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CPKC-7

BEFORE THE SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36500 (SUB-NO. 6)

**CANADIAN PACIFIC RAILWAY LIMITED, ET AL. – CONTROL – KANSAS CITY SOUTHERN, ET AL.
(GENERAL OVERSIGHT)**

CPKC’S JANUARY 2024 DATA SUBMISSION

In accord with Oversight Decision No. 1 served on September 1, 2023, Canadian Pacific Kansas City Limited (“CPKC”), on behalf of its U.S. rail carrier subsidiaries,¹ provides this data submission for the month of December 2023.

I. INTERCHANGE DATA

CPKC is submitting interchange data for the month of December 2023 in File “STB_FD_36500_6_GATEWAY_HC_2024_01_202401050959.csv.” CPKC has designated that file as Highly Confidential in its entirety.

CPKC is separately filing a public file containing aggregate interchange data for each of the specified gateways. That file is named “STB_FD_36500_6_GATEWAY_PUBLIC_2024_01_202401050950.csv.”

II. CUSTOMER EXPERIENCE DATA

CPKC is submitting data on the customer service metrics not already reported by CPKC in dockets Ex Parte No. 724 and Ex Parte No. 770 for the Reporting Weeks ending during December 2023 in File “STB_FD_36500_6_CUSTOMER_2024_01_202401091332.csv.”

¹ CPKC’s U.S. rail carrier subsidiaries include Soo Line Railroad Company; Central Maine & Quebec Railway US Inc.; Dakota, Minnesota & Eastern Railroad Corporation; Delaware & Hudson Railway Company, Inc. (collectively “CP” or “CP/Soo”); The Kansas City Southern Railway Company, Gateway Eastern Railway Company, and The Texas Mexican Railway Company (collectively, “KCSR”).

A. Metra Delay Data

Table 1 below summarizes the Metra on-time performance data for the full months of November and December 2023 consistent with how Metra reports its on-time performance data publicly. Table 1 reflects the number and percentage of Metra trains delayed by CPKC freight trains on the MD-W and MD-N lines during each month, and explains the differences between the figures CPKC is reporting and the total “freight train interference” figures reported by Metra in its monthly public on-time performance reports.² As noted below, Metra has not yet released its December 2023 On-Time Performance Report.

² Metra’s public On-Time Performance reporting provides aggregate figures that include all delays caused by “foreign” freight train interference, and thus does not distinguish between freight train interference caused by CPKC trains and that caused by trains of other freight railroads operating over, or crossing, Metra’s lines.

TABLE 1

Metra Line	Period	Metra Delays Attributed to CPKC Freight Train Interference	Total Metra Trains Scheduled	Percentage of Metra Trains with Delays Attributed to CPKC Freight Train Interference	Difference, if Any, from Total FTI Figures in Metra's Public On-Time Performance Reports
MD-N Line					
MD-N	Nov. 2023	6	1,262	0.48%	No difference.
MD-N	Dec. 2023	1	1,248	0.08%	Metra has not yet released its December 2023 On-Time Performance Report.
MD-W Line					
MD-W	Nov. 2023	5*	1,278*	0.39%*	Number of CPKC FTI delays corrected to conform with Metra's November 2023 On-Time Performance Report (showing 5 FTI delays), which appears to include one delay to a train that was less than six minutes late at destination and thus not late under Metra's definition.
MD-W	Dec. 2023	13	1,268	1.03%	Metra has not yet released its December 2023 On-Time Performance Report.

* - Figures amended from those reported in Table 1 in CPKC's Dec. 15, 2023 Submission.

B. Service Action Plan Metric Benchmarks

As set forth in Decision No. 35 (at 141-42), CPKC committed to develop Service Action Plans in the event specified thresholds are triggered by trends in three customer experience metrics: Manifest Carloads On Time (based on EP 770 Item 7(i)), First/Mile/Last Mile (Industry Spot and Pull) (based on EP 770 Item 5), and Bulk Train On Time (based on EP 770 Item 7(i)). See Applicants' Final Brief, Appendix A, p. A9.

Table 2 on the next page reports the values reported pursuant to Ex Parte No. 770 (Sub-No.1) (or, in the case of the bulk train OTP, the aggregate of the reported metrics) for the

Reporting Weeks ending during the month of December 2023. The Table also reports the four-week rolling average figures that are used to assess trends in performance relative to the applicable benchmarks.

TABLE 2

**CUSTOMER EXPERIENCE DATA REPORTING
SERVICE ACTION PLAN METRICS**

Week Ending	Manifest On-Time Performance EP 770 (Sub-No. 1), Item 7(i)				Bulk On-Time Performance EP 770 (Sub-No. 1), Item 7(i)				First-Mile/Last-Mile EP 770 (Sub-No. 1), Item 5			
	CP		KCS		CP		KCS		CP		KCS	
	As Reported in Ex Parte No. 770	Four- Week Rolling Average	As Reported in Ex Parte No. 770	Four- Week Rolling Average	Aggregate of Figures Reported in Ex Parte No. 770	Four- Week Rolling Average	Aggregate of Figures Reported in Ex Parte No. 770	Four- Week Rolling Average	As Reported in Ex Parte No. 770	Four- Week Rolling Average	As Reported in Ex Parte No. 770	Four- Week Rolling Average
12/1/23	80.38%	79.79%	80.54%	78.59%	98.40%	99.56%	94.98%	96.17%	92.87%	94.38%	94.70%	95.10%
12/8/23	82.18%	80.20%	81.29%	80.22%	100%	99.57%	94.71%	96.12%	94.38%	93.85%	96.70%	95.50%
12/15/23	83.17%	81.65%	85.16%	83.04%	100%	99.57%	95.14%	96.35%	95.88%	94.38%	95.40%	95.30%
12/22/23	77.00%	80.66%	86.99%	84.00%	100%	99.58%	96.73%	95.72%	94.38%	94.38%	95.80%	95.70%
12/29/23	77.66%	80.12%	70.90%	81.67%	98.20%	99.56%	92.56%	94.98%	97.13%	95.44%	94.00%	95.50%

III. OPERATIONAL DATA

CPKC is submitting data on the operational metrics for the Reporting Weeks ending during December 2023 in File

“STB_FD_36500_6_OPERATIONAL_2024_01_202401041356.csv” (the “Operational Data File”).

A. Data for October Reporting Period

The Operational Data File provides weekly data for the Saturday-to-Friday weeks for the period between November 25, 2023 and December 30, 2023.

B. Status of Capital Projects on CP Marquette Subdivision

This information is provided in Table 3 below.

TABLE 3
STATUS OF MARQUETTE SUBDIVISION CAPITAL PROJECTS AS OF JANUARY 15, 2024

LOCATION	PROJECT	STATUS
MP 24 to MP100 (Marquette)	72 Miles of CTC Signaling	For segment between MP 46 and MP 72, construction completed; CTC placed in service on November 29, 2023. For segments between MP 24 and MP 46 and between MP 72 and MP 100 (Marquette), design in progress, with construction planned to begin in April 2024, for target in-service date of October 2024.
Brownsville (MP 155)	New 10,200-foot siding	Design has been completed; construction planned to begin in 2026, but could be accelerated if volumes increase faster than anticipated.
Turkey River (MP71)	New 12,200-foot siding	Design completed; tree clearing in progress, with construction planned to begin in April 2024, for target in-service date in Q2 2025.
Bellevue (MP24)	New 10,200-foot siding	Construction in progress, with completion anticipated by the end of January 2024; track and signal work planned for Q1-Q2 2024, for target in-service date in Q2 2024.

Respectfully submitted,



David L. Meyer

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January 16, 2024

CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing CPKC's January 2024 Data Submission to be served electronically or by first class mail, postage pre-paid, on all parties of record in this proceeding.

/s/ David L. Meyer
David L. Meyer

January 16, 2023