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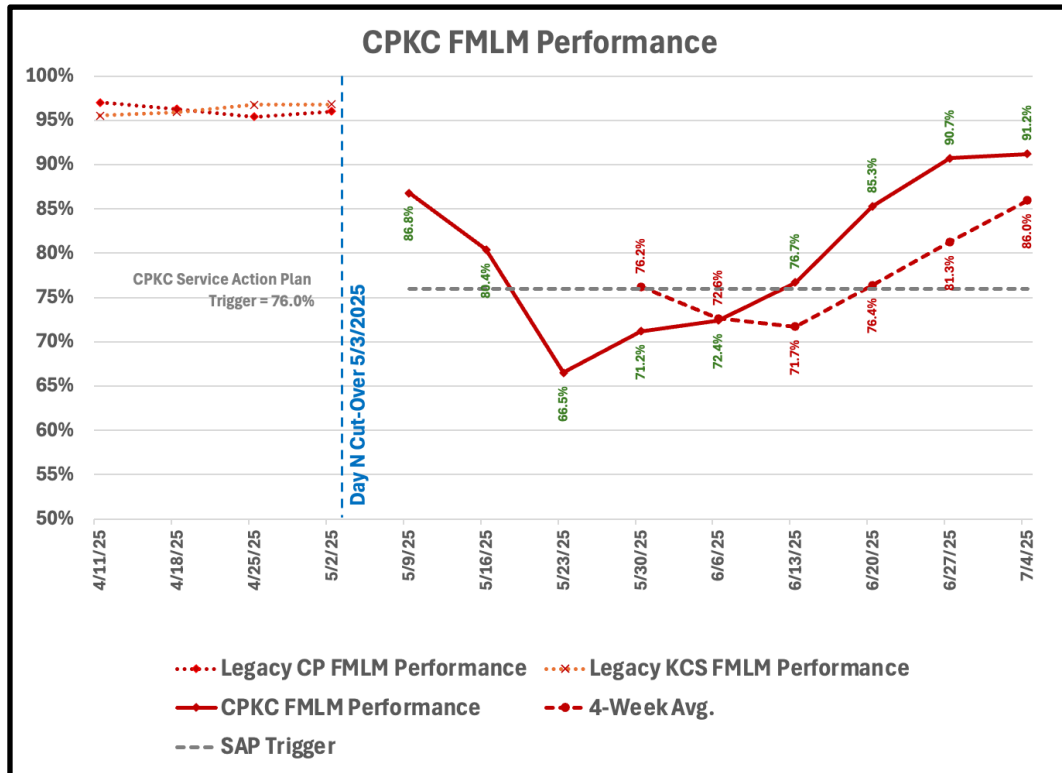
**CANADIAN PACIFIC RAILWAY LIMITED, ET AL. – CONTROL – KANSAS CITY SOUTHERN, ET AL.
(GENERAL OVERSIGHT)****CPKC's JULY 9, 2025 UPDATE TO SERVICE ACTION PLAN**

Canadian Pacific Kansas City Limited ("CPKC"), on behalf of its U.S. rail carrier subsidiaries,¹ is providing this update to the "Service Action Plan" reported herein on June 20 (CPKC-34). Figures 1 and 2 below provide more recent data regarding CPKC's First-Mile Last-Mile (Industry Spot and Pull) ("FMLM") and manifest on-time ("Manifest OTP") performance through the week ending July 4.

As shown in Figure 1, FMLM performance improved again over the past week, from a CPKC-wide average of 90.7% for the week ending June 27 to an average of 91.2% for the week ending July 4. CPKC's four-week rolling average FMLM performance (of 86.0%) increased significantly week-over-week and remains well above the service action plan trigger associated with this metric (*i.e.*, 76.0%). As before, Figure 1 depicts four-week rolling average performance with the dashed red line, with weekly performance levels shown in solid red.

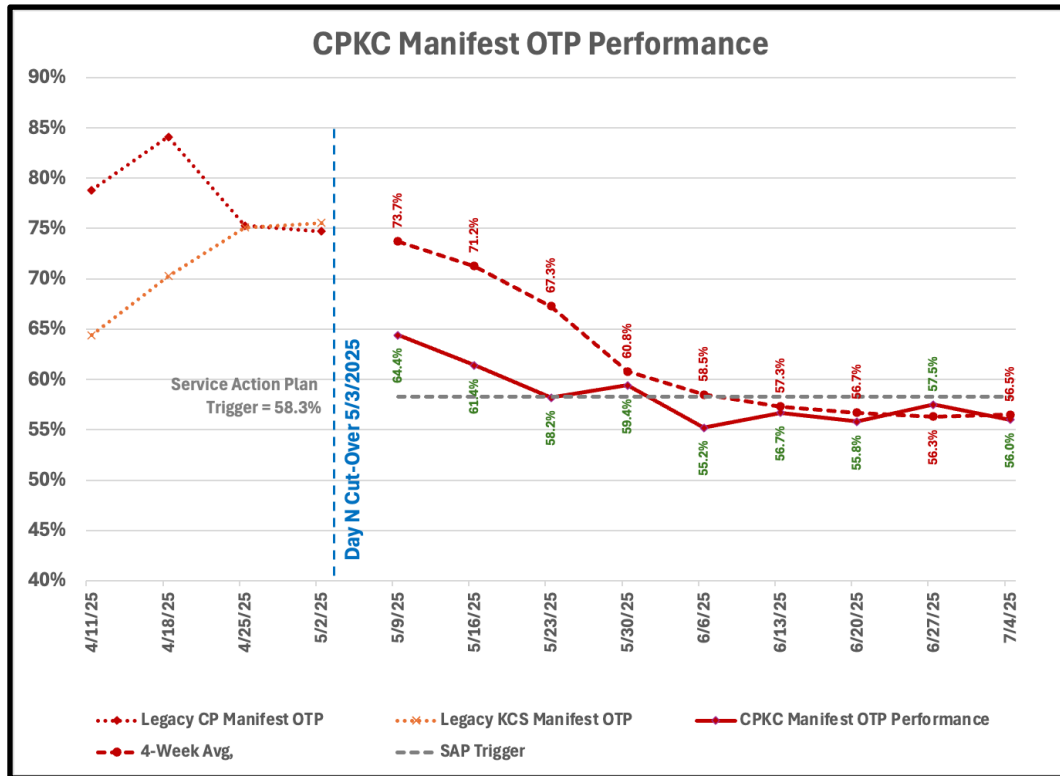
¹ CPKC's U.S. rail carrier subsidiaries include Soo Line Railroad Company; Central Maine & Quebec Railway US Inc.; Dakota, Minnesota & Eastern Railroad Corporation; Delaware & Hudson Railway Company, Inc. (collectively "CP" or "CP/Soo"); The Kansas City Southern Railway Company, Gateway Eastern Railway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

FIGURE 1



As shown in Figure 2 below, CPKC’s Manifest OTP performance deteriorated somewhat in the most recent week, with performance at 56.0 % for the week ending July 4. The four-week average increased somewhat week-over-week.

FIGURE 2



Overall, CPKC’s ability to meet the needs of its customers on the legacy-KCS network has shown broad improvement. CPKC has made strong progress towards consistent FMLM performance (as reflected in the FMLM improvements shown in Figure 1) enabled by greater familiarity on the part of field operations personnel and customers with the new CPKC systems and processes rolled out for the May 3 transition. As a further manifestation of these improvements, the volume of calls and emails into CPKC’s customer support centers has trended steadily down towards normal levels.

Improvements in Manifest OTP performance levels have continued to lag local service improvements, but CPKC had a successful Independence Day holiday weekend on the legacy-KCS portion of the CPKC network, and with the holiday now behind us CPKC anticipates building momentum in the yard inventory (dwell), corridor fluidity, and train speed improvements that will drive improvement in Manifest OTP performance.

CPKC will continue to devote the resources and attention necessary to return service levels to the normal range expeditiously, with a focus on the factors bearing on Manifest OTP performance in particular. Among CPKC's key areas of focus for the upcoming week are the following, all against the backdrop of ongoing attention to restoring effective operations across the legacy-KCS network:

Operations:

- CPKC Operations has restored local service at levels well above service-action plan thresholds, and will continue to seek incremental improvement where needed and monitor performance closely to ensure sustained success;
- CPKC's Operating leaders will continue to maintain an in-person, boots-on-the-ground presence at the key legacy-KCS yards in Beaumont, Port Arthur, Shreveport, and Jackson to support continued "catchup" needed to bring network fluidity back to normal levels;
- CPKC Operations will continue to align the mapping of local service plans and customers as needed for each terminal to support efficient service plan execution using post-Day N IT systems;
- CPKC Operations will continue to manage active cars online and reduce dwell; and
- CPKC Operations will identify and implement sustainable process improvements designed to support operations that are well informed by valid data, support disciplined and predictable operations, and more effectively meet customer service expectations.

Information Technology:

- CPKC's IT personnel (along with counterparts from shipment management and customer service) have continued their in-person presence at locations across the legacy-KCS network to support operating personnel and customers with their deployment of post-Day N IT systems, with a focus on the Southeast Division (areas east and southeast of Shreveport);
- CPKC IT will continue to support Operations' focus on improved car inventories through the implementation of new internal location reporting and data validation; and
- CPKC IT will continue to review and implement systems enhancements as necessary to improve CPKC's internal operational processes and address customer needs with respect to waybilling, car ordering, and car tracking.

Customer Communications:

- CPKC has been issuing customer bulletins more frequently to address the status of CPKC's service recovery efforts and "what to expect" from those efforts in the near term;
- CPKC will continue to reach out to customers of all sizes, shipping all types of commodities, and located in all parts of the legacy-KCS network to solicit feedback on the issues they are facing with an eye to identifying areas warranting attention and tailoring solutions to customer needs, and CPKC has allocated additional resources this week to support these efforts;
- CPKC is planning additional customer webinars to support continued learning and effective utilization of online tools; and

- CPKC will continue working collaboratively with customers to find sustainable and workable solutions for IT and process-related issues that cause recurring challenges for customers.

CPKC continues to project that it will achieve a return of service performance to the normal range for the vast majority of customers by the second half of July. CPKC will provide its next weekly update on Wednesday, July 16.

Respectfully submitted,



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July 9, 2025

CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing CPKC's July 9, 2025 Update to Service Action Plan 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

July 9, 2025