



## **Transportation of Concentrated Weight and High Risk Cargo**

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## **CANADIAN PACIFIC RAILWAY GENERAL BLOCKING AND BRACING REQUIREMENTS FOR CONCENTRATED WEIGHT AND HIGH RISK CARGO:**

**A.** Shipments of concentrated weight cargo i.e. Metal Coils, Rolls, Reels, or Spools must be palletized or on a prescribed Load Weight Equalizing Pallet, or an equivalent weight distribution device that distributes the weight over the floor with no more than 310 lbs. (140 KG) per square foot. Additionally, not more than 25,000 lbs. uniformly distributed (side wall to side wall) in any 10 linear feet can be loaded.

**B.** Maximum weight of Metal Coils, Rolls, Reels, or Spools permitted is no more than 14,000 lbs. per coil (including bracing & support material) and total of 44,000 lbs.; (19,958 KG) per container, with no more than 22,000 lbs. (9,979 KG) in nose half of container and weight must be uniformly distributed within the container.

**C.** All products must be blocked and braced with a bracing system approved by CPR's Damage Prevention & Claim Services (DP&CS) Group and must meet all AAR loading rules. As a minimum the requirement will be: lumber of sufficient strength and structure to support the weight of the lading; runners must be placed on a longitudinal axis to spread weight over sufficient floor cross members. A sufficient number of approved rated cables, chains, or banding equal to load weight must affix cargo, tightly tensioned to container anchors, to prevent cargo shifting under environmental dynamic forces.

- a)** In some instances (such as tube and pipe configuration) nose protection may be required, and in all instances doorway protection is required.

**D.** Maximum gross weight for metal coils in "Intermodal Containers" must not exceed 75% of the rated capacity of the Intermodal Container.

- a)** Additionally the maximum total weight of any and all cargo (not necessarily specific to metal coils) in a container, must not exceed the manufacturer's recommended specifications, railway recommendations and government regulations.

**E.** Coil strips (Slits) must be unitized in stacks not to exceed 45 inches high (114 CM) and secured to the pallet.

**F.** All items described above must be shipped in a container that has been inspected suitable for the shipment of concentrated loads. Recommend container is not more than 5 years old.

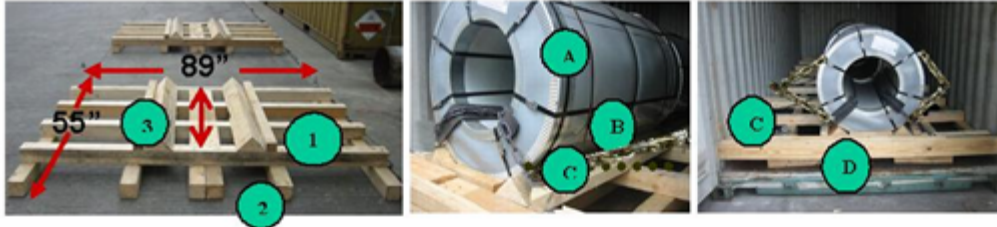
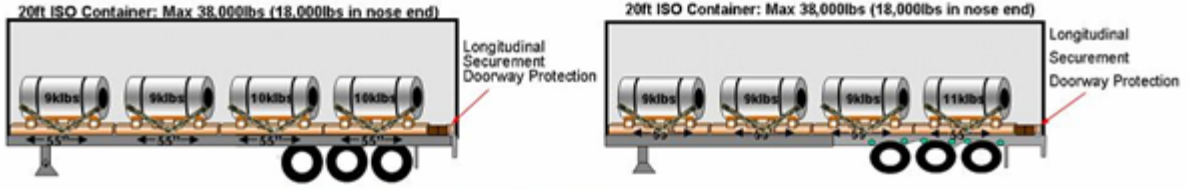
**G.** It is the responsibility of the party tendering the shipment to inspect the shipment to ensure that Blocking/Bracing requirements have been met and if there are any questions to contact Shipper of record or CPR's DP&CS group prior to allowing the shipment to go forward.

**H.** Shipper shall permit Canadian Pacific Railway at its option to perform random inspections of shipments. Shipper shall be responsible for the cost of any such inspections carried out at our Terminals or on Port property, and the responsibility for ensuring compliance with these rules shall remain with the shipper.

**I.** International shipments must comply with ISPM 15 for solid wood materials, stencilled with Country of origin IPPC; and container must also be secured with an ISO 17712 approved seal as minimum security against unauthorized entry.

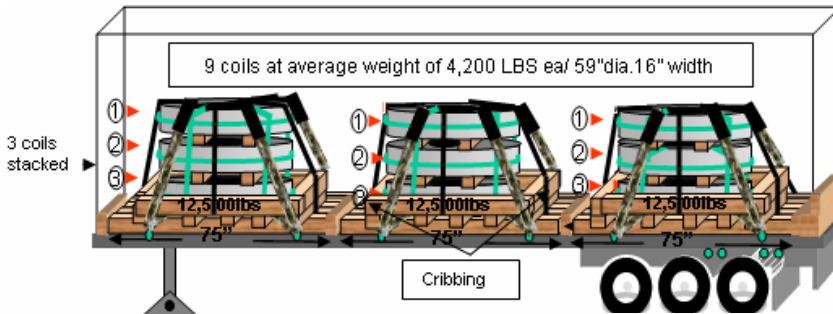
**CANADIAN PACIFIC RAILWAY APPROVED LOADING METHODS - COILS:**

**Approved Loading Methods - Coils in 20' containers**

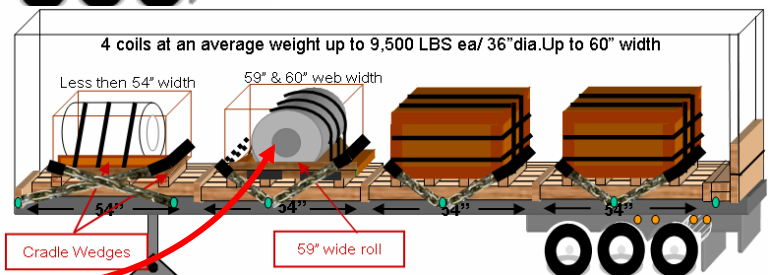


1. Four weight bearing lateral runners positioned to suit web width of coil.
2. Six longitudinal weight bearing runners spread to disburse load.
3. Cradle wedges must be affixed at a width to include minus 1/4" fit for diameter nesting of coil, be adequately secured and have back up cleats abutted to.
  - A. Band coil integrity to prevent unwinding.
  - B. Band coil to pallet around cradle wedges.
  - C. Band or chain coil to container anchor lashings.
  - D. Sound wood of adequate strength extending full width and into container wall channels at doorway with full width wood filling void and secured with fasteners such as nailing.
- Each pallet is assembled with sufficient nailing or bolting to maintain manufacturing integrity.
- Each cradle wedge is nailed or bolted with sufficient nails or bolts to resist spreading apart during dynamic rocking.
- Pallet for 8,000 to 10,000 lbs coil to have 55" longitudinal runners.
- Each coil is secured to pallet with AAR approved banding of sufficient strength to equal coil static weight.
- Each pallet is secured to container anchor lashings with AAR approved banding or chain of sufficient strength and numbers to equal coil static weight.
- Loading must comply with CPR Tariff 7800 item 295 and every load is subject a shippers inspection.

**Suggested Storage Configurations**



**Longitudinal Bracing of Coil**



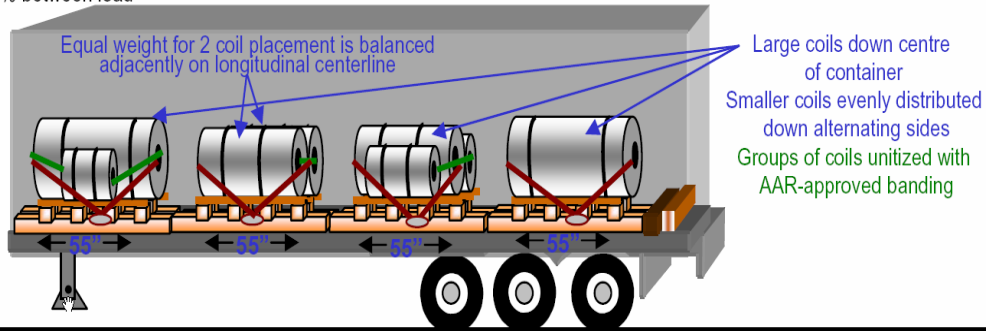
**CANADIAN PACIFIC RAILWAY APPROVED LOADING METHODS – COILS:**

**Vertical Shoring of the Coil:**

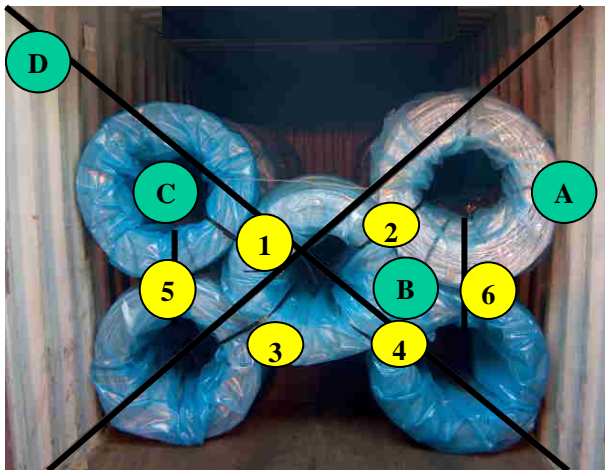
**NOTE:** Weight bearing runners must be of sound wood and flex resistant to inhibit deflection greater than 5% between load axis point and extreme ends

**20ft container, structurally sound, in proper condition for transport of coiled metal product, and inspected by shipper**

**Note:** Solid wood materials must meet requirements of ISPM No 15 and be visibly marked with international marking of origin country.



**General Securement & Doorway Protection – Coiled Wire:**

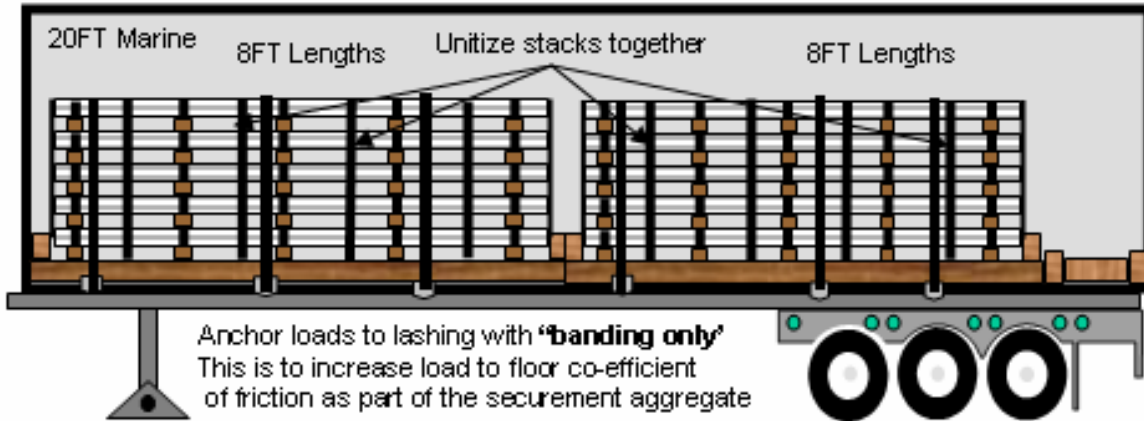


- A. Band wire coils to prevent telescoping or unraveling.
- B. Load wire coils stacked in a 2-1-2 pattern.
- C. Unitize groups of five wire coils by using approved steel banding 1 ¼" (or equivalent), bottom spools to top spools, top and bottom spools to center spool.
- D. Doorway securement to be provided as shown in photo; by using steel approved banding 1 ¼" (or equivalent) attached to the top and bottom anchor lashing points and crossing in the middle.

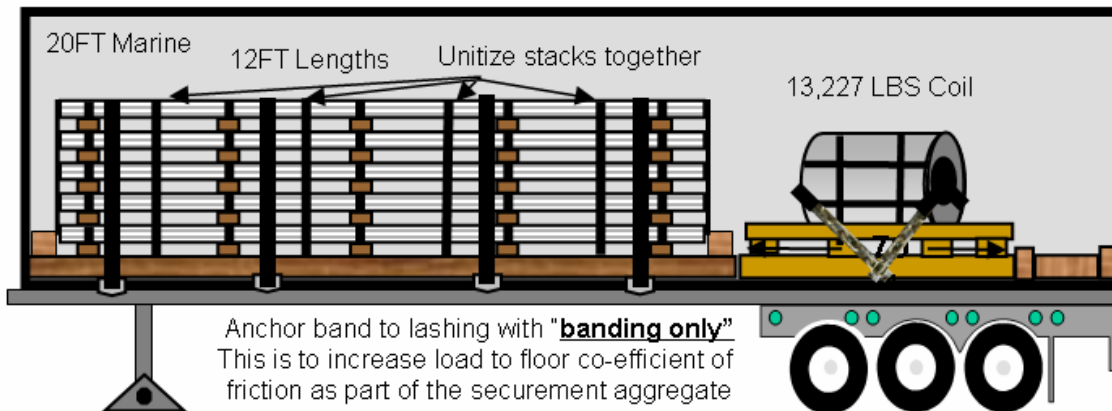
● 1 through to 6 indicates location of unitizing bands

## CANADIAN PACIFIC RAILWAY APPROVED LOADING METHODS – METAL SHEETS:

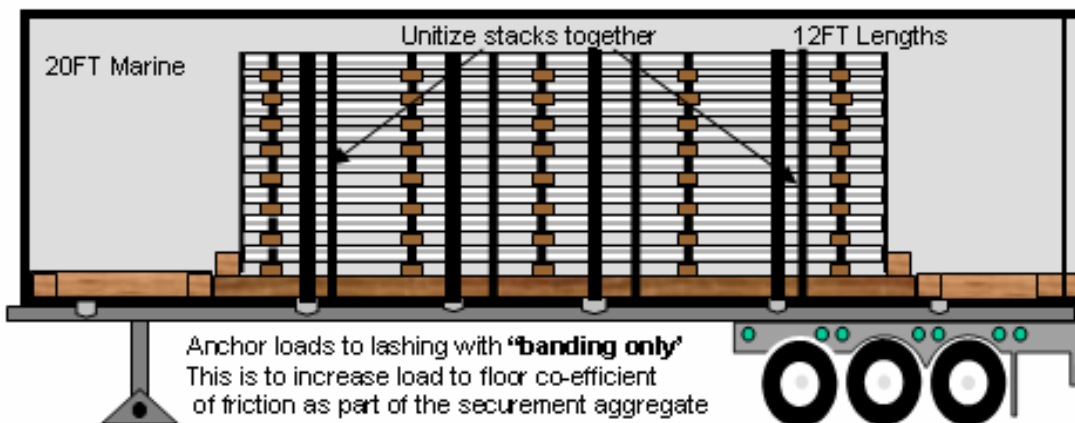
### Securement for Metal sheets



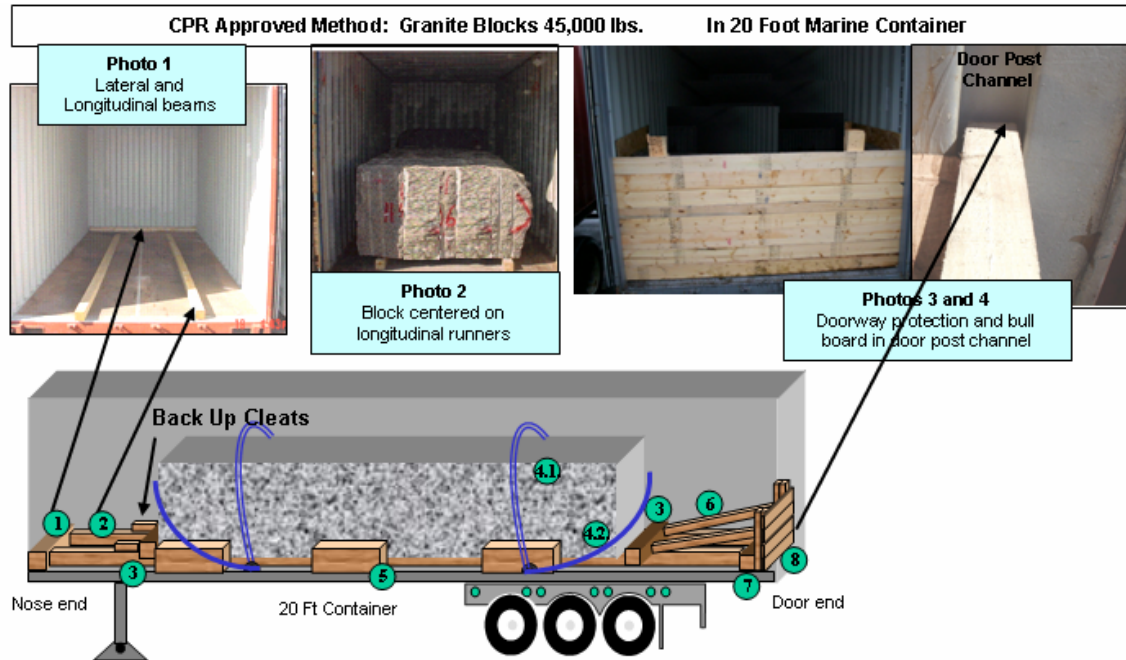
### Longitudinal securement combined metals



### Longitudinal Lashing metal sheets

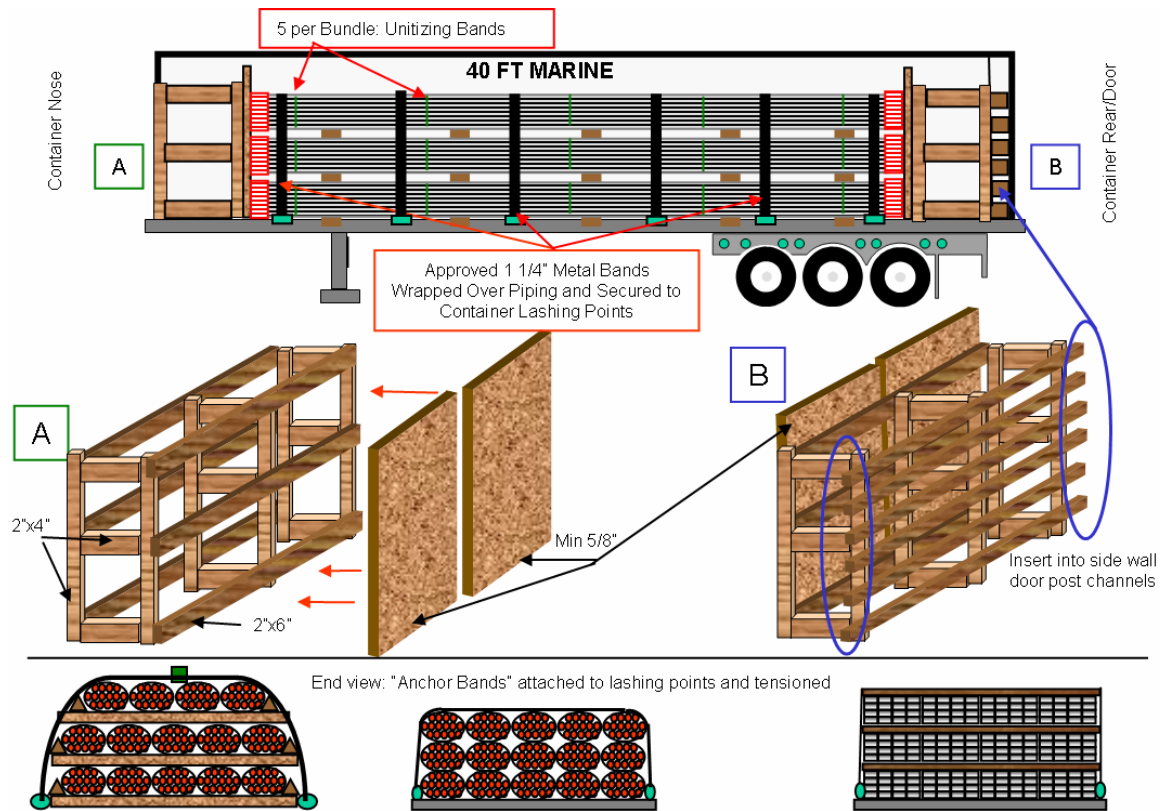


## CANADIAN PACIFIC RAILWAY APPROVED LOADING METHODS – GRANITE BLOCKS:

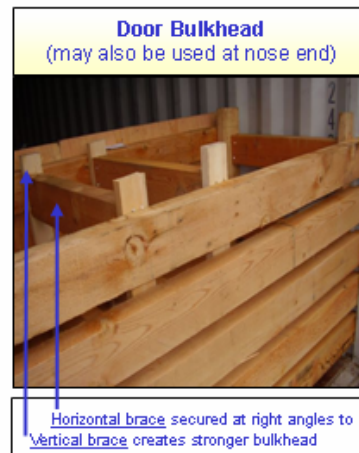
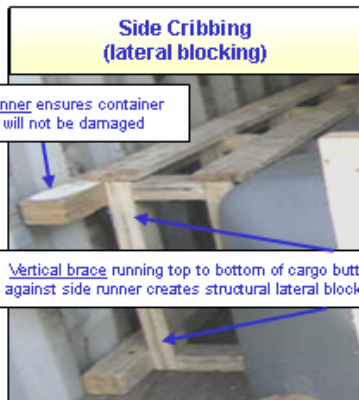


- 2 Place two 18' long 6" X 6" hardwood beams lengthwise on the floor, spaced evenly based on the width of the block so as to bear the weight of the granite block. Photo 1. Block must be centered on the longitudinal beams. Photo 2.
- 4 Granite block must be secured in place with 1 ¼" AAR-approved steel banding looped over the granite in two places, secured to the side lashing rings of the container and tensioned intended to utilize high friction securement to counteract slide on floor. See #4.1. A further two bands must be placed in front and back of the granite, secured to the side lashing rings of the container and tensioned. See #4.2.
- 5 Wood block/laminated must be nailed in place along the sides of the granite block to fill the void and laterally secure the load.

### CANADIAN PACIFIC RAILWAY APPROVED LOADING METHODS – STEEL TUBING/PIPE IN 40' CONTAINER:



## CANADIAN PACIFIC RAILWAY BULKHEAD, CRIBBING AND DOOR SECUREMENT IMAGES:





**CANADIAN PACIFIC RAILWAY CONCENTRATED WEIGHT AND HIGH RISK  
CARGO REQUIRING SAME PROCESS:**

Steel, Semi-finished, in lengths, in rolls  
 Sheet, Steel, in coils, plain or galvanized  
 Steel, blocks  
 Sheet, Iron or Steel, flat or in coils  
 Steel, strip, in coils  
 Sheets, hot rolled, Iron or Steel, 13 gauge or thicker in coils  
 Sheets, cold rolled, Iron or Steel, in coils  
 Wire Rods, Iron or Steel, rolled  
 Chain Iron or Steel, rolled  
 Rods, Iron or Steel, coiled, rough, hot rolled  
 Wire Rope or Strand, Iron or Steel  
 Wire Cable, Iron or Steel, not insulated  
 Wire, Copper clad or Copper weld Steel  
 Wire Rope or Strand, Iron or Steel  
 Wire Strand, iron or Steel, Aluminium coated  
 Wire, Iron or Steel, Plastic coated  
 Wire, Iron or Steel, Acid coppered, galvanized  
 Aluminium sheet, Hot rolled, in coils  
 Pipe coils, NEC, lead  
 Aluminium or Aluminium Alloy wire  
 Wire, Aluminium, mixed loads, with aluminium electric cable with steel core  
 Cable, Electric, Aluminium, NEC  
 Wire, Brass, Bronze or Copper, Plain  
 Wire Rope or Strand, Brass, Bronze or Copper, Plain  
 Wire Rope or Strand, Brass, Bronze or Copper  
 Cable, Electric, Brass, Bronze or Copper, NEC  
 Wire, Lead  
 Wire, Nickel, Nickel-Copper or Nickel Iron Chromium Alloy  
 Wire, Ferro-Cobalt-Nickel Alloy  
 Wire, Nickel-Silver  
 Wire, Zinc or Zinc Alloy  
 Wire, Metal, NEC or Metal Alloy, NEC  
 Wire, Molybdenum, NEC  
 Wire, NEC  
 Wire, Brass, Bronze or Copper, Covered or Insulated  
 Wire Rope or Strand, Brass, Bronze or Copper, Covered or Insulated  
 Aluminium or Aluminium Alloy Wire, Solid or with Steel Core, Insulated  
 Cable Electric, Aluminium, NEC, Insulated, with or w/o Steel Cores  
 Cable, Electric, Aluminium, Brass, Bronze or Copper, Steel Armoured, Lead Covered or Armoured Lead Covered  
 Wire, Iron or Steel, Covered or Insulated, NEC  
 Barbed or Twisted Wire, Iron or Steel, Acid Coppered, Galvanized, Painted, Plain or Tinned or Aluminium, Brass Bronze, Cadmium or Copper  
 Wire, Barbed, Aluminium or Aluminium Alloy, Solid or with Steel Core  
 Pipe coils, NEC, Aluminium, Brass, Bronze or Copper  
 Pipe coils, NEC, Iron or Steel  
 Rods, Iron or Steel, Aluminium Coated, Coiled (Not Aluminium Rods with Steel Core)  
 Wire, Aluminium or Aluminium Alloy, Copper Clad

Other concentrated weight and high risk commodities, such as:

Granite, marble slabs, heavy machinery and parts, tubular product, rails, etc.



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## **CANADIAN PACIFIC RAILWAY INTERNATIONAL POLICY TO SHIP METAL COILS, CONCENTRATED WEIGHT CARGO, PIPE AND RESTRICTED COMMODITIES**

### **Definition:**

- A. All metal coils regardless of how loaded, any cargo that is listed in a CPR tariff as restricted commodity, but not limited to a tariff 7800 item 295 if such cargo places concentrated weight on any area of floor, cargo that is high in value, and machinery (new or otherwise), and cargo that easily slides (such as pipe).
- B. Shipper refers to party whom tenders cargo to CPR (i.e. Ocean Carrier not Ocean Carrier customer).

### **Procedure:**

- 1) Shipper is required to follow the CPR Coiled Metal & Concentrated Weight Policy, and produce a signed Letter of Agreement before any cargo within the definition description above, is offered to a CP Railway facility.
- 2) All shipments described in accordance with this policy require CPR approval prior to offering for rail movement. Office of CPR DPCS SOP will be the contact for approvals.
- 3) In most instances a detailed shipper load plan or a CPR SOP (Standard Operating Procedure), prepared by a technically qualified department, will be required.
- 4) Shipper (Ocean Carrier) is responsible to obtain loading information from their customer shipper and provide pertinent information to CPR [DPCS\\_SOP@CPR.CA](mailto:DPCS_SOP@CPR.CA). The information must satisfy the necessary information of CPR's SOP requisition form. It may be necessary for shipper to complete SOP requisition form when shipper approved load plans are not included with the request.
- 5) CPR, DPCS SOP group will assist the tendering shipper (Ocean Carrier) with loading instructions and may provide an SOP where recurring shipments are involved. In all instances CPR requires shipper to be responsible for the integrity and safety of their shipment.
- 6) CPR, DPCS SOP requires (real time) digital photos of any shipment that a shipper requests approval for movement over rail. The SOP desk will review photo along with related pertinent details and advise as per step 4 & 5 of this policy.
- 7) CPR holds the right to cancel or amend this policy without notice or explanation.

For further information you may contact

Manager, Damage Prevention & Claim Services  
Policies, Process and Procedures  
Canadian Pacific Railway  
[DPCS\\_SOP@CPR.CA](mailto:DPCS_SOP@CPR.CA)

### Request To Move Restricted Commodity (including concentrated weight) on CPR

#### CUSTOMER INFORMATION:

SHIPPER		CONSIGNEE	
LOGISTICS PROVIDER		CONTACT	
ORIGIN (AND/OR ENTRY PORT)		DESTINATION	
BENEFICIAL OWNER			
ROUTING		EQUIP TYPE (ISO 20' / 40')	

#### CARGO SHIPPED: i.e. Metal coils, Metal Sheets, Pipe, Wire, Ingots etc

CARGO TYPE				
TOTAL SHIPMENT VALUE		CARGO DIMENSIONS	H:	
			L:	
			W:	
QUANTITY IN CONTAINER				
WEIGHT PER UNIT (i.e. per coil or per pallet)		COILS DIMENSIONS	Dia:	
			Web:	
TOTAL SHIPMENT WEIGHT		PALLET DIMENSIONS	H:	
			L:	
			W:	

#### PRODUCT PREPARATION:

Brief explanation how cargo will be prepared for shipment: i.e. Type of pallets/skids to be used, stretch/shrink wrap application, unitizing bands, corner protection etc... (wood materials marked with IPPC number under ISPM 15 regulation)

#### PROPOSED LOADING PATTERN: (Draft Schematic Required)

Brief explanation how cargo will be loaded. Refer to any existing AAR, ISO or Ocean Carrier pattern/method?

#### CARGO SECUREMENT METHOD: (Door Seals to Meet ISO 17712)

Brief explanation how cargo will be secured to protect cargo from shifting for lateral and longitudinal

**PHOTOS:** (Product and securement photos required: .jpg's in order to re-size for SOP)

Insert – Picture file – .JPG only	Insert – Picture file – .JPG only
Insert – Picture file – .JPG only	Insert – Picture file – .JPG only
Insert – Picture file – .JPG only	Insert – Picture file – .JPG only
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**DATE REQUESTED:** \_\_\_\_\_

**VALIDATION DATE:** \_\_\_\_\_

**DATE APPROVED:** \_\_\_\_\_

## Exhibits

