

From: Ray Louie <rlouie@fibreco.com>
Sent: February-20-19 7:45 PM
To: Lidija Lebar <Lidija.Lebar@otc-cta.gc.ca>; Enquête-Ferroviaire / Inquiry-Rail (OTC-CTA) <Enquete.ferroviaire-Inquiry.rail@otc-cta.gc.ca>
Cc: Kerry Lige <klige@fibreco.com>; Aaron Crawford <acrawford@fibreco.com>; Wilfred Wong <Wilfred.Wong@otc-cta.gc.ca>; Ryan Dallaway <Ryan.Dallaway@otc-cta.gc.ca>
Subject: RE: 2019 Vancouver Freight Rail Investigation - Request for Information

To whom it may concern,
Please see below responses in red to your inquiries. If you have any further questions, please contact me.

Best regards

Ray Louie

Email: rlouie@fibreco.com

Tel: 604-983-7914

From: Enquête-Ferroviaire / Inquiry-Rail (OTC-CTA) <Enquete.ferroviaire-Inquiry.rail@otc-cta.gc.ca>
Sent: February-13-19 11:16 AM
To: Lidija Lebar <Lidija.Lebar@otc-cta.gc.ca>
Cc: Wilfred Wong <Wilfred.Wong@otc-cta.gc.ca>; Ryan Dallaway <Ryan.Dallaway@otc-cta.gc.ca>; Lidija Lebar <Lidija.Lebar@otc-cta.gc.ca>
Subject: 2019 Vancouver Freight Rail Investigation - Request for Information

Good day:

As you may be aware, the Canadian Transportation Agency is currently conducting an own motion inquiry into possible freight rail service issues in the Vancouver area (**2019 Vancouver Freight Rail Investigation**).

As part of this investigation, I have been named an Inquiry Officer by the Agency.

In my role, I am expected to collect relevant information, and consult interested parties.

One line of inquiry has led to a discussion of port terminal track capacity, unloading capacity, and timeliness of rail car delivery at your Vancouver facilities.

We are therefore requesting you to please provide data and information in response to the questions that follow this message.

We respectfully ask that you please provide the Inquiry Officer with your submission by no later than **close of day, Tuesday, February 19, 2019**, via email to the Inquiry Officer, at: enquete.ferroviaire-Inquiry.rail@otc-cta.gc.ca.

If you need additional clarification about the information you have to provide, please contact the Inquiry officer as soon as possible, via email, to confirm your understanding of the questions.

Questions / Requests for Information Required:

1. What is the track capacity of your terminal (how many cars can your terminal receive at one time)?
[1] We have a working capacity of up to 95 cars.
2. What is the daily unloading capacity (number of cars or container feet) of your terminal?
[2] We can operate 3 shifts a day. Our current quota is 45 cars dumping on the 0800 & 1630 shifts and 36 cars on the 0100 shift (short shift)
3. What was the daily scheduled railcar delivery (number of cars scheduled for delivery and scheduled arrival time) for the periods: October 2017 to January 2018 and October 2018 to January 2019?
[3] Based on 1mmt/annually we forecast 4.5 shifts of dumping per week (7 days). The scheduled delivery and arrival times are not tracked and this information is best obtained from the shippers based on their car release dates.
4. What was the daily actual railcar delivery (number of cars delivered and actual arrival time) for the periods: October 2017 to January 2018 and October 2018 to January 2019?
[4] Cars delivered (on spot) are only recorded when we have unloading shifts scheduled. Attached report shows the cars on spot at the beginning of this shift where we had labour scheduled for unloading. Actual arrival times are not recorded.
5. What were the daily numbers of feet of containers received at your terminal from October-December for the periods: October 2017 to January 2018 and October 2018 to January 2019?
[5] N/A – our facility does not handle containers.

Confidentiality

You are reminded that as all submissions will form part of the public record of this investigation, participants should indicate, with a clear rationale, if they believe that any of the information being submitted is commercially sensitive and that the public release of any of the information could potentially cause them specific direct harm.

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Two versions of the documents containing confidential information must be filed with the request: a confidential version and a public version. The public version should redact the information identified as confidential. The confidential version should indicate, by highlighting or other means, what information was redacted from the public version.

Participants should also indicate who may have access to the confidential version of the document(s), for example: (1) the Inquiry Officer and the Agency only, (2) the Inquiry Officer, the Agency, and railway companies participating in the investigation, and (3) the Inquiry Officer, the Agency, and all of the participants in the investigation.

The Agency will render a decision on your request for confidentiality; the Agency may grant it in full, or in part, or deny your request. In considering a request for confidentiality, the Agency applies a three-step approach:

- [6] • The first step is to determine whether the document is relevant to the investigation.
- [7] • The second step is to determine whether specific direct harm would likely result from the disclosure of the information claimed as confidential.
- [8] • The third step is to determine whether the public interest in having the document disclosed outweighs the specific direct harm demonstrated.

Please keep these considerations in mind when setting out the rationale in support of your request for confidentiality.

The public version of your documents will be posted on the Agency's website and be made available to the public.

All material submitted to the Agency since the beginning of this investigation that has not been granted confidentiality will be publicly available and posted on-line on the Agency's Investigation website.

Thank you.

Lidija Lebar

Agente enquêtrice
Enquête sur le transport ferroviaire de marchandises à Vancouver
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lidija.lebar@otc-cta.gc.ca Tél.: 819-953-3325

Inquiry Officer
Vancouver Freight Rail Investigation
Canadian Transportation Agency / Government of Canada
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