

INCREASING EFFICIENCY TO MINIMIZE DELAYS IN YOUR COMMUNITY



A COMBINED TRANSCONTINENTAL CANADIAN PACIFIC KANSAS CITY WILL OPERATE MORE EFFICIENTLY TO MINIMIZE CROSSING DELAYS AND DISRUPTIONS THROUGHOUT AMERICA'S HEARTLAND.

America relies on freight trains. Nearly everything we own, or any product we use – from our homes to our meals – needs rail to get to us. Without freight rail, all these things would cost more and be harder to get. CPKC will move more of North America's supplies across the continent to support greater economic development. We are committed to being a good neighbor and to delivering those goods safely and efficiently for communities, our customers, the U.S. economy and our environment.

As a result of the combination, there will be an increased number of trains that operate through some communities, which will mean more trains moving through at-grade crossings. The CP-KCS network would invest \$275 million in new infrastructure to keep trains moving even more efficiently – reducing the amount of time crossings are occupied and minimizing wait times for motorists and pedestrians.

The amount of time a train occupies any individual grade crossing is dependent on several factors, primarily speed and train length, and whether that train is stopping to change crews, drop off rail cars or serve a customer. At most crossings, CPKC trains will pass without stopping. Service to local customers would be done by existing trains.



TRAIN LENGTH

CP's average train length network-wide today is about 8,000 feet and that average is not increasing due to the merger. In some communities, the average length of individual trains would actually be shorter as a result of the CPKC combination, though CPKC will target some individual trains at 10,000 feet.

TRAIN SPEED

The speed of freight trains can vary based on a number of factors, including track speed limit. The operating speed for many trains moving through a typical mainline crossing is about 40 mph.

TYPICAL ROAD CROSSINGS



Open
93% of
the day



Occupied **less**
than 4 minutes
per hour

WAIT TIMES

Trains don't operate like cars driving on a busy street, one after the other with only a few feet between them. Railroads operate 24 hours a day and thus train movements are spread throughout that period.

At an average length of 8,000 feet, a train going 40 mph takes less than 3 minutes to move through one crossing.

Some communities in Iowa could see an increase of up to 14 trains per day. On average, a typical mainline crossing in these communities will only be occupied less than 4 minutes per hour.

That means a typical mainline crossing would not have a train moving through it for more than 93 percent of the day.

TYPICAL MAINLINE CROSSINGS IN SELECT COMMUNITIES IN IOWA:

Davenport

Post-merger, based on current train speeds, a typical delay of **3.5 minutes per train.**

More than 93 percent of the time the typical mainline crossing would be unoccupied.

Bettendorf

Post-merger, based on current train speeds, a typical delay of **2.3 minutes per train.**

More than 95 percent of the time the typical mainline crossing would be unoccupied.

Muscatine

Post-merger, based on current train speeds, a typical delay of **2.75 minutes per train.**

More than 96 percent of the time the typical mainline crossing would be unoccupied.

WHAT DO WE GET FOR THOSE FEW MINUTES EVERY HOUR?

We get the goods we need delivered safely and efficiently. Workers get jobs and communities see economic growth. Businesses get more transportation options. With more trucks off the road, we get less highway congestion.

We all get less pollution and dramatically reduced greenhouse gases (GHGs) that contribute to climate change already bringing floods and droughts to Iowa.



JOB CREATION & ECONOMIC GROWTH

A combined CP-KCS expects to create about 1,000 direct, good-paying rail jobs system-wide. That includes approximately 175 employees needed to operate trains and maintain track between the Quad-Cities and Kansas City.

Expanded economic opportunities don't stop with the railroad companies. CPKC will provide better transportation options for shippers in the Midwest and serve as an economic growth engine as CP serves major employers in agriculture, steel, cement and other industries in the region. The combination also brings jobs through \$275 million in infrastructure investment along the routes seeing increased train traffic, including more than a dozen projects in the corridor through Missouri, Iowa and Illinois.



BETTER FOR THE ENVIRONMENT

CPKC trains will bring improved supply chains and convert shipments to a more environmentally friendly method of transport. We expect to annually divert almost 64,000 long-haul truck shipments to rail achieving a significant reduction in GHGs.

CP and KCS combined more efficient U.S. rail network itself will significantly reduce greenhouse gas emissions and other air pollutants, removing over 389,000 tons of GHGs annually. Rail will make up a larger share of freight transportation reducing emissions for the U.S. transportation sector.

Freight trains are four times more fuel-efficient than trucks, create 75 percent less greenhouse gas emissions and one train can take 300 trucks off the road. Fewer trucks on highways means less congestion, less maintenance, less pollution and improved safety on the roads for everyone.

See important information at <http://futureforfreight.com>