

**From:** Colan McCrum <colan.mccrum@viterra.com>  
**Sent:** February-19-19 5:32 PM  
**To:** Enquête-Ferroviaire / Inquiry-Rail (OTC-CTA) <Enquete.ferroviaire-Inquiry.rail@otc-cta.gc.ca>  
**Cc:** John Legault <John.Legault@viterra.com>; Peter Idema <Peter.Idema@viterra.com>; Megan Owen-Evans <Megan.Owen-Evans@viterra.com>; Tim Kennedy <Tim.Kennedy@viterra.com>; Dean McQueen <Dean.McQueen@viterra.com>; Richard Wansbutter <r.wansbutter@gmail.com>  
**Subject:** 2019 Vancouver Freight Rail Investigation - Request for Information: Viterra Public Response

Good Afternoon

Please consider this submission, Viterra's public response to your request for information.

Regards

Colan McCrum

**Colan McCrum**  
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**From:** Enquête-Ferroviaire / Inquiry-Rail (OTC-CTA) [<mailto:Enquete.ferroviaire-Inquiry.rail@otc-cta.gc.ca>]  
**Sent:** Wednesday, February 13, 2019 11:16 AM  
**To:** Lidija Lebar  
**Cc:** Wilfred Wong; Ryan Dallaway; Lidija Lebar  
**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](mailto: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)?
  - Cascadia Terminal has a track capacity of 120 rail cars
  - Pacific Terminal has a track capacity of 108 rail cars
2. What is the daily unloading capacity (number of cars or container feet) of your terminal?

- Cascadia terminal has an unload capacity of 220 rail cars every 24 hours. Effective February 2019 our terminal will operate 24/7 and unload sustained unload capacity will be 240 rail cars every 24 hours.
- Pacific terminal has an unload capacity of 140 rail cars every 24 hours

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?

- Cascadia terminal does not track the number of cars scheduled for delivery. The terminal does track the number of rail cars unloaded per shift.
- Cascadia targeted service times are as follows:
  - i. Daily 03:00 – 06:00 hours – 120 cars
  - ii. Daily 14:00 – 16:00 hours – 120 cars
- Pacific terminal does not track the number of cars scheduled for delivery. The terminal does track the number of rail cars unloaded per shift.
- Pacific is targeted for 2 services every 24 hours. Additional services are provided throughout the day as car supply & track capacity becomes available.

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?

- Cascadia & Pacific terminals do not track actual arrival times of rail cars placed at either terminal. **Note: Spreadsheet has been removed from this submission as it contains commercially sensitive data.**

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?

- Cascadia & Pacific terminals do not handle containers.

For the period under review, i.e. Sep 2018 through Jan 2019:

- **Note:** Comments regarding Rail Service has been removed from this version.

## **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](mailto: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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