



Stewart Southern Railway Inc.

PO Box 12 Fillmore, SK S0G 1N0

FREIGHT RATE TARIFF 4000-26

NAMING: RATES, TERMS AND CONDITIONS
GOVERNING: FREIGHT TRAFFIC
TO: ORIGINATING FROM OR DESTINED TO STATIONS ON THE SSS
REPLACING: CANCELLING AND REPLACING FREIGHT RATE TARIFF 4000-G

ISSUED: September 1, 2026

EFFECTIVE: October 1, 2026

Issued By: **Glenn Pohl – General Manager Operations – Stewart Southern Railway Inc**
Sean Watson – Controller – Xpert Rail Consulting Inc.

TABLE OF CONTENTS

Item 100	General Conditions	3
Item 200	Rates by Location	4
Item 300	Dangerous Goods Surcharge	4
Item 400	N/A	5
Item 500	Rail Car Orders	5



SSS – Freight Rate Tariff 4000-26

Item 100 **General Conditions**

Applicable Tariffs:	Rates are subject to provision as defined in SSS General Freight Tariff 1000-26, SSS Ancillary Freight Tariff 3000-26, and their subsequent amendments.
Destination:	Rates apply from SSS origins, as referenced, destined to Richardson, SK.
Local Application:	Rates apply solely for the movement of rail cars on SSS network and are subject to AAR Accounting Rule 11 billing for furtherance from/to connecting carrier beyond Richardson, SK.
Units:	Rates are referenced as Canadian dollars per loaded rail car.
Effective/Expiry:	Rates are effective starting on the effective date posted at the bottom of each page and will remain in effect until the next revision is issued.
Equipment:	Rates apply to railway and private covered hopper cars, and tank cars. Equipment to be supplied by connecting carrier, per Item 500 of this document, or privately by shipper via delivery by connecting carrier.
Mileage:	No mileage allowance applies to private supplied equipment and no per diem applies to equipment supplied by connecting carrier.
Maximum Weights:	Maximum weight will be 286,000 lbs total weight per railcar.
Route:	SSS Direct
FSAC:	The FSAC reference is the 5 digit Freight Station Accounting Code assigned to the station by the ROAD MARK as approved by the CTA, registered in Railinc's Railroad Registry file and published in the Official Railroad Station List: https://www.railinc.com/rportal/official-railroad-station-list
Phostoxin:	The use of Phostoxin in rail cars to be handled on SSS track is strictly prohibited. The breach of this policy will result in action being taken by the company. This may include the review or adjustment of the transportation services provided by SSS to the offender, a claim for any damages which may result and/or other legal action.



SSS – Freight Rate Tariff 4000-26

Item 200 Rates by Location

All commodities will fall under one rate table, except for dangerous and special dangerous commodities which will be subject to surcharges as outlined in Item 300 of this document.

All Prices in Canadian dollars.

ORIGIN STATION NAME	FSAC NUMBER	RATE	REFERENCES
Richardson, SK (*)	5063	\$524	1, 2, 3
Kronau, SK	5060	\$556	1, 2, 3
Port Lajord, SK	5057	\$588	1, 2, 3, 4
Lajord, SK	5053	\$589	1, 2, 3, 4
Sedley, SK	5050	\$623	1, 2, 3
Victoria, SK	5046	\$656	1, 2, 3, 4
Francis, SK	5042	\$656	1, 2, 3, 4
Osage, SK	5037	\$725	1, 2, 3
Fillmore, SK	5033	\$760	1, 2, 3, 4
Creelman, SK	5030	\$790	1, 2, 3
Stoughton, SK	5020	\$857	1, 2, 3

References:

- (*) Refers to SSS shipper sidings at Richardson, SK as the origin, this freight rate covers movement between the SSS shipper sidings at Richardson, SK and the interchange track at Richardson, SK.

Row References:

- Switching:** Rate includes one service switch at origin and one service switch at destination.
- Empty Delivery:** Rate includes delivery of empty rail car to the designated origin, upon receipt by the connecting carrier per Item 500.
- Reverse Routing:** Should a loaded car originate at Interchange upon receipt by the connecting carrier and be directed to a SSS station as the destination, the corresponding rate will apply as referenced in the reverse. In which case, the rate includes the return of the empty car back to the connecting carrier at Interchange upon unload.
- Co-Load Program:** Subject to concurrence of connecting carrier, eligible for combining empty car ordering, car loading, releasing and billing in a manner that facilitates delivery of a 56 empty-car block to be split one time between two loading stations, loaded and released to be re-combined to a 56 loaded-car block destined to Richardson, SK as a single block for furtherance to a single destination and received from the connecting carrier as a single block. To be eligible for the Co-Load program, empty cars must be ordered as a block, received by the connecting carrier as a block, released as a block and continue for furtherance by the connecting carrier as a block to a single destination whereby cars would be unloaded and returned to the connecting carrier as a block. Freight Rate will apply to each individual car based on the location it was loaded.

Item 300 Dangerous Goods Surcharge

Each Dangerous Goods car and Special Dangerous Goods car will be subject to a \$50 surcharge in addition to the Freight Rate listed in Item 200 of this document.



Item 400 Non-Revenue Railcar

A railcar will be considered non-revenue if the car is interchanged to SSS for furtherance to any destination on the SSS, and with no intention of loading or un-loading the car. For the purposes of repair or maintenance. This does not apply to storage cars.

<u>TYPE</u>	<u>FEE</u>
Non-Revenue Railcars	\$175 per round trip

Item 500 Rail Car Orders

Ordering equipment for loading products at stations on the SSS network is to be undertaken by the shipper directly with the connecting carrier, according to the connecting carrier’s policies, procedures and tariffs.

Equipment interchanged to SSS for delivery to shippers on SSS stations will be identified by the connecting carrier as to the particular shipper and location the specific equipment is designated.

SSS does not determine equipment size and cannot guarantee delivery of equipment size if requested, unless so designated by the connecting carrier.