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

CPKC'S JANUARY 2026 TRAFFIC DIVERSION SUBMISSION

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January 15, 2026

TABLE OF CONTENTS

I.	INTRODUCTION	3
II.	OVERVIEW OF TRAFFIC GAINS ARISING FROM CP/KCS TRANSACTION DURING REPORTING PERIOD	4
III.	CORRIDOR-BY-CORRIDOR REVIEW OF TRAFFIC IMPACTS.....	8
A.	Corridor 1: Between KCSM-Served Regions of Mexico and Legacy-CP-Served Regions of Canada and the Upper Midwest.....	8
B.	Corridor 2: Between Legacy-KCSR-Served Regions of the U.S. Gulf Coast and Legacy-CP-Served Regions of Canada and the Upper Midwest	9
C.	Corridor 3: Between St. Louis and CP-Served Regions of Canada and the Upper Midwest.....	10
D.	Corridor 4: Between Dallas and CP-Served Regions of Canada and the Upper Midwest	11
E.	Corridor 5: Between Legacy-KCSR-Served Regions in the South Central States and Legacy-CP-Served Regions of Canada and the Upper Midwest	12
F.	The Estimated Traffic Gains Involve All Portions of the Legacy-CP Network	13

CPKC’S JANUARY 2026 TRAFFIC DIVERSION SUBMISSION

In accord with Oversight Decision No. 1 served on September 1, 2023, Canadian Pacific Kansas City Limited (“CPKC”), on behalf of itself and its U.S. rail carrier subsidiaries,¹ provides this fifth semiannual report on the traffic impacts of the CP/KCS transaction, covering the period from May 1, 2025 through October 31, 2025 (the “Reporting Period”).

I. INTRODUCTION

Decision No. 35 required CPKC to report, on a biannual basis, the following:

“With respect to the following, Applicants will be required to report information on a biannual basis (every six months), 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.”

Finance Docket No. 36500, Decision No. 35 at 82.

CPKC’s first biannual report, submitted on January 16, 2024, explained in detail the methodology CPKC used to analyze and report on post-Transaction traffic changes. *See* January 2024 Traffic Diversion Submission (CPKC-8) at 4-11. This fifth Traffic Diversion Submission follows the same methodology and reporting format. Section II summarizes the estimated traffic gains resulting from the Transaction in each of the categories required by Decision No. 35.

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 “Legacy-CP”); The Kansas City Southern Railway Company, Gateway Eastern Railway Company; and The Texas Mexican Railway Company (collectively, “Legacy-KCS”).

Section III reports those gains on a corridor-by-corridor basis, providing additional specific examples of the ways the Transaction has attracted new traffic to the CPKC network.

II. OVERVIEW OF TRAFFIC GAINS ARISING FROM CP/KCS TRANSACTION DURING REPORTING PERIOD

CPKC’s best estimate of the magnitude of traffic (in terms of carloads and intermodal units) attracted to the CPKC network during the Reporting Period as a result of the Transaction and within the scope of this analysis is set forth in File “STB_FD_36500_6_DIVERSION_HC_2026_01_202601051652.csv” (the “Diversion Estimate File”). CPKC has designated that file as Highly Confidential in its entirety because it reflects detailed information about traffic flows on the CPKC network. Disclosure of such information to the public—and especially to competing railroads—would cause commercial and competitive harm to CPKC and undermine the competitive process. Table 1 and Section III below provide considerable detail regarding CPKC’s traffic diversion estimates, albeit in sufficiently aggregated form so as to mitigate the commercial and competitive concerns associated with disclosure of the underlying details.

The Diversion Estimate File contains, for each directional corridor (*e.g.*, Western Canada to Gulf States) and for each separate CPKC commodity code, the following fields:

- Reporting Period: May 1, 2025 to October 31, 2025;
- Corridor (*e.g.*, “CP Midwest to Mexico”);
- Commodity (*e.g.*, “022 – CORN”) and associated two-digit STCC codes;
- Truck-to-Rail Traffic gains (reflecting CPKC’s estimate of new traffic attracted from trucks);
- Rail-to-Rail Extended Haul Traffic gains (reflecting CPKC’s estimate of traffic previously handled by Legacy-CP or Legacy-KCS to an interchange point and now handled via a new CPKC single-system route);
- Rail-to-Rail New Single Line Traffic gains (reflecting CPKC’s estimate of traffic previously handled by another rail carrier and now handled via a new CPKC single-system route); and

- New “Growth” Traffic gains (reflecting CPKC’s estimate of traffic not previously transported by the shipper, but made possible by the improved transportation options provided by new CPKC single-system routes).

The Transaction continues to stimulate substantial procompetitive traffic growth on the combined CPKC network. In the aggregate, CPKC estimates that as a result of the Transaction it was able to attract 79.6 percent more incremental traffic to the CPKC network during the Reporting Period than it had during the prior six month Reporting Period (November 2024 through April 2025)—*i.e.*, 102,421 units as compared with 57,038 units).²

² The Diversion Estimate File and the corridor data reported in Tables 1-7 below reflect that in a few instances the magnitude of estimated diversions in a particular category (commodity, corridor, type of diversion) was lower in the current Reporting Period than in the previous one. This is to be expected as a result of seasonal differences in traffic mix between the May-October and November-April reporting periods. In addition, variations in incremental traffic growth likely reflect fluctuations in traffic volumes for a host of reasons, including general levels of economic activity, shipper decisions to shift production or sourcing from one place to another, competitive responses to CPKC initiatives, and many more. As the data demonstrate, however, in the aggregate CPKC continues to attract greater volumes of traffic to its network as a result of the Transaction.

TABLE 1
SUMMARY OF ESTIMATED TRANSACTION-RELATED TRAFFIC GROWTH

CORRIDOR	TRUCK-TO-RAIL TRAFFIC ³	RAIL-TO-RAIL		NEW “GROWTH” TRAFFIC	TOTALS
		EXTENDED HAUL TRAFFIC	NEW SINGLE LINE TRAFFIC		
Southbound: Legacy-CP Network to Legacy-KCS Network	9,049	29,887	4,775	13,077	56,788
Northbound: Legacy-KCS Network to Legacy-CP Network	2,892	25,270	5,896	11,575	45,633
TOTALS	11,941	55,157	10,671	24,652	102,421

As noted in previous Traffic Diversion Submissions, the scope of this Submission covers only one category of evidence of the pro-competitive impacts of the CP/KCS Transaction: the direct impact on CPKC traffic levels of Transaction-related improvements in CP-KCS cross-network lanes. There are at least two additional ways that the CP/KCS Transaction continues to provide shippers with improved, more competitive rail transportation options.

First, the data presented in the Diversion Estimate File and the specific gains summarized in Section III below cover only the corridors most directly affected by the Transaction. CPKC has found that the expanded network reach resulting from the combination continues to lead customers to view CPKC as a more attractive transportation service provider for an array of shipments that include those *occurring entirely within* the boundaries of either the pre-

³ The total estimated gains from trucks reported in this column represent CPKC intermodal units, each of which is approximately equivalent to one over-the-road truck removed from the highway.

Transaction CP or KCS network. One example of these traffic gains is the new intermodal traffic moving between CPKC intermodal terminals in Mexico and Americold's state-of-the-art cold storage facility adjacent to CPKC trackage south of Kansas City, which opened in August 2025.⁴ That traffic is supported by CPKC's single-line, long-haul Mexico-Chicago "Midwest-Mexico Midwest Express" ("MMX") intermodal service, which was made possible by the CP/KCS Transaction. Because Americold's facility is adjacent to Legacy-KCS trackage, however, the new rail traffic is not included in the counts of truck-to-rail diversions reported in Table 1 above.

Second, as previously reported, CPKC has continued to experience invigorated competition from larger Class 1 railroads, particularly with respect to traffic moving between Mexico and the United States. CPKC has observed substantial volumes of intermodal traffic handled by intermodal intermediaries working with UP and BNSF shifting to the Eagle Pass gateway (and movement via Ferromex within Mexico) by virtue of the new services that these railroads developed in response to the CP/KCS combination. Among the material sources of this new competition has been UP's so-called "Falcon Service" interline initiative in coordination with CN, which competed head-to-head with CPKC's single-line services between Mexico and Canada.

⁴ See Americold Press Release, "*Americold Opens First Import-Export Hub in Partnership with CPKC, Unlocking a New Era of Food Flow Across North America*" (Aug, 12 2025), available at <https://ir.americold.com/press-releases/news-details/2025/Americold-Opens-First-Import-Export-Hub-in-Partnership-with-CPKC-Unlocking-a-New-Era-of-Food-Flow-Across-North-America/default.aspx>.

III. CORRIDOR-BY-CORRIDOR REVIEW OF TRAFFIC IMPACTS

As set forth in the Diversion Estimate File, the CP/KCS Transaction continues to contribute to the improved competitiveness of the CPKC network, as reflected in CPKC’s ability to attract new rail traffic across all of the corridors affected by the Transaction.

A. Corridor 1: Between KCSM-Served Regions of Mexico and Legacy-CP-Served Regions of Canada and the Upper Midwest

Table 2 below summarizes CPKC’s best estimate of the magnitude of traffic (in terms of carloads and intermodal units) attracted to the CPKC network as a result of the Transaction in Corridor 1 (*i.e.*, traffic moving on the CPKC network between Mexico and points on the Legacy-CP network in Canada and the Upper Midwest).

TABLE 2
CORRIDOR 1 TRAFFIC GAINS

CORRIDOR BETWEEN LEGACY-CP NETWORK AND MEXICO	TRUCK-TO-RAIL TRAFFIC	RAIL-TO-RAIL		NEW “GROWTH” TRAFFIC	TOTALS
		EXTENDED HAUL TRAFFIC	NEW SINGLE LINE TRAFFIC		
Southbound:	6,682	17,915	2,805	5,391	32,793
Northbound:	2,297	20,110	4,710	3,098	30,215
TOTALS	8,979	38,025	7,515	8,489	63,008

CPKC’s ability to attract new traffic in this corridor has benefitted from CPKC’s single-system service design initiatives, including CPKC’s MMX service, deeper run-through blocking, and disciplined attention to service reliability in this corridor (including within Mexico), coupled with the broader market reach enabled by the Transaction. Examples of the additional traffic flows attracted to the CPKC network during the Reporting Period in this Corridor (in addition to the examples provided in previous Submissions) include continued growth in liquified petroleum

gas (L.P.G.) moving from multiple origins in western Canada to multiple destinations in Mexico, continued growth in wheat moving from multiple origins in Manitoba and Wisconsin to destinations in Mexico, continued growth in intermodal traffic moving between Mexico and the U.S. Midwest; growth in sand and stone moving from Wisconsin to Mexico; and growth in finished automobiles moving from Mexico to the U.S. Midwest.⁵

B. Corridor 2: Between Legacy-KCSR-Served Regions of the U.S. Gulf Coast and Legacy-CP-Served Regions of Canada and the Upper Midwest

Table 3 below summarizes CPKC's best estimate of the magnitude of traffic (in terms of carloads and intermodal units) attracted to the CPKC network as a result of the Transaction in Corridor 2 (*i.e.*, traffic moving on the CPKC network between the KCS-served areas of the Gulf Coast, including the ports of Port Arthur and New Orleans, and points on the Legacy-CP network in Canada and the Upper Midwest).

⁵ This traffic is reported as Commodity Codes 460 (L.P.G.); 010 (wheat); Domestic Intermodal; 200 (sand & stone); and 390 (automobiles).

TABLE 3
CORRIDOR 2 TRAFFIC GAINS

CORRIDOR BETWEEN U.S. GULF COAST AND LEGACY-CP NETWORK	TRUCK-TO-RAIL TRAFFIC	RAIL-TO-RAIL		NEW “GROWTH” TRAFFIC	TOTALS
		EXTENDED HAUL TRAFFIC	NEW SINGLE LINE TRAFFIC		
Southbound:	186	3,260	53	640	4,139
Northbound:	61	3,236	403	849	4,549
TOTALS	247	6,496	456	1,489	8,688

Examples of the additional traffic flows attracted to the CPKC network during the Reporting Period in this corridor (in addition to the examples provided in previous Submissions) include wheat moving from North Dakota and Minnesota to Houston; canola oil and vegetable oil moving from Saskatchewan to Louisiana; meats and by-products moving from various destinations across Canada and the U.S. Midwest to Louisiana; and chemicals moving from Louisiana to Iowa.⁶

C. Corridor 3: Between St. Louis and CP-Served Regions of Canada and the Upper Midwest

Table 4 below summarizes CPKC’s best estimate of the magnitude of traffic (in terms of carloads and intermodal units) attracted to the CPKC network as a result of the Transaction in Corridor 3 (*i.e.*, traffic moving on the CPKC network between St. Louis (and nearby Legacy-KCS-served areas of Illinois and eastern Missouri), and points on the Legacy-CP network in Canada and the Upper Midwest).

⁶ This traffic is reported as Commodity Codes 010 (wheat), 632 (canola oil), 630 (vegetable oil), 090 (meat & by products), and 510 (all other chemicals).

TABLE 4
CORRIDOR 3 TRAFFIC GAINS

CORRIDOR BETWEEN ST. LOUIS AREA AND LEGACY-CP NETWORK	TRUCK-TO- RAIL TRAFFIC	RAIL-TO-RAIL		NEW “GROWTH” TRAFFIC	TOTALS
		EXTENDED HAUL TRAFFIC	NEW SINGLE LINE TRAFFIC		
Southbound:	5	3,977	375	1,108	5,465
Northbound:	0	8	1	223	232
TOTALS	5	3,985	376	1,331	5,697

Examples of the additional traffic flows attracted to the CPKC network during the Reporting Period in this corridor (in addition to the examples provided in previous Submissions) include continued growth in durum moving from origins in North Dakota and Saskatchewan to destinations in the St. Louis area and soybeans moving from origins in North Dakota and Minnesota to St. Louis.⁷

D. Corridor 4: Between Dallas and CP-Served Regions of Canada and the Upper Midwest

Table 5 below summarizes CPKC’s best estimate of the magnitude of traffic (in terms of carloads and intermodal units) attracted to the CPKC network as a result of the Transaction in Corridor 4 (*i.e.*, traffic moving on the CPKC network between Dallas/Fort Worth (and nearby Legacy-KCSR-served areas of eastern Texas), and points on the Legacy-CP network in Canada and the Upper Midwest).

⁷ This traffic is reported as Commodity Codes 011 (durum) and 076 (soybeans).

TABLE 5
CORRIDOR 4 TRAFFIC GAINS

CORRIDOR BETWEEN DALLAS AREA AND LEGACY- CP NETWORK	TRUCK-TO- RAIL TRAFFIC	RAIL-TO-RAIL		NEW “GROWTH” TRAFFIC	TOTALS
		EXTENDED HAUL TRAFFIC	NEW SINGLE LINE TRAFFIC		
Southbound:	584	2,412	895	2,233	6,124
Northbound:	1	573	92	106	772
TOTALS	585	2,985	987	2,339	6,896

The developments in this corridor highlighted in previous Submissions have continued to attract additional rail traffic, including asphalt moving from Saskatchewan and Alberta, automotive trucks and automobiles moving from Michigan and Ontario to the Wylie Auto Compound; wheat moving from North Dakota; and canola oil moving from Saskatchewan.⁸

E. Corridor 5: Between Legacy-KCSR-Served Regions in the South Central States and Legacy-CP-Served Regions of Canada and the Upper Midwest

Table 6 below summarizes CPKC’s best estimate of the magnitude of traffic attracted to the CPKC network as a result of the Transaction in Corridor 5 (*i.e.*, traffic moving on the CPKC network between Legacy-KCS-served areas of the South Central States (and points in Southeastern states reached by Legacy-KCS via interchange with shortlines or Eastern railroads) and points on the Legacy-CP network in Canada and the Upper Midwest).

⁸ This traffic is reported as Commodity Codes 473 (asphalt); 400 (trucks); 390 (automobiles); 010 (wheat); and 632 (canola oil).

TABLE 6
CORRIDOR 5 TRAFFIC GAINS

CORRIDOR BETWEEN SOUTH CENTRAL STATES AND LEGACY-CP NETWORK	TRUCK-TO- RAIL TRAFFIC	RAIL-TO-RAIL		NEW “GROWTH” TRAFFIC	TOTALS
		EXTENDED HAUL TRAFFIC	NEW SINGLE LINE TRAFFIC		
Southbound:	1,592	2,323	647	3,705	8,267
Northbound:	533	1,343	690	7,299	9,865
TOTALS	2,125	3,666	1,337	11,004	18,132

CPKC has attracted a variety of additional incremental manifest traffic in this corridor, including steel moving from Iowa to multiple destinations across the Southern U.S.; L.P.G. moving from Minnesota, Alberta, and Saskatchewan to Louisiana; automotive trucks moving from Missouri to Canada and Minnesota; further growth in cement moving from Kansas to destinations reached by the Legacy-CP network, and further growth in paperboard moving from Louisiana and Oklahoma origins to destinations in the U.S. Midwest.⁹

F. The Estimated Traffic Gains Involve All Portions of the Legacy-CP Network

As shown in the Diversion Estimate File and in the discussion above of illustrative traffic gains in this report and previous Submissions, the new traffic that CPKC has attracted to the CPKC network spans all parts of the Legacy-CP network. Table 7 below breaks down the traffic gains summarized in Table 1 above into the three geographic regions reported in detail in the

⁹ This traffic is reported as Commodity Codes 330 (iron & steel); 460 (L.P.G.); 400 (trucks); 220 (cement); and 540 (paperboard).

Diversion Estimate File. As Table 7 shows, by far the greatest portion of the traffic gains involve traffic moving to/from the U.S. Upper Midwest.

TABLE 7
PORTIONS OF LEGACY-CP NETWORK WHERE ESTIMATED
TRAFFIC GAINS ORIGINATE/TERMINATE

CORRIDOR BETWEEN LEGACY-KCS NETWORK AND LEGACY-CP NETWORK	TRUCK-TO- RAIL TRAFFIC	RAIL-TO-RAIL		NEW “GROWTH” TRAFFIC	TOTALS
		EXTENDED HAUL TRAFFIC	NEW SINGLE LINE TRAFFIC		
U.S. Midwest					
Southbound	8,115	21,631	2,159	2,755	34,660
Northbound	2,154	17,190	2,970	3,755	26,069
Subtotal	10,269	38,821	5,129	6,510	60,729
Western Canada					
Southbound	209	6,202	2,081	7,781	16,273
Northbound	343	2,471	789	4,457	8,060
Subtotal	552	8,673	2,870	12,238	24,333
Eastern Canada					
Southbound	725	2,054	535	2,541	5,855
Northbound	395	5,609	2,137	3,363	11,504
Subtotal	1,120	7,663	2,672	5,904	17,359
Entire Legacy-CP Network ¹⁰					
Southbound	9,049	29,887	4,775	13,077	56,788
Northbound	2,892	25,270	5,896	11,575	45,633
TOTALS	11,941	55,157	10,671	24,652	102,421

¹⁰ These figures match those summarized in Table 1 above.

Respectfully submitted,



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January 15, 2026

CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing CPKC's January 2026 Traffic Diversion 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 15, 2026