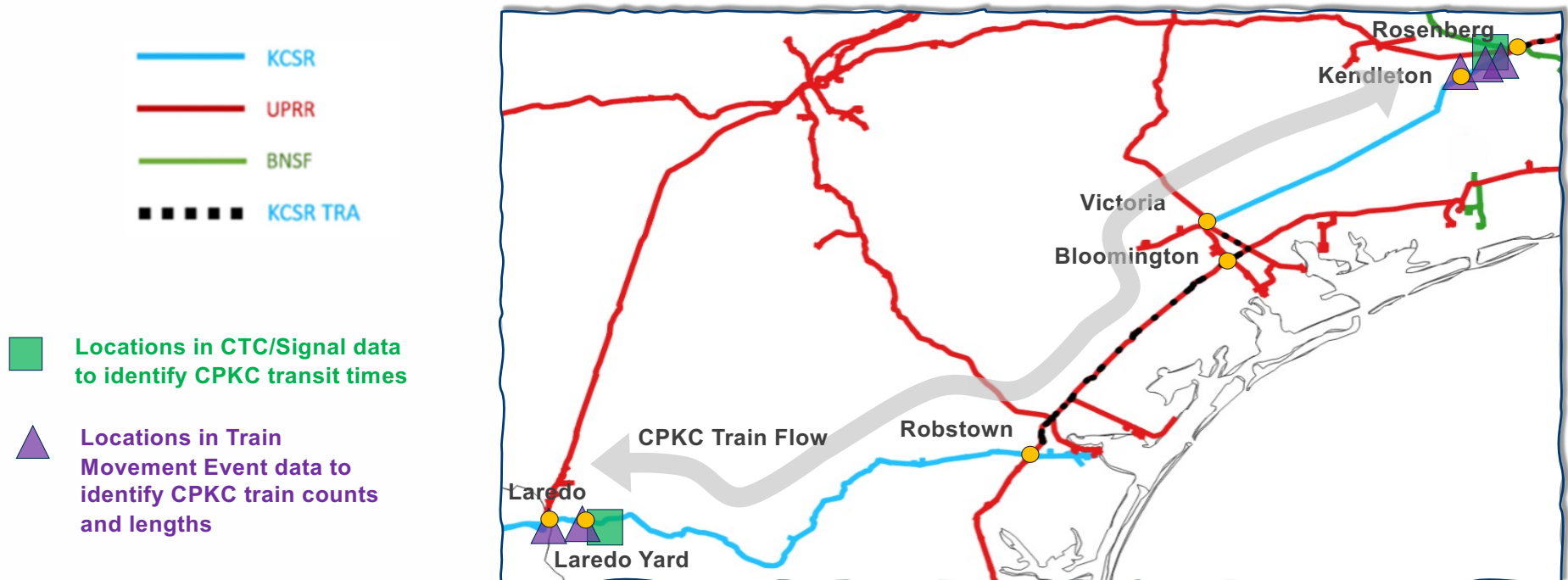
Rosenberg-Laredo – Proposed Reporting



<u>CPKC Trains per day</u>	
<u>CPKC Train Length</u>	
25th percentile	
Median	
75th percentile	
Max	
Trains over 10,000 feet	
<u>Average Transit Times, CPKC Through Trains</u>	
<u>Maximum Transit Times, CPKC Through Trains</u>	



Rosenberg-Laredo – Data Source Locations



- Eastern boundary of segment for transit time calculations is just west of start of KCS trackage at Rosenberg (same as for western boundary of Beaumont-Rosenberg segment).
- Western boundary is just east of Laredo Yard.

Texas – Laredo Bridge

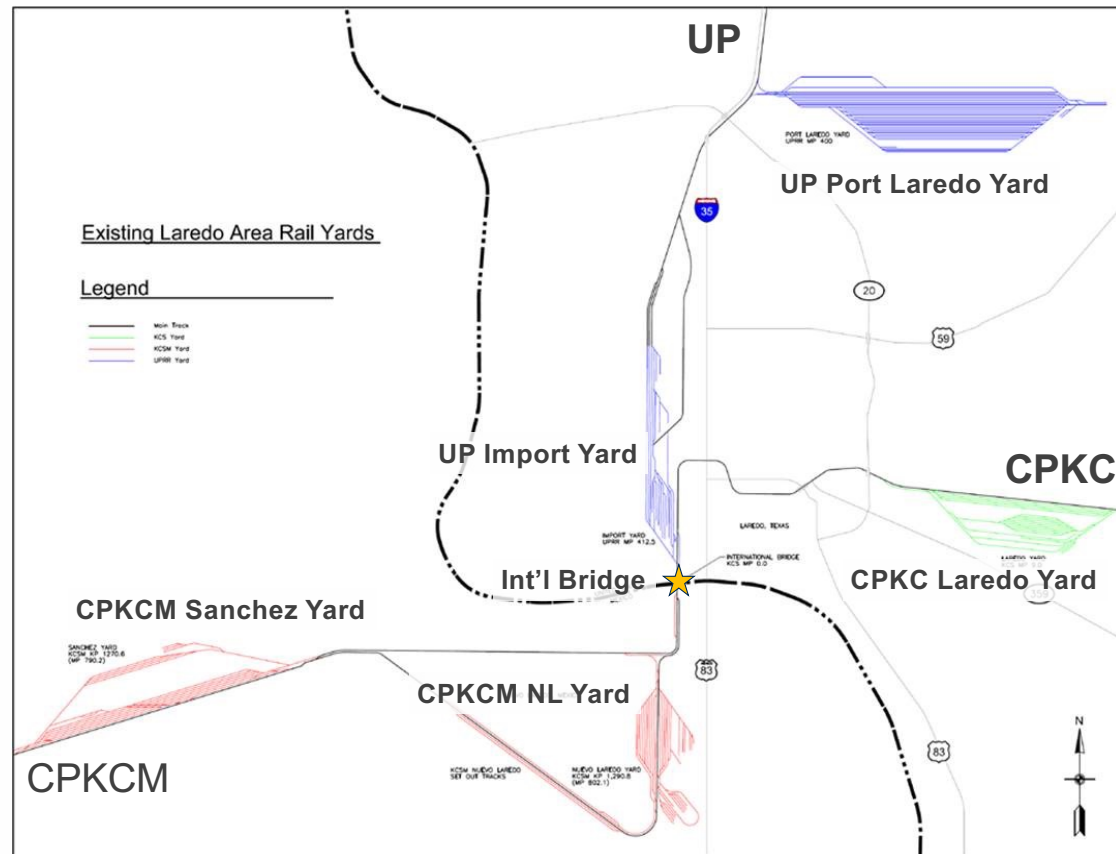


Laredo Bridge

By railroad (including bridge opening trains and all other types of trains)

- Weekly average number of trains per day
- Weekly maximum trains per day
- Weekly 25th percentile, median, 75th percentile, and maximum train length
- Weekly number of trains over 10,000 ft
- Weekly total daily occupancy minutes
- Occupancy time in minutes per movement
- Minutes held prior to moving over the bridge per movement

Laredo Bridge – Map



Laredo Bridge – Proposed Reporting



<u>Train Counts</u>	CPKC	UP
Average Trains/Day		
Max Trains/Day		
<u>Train Length</u>		
25th percentile		
Median		
75th percentile		
Max		
Trains over 10,000		
<u>Occupancy</u>		
Daily minutes occupied		
Occupancy minutes per movement		
Minutes Held prior to movement over bridge		



Laredo Bridge – Data Source

	WINDOW	NB / \$B	RAILROAD	TYPE OF DRAG	LOADS	EMPTIES	TOTAL CARS	LENGTH TRAIN	SET TO BRIDGE	CLEARED BRIDGE	TIME ON BRIDGE
4/15/23	2-6	N	CPKC	[REDACTED]					5:05	5:25	0:20
4/15/23	2-6	N	UP						6:50	7:07	0:17

CPKC and UP train counts

CPKC and UP train length statistics
(converted from meters as recorded)

CPKC and UP bridge occupancy: time
“Cleared” minus time “Set to Bridge”



CHICAGO AREA

Chicago – MD-W Randall Road-B17



MD-W Line: between Randall Road (Tower B-35) and Tower B-17 (trains to/from Chicago Subdivision)

- Weekly average transit times for CPKC through trains between Tower B-35 and Tower B-17
- Weekly average number of CPKC trains per day
 - For MD-W Line - Bensenville Yard to Tower A-5 split between trains departing B12 and A5
- Weekly CPKC 25th percentile, median, 75th percentile, and maximum train length
- Weekly number of CPKC trains over 10,000 ft
- Weekly CPKC average transit time and weekly maximum transit time

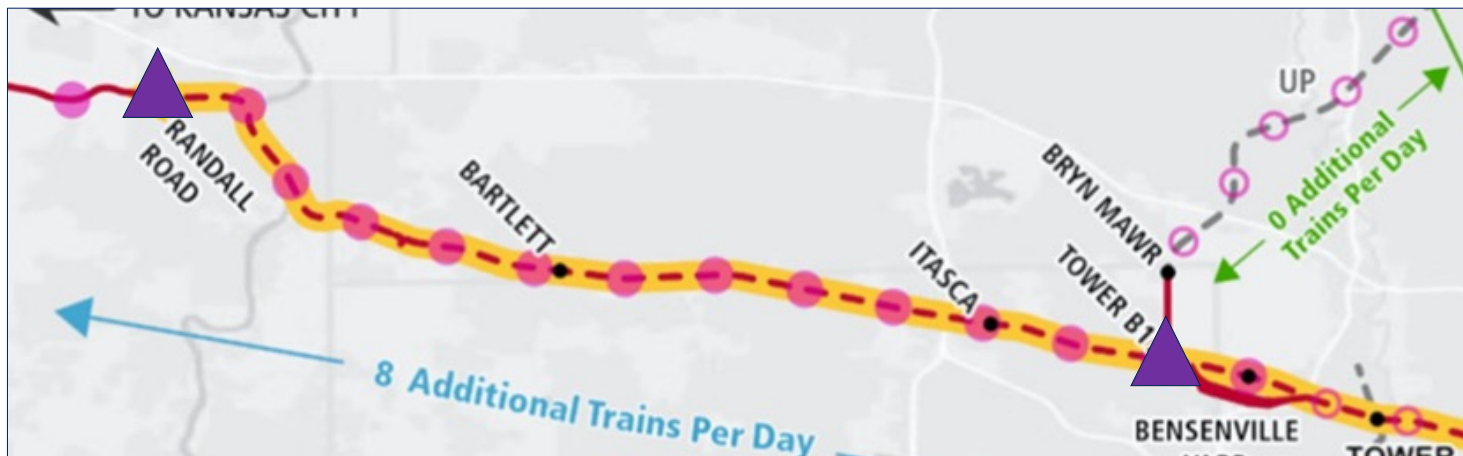


MD-W Randall Road-B17 – Proposed Reporting



<u>CPKC Trains/day</u>	
Departing Randall Road	
Departing B17	
<u>CPKC Train Length</u>	
25th percentile	
Median	
75th percentile	
Max	
Trains over 10,000 feet	
<u>Average Transit Times, CPKC Through Trains</u>	
<u>Maximum Transit Times, CPKC Through Trains</u>	

MD-W Randall Road-B17 – Data Source Locations



Locations in Train Movement Event data to identify CPKC train counts, lengths, and transit times

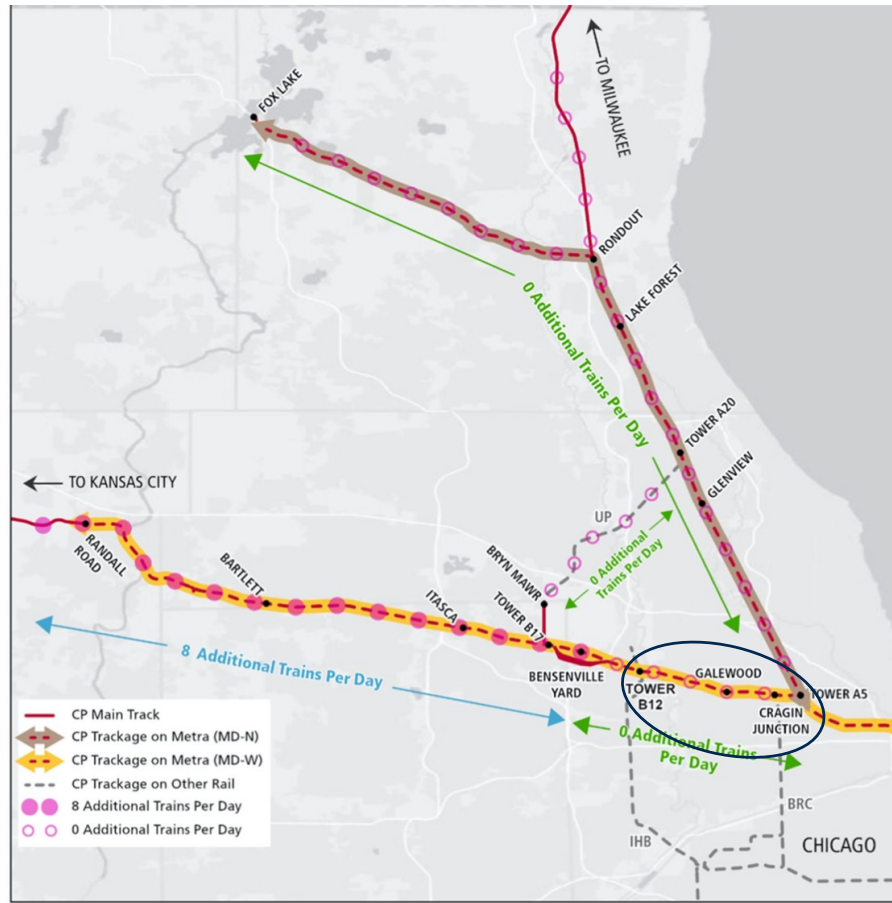
Chicago – MD-W Bensenville/B12-A5



MD-W Line: Bensenville Yard/Tower B-12 to Tower A-5

- Weekly average transit times for CPKC through trains between Tower B-12 and Tower A-5
- Weekly average number of CPKC trains per day
 - For MD-W Line - Bensenville Yard to Tower A-5 split between trains departing B12 and A5
- Weekly CPKC 25th percentile, median, 75th percentile, and maximum train length
- Weekly number of CPKC trains over 10,000 ft
- Weekly CPKC average transit time and weekly maximum transit time

MD-W Bensenville/B12-A5 – Map



MD-W Bensenville/B12-A5 – Proposed Reporting

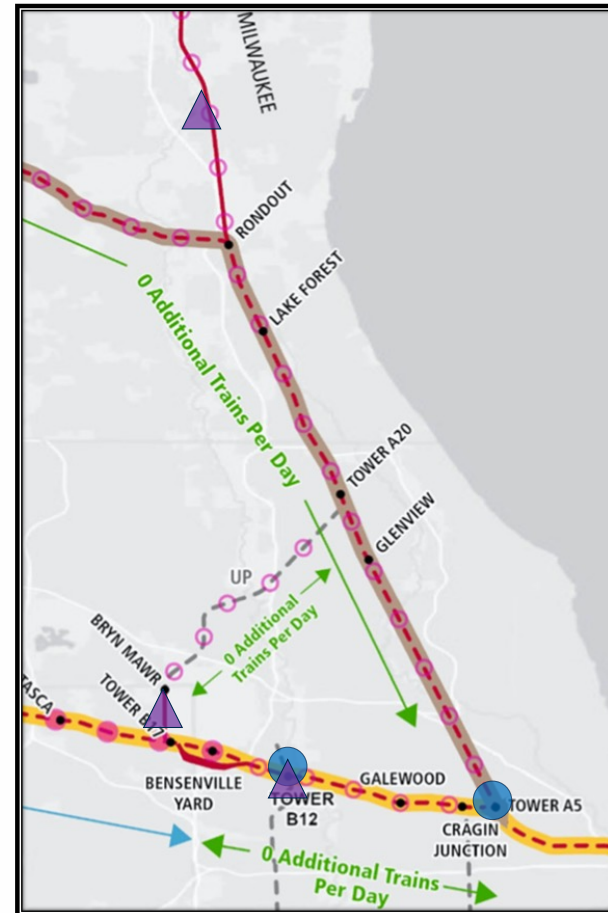


CPKC Trains/day	
Departing B12	
Departing A5	
CPKC Train Length	
25th percentile	
Median	
75th percentile	
Max	
Trains over 10,000 feet	
Average Transit Times, CPKC Through Trains	
Maximum Transit Times, CPKC Through Trains	

MD-W Bensenville/B12-A5 – Data Source Locations



- ▲ Locations in Train Movement Event data to identify CPKC train counts and lengths
- Locations in onboard locomotive GIS data to identify CPKC transit times (within ~0.01 mile)



CPKC

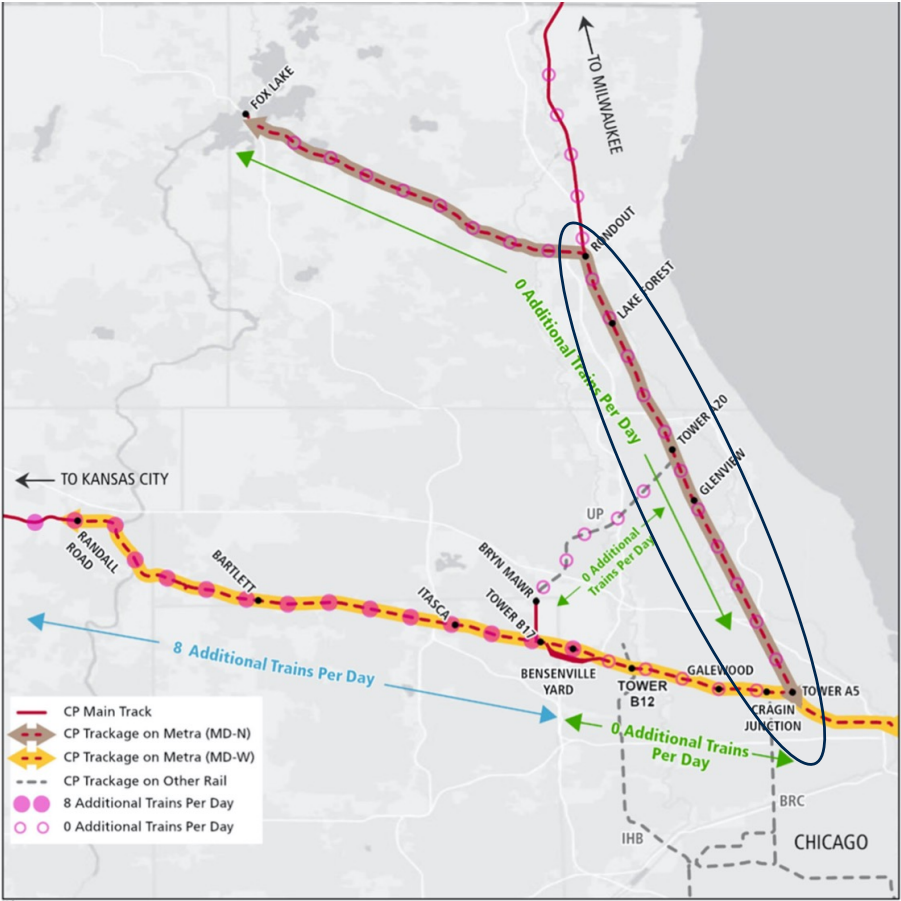
Chicago – MD-N Rondout-A5



MD-N Line: Rondout to Tower A-5

- Weekly average transit times for CPKC through trains between Rondout and Tower A-5 (CP/KCS Commitment)
- Weekly average number of CPKC trains per day
- Weekly CPKC 25th percentile, median, 75th percentile, and maximum train length
- Weekly number of CPKC trains over 10,000 ft
- Weekly CPKC average transit time and weekly maximum transit time

MD-N Rondout-A5 – Map



MD-N Rondout-A5 – Proposed Reporting

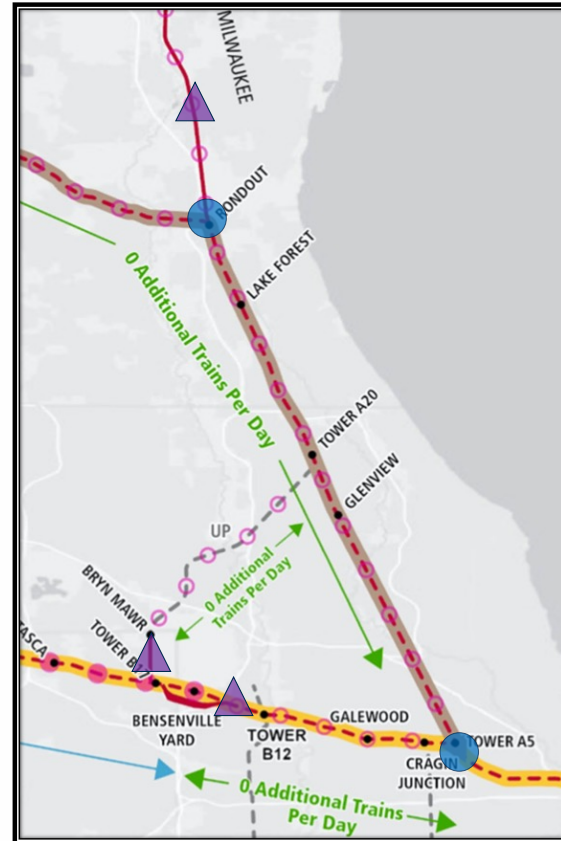


<u>CPKC Trains/day</u>	
<u>CPKC Train Length</u>	
25th percentile	
Median	
75th percentile	
Max	
Trains over 10,000 feet	
<u>Average Transit Times, CPKC Through Trains</u>	
<u>Maximum Transit Times, CPKC Through Trains</u>	

MD-N Rondout-A5 – Data Source Locations



- ▲ Locations in Train Movement Event data to identify CPKC train counts and lengths
- Locations in onboard locomotive GIS data to identify CPKC transit times (within ~0.01 mile)



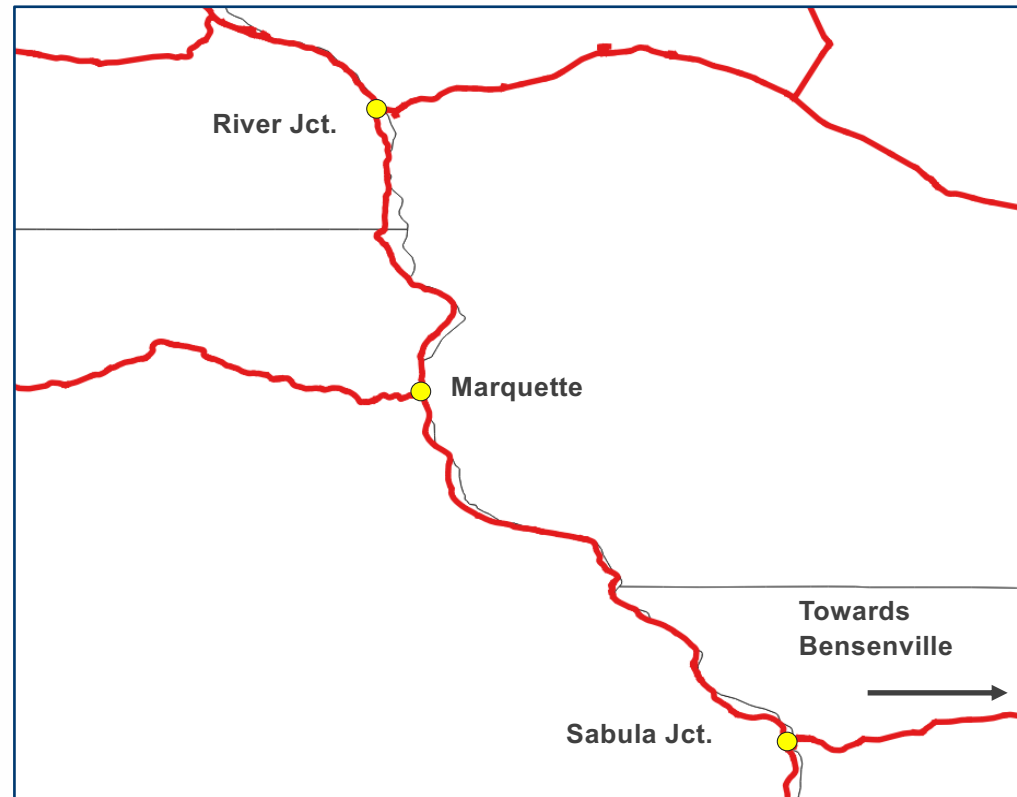
Chicago – Sabula Jct.-River Jct.



CP Marquette Subdivision Between Sabula Junction and River Junction

- Weekly average transit times for CPKC through trains across the segment
- Weekly CPKC 25th percentile, median, 75th percentile, and maximum train length
- Weekly average number of CPKC trains per day
- Weekly number of CPKC trains over 10,000 ft
- Status of capacity expansion work

Sabula Jct.-River Jct. – Map



Sabula Jct.-River Jct. – Proposed Reporting

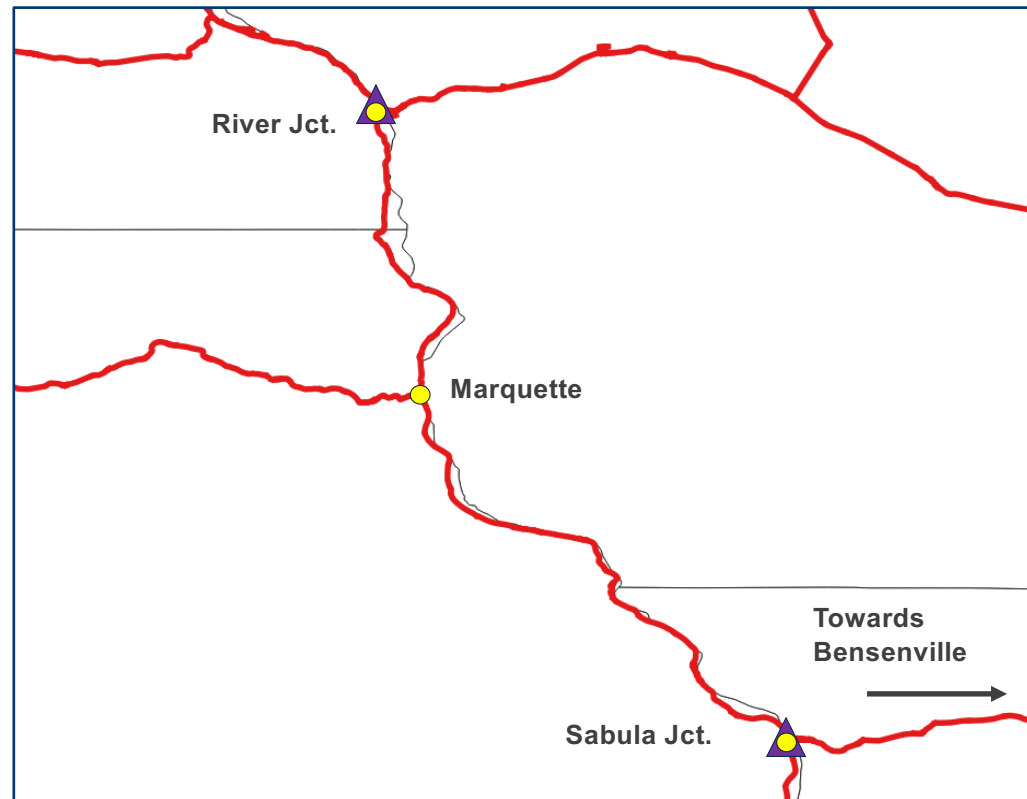


<u>CPKC Trains/day</u>	
<u>CPKC Train Length</u>	
25th percentile	
Median	
75th percentile	
Max	
Trains over 10,000 feet	
<u>Average Transit Times, CPKC Through Trains</u>	
<u>Maximum Transit Times, CPKC Through Trains</u>	

Sabula Jct.-River Jct. – Data Source Locations



Locations in Train Movement
Event data to identify CPKC
train counts, lengths, and
transit times

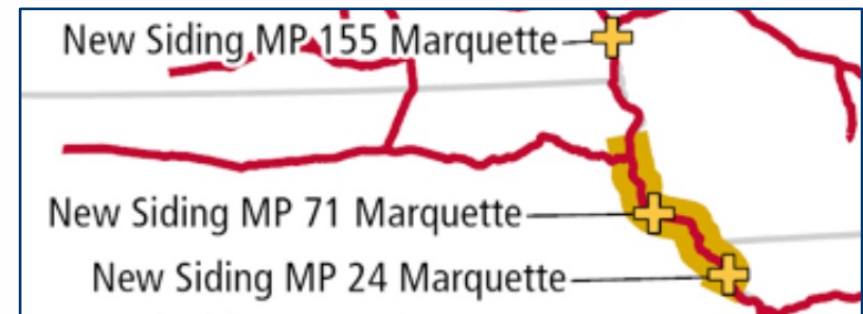


Sabula Jct.-River Jct. – Status of Capacity Work



Monthly updates on status of work on four Marquette Subdivision projects

- CTC installation MP 24 to Marquette
- New siding at MP 155 (Brownsville)
- New siding at MP 71
- New siding at MP 24



72 Miles ¹²⁴	CTC	MP 24 to Marquette
MP155 (Brownsville)	New siding	River Jct - Kains
MP71	New siding	Eckards - Edmore
MP24	New siding	Dubuque - Green Island