

From: Robert.D.Taylor@shell.com <Robert.D.Taylor@shell.com>

Sent: February-20-19 11:07 PM

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

Subject: RE: 2019 Vancouver Freight Rail Investigation - Request for Information from Vancouver Port Terminals - Proposed Response

To Inquiry Officer,

Shell Canada Products ("SCP") is requesting confidential treatment for the attached spreadsheet. Logistical constraints receiving and unloading cars at SCP's facility reflect supply chain difficulties which could have an impact on traded commodity markets. Therefore SCP views these logistical details regarding SCP supply-chain costs and structure as commercially sensitive information. Revealing this information to the public, including our market competitors, could give them an unfair advantage in determining how products from SCP's (or its affiliates') facilities should be priced in the market due to changes in supply and demand. This insight could allow our market competitors to price their competing products at a more advantageous price and erode our competitive position. Therefore SCP is requesting that only the Inquiry Officer, Agency, and railway companies participating the investigation be allowed to view the attached spreadsheet.

SCP has no issues with making our other responses contained below public. If there are any questions or concerns with the confidential treatment requested herein, please reach out soonest so that we can resolve those issues. Thanks and please let me know if there is anything further.

Note that the spreadsheet simply shows the data of what cars were delivered to the site and unloaded. When no tank cars were delivered, it may be due to either the site not requesting them (which could be due to staffing issues or other work going on at the site) or to service issues at the rail yard.

Questions / Requests for Information Required:

1. What is the track capacity of your terminal (how many cars can your terminal receive at one time)? **18 tank car spots**
2. What is the daily unloading capacity (number of cars or container feet) of your terminal? **15 tank cars**
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?

SEE ATTACHED SPREADSHEET – CONFIDENTIAL

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?

SEE ATTACHED SPREADSHEET - CONFIDENTIAL

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? **n/a we do not receive containers**

Thanks,

Bob Taylor
Business Development Team Lead
Trading & Supply – Products
Shell Canada Products

400 – 4th Avenue SW, Calgary, AB T2P 0J4
Canada
+1 403 384-5089

Begin forwarded message:

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

Date: February 14, 2019 at 1:32:42 PM PST

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>

Subject: 2019 Vancouver Freight Rail Investigation - Request for Information from Vancouver Port Terminals

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, Wednesday, February 20, 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.

gat

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

Inquiry Officer
Vancouver Freight Rail Investigation
Canadian Transportation Agency / Government of Canada
lidija.lebar@otc-cta.gc.ca Tel.: 819-953-3325