



**Central Manitoba Railway Inc.**

**Tariff Schedule**

**Last Effective May 15, 2025  
Update Effective May 1, 2026**



Effective May 15, 2025

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## INDEX

### Section 1

### General Rules

Item 105	CEMR Invoice Commitment
Item 110	Scope of Tariff
Item 120	Application of Authorized Increases

### Section 2

### Supplemental Services

Item 200	Haulage of Empty Railcars Not Used <b>**CHANGE**</b>
Item 203	Haulage of Empty Railcars <b>**CHANGE**</b>
Item 204	Haulage of BN Railcars Pine Falls/Carman Subdivision(s) <b>**CHANGE**</b>
Item 205	Overweight - Railcars
Item 210	CEMR Delayed by Customer or Railway
Item 215	Interchange Error Movements <b>**CHANGE**</b>
Item 220	Intra - Plant Switching
Item 221	Specific Spotting Request
Item 225	Not First Out <b>**CHANGE**</b>
Item 230	Supplemental Train Run <b>**CHANGE**</b>
Item 235	Released - Not Available
Item 240	Over Supplied
Item 250	Railway Supplied Rejected Car
Item 255	Rejected Equipment Procedures
Item 265	Railcars not covered by contractual storage agreement <b>**CHANGE**</b>
Item 270	Turning a Railcar
Item 280	Administration Surcharge

### Section 3

### Demurrage

Item 300	CEMR Service Area Cut Offs
Item 301	Demurrage policy
Item 303	Demurrage Policy CN Supplied Grain Empties
Item 310	Demurrage Rates <b>**CHANGE**</b>
Item 320	Notification to CEMR



## **Section 4**

Item 400

Item 405

Item 410

Item 420

Item 430

## **Miscellaneous**

Staging of Railcars

Dangerous Commodity Railcar  
Inspection

Holidays

Glossary of Terms

Payment Terms

## **Section 1 - General**

### **Item 105 CEMR Invoice Commitment**

Central Manitoba Railway Inc. (CEMR) will invoice for all CEMR performed chargeable services under the authority of this tariff, no later than 30 days after the services rendered completion date.

The service rendered completion date for most services is the date of the service. For demurrage, storage and storage switching the services rendered completion date is generally the last day of the month.

### **Item 110 Scope of Tariff**

This tariff covers rules, rates, and charges for Central Manitoba Railway Inc., operated by Cando Rail & Terminals Ltd. All charges are payable to Central Manitoba Railway Inc., C-4110 Victoria Ave. Brandon, MB, R7B 4K7. Invoices can be sent to: [ap-cando@candorail.com](mailto:ap-cando@candorail.com).

### **Item 120 Application of Authorized Increases or updates to the Tariff Manual**

Rates and charges under this tariff as published are subject to change upon a 30-day written notice of change.

## **Section 2 - Supplemental Services**

### **Item 200 Haulage of Empty Railcars Not Used**

When empty railcars are placed for loading and are subsequently released empty, the customer will be subject to a charge of **\$275 per railcar**, for railcars destined to the Pine Falls Subdivision/Transcona region or **\$290 per railcar** for railcars destined to the Carman Subdivision

This tariff does not apply to railway supplied railcars that are unfit for loading.

### **Item 203 Haulage of Empty Railcars**

This applies to cars placed by another railway that are subsequently released empty to CEMR; the customer will be subject to a charge of **\$275 per railcar**.

### **Item 204 Haulage of BNSF Railcars on the Carman & Pine Falls Subdivisions**

This tariff applies to either the loaded railcar movement for railcars handed by CEMR on the Pine Falls Subdivision which are either received from or destined to the BNSF Railway via either the CN or CP interchanges. Unless a separate agreement governing the movement of the affected railcars is in place and effective between the customer and CEMR in the form of a Rule 11 Haulage Agreement, the origin shipper on CEMR lines, the destination receiver on CEMR lines and/or the Class 1 carrier i.e. (BNSF) will be assessed a haulage tariff of **\$612 CAD per railcar** handled.

This tariff applies to either the loaded railcar movement for railcars handed by CEMR on the Carman Subdivision which are either received from or destined to the BNSF Railway via either the CN or CP interchanges. Unless a separate agreement governing the movement of the affected railcars is in place and effective between the customer and CEMR in the form of a Rule 11 Haulage Agreement, the origin shipper on CEMR lines, the destination receiver on CEMR lines and/or the Class 1 carrier i.e. (BNSF) will be assessed a haulage tariff of **\$1667 CAD** per railcar handled. Railcars handled within CTA Interswitch limits will be assessed a haulage tariff of **\$612 CAD per railcar** handled.

## Item 205 Overweight - Railcars

CEMR reserves the right to refuse any overloaded railcar at the point of interchange, or refuse movement of any railcar which exceeds the gross weight on rail as noted below.

For railcars accepted for movement, that are **2,000 lbs or less** in excess of the published weight restriction, the customer will be subject to a charge of **\$800 per railcar**.

Railcars accepted for movement that are **over 2,000 lbs** in excess of the published weight restriction will be negotiated on a case-by-case basis.

### Weight Restrictions:

Carman Subdivision 268,000 lbs gross

Pine Falls Subdivision 286,000 lbs gross

## Item 210 CEMR Delayed by Customer or Railway

When a customer or railway, delays CEMR at their siding, plant or interchange, the customer or railway will be charged **\$425 per hour**. Charges will be rounded to the nearest quarter hour.

Charges under this item commence after the terminal/interchange time agreed to between CEMR and the customer/railway has elapsed.

## Item 215 Interchange Error Movements

Cars loaded or empty, received by CEMR in error or without forwarding instructions from the delivering railway, will be returned to the delivering railway or forwarded to the proper connecting railway within the same switching district at a charge of **\$545 per railcar**. This charge will be assessed against the delivering railway.

## Item 220 Intra-Plant Switching

After the initial placement of railcar at customers siding, when a railcar is moved at customers request from one track to another or from one spot to another spot on the same track within the customer's facility or industry, a charge of **\$410 per railcar** will be assessed to the customer.

### **Item 221 Specific Spotting Request**

When a specific car ID is requested to be placed at a specific location on a customer track or in a specific order on a customer track, a fee of **\$240 per railcar** will apply.

### **Item 225 Not First Out Charge**

If a customer releases a railcar to be pulled, and if this railcar results in the need to move additional car(s) that have already been placed, a charge of **\$112 per railcar moved** will be assessed to the customer.

### **Item 230 Supplemental Train Run**

When a customer or railway requests CEMR to provide any ad hoc or additional train service beyond the scheduled operation plan; Charges for this requested service will be **\$450 per hour with a (8) eight hour minimum**. Payment under this item will be determined based upon total crew time rounded to the nearest quarter hour, from the on-duty to off-duty time.

### **Item 235 Released - Not Available**

Any railcar(s) released by a customer that are not available to pull at the time of service will have the release(s) voided. Car(s) will be re-released by 12:00 on the next service day. Customer is responsible for ensuring car(s) is available for service.

### **Item 240 Over Supplied**

Railcar(s) that have to be returned to an interchange point due to oversupply caused by a railway over delivering against a customer order will be subject to a charge **\$285 per railcar** assessed against the delivering railway.

## **Item 250 Railway Supplied Rejected Car**

Railcar(s) that are rejected by the customer as being unsuitable for loading will be returned to the delivering railroad. The delivering railroad will inspect the rejected car(s) and charges will be assessed as follows.

### **Car Suitable for Loading**

Customer will be assessed a **\$285 fee per railcar**.

### **Car Unsuitable for Loading**

Delivering railroad will be assessed as a charge equal to 50% of the applicable carload rate.

## **Item 255 Rejected Equipment Procedures**

**CN Supplied Cars** - Any railcar deemed unsuitable for loading must be rejected and communicated to your CN rep. CEMR must also be advised by email to [carcontrol@candorail.com](mailto:carcontrol@candorail.com).

**CPKC Supplied Cars** - Any railcar deemed unsuitable for loading must be rejected and communicated to your CPKC rep. CEMR must also be advised by email to [carcontrol@candorail.com](mailto:carcontrol@candorail.com).

## **Item 265 Railcars not covered by contractual storage agreement**

Any railcar requiring inbound to terminal and is not covered by a current (non-expired) commercial storage agreement will be subject to an inbound/outbound fee of **\$230 per railcar**. This amount is chargeable for each of the inbound and outbound movement. In addition, a storage fee of **\$30 per day per railcar** will also apply.

## **Item 270 Turning a Railcar**

Customer requested turning of railcars to facilitate loading or unloading will be assessed a charge of **\$1750 per railcar**.

## **Item 280 Administration Surcharge**

Tariff charges paid by CEMR to other railways as a direct result of Customer errors or omissions in their billing and/or switching instructions, will be payable by Customer, and will be subject to a **25%** Administration Surcharge.

## **Section 3 - Demurrage**

### **Item 300 CEMR Service Areas**

For the purpose of this section, CEMR service areas will be defined as follows:

**Oakbluff:** All customers located in CEMR Carman Sub at or east of Oakbluff

**Carman:** All customers located on CEMR Carman Sub excluding Oakbluff

**Norcran:** All customers located on CEMR Pine Falls Sub south of Mile 11

**Pine Falls:** All customers located on CEMR Pine Falls Sub excluding Norcran

### **Item 301 Demurrage Policy**

Demurrage is invoiced on a monthly basis; each car will be allowed **72 hours**.

Demurrage liability starts with the earlier of Constructive Placement or Actual Placement and ends with the Release of the railcar. Credits will not be issued for cars released early.

### **Item 303 Demurrage Policy - CN Supplied Grain Empties**

Demurrage is involved monthly; each railcar will be allowed 1 day. Demurrage liability starts with the earlier of Constructive Placement or Actual Placement and ends with the Release of the railcar. Credits will not be issued for cars released early.

When time between the start of Demurrage liability and the next CEMR service exceeds the 1-day period, no demurrage charges will be assessed provided that the railcar is released and available to be lifted on the first service date following the start of demurrage liability.

Customers will be responsible for all demurrage charges until the car is placed in release status.

### **Item 310 Demurrage Rates**

Demurrage charges for all equipment subject to the provisions of section will be **\$263 per day**.



Effective May 15, 2025

## **Item 320 Notifications to CEMR**

Electronic devices are to be used to furnish notification of empty release or other carload disposition information to CEMR. The recorded date and time that the instructions are received by CEMR will govern.

Email: [cemr.operations@candorail.com](mailto:cemr.operations@candorail.com)

## **Section 4 - Miscellaneous**

### **Item 400 Staging of Railcars**

A charge of **\$55 per day per car** to be computed from the actual time car(s) placed or constructively placed on CEMR tracks. Rate charged is for the staging of loaded railcars and for the unplanned storage of empty railcars on CEMR property as a result of, but not limited to:

- Lack of room at customer's siding
- Held to complete a shipment
- Held for any other unplanned purpose

Staging charges commence on all days including Saturdays, Sundays and Holidays. These are chargeable days with charges continuing until actual placement on orders of, or disposition of, cars.

### **Item 405 Dangerous Commodity Rail Car Inspection**

Loaded Dangerous Commodity railcars staged enroute on CEMR property will be subject to this Dangerous Commodity Rail Car Inspection and Tariff. Loaded railcars delayed in transit or otherwise staged or stored will be inspected by a qualified employee for securement, safety defects and visible leaks or damage each 48 hours from arrival until spotted to customer facility or delivered to receiving Class 1 railway. Customer will be assessed a **\$50 per car per inspection** in addition to applicable staging or storage charges.

### **Item 410 Holidays**

Whenever reference is made to "holidays," it shall mean the following days:

- New Year's Day
- Louis Riel Day
- Good Friday
- Victoria Day
- Canada Day
- Labour Day
- National Day for Truth and Reconciliation
- Thanksgiving Day
- Christmas Day
- Boxing Day

(CEMR reserves the right to deem whether or not to operate on Holidays.)

## **Item 420 Glossary of Terms**

### **Actual Placement**

When a car is placed in an accessible position for loading or unloading, or a point designated by the consignor or consignee.

### **Consignee**

The party to whom a shipment is consigned or the customer entitles to receive the shipment.

### **Constructive Placement**

When a railcar cannot receive an Actual Placement due to a condition attributable to the consignee, such railcar will be held at a CEMR holding area. A notice shall be sent or given to the consignee that the railcar is being held until consignee is able to order and receive the railcar. The railcar would then become an Actual Placement once placement is done.

### **Empty Release Information**

Advice by consignee given to authorized personnel of CEMR, that the railcar is unloaded and available to CEMR. Information given must include car initials and number, identity of consignee, and identity of party furnishing information.

### **Lease Track**

Any trackage assignment to a user through written agreement. Leased Tracks will be treated the same as Private Tracks.

### **Loaded Release**

Is the complete or partial Loading of a car in conformity with Railway Loading and clearance rules and furnishing of Forwarding Instructions including STCC Standard Transportation Commodity Code.

### **Loaded Car**

A railcar that is completely or partially loaded.

### **Private Car**

A railcar bearing other than railroad reporting marks and which is not a railroad controlled car

### **Public Delivery Track**

Any track open to the general public for loading and unloading.

### **Supplemental Train Run**

Additional train runs over and above the agreed service frequency to customer(s).

### **Item 430 Payment Terms**

All invoiced amounts are due and payable within **thirty (30) days** of the date of such invoice. Customer is solely responsible for any and all applicable taxes on all invoiced amounts, including without limitation any applicable sales taxes. If Customer fails to pay the entire amount of any invoice when due, the remaining outstanding balance of such invoice shall accrue interest from such due date at the lesser of: **(i) the rate of two (2.0%) percent per month (an annual rate of twenty-four (24.0%) percent); and (ii) the maximum interest rate permitted by applicable law, until the balance of such invoice, together with all interest thereon, is paid in full. All payments shall be made and all charges calculated in Canadian dollars.**



**Central Manitoba Railway Inc.  
A Cando Company**