

From: Stephen Paul <stephen.paul@ray-mont.com>
Sent: February-18-19 3:40 PM
To: Enquête-Ferroviaire / Inquiry-Rail (OTC-CTA) <Enquete.ferroviaire-Inquiry.rail@otc-cta.gc.ca>
Cc: Charles Raymond <charles.raymond@ray-mont.com>
Subject: FW: 2019 Vancouver Freight Rail Investigation - Request for Information
Importance: High

Good day,

Please note I have been tasked within Ray-Mont Logistics to provide you the answers with respect to the inquiries below.

My role within Ray-Mont Logistics, is the Vice President of Supply Chain Logistics, and I oversee the movement of cargo from origin to final destination overseas.

Please note Ray-Mont's response to the following questions:

1. What is the track capacity of your terminal (how many cars can your terminal receive at one time)?

- The capacity of cars Ray-Mont Logistics can accept at its Terminal at any given time is variable, depending on the following supply chain factors:
 - o Carrier Space on the Vessel
 - o Empty Carrier Equipment Availability
 - o Port / Terminal Reservation Availability
 - o Port / Terminal Operations & Efficiencies
 - o Existing Rail Cars on Track
 - o Mix of Rail Cars / Box Cars / Service Type

As such, I am unable to provide a definitive / concrete answer with respect to the question, and it would be unfair at this time to speculate.

2. What is the daily unloading capacity (number of cars or container feet) of your terminal?

- The unloading capacity at Ray-Mont Logistics Terminal is variable, depending on the following supply chain factors:
 - o Carrier Space on the Vessel
 - o Empty Carrier Equipment Availability
 - o Port / Terminal Reservation Availability
 - o Port / Terminal Operations & Efficiencies
 - o Existing Rail Cars on Track
 - o Mix of Rail Cars / Box Cars / Service Type

As such, I am unable to provide a definitive / concrete answer with respect to the question, and it would be unfair at this time to speculate.

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?

- Currently as an standard operational procedure, the number of daily scheduled rail cars to Ray-Mont Logistics, as well as their arrival time, is not something we keep records of day to day, nor do we have historical data. As such, I would be unable to provide the data you are currently seeking at this time.

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?

- Currently as an standard operational procedure, the number of daily rail cars delivered to Ray-Mont Logistics, as well as their arrival time, is not something we keep records of day to day, nor do we have historical data. As such, I would be unable to provide the data you are currently seeking at this time.

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?

- While Ray-Mont Logistics does keep a real time log of all active containers in our possession, and we do not keep historical data on the totals or inventory for a specific day, or period of time.

On behalf of Ray-Mont, I apologize we could not be more of service to you at this time, but the information you are outside the current KPI's we track (questions #3 thru #5), or too variable (questions #1 thru #2).

Sincerely,

**Stephen
Paul**

**Vice
President of
Supply
Chain
Logistics**

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From: Enquête-Ferroviaire / Inquiry-Rail (OTC-CTA) <Enquete.ferroviaire-Inquiry.rail@otc-cta.gc.ca>

Sent: 13 février 2019 2:16 PM

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)?
2. What is the daily unloading capacity (number of cars or container feet) of your terminal?

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?
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?
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?

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:

- The first step is to determine whether the document is relevant to the investigation.
- The second step is to determine whether specific direct harm would likely result from the disclosure of the information claimed as confidential.
- 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
Office des transports du Canada / Gouvernement du Canada
lidija.lebar@otc-cta.gc.ca Tél.: 819-953-3325

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Vancouver Freight Rail Investigation
Canadian Transportation Agency / Government of Canada
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