

CPKC Announces Changes to KCSR Tariffs



At CPKC, now comprised of the CP, KCS U.S. and KCS Mexico railway networks, we strive to provide the safest, most reliable and best in class rail transportation service. As CPKC begins to integrate the rail networks to enable us to offer a truly unique North American single-line rail service, we are announcing changes to the U.S. KCSR tariff catalog. Our long-term objective is to provide a single seamless tariff catalog for our CPKC customers, be transparent in our approach and provide sufficient customer notice of any further changes.

What is changing?*	Why are these changes being made?	When are these changes effective?
<ul style="list-style-type: none">▪ New tariff items – safety & operating efficiency▪ New Door-to-Door Items▪ Updates to Asset Use tariffs▪ Updates to existing tariff items▪ Full tariff catalog can be found here 8100, 6000, 9213▪ KCSM network is NOT impacted at this time	<ul style="list-style-type: none">▪ To harmonize CPKC safety, accessorial and demurrage programs, applying long-established and proven operating practices▪ To improve safety and efficiency, and to optimize use of railway and customer assets▪ To support new Door-to-Door intermodal products▪ Part of our regular annual review of accessorial charges	<ul style="list-style-type: none">▪ Effective August 1, 2023 allowing 2+ months for review and adoption▪ ‘Mock invoice’ process starting July 1, 2023 to provide visibility prior to effective date

*In the event there is a discrepancy between the terms in this document and the KCS tariff, KCS tariff governs

New Tariff Items: Safety and Operating Efficiency



Tariff	Description	Fee	Summary of Changes
8100 #730	Unable to place cars	\$110 per car + \$590 switching + applicable asset use	When CPKC deliver cars to a Spot on Arrival Customer or has been requested to deliver cars to an Order In Customer and is unable to do so for reasons such as the facility being full or unable to be accessed, this charge will apply in addition to switching charges and applicable asset use.
8100 #740	Unable to pick-up cars	\$110 per car + switching + applicable asset use	When CPKC has been asked to perform a specific service at a customer facility, such as picking-up or scaling a railcar, and the car is not ready or CPKC is unable to access a specific car.
8100 #720	Special order requests	\$240 per car	When a specific car ID is requested to be placed at a Spot on Arrival facility.
8100 #710	Incidental switch	\$240 per car (up to 15 cars)	When cars within the customer facility or industry, which were not requested to be switched, must be moved to carry out movement instructions.
8100 #1520	Intermodal gate charges	\$135 per unit	Containers passing through a terminal gate that in-gate without corresponding out move (prior or subsequent).
8100 #750	Shipment cannot continue in-transit	\$590 per car + asset use per tariff 6000 + applicable switching	When CPKC cannot continue to move a car for reasons beyond its control and must take additional steps to switch car out of the way of other traffic.
6000 #181	Held for customs documentation/refused entry	\$2,000 per car or container + applicable fees (i.e. asset use)	When CPKC cannot continue to move a car or intermodal unit for reasons beyond its control and must take additional steps to ensure that car is switched out of the way of other traffic, this charge will apply.
8100 #1430	Unsafe condition/customer practices	\$3,000 for first occurrence \$10,000 per recurrence up to suspension of service	Where, at CPKC sole discretion, safe railway operations are impeded due to improper customer practices.
8100: #1400	Unsafe to continue	\$10,000 per car/unit for hazardous/ residue \$3,000 per car/unit for non-hazardous \$1,000 per car/unit for smaller issues	Management and coordination of an existing or emergent safety problem that prevents a car from continuing in transit (including adjustment to equipment/lading).
8100: #1410 #1420	Major/Minor Adjustment	\$302 - Minor adjustment per car Cost +25% - Major Adjustment	

New Door to Door Items



CPKC is introducing a new 'door to door' refrigerated products service with CPKC-supplied equipment. The following new tariff provisions will support this new service (click here to learn more about CPKC [Temperature Protected Products \(cpkcr.com\)](https://cpkcr.com))

Tariff	Description	Fee	Summary								
6000 #152	Detention	<table border="1"> <tr> <td>Free Time</td> <td>1 day</td> </tr> <tr> <td>Sundays/ Days terminal is closed</td> <td>Not counted if falls within free time</td> </tr> <tr> <td>First 4 days per day</td> <td>Balanced = \$250 High = \$350</td> </tr> <tr> <td>4 days + (per day)</td> <td>Balanced = \$500 High = \$500</td> </tr> </table>	Free Time	1 day	Sundays/ Days terminal is closed	Not counted if falls within free time	First 4 days per day	Balanced = \$250 High = \$350	4 days + (per day)	Balanced = \$500 High = \$500	<p>Extended asset use for this new temperature controlled CPKC-supplied fleet will be governed by terms of Detention tariff. Charges will be applied per 53' container per day.</p> <p>Fleet Status changes (balanced or high) will be announced with a 30 day notice. As of August 1, 2023- fleet status is BALANCED.</p>
Free Time	1 day										
Sundays/ Days terminal is closed	Not counted if falls within free time										
First 4 days per day	Balanced = \$250 High = \$350										
4 days + (per day)	Balanced = \$500 High = \$500										
8100 #1500	Driver wait	<table border="1"> <thead> <tr> <th>Time</th> <th>Fee per Unit</th> </tr> </thead> <tbody> <tr> <td>Less than 90 minutes</td> <td>Free</td> </tr> <tr> <td>90 to 180 minutes</td> <td>\$15 per 15 min or portion</td> </tr> <tr> <td>After 180 minutes</td> <td>\$25 per 15 min or portion</td> </tr> </tbody> </table>	Time	Fee per Unit	Less than 90 minutes	Free	90 to 180 minutes	\$15 per 15 min or portion	After 180 minutes	\$25 per 15 min or portion	<p>Driver Wait charges are applied based on wait time (beyond free time) for customer related issues. Driver Wait time starts at the later of:</p> <ul style="list-style-type: none"> The fixed appointment time or start of the appointment window at the scheduled facility The driver's actual arrival time at the scheduled facility. <p>Driver Wait time ends once the driver has been released to leave facility.</p>
Time	Fee per Unit										
Less than 90 minutes	Free										
90 to 180 minutes	\$15 per 15 min or portion										
After 180 minutes	\$25 per 15 min or portion										
8100 #1510	Attempt pick up/delivery	\$200 per attempted pick-up or delivery within local pick-up and delivery zone	This fee applies for containers or chassis returned to a different terminal than the one from which they were obtained, or for equipment returned damaged; or not completely clean, unloaded, clear of snow, debris and other material; or otherwise not suitable for use by the next customer.								
8100 #1530	Equipment return error	\$300 per container \$400 per chassis	This fee applies for containers or chassis returned to the wrong location or returned in unsuitable condition.								

Updates to Asset Use Tariffs



Tariff	Topic	Expiring July 31, 2023	Effective August 1, 2023	Summary of Changes																					
6000	Carload demurrage- Railway Supplied Fleet	Per Chargeable Debit: <ul style="list-style-type: none"> Railway supplied fleet \$141 Loads of Hazardous Commodities +\$119 in addition to demurrage Loads or Residue Empties of TIH/PIH \$2650 	Per Chargeable Debit: <ul style="list-style-type: none"> Fleet Demand Status = BALANCED \$150 Fleet Demand Status = HIGH \$250 Loads of Hazardous Commodities \$280 Loads or Residue Empties of TIH/PIH \$2800 	Railway supplied cars demurrage will be differentiated by fleet type and applicable while cars are on CPKC property and private tracks/sidings until released back to CPKC. CPKC will provide a 30-day advanced notification for fleet status.																					
6000	Carload storage – Private fleet	Per Chargeable Debit: <ul style="list-style-type: none"> Private Car Storage on railroad tracks \$119 Loads of Hazardous Commodities +\$119 in addition to storage Loads or Residue Empties of TIH/PIH \$2650 	Per Chargeable Debit: <ul style="list-style-type: none"> Norco LA, Lake Charles, LA, West Lake LA, Bossier City, LA - \$165 All other locations \$140 Loads of Hazardous Commodities \$280 Loads or Residue Empties of TIH/PIH \$2800 	Private car storage will be differentiated by location and applicable while cars are on CPKC property.																					
6000	Intermodal Storage # 160	Free time: Domestic 3 days International 4 days <table border="1"> <thead> <tr> <th>Storage Days</th> <th>Per Day</th> </tr> </thead> <tbody> <tr> <td>Day 1-5</td> <td>\$100</td> </tr> <tr> <td>Day 6-9</td> <td>\$225</td> </tr> <tr> <td>Day 10+</td> <td>\$350</td> </tr> </tbody> </table>	Storage Days	Per Day	Day 1-5	\$100	Day 6-9	\$225	Day 10+	\$350	<ul style="list-style-type: none"> Free time: 48 hours all Terminals Storage per Container per Day <table border="1"> <thead> <tr> <th></th> <th>Domestic</th> <th>International</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Wylie Terminal</td> <td>Day 1-5 \$225</td> <td>Day 1-3 \$150</td> </tr> <tr> <td>Day 6+ \$350</td> <td>Day 4+ \$300</td> </tr> <tr> <td rowspan="2">All other Terminals</td> <td>Day 1-5 \$150</td> <td>Day 1-3 \$100</td> </tr> <tr> <td>Day 6+ \$225</td> <td>Day 4+ \$225</td> </tr> </tbody> </table>		Domestic	International	Wylie Terminal	Day 1-5 \$225	Day 1-3 \$150	Day 6+ \$350	Day 4+ \$300	All other Terminals	Day 1-5 \$150	Day 1-3 \$100	Day 6+ \$225	Day 4+ \$225	Changes to free time and fee structure by terminal. This program continues to be applicable to extended asset use for non-CPKC supplied equipment.
Storage Days	Per Day																								
Day 1-5	\$100																								
Day 6-9	\$225																								
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Wylie Terminal	Day 1-5 \$225	Day 1-3 \$150																							
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All other Terminals	Day 1-5 \$150	Day 1-3 \$100																							
	Day 6+ \$225	Day 4+ \$225																							

Updates to Existing Tariff Items



Tariff	Item	Expiring July 31, 2023	Effective August 1, 2023
9213	Diversions and waybill changes	<ul style="list-style-type: none"> ▪ Diversions - \$300 ▪ Waybill Changes - \$300 ▪ Cancellations - \$200 	<ul style="list-style-type: none"> ▪ Diversions - \$500 (up to \$7,500 per block/train) ▪ Changes & Corrections (including cancellations) - \$400 (up to \$6,000 per block/train) ▪ Removal of provision B (coal & empty private car repair exclusions)
8100 #700	Intra-Plant Switch	\$227 per car	\$240 per car
8100 # 600	Intra-Terminal Switch	\$557 per car	\$590 per car
8100 # 510	Inter-Terminal Switch	\$557 per car	\$590 per car
8100 # 800	Intermediate Switch	\$557 per car	\$590 per car
8100 #165	Setback Switch	\$515 per car	\$590 per car
8100 # 190	Turning Railcars	\$750 no max	\$1,085 per car (up to \$16,275 max)
8100 # 185	Special Switch	\$4325 per shift	\$570 per hour with minimum of 8-hours; cancellation fee
8100 # 1220	Special Train	\$120 per mile, minimum 150 miles	\$125 per mile, minimum 200 miles; new cancellation fee
8100 # 860	NAR: Car Switching & Spill Mitigation	varies	Deleted & replaced by item 8100 # 1400 Unsafe to continue
6000 # 115	Item 115 - OT 57	\$200 per car	Addition of 'invoicing other party' language
6000: #220	Additional handling	N/A	Item added with a \$100 charge replacing the \$100 Flip charge previously noted in Item 160.
8100 # 1330	Locomotive Removal & return (Deadhead moves)	\$3180 per service	Fee - \$3200 per service <ul style="list-style-type: none"> ▪ Renamed: Locomotive removal & return ▪ Expanded definition to include locomotives removed/returned en route
8100 #1340	Holding trains in route	\$636 per hour non hazmat \$1908 per hour hazmat/ residue	<ul style="list-style-type: none"> ▪ \$600 per hour for train with no power ▪ \$1000 per hour for train with power ▪ \$2000 per hour for train with railcars containing hazmat



Unable to Place Cars: Tariff 8100, Item 730

When CPKC deliver cars to a **Spot on Arrival**¹ Customer or has been requested to deliver cars to an **Order In**² Customer and is unable to do so for reasons such as the facility being full or unable to be accessed, this charge will apply in addition to switching charges and applicable asset use.

¹**SPOT ON ARRIVAL:** CPKC without Notification, will place cars for Loading or Unloading immediately as they become available for placement, up to the facility's loading/unloading capacity as of its cutoff time.

²**ORDER IN: CPKC** delivers only cars specifically ordered (by car ID) by the customer (order in)

How to avoid the charge?*

- Provide clear access during your scheduled service window
- Ensure customer gate or track locks are removed
- Conclude any work requiring blue flags before your scheduled service window
- Ensure there is room on your track to accept the spot cars
- Ensure your track and switches are clear of ice and debris and are in safe working condition



**\$110 per car up to \$1,650 per service (15 cars)
+ \$590 switching + applicable asset use**

**These are most common examples, but not limiting other situations where charges can apply*



Unable to Pick-up Cars: Tariff 8100, Item 740

When CPKC has been asked to perform a specific service at a customer facility, such as picking-up or scaling a railcar, and the car is not ready or CPKC is unable to access a specific car, this charge will apply in addition to applicable switching and asset use.



**\$110 per car up to \$1,650 per service
+ applicable switching per item + applicable asset use**

How to avoid the charge?*

- Provide clear access during your scheduled service window
- Ensure customer gate or track locks are removed
- Conclude any work requiring blue flags before your scheduled service window
- Ensure your track and switches are clear of ice and debris and are in safe working condition

**These are most common examples, but not limiting other situations where charges can apply*

Special Order Requests : Tariff 8100, Item 720



When a specific car ID is requested to be placed at Spot on Arrival¹ facility this fee will apply.

¹**SPOT ON ARRIVAL:** *CPKC without Notification, will place cars for Loading or Unloading immediately as they become available for placement, up to the facility's loading/unloading capacity as of its cutoff time.*

How to avoid the charge?*

- If you are an Open Gate facility, do not order in specific railcars. Instead, CPKC will automatically fill your track to capacity when there are available cars in the yard.



\$240 per car

**These are most common examples, but not limiting other situations where charges can apply*



Incidental Switch: Tariff 8100, Item 710

When cars within the customer facility or industry, which were not requested to be switched, must be moved to carry out the customer's car movement instructions, this fee will apply.

Provision of this service is subject to availability of railway resources, and to facility capacities for storage, switching, loading and unloading.



\$240 per car up to \$3,600 per service (15 cars)

How to avoid the charge?*

- Placing released car(s) first-out avoiding the need for CPKC to switch other cars to access the released ones
- Utilizing track mobiles or locomotives onsite to ensure that released cars are together in a block and are accessible"
- Releasing cars in sequence

**These are most common examples, but not limiting other situations where charges can apply*

Shipment cannot continue in-transit: Tariff 8100, Item 750



When CPKC cannot continue to move a car for reasons beyond its control and must take additional steps to ensure that car is switched out of the way of other traffic, this charge will apply.

- A car without full shipping instructions provided prior to or at the time of car release
- A car that must be removed from a train
- A car set-off at an unplanned location
- A car set-off or held for any Customs-related reason
- A car or train rejected at interchange



\$590 per car up to **\$8,850** per block/train
+ asset use per tariff 6000 + applicable switching

How to avoid the charge?*

- Ensure full shipping instructions are provided prior to or at the time of car release
- Ensure railcars are loaded only to the car's weight limit and loads that are subject to shift are properly secured in accordance with American Association of Railroads (AAR) standards
- Ensure your pipeline is actively managed and the receiving facility has enough capacity to accept incoming railcars

**These are most common examples, but not limiting other situations where charges can apply*

Held for Customs documentation or refused entry: Tariff 6000, Item 181



When CPKC cannot continue to move a car or intermodal unit for reasons beyond its control and must take additional steps to ensure that car is switched out of the way of other traffic, this charge will apply.

All Mexico export tariffs outlined in Tariff 6000 items 170 and 180 remain unchanged. This tariff applies to NB moves.

How to avoid the charge?*

- Ensure customs-required documentation is present, information is accurate, not vague and timely entry is filed to avoid set outs at the border
- Please refer to [KCS Cross-border customs procedures](#) for information on US-Mexico cross-border requirements and process



\$2,000 per car or per container + applicable fees (i.e. asset use)

**These are most common examples, but not limiting other situations where charges can apply*

Unsafe Condition/Customer Practices: Tariff 8100, Item 1430



Where, at CPKC sole discretion, safe railway operations are impeded due to improper customer practices, this charge will apply in addition to other applicable charges.



- **\$3,000 for first occurrence**
- **\$10,000 per recurrence up to suspension of rail service***

**Should a condition/practice likely to cause serious injury or damage to equipment be identified, rail service will be immediately suspended and the \$10,000 charge applied. Service will be restored when the condition/practice is rectified.*

How to avoid the charge?*

Ensure your facility is safe for the CPKC crew to operate. This includes, but not limited to:

1. All track, switches and derails are in good working order
2. The tracks are clear of debris or hazards that pose a safety risk to the crew
3. Railcars are properly loaded and secured on site

Please discuss these charges with your Account Manager to root cause the issue and avoid this tariff go-forward. Or contact our Safety department for any questions.

**These are most common examples, but not limiting other situations where charges can apply*





Unsafe to Continue: Tariff 8100, Item 1400

This tariff provision address management and coordination of an existing or emergent safety problem that prevents a car from continuing in transit

These tariffs replace KCSR existing item 860 tariff 8100 which has been deleted



- **\$10,000** per car / intermodal unit for hazardous or residue (maximum \$150,000 per block ¹)
- **\$3,000** per car / intermodal unit for non-hazardous (maximum \$45,000 per block ¹)
- For cars identified as having a safety issue which does not compromise the integrity of the railcar, a lower fee of **\$1,000** per car will apply

¹ Block maximums apply to railcars only

How to avoid the charge?*

- This tariff is designed to improve safety! Put simply, avoiding this fee is as easy as avoiding unsafe practices
- Ensure railcars are loaded only to the car's weight capacity, and that loads that are subject to shift are properly secured in accordance with American Association of Railroads (AAR) standards
- Ensure railcars that are released empty are fully emptied and clear of any remaining product
- Ensure protective housings, on tank cars, are properly closed and secured
- Please discuss these charges with your Account Manager to root cause the issue and avoid this tariff go-forward. Or contact our Safety department for any questions

**These are most common examples, but not limiting other situations where charges can apply*

Major & Minor Adjustment: Tariff 8100, Item 1410-1420



This charge is for the management and coordination of an adjustment to equipment (railcars or intermodal units) or lading and applies in addition to other applicable charges.

These tariffs replace KCSR existing item 860 tariff 8100 which has been deleted

Major Adjustment (item 1410)

- **Cost + 25%**
- Minimum \$1,000 per car / \$500 per intermodal unit
- Minimum \$2,000 per car / \$1,000 per intermodal unit for hazardous or residue



MINOR ADJUSTMENT OR INSPECTION (item 1420)

\$302 per car When an unsafe condition exists that necessitates CPKC intervention by way of an inspection or a minor adjustment such as closing gates/doors/hatches or applying a seal, this fee will apply.

How to avoid the charge?*

- This tariff is designed to improve safety! Put simply, avoiding this fee is as easy as avoiding unsafe practices
- Ensure railcars are loaded only to the car's weight capacity, and that loads that are subject to shift are properly secured in accordance with American Association of Railroads (AAR) standards
- Ensure railcars that are released empty are fully emptied and clear of any remaining product
- Ensure protective housings, on tank cars, are properly closed and secured
- Please discuss these charges with your Account Manager to root cause the issue and avoid this tariff go-forward. Or contact our Safety department for any questions

**These are most common examples, but not limiting other situations where charges can apply*



Gate Charges: Tariff 8100, Item 1520

This fee applies to containers passing through a terminal gate in the following situations:

- **Gate Charge – In & Out:** Any containers that in-gate, then subsequently out-gate with no rail move
- **Gate Charge – No prior move:** Empty marine containers that in-gate to a CPKC terminal empty with no prior loaded move on CPKC
- **Gate Charge – No Subsequent Move:** Empty marine containers that arrive at the terminal via CPKC, out-gate and do not come back in the gate within 45 days for a subsequent move on CPKC

How to avoid the charge?*

- Ensure containers that are tendered for import would move for export or empty return on CPKC
- Ensure containers that arrive and outgate empty, return for a rail move within 45 days.

\$

\$135 per unit
+applicable asset use fees

**These are most common examples, but not limiting other situations where charges can apply*



Detention: Tariff 6000, Item 151-153



CPKC is introducing a new 'door to door' temperature-controlled product with CPKC-supplied equipment. Extended asset use for this new temperature-controlled CPKC supplied fleet will be governed by terms of Detention tariff.

Asset use trigger events for Detention

	Location	Asset Use Starts 00:001 the day after	Asset use ends 23:59 on the day when
CPKC	Origin	Unit is first delivered	Unit is released for pickup
	Destination	Unit is first offered for delivery	Unit is released for pickup
Not CPKC	Origin	Unit is out-gated from terminal	Unit is in-gated to terminal
	Destination	Unit is available for pick-up	Unit is in-gated to terminal

How to avoid the charge?*

- Accept the container timely at the scheduled appointment time or window
- Load/unload the container and release it back to CPKC in a timely fashion
- At destination, book a timely delivery appointment in conjunction with the 'first offer of delivery', or first available date/time for delivery.



Charges per 53' CPPU container per day

Charge depends on demand levels for CPKC fleet equipment; CPKC will provide a 30-day advanced notification for fleet status

Free Time	1 day
Sundays/ Days terminal is closed	Not counted if falls within free time
First 4 chargeable days (per day)	Balanced = \$250
	High = \$350
Subsequent day per day	Balanced = \$500
	High = \$500

**These are most common examples, but not limiting other situations where charges can apply*



Driver wait: Tariff 8100, Item 1500

Driver Wait charges are applied based on wait time (beyond free time) for customer related issues. Driver Wait time starts at the later of:


- The fixed appointment time or start of the appointment window at the scheduled facility
- The driver’s actual arrival time at the scheduled facility

Driver Wait time ends once the driver has been released to leave the scheduled facility¹.

¹CPKC may call back drivers left waiting more than 60 minutes without initiation of loading or unloading. Item 1510 “Attempted pick-up or delivery” will apply.

How to avoid the charge?*

- When a container is released for pickup, both the facility and the container are accessible to the driver
- When a container is released for pickup, it has reached the required temperature as the driver is unable to pick up the container until it does
- When unloading, ensure the unit is clean and free of debris
- When unloading, ensure to sign and date the Proof of Delivery. If acknowledging the delivery through the driver’s device, the acknowledgement (not the device) is considered the release time

	Time	Fee per Unit
	Less than 90 minutes	Free
	90 to 180 minutes	\$15 per 15 min or portion
	After 180 minutes	\$25 per 15 min or portion

**These are most common examples, but not limiting other situations where charges can apply*



Attempted Pick-up or Delivery: Tariff 8100, Item 1510

This fee¹ applies when CPKC attempts to pick-up or deliver containers within the same city² cannot be executed, or when extra stops are not performed on the same day.

- Failure of a loaded container delivery that necessitates re-delivery
- A unit (empty or loaded) that is not available when CPKC attempts to pick it up
- Cancellation of an empty order while the unit is en route
- Cancellation of an empty order after the unit has been delivered to the scheduled facility
- When a driver is pulled from a facility under the situation described in Item 1500
- Extra stops performed on multiple days

¹This fee is considered a component of dray and is subject to the fuel surcharge referenced in the governing freight publication.

²Pick-ups and deliveries outside local limits will be charged at the full highway rate and must be on a live (un)load basis.

How to avoid the charge?*

- Ensure the driver has access to the facility and/or container at the appointment time, or during the appointment window;
- Ensure the driver is not turned away when arriving at the scheduled time or window.



\$200 per attempted pick-up or delivery within local pick-up and delivery zone

**These are most common examples, but not limiting other situations where charges can apply*





Equipment Return Error: Tariff 8100, Item 1530

This fee applies for containers or chassis returned to a different terminal than the one from which they were obtained, or for equipment returned damaged; or not completely clean, unloaded, clear of snow, debris and other material; or otherwise not suitable for use by the next customer

How to avoid the charge?*

- Ensure blocking & bracing materials, pallets and other packing material are removed
- Ensure the unit is free from any other visible debris
- Power sweep, sweep or blow out any accumulation of dry smaller debris, sand, dust
- Ensure accumulated snow or water is removed and allow smaller accumulations to evaporate
- Ensure ice and debris frozen in ice to the container interior must thaw before cleaning
- Ensure containers with mud and liquids, other than water, are power washed and time is given for the rinse water to evaporate
- Allow time for strong odors to dissipate



\$300 per container
\$400 per chassis

**These are most common examples, but not limiting other situations where charges can apply*

