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November 12, 2019

Tom Oommen
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RE: CN PLAN FILED UNDER DECISION No. CONF-9-2019

This is further to your email of November 1, 2019 seeking clarifications on some aspects of our filing made on July 31, 2019 in response to Agency Decision No. CONF-9-2019.

Question 1: With regard to the potential use of embargoes going forward, under what circumstances will CN consider the use of embargoes, and what will be the criteria for deciding to implement them?

CN intends to use embargoes in accordance with the conditions set out in AAR Circular TD-1.¹ We enclose this circular, which was discussed during the Vancouver hearing. More specifically, Circular TD-1 establishes the circumstances when a railway company can issue an embargo and the related prohibitions. CN will comply with Circular TD-1 on the understanding that Agency Decision No. CONF-9-2019 directed CN not to use embargoes to proactively manage the flow of traffic to Vancouver before evidence of congestion.

Question 2: The filing mentions new locomotives and new crews – how will these be deployed to respond to surges in traffic in the Vancouver area? And how long would it take to deploy those resources once a surge is identified?

Since we filed our plan on July 31 of this year, North American rail volumes have been volatile in the first half of the year and declining for the back half of the year. Similar to other railways, CN started seeing volume declines in Q3 of this year and the trend has continued so far in Q4. Forecasts from our customers, including those shipping to Vancouver, suggest that this reduction in traffic volumes will most likely extend until the end of the year. In an effort to adjust to these conditions, CN has recently removed 150 locomotives from service across its whole North American network, returned leased railcars and laid off 160 employees assigned to train operations. CN continues to monitor current market conditions and will adjust its

¹ Information respecting embargoes can be found at <https://www.railinc.com/rportal/embargoes>.

November 12, 2019

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resources to customer demand on the understanding that adequate lead-time will be required after volumes ramp up on a sustained basis.

Through commercial arrangements with other Class 1 railways, CN also has locomotive credits which provide CN with access to readily available power. However, as explained during the hearing, in circumstances where high volumes of traffic are moved in a constrained area like Vancouver, the solution does not always involve the use of additional equipment. Experience shows that reliable forecasts and proper planning are key to sizing resources with demand and avoiding congestion. This is why CN focused its efforts earlier this year on working with shippers and terminals to implement a program respecting lumber shipments based on terminal unloading capacity and origin shipment pre-authorization.

Question 3: The filing mentions congestion at CN's Thornton Yard and related infrastructure investments by CN. Beyond these infrastructure investments, how is CN planning to prevent congestion at Thornton Yard and how will congestion be dealt with should it arise at Thornton Yard?

Preventing congestion in the Vancouver area is a responsibility shared by all participants. Our plan filed on July 31 emphasized the major investments CN is making in this corridor as infrastructure capacity greatly assists the handling of trains and railway cars. With more capacity in the corridor leading to Vancouver, CN can maintain a more fluid network. CN's additional contribution will focus on monitoring the flow of rail traffic to Vancouver and ensuring that demand for rail service is consistent with the information about capacity CN receives from terminals. It is important to note that proactively preventing congestion is the best approach. If, notwithstanding CN's efforts, congestion arises at Thornton Yard, CN will assign resources strategically to ease the situation and assess whether embargoes should be issued respecting terminals where traffic volumes justify it.

Yours truly,



Eric Harvey
Senior Counsel – Regulatory

c.c.: AAR Circular TD-1

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AAR CIRCULAR TD-1

Click on the AAR TD1 CIRCULAR option on the navigation menu at any time to display the full text of the circular, which is included here in full for easy reference.

REVISED CIRCULAR TD-1 ASSOCIATION OF AMERICAN RAILROADS

Effective: February 15, 2007

TO: Transportation Officers - All Railroads

The following instructions shall govern the placing and handling of embargoes:

This circular provides instructions for the placing of embargoes and for the handling of embargoed traffic. It does not establish standards for determining whether an embargo is lawful or unlawful. The party placing an embargo is responsible for compliance with all applicable laws and regulations.

I. DEFINITIONS

- A. An embargo is a method of controlling Traffic movements when, in the judgment of the serving railroad, an actual or threatened Physical or Operational Impairment, **of a temporary nature**, warrants restrictions against such movements.
- B. For the purpose of this Circular, "Traffic" is defined as loaded and revenue empty freight cars, trailers and/or containers. This shall include carrier and privately owned or leased freight cars, trailers and/or containers.

II. PROHIBITIONS

- A. It is prohibited to issue embargoes:
 - 1. As a permanent measure to control traffic
 - 2. At the request of a consignee.
 - 3. As a commercial measure to control the routing of Traffic to or via any particular gateway, railroad or destination which is not related to the existence of the impairment.
 - 4. Against acceptance of Traffic on specified days.
 - 5. Limiting the amount of Traffic to be accepted daily or periodically.
 - 6. Against Traffic consigned to the United States Government, its authorized agents or officers, except when the Physical or Operational impairment prevents movement of such Traffic.
 - 7. Against a consignor or consignee for failure to pay freight charges and/or demurrage.
 - 8. Enforce terms of a contract or interchange agreement between railroads.
 - 9. De-market traffic.
 - 10. Restrict business growth.
- B. It shall not be permissible to maintain an embargo against:
 - 1. Traffic for railroads or parts thereof, or stations, which are being abandoned or to which service is being discontinued, except as a temporary measure, to be kept in effect only until appropriate revisions of pricing documents of affected stations can be accomplished.
 - 2. Acceptance of Traffic by reason of weight or clearance limitations, except as a temporary measure, pending publication of restrictions in Official List of Open and Prepay Stations / Railinc Centralized Station Master Notes.

III. PROCEDURE

When necessary to restrict Traffic movements, for periods in excess of 24 hours, an embargo must be used. It is the responsibility of a Railroad experiencing an Operational or Physical Impairment to place its own embargo rather than wait for such action by its connections. An embargo placed against an individual consignee is applicable to Traffic consigned, re-consigned or intended, as well as Traffic billed "shippers order", for that consignee.

- A. Carriers placing, amending, or canceling an embargo must notify the AAR and use the AAR Embargo and Permit System. The Association of American Railroads will transmit via email or XML notices of embargoes placed, amended, or cancelled to each full member railroad's designated embargo officer named in the AAR electronic Embargo Officer Registration File, to the Surface

Transportation Board and the American Short Line and Regional Railroad Association. The AAR will provide an electronic subscription service for daily embargoes to other interested parties upon request. Instructions to submitters are contained in www.aar.org under RR Industry Info - Embargoes site.

B. Each railroad shall designate an officer to issue and receive embargoes, whose name, title and address must be published in The Official Railway Equipment Register and the AAR electronic Embargo Office Registration File. Each railroad shall maintain a file of applicable embargoes for the information of the public, and the AAR will maintain an Embargo and Permit System containing all effective, cancelled and expired embargoes for three years. The AAR Embargo and Permit System is located at www.aar.org.

C. Embargoes against a consignee shall be placed by the railroad performing the switching service or by a connecting road haul carrier for traffic it delivers to the switching carrier for that consignee. If served by more than one road, a consignee may be embargoed by each such road.

D. If in the judgment of the Association of American Railroads an emergency exists, it may issue an embargo without a prior request by the serving or switching carrier(s) involved. The AAR will contact the affected railroads in advance of issuing the embargo.

E. The Association of American Railroads will issue an embargo, at the request of the Surface Transportation Board.

F. Embargoes will remain in effect until cancelled but, unless cancelled, will automatically expire one year after effective date of issuance. No expiration date shall be stated in the embargo. (See VIII. Re-issuance).

G. An embargo shall contain the following information, as necessary to ensure the embargo will be properly applied: (i) if the embargo is station specific, a list of the affected stations, by Freight Station Accounting Code as defined in the Railinc Centralized Station Master (CSM); (ii) if the embargo is directed at a gateway or territory, a description of the affected gateway or territory by city, state or province, (iii) commodities embargoed and their Standard Transportation Code(s) (or state "all commodities"); (iv) if the embargo is customer specific the railroad embargo officer must supply by Customer Identification File (CIF) Number, the customers consigned, re-consigned or intended to be embargoed; (v) embargo cause; and (vi) any exceptions to the embargo.

IV. EFFECTIVE DATE

The body of the embargo shall state a specific date, not earlier than date submitted via the AAR Embargo and Permit System to the Association of American Railroads, on which the embargo is to become effective.

A. An embargo may be "effective immediately" only if it is due to the issuance of a security alert requiring an embargo; the sudden occurrence of a Physical Impairment that would make the rendering of service impossible or highly impracticable (e.g., natural disasters, damage or destruction of railroad facilities such as bridge fires, accidents); or the imminent occurrence of such a Physical Impairment (e.g., approaching hurricane, rising floodwaters). An "effective immediately" embargo may not be issued for other Physical Impairments or for Operational Impairments of any kind.

1. An "effective immediately" embargo shall become effective at the time it is made available to other railroads on the AAR Embargo and Permit System (the "Effective Time").

2. An origin road may not accept Traffic to or via an embargoed location after the Effective Time. This does not preclude bilateral agreements between carriers that could allow traffic to move using an alternate route.

3. The serving road is not obligated to accept loaded or revenue empty traffic from connections which is intended for interchange to the serving road after the Effective Time. This does not preclude bilateral agreements between carriers that could allow traffic to move using an alternate route.

B. An Embargo other than an "Effective Immediately Embargo" becomes effective 11:59 P.M. of the date specified and no Traffic will be accepted for movement except as specified in Paragraph IV-B-1 below:

1. An origin road will accept loaded traffic for movement to or via embargoed locations not to exceed 48 hours after the effective date of the embargo and then only for Traffic loaded or in the process of loading prior to the effective date of the embargo. Empty cars, trailers, and/or containers en-route to shippers' loading facilities do not qualify as being in the process of loading.

2. The serving road will accept loaded Traffic from connections which was originated in accordance with the provisions of Paragraph IV-B-1.

V. AMENDMENTS AND CANCELLATIONS

Amendments or parts thereof reducing restrictions and embargo cancellations become effective immediately on submission to the Association of American Railroads, and reviewed by the AAR administrator unless otherwise

specified therein. Amendments or parts thereof increasing restrictions will have an effective date subject to Section IV-A or IV-B (as applicable) of this Circular.

- A. When an embargo is amended, the portions of the original restrictions remaining in effect shall be considered continuous in application. Amendments shall be consecutively numbered and in each case shall state the reason for the change.
- B. Railroads will cancel embargoes immediately upon removal of cause for which embargo was issued.

VI. PERMITS

- A. An embargo may contain provision for a permit system to provide controlled movement of Traffic, including permits for special emergency situations where there is public necessity for special transportation relief. Where a permit system is used, the embargo will contain the name and contact information for the party responsible for the issuance of permits
- B. Railinc, acting as the agent for the Association of American Railroads and for the railroads submitting embargoes will maintain an electronic AAR Embargo and Permit System to forward Embargo Numbers and Embargo Permit Numbers reported in an EDI 417 Transportation Waybill to railroads listed in the routing.
- C. When a permit number is used to move a shipment; the shipper is required to furnish the Embargo Number and Permit Number in accordance with ANSI EDI 404 (Bill of Lading) Guidelines. The Embargo Number must be transmitted in the N901 EN Qualifier and the Permit Number must be transmitted in the N902 EB Qualifier. Failure to provide this information will result in shipments being held or billing rejected.

VII. WATER CARRIERS

Water carriers listed in Appendix "A" of the Association of American Railroads Circular TD-1 printed in the current issue of The Official Railway Equipment Register, have agreed to transmit embargoes, amendments or cancellations thereof, issued by them to the Association of American Railroads and to connecting rail carriers. In turn, the Association of American Railroads shall transmit embargo notices to the water carriers. Water carrier embargo notices transmitted to the Association of American Railroads shall be issued in the name of the originating water carrier. Embargoes issued by such water carrier will be observed by the railroads in the same manner as those issued by railroads. In the event of failure of the water carrier to receive Traffic currently, and to issue formal embargo notice, it shall be incumbent on connecting rail carriers to issue individual embargoes covering the Traffic involved, in the same manner as against individual receivers.

VIII. REISSUANCE

Each embargo will automatically expire one year after the effective date of issuance unless request is made to the Association of American Railroads for re-issuance. Re-issuance request must include a new number in accordance with Paragraph III-F.

Yours very truly,

Jeffrey J. Usher

Asst. VP - Business Services

Association of American Railroads

NOTE 1: Changes in Appendix 'A' listing water carriers, are made regularly and may be found in current issues of The Official Railway Equipment Register.



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October 28, 2019

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RE: CN PLAN FILED UNDER DECISION No. CONF-9-2019

On July 31, 2019, CN filed in response to Agency Decision No. CONF-9-2019 "its plan to respond to surges in traffic that occur in the Vancouver area towards the end of the calendar year with a view to avoiding or minimizing the use of embargoes and maintaining the highest level of service reasonably possible as required by the CTA."

The CN Plan explained the various initiatives implemented to improve the fluidity of rail traffic, including major infrastructure investments, and the addition of locomotives and crews, as well as an initiative designed specifically to improve the wood pulp supply chain and replace embargoes that were issued in the fourth quarter of the last two years. The key features of this pilot project were shared with participants and are outlined in Appendix 3 to the Plan.

Subsequent to the filing of CN's Plan, you have contacted the undersigned and asked that CN provide an update about the status of the pilot project. You have also asked that we explain the steps CN intends to take in the coming weeks. We therefore provide you the following information:

This pilot project has been in place since May of this year. As more fully explained in the Plan, this initiative involves shippers of wood pulp and two receiving terminals in Vancouver with whom they contract (Squamish and Lynnterm). Each day, terminals authorize shippers to move a specific number of cars based on their available capacity. During the month of August, CN provided participants with shadow billing to facilitate the transition and with the expectation that tripartite contracts formalizing the process would be made in September between shippers, terminals and CN. CN wants to bring the following points to the attention of the Agency.

- Formalizing this terminal authorization process requires the agreement of all. While shippers and terminals involved in the pilot project have confirmed the need for a tool to manage the inbound traffic into greater Vancouver terminal, no shipper has agreed to commit themselves in writing. Some shippers and a terminal have even indicated that they

will not contract. Under the circumstances, shippers have expressed to CN the concern that if only a few agree to contract, others will not be subject to the same rules and will derive a competitive benefit over those contracting. This is unfortunate as experience in the Vancouver area shows that without a process anchored in the common good for all users of the supply chain, to manage the flow of inbound traffic when demand peaks, shippers tend to exceed the maximum capacity of the terminals with which they choose to contract for unloading and storage services. Notwithstanding CN's efforts, including a generous incentive on suppressing demurrage fees if shipments did not exceed unloading capacity, no agreements have been made so far upon which to establish a mandatory framework and sanction those who would exceed their authorized daily shipment levels.

- Underutilization: Since May, shippers have not used all the unloading capacity as authorized by the terminals. As the attached graph shows, shippers have used only 54% of the authorized cars. This underutilization is consistent with the pattern observed during the Vancouver hearing, namely that for the period under review shippers had not used 30% of the permits issued by CN.

CN intends to continue encouraging the industry to engage in this initiative by making agreements that would formalize the process developed in the context of the pilot project. In the event that an insufficient number of participants agrees to do so, CN will have to monitor closely the situation and the available capacity of each terminal. As indicated in our Plan, if necessary CN will have resort to the AAR embargo process when the conditions are met in order to protect against congestion which can quickly spread to other shipper groups who make considerable effort to manage their supply chains. Those embargoes would remain in place until shipping patterns are consistent with the capacity of the terminals.

Yours truly,



Eric Harvey
Senior Counsel – Regulatory

c.c.: Graph

2019 Pilot Project: Vancouver Terminal Authorizations and Releases (CN origins)





Network Operations

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July 31, 2019

Tom Oommen
Chief Compliance Officer
Canadian Transportation Agency
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Subject: Agency Decision No. CONF-9-2019

Dear Mr. Oommen,

In accordance with Agency Decision No. CONF-9-2019 dated April 15, 2019, please find enclosed the CN plan to respond to surges in traffic that occur in the Vancouver area towards the end of the calendar year with a view to avoiding or minimizing the use of embargoes and maintaining the highest level of service reasonably possible as required by the CTA. Consistent with this decision, CN also includes a list of all embargoes imposed by CN for traffic within, or destined to, the CN Vancouver area in the last twelve months.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Doug Ryhorchuk'.

Doug Ryhorchuk
Vice-President, Network Operations and Planning

Enclosures



CN Filing under Agency Decision No. CONF-9-2019

This is CN's Plan filed in accordance with Agency Decision No. CONF-9-2019 dated April 15, 2019 (the Decision). In the Decision, the Agency found "that CN breached its level of service obligations when it announced its intention to impose embargoes on wood pulp shipments in September 2018, several months before rail transportation challenges emerged in the Vancouver area, and then imposed those embargoes in December 2018, rather than making every reasonable effort to deal with those challenges before unilaterally restricting the receipt, carriage, and delivery of traffic." The Decision requires CN to provide a detailed plan to respond to surges in traffic that occur in the Vancouver area towards the end of the calendar year. CN encloses the relevant section of the Decision as **Appendix 1**.

In response to the Decision, CN has put in place the following comprehensive, multi-pronged plan that addresses inter-related system issues.

At the end of 2018 and beginning of 2019, CN issued embargoes with permits respecting specific terminals retained by shippers of wood pulp. Those embargoes were necessary to avoid the risk of congestion at a time of high demand because total orders placed with CN by shippers of wood pulp for those terminals exceeded the stated capacity of each terminal.

Demand for shipments of wood pulp to Vancouver is typically high at the end of each year as these shippers prefer to lower their on-hand inventory before the end of year. This year, it is unclear to CN if this will be the case in light of major changes in the shipping patterns of forest products producers, particularly on lumber. CN encloses notices (**Appendix 2**) sent to lumber customers on June 20, July 12 and July 22, 2019 which describe the situation and detail the steps taken by CN as a result of this change.

Facilitating the Wood Pulp Supply Chain

The interaction of multiple factors, rather than any one component of a complex supply chain, was the reason for the temporary congestion experienced at the Port of Vancouver ("the Port") in the time period investigated by the Agency. CN acted responsibly and proactively. It recognized that seasonal issues in the wood pulp sector, combined with an unplanned increase in traffic volumes from other manifest shipper sectors were causing congestion that threatened to impact the entire corridor. In effect, CN took a leadership position. It stepped in to assume the role of supply-chain manager and coordinator of wood pulp waterfront terminals in Greater Vancouver, an oversight role lacking in the



system. CN's efforts were critical to limiting the period of congestion and returning fluidity to CN's Thornton Yard and the Port, which are not designed as storage sites for unplanned year-end surges. Those efforts also limited the impact of the situation on other commodities.

The Decision prohibits CN from using embargoes with permits as a planning tool to avoid congestion. As CN is not privy to the commercial agreements between wood pulp producers and terminals, preventive action on the part of CN alone is therefore limited. As the efficiency of any measure aimed at supply chain management depends on the participation of all involved, CN must rely on the voluntary participation and collaboration of wood pulp shippers and terminals. Those parties have agreements respecting the unloading of their product from railcars and trucks; the storing of their wood pulp in warehouses; and the loading of vessels to deliver their pulp to overseas markets.

Given those circumstances, CN has acted to design a collaborative remedy.

With the cooperation of shippers who have traffic destined to the terminals in Vancouver operated by Western Stevedoring (Lynnterm and Squamish Terminals) on April 24, 2019, CN initiated a pilot project aimed at ensuring that demand for railcar spotting at those terminals will not exceed their daily operational unloading capacity. CN encloses as **Appendix 3** a document outlining the key features of this pilot project which has been shared with participants.

Under this initiative, the management of traffic flows relies on the terminals to provide pre-authorization to shippers before CN allocates railcar supply. Unlike the embargo/permit process, which prevented the generation of a waybill without CN supplied weekly permits, this process relies on greater communication and collaboration between the shippers of wood pulp and the receiving waterfront terminals. It will link the shipper's volume of railcars and the terminal's ability to match the volumes to the daily operational track capacity for unloading.

For CN's part, railcar supply allocation is based on the terminals confirming, in writing, their ability to receive the shipments. Conference calls between CN, shippers and terminals are organized to determine reasons for deviation from the plan, to assess progress and to propose how this initiative can be improved. This project is based on a similar program which was successfully implemented several year ago with shippers of unit trains of grain products into the Greater Vancouver area.



If all parties are willing to do so, CN would like this pilot project to become part of the standard operating procedure for wood pulp shipments in Vancouver. CN is proposing this option in a letter dated July 31, 2019 (**Appendix 4**) to all its wood pulp customers that ship into the Greater Vancouver area, as well as to their terminal service providers to whom CN issued embargoes with permits in 2018.

Locomotives and crews

At the Hearing which took place on January 29 and 30, 2019, CN provided evidence respecting the number of locomotives and crews in service in the Vancouver area at the end of 2018.

CN operates a fleet of approximately 1,950 high/mid-horsepower locomotives. To accommodate future growth opportunities and drive operational efficiency across its system, CN announced in 2017 the acquisition of 260 new locomotives over the next three years from GE Transportation. CN is the only North American railway company acquiring such a large number of locomotives. It is an unequivocal statement about our commitment to improving our capacity to serve the Canadian economy. CN expects the first 200 of these new locomotives to be delivered by August 2019, with an additional 60 locomotives expected to be delivered over the course of 2019–2020. While not all this additional power will be based in Vancouver, CN will assign those additional resources as increases in traffic volumes will require.

Furthermore, CN undertook an aggressive hiring campaign in 2018 to ensure that sufficient crews were in place. This campaign added 18% more crews to CN overall on a year-over-year basis, with a concentration of 26% more crews in Western Canada. These added crews helped CN deal with the operating challenges caused by the extreme cold in February 2019. As the new crews have become fully qualified and have gained more experience through 2019, their impact on CN's operations has grown. As with locomotives, crews will be deployed where needed and CN intends to assign those resources in Vancouver as necessary.

Capacity Investments

In 2019, CN is investing a record \$3.9 billion to expand network capacity and resiliency as well as decrease recovery time after an incident or period of extreme weather. This follows our 2018 expansion program for a combined total of \$7.4 billion in capital investment over two years. This record infrastructure spending includes the addition and extension of both passing and yard tracks, and the addition of new sections of double



track on key mainline corridors. Although these investments are taking place in areas outside of the Greater Vancouver Area, due to the network nature of rail transportation and the variety of different supply chains (intermodal, manifest, unit train), these investments will allow greater flexibility and system fluidity in times of high demand to plan and slot trains into the lower mainland. This benefits all shippers who use Vancouver for either exporting or interchanging to another railway.

Capacity Infrastructure Projects - Vancouver

Recognizing the critical importance of the Port of Vancouver, as part of the investments in its network CN has committed funds of more than \$150M specifically to the Vancouver area. As described below, this amount is supplemented by funds from other parties. Supply chain participants know that the Vancouver area is challenging in terms of offering little industrial and trade-enabling land for expansion. Times of high demand make this area prone to congestion issues along all parts of the supply chain, not just rail. Because of these challenges, CN is partnering with the Government of Canada and the Ports of Vancouver and Prince Rupert on a number of key projects under Transport Canada's National Trade Corridors Fund (NTCF). These investments will address bottlenecks and increase capacity in crucial parts of the network leading to the West Coast. They are investments aimed at ensuring the long-term capacity of the Port of Vancouver and the option of Prince Rupert.

Under the NTCF, several multi-year initiatives are underway to increase capacity at the Port of Vancouver in collaboration with the Government of Canada and the Vancouver Fraser Port Authority. Some of these infrastructure projects have been given the green light and other are pending approval. The following are those where CN is an active partner:

The Burnaby-North Shore Rail Corridor Improvement Project

The purpose of this major initiative is to increase the capacity of the railway corridor to the North shore of the Port of Vancouver, which currently operates near capacity because trains must proceed at no more than 20 minutes intervals through Thornton tunnel in order to allow fumes to escape. This significant limitation on capacity contributes to congestion in the area. The total cost of the Project is estimated at \$214M. The federal government, under the NTCF, will contribute \$77M, the Port of Vancouver \$62M and CN \$75M. Engineering work is underway and physical works are expected to begin in September 2019. There are three individual components to the Project which will enable more trains to move in the corridor:



- Thornton Rail Tunnel Ventilation Upgrades: The first Project Component will implement a new system of longitudinal ventilation by adding jet fans each at two locations within the tunnel. The result will be to reduce the current clearance interval from 20 to between 5 and 10 minutes. Completion targeted for Q4 2020
- Rail Corridor Improvements: The Rail Corridor Improvements Project Component consists of a new 18,000-foot siding track, to be built on the north side of the two existing tracks. This track will run from the Willingdon Junction in the west to Piper Avenue in the east. Completion targeted for Q4 2020. The major rail elements for this project component include:
 - 18,000 feet of new track work and approximately 2,000 feet of realigned existing track, including all subgrade and track structure;
 - Two new turnouts to tie in the new siding;
 - Approximately 5,600 feet of retaining wall structure to support the new track formation in areas along the corridor where the ground profile requires such a wall; and,
 - One new 16-metre span single track rail bridge over Eagle Creek immediately east of Piper Avenue.
- Douglas Road Grade-Separation: The Douglas Road Grade-Separation Project Component will replace the existing at-grade crossing on Douglas Road with a four-lane overpass with walking and cycling facilities across the rail corridor. Completion targeted for Q2 2024.

Burrard Inlet Road and Rail Improvement

The Project will include the construction of a 13,700 foot railway track parallel to the existing Burrard Inlet mainline (the “BI Line”) on the New Westminster Subdivision. The total cost of the Project is estimated at \$85M. A contribution of \$22.5M of the federal government is confirmed, with the Port of Vancouver making a contribution of \$34M and CN funding the remaining \$38M. Work will start in 2020 with a target completion of Q4 2021. The key objectives are:

- Substantially increase the capacity of the BI Line to accommodate growing trade volumes through the container terminals located on the south shore of the Burrard Inlet;
- Make the south shore rail network more resilient to disruptions by ensuring that an alternate route for south shore access to the North American rail network is maintained. Rail operations on the south shore are constrained by limited rail support facilities at or near the terminals. These facilities are confined to a corridor



bounded by the terminals to the north and urban development to the south. The BI Line provides access to additional rail support facilities one mile south in the False Creek Flats area of Vancouver. This important south shore support area provides for necessary staging and railcar processing capacity to support the south shore. The Project vastly improves the utility of these support facilities as an alternative to the congested south shore corridor; and,

- Improve the capacity, reliability and safety of railway operations in the area, as both container terminals on the south shore have plans to expand their terminal capacity. In the case of Centerm, those plans are currently in the final approval stages. The Centerm expansion will increase the terminal's throughput capacity from 900,000 twenty foot equivalent containers (TEUs) to 1,500,000 TEUs by 2020. The private investment required to complete this expansion is in the order of \$450M. To handle the additional import and export traffic, private investment in receiving intermodal terminals across the country along with investment in rail network capacity, equipment and additional manpower will be necessary.

Glen Valley Double Track

The Project will address a significant bottleneck consisting of 3.7 miles of single track within the 25 mile double track rail corridor between the end of the Directional Running Zone (DRZ) and CN's Thornton Yard which supports industry and port facilities in the Lower Mainland.

The Project is located near Abbotsford, B.C. on the CN Yale Subdivision at west end of the DRZ. The DRZ is a track-sharing agreement between CN and CP to maximize rail capacity through the Fraser Canyon that connects the Port to the rest of Canada. In the DRZ, both railways travel west to the Port on the CN Yale Subdivision and east on the CP Cascade Subdivision.

Unlike the DRZ, the Glen Valley 3.7 mile section of single track is operated bi-directionally. It is within the corridor that CN and CP use to access the Roberts Bank Rail Corridor (RBRC) serving the Deltaport container terminal and Westshore coal terminal and which will eventually serve the proposed T2 container terminal and/or Deltaport fourth berth expansion.

The total cost of the Project is estimated at \$40M. A contribution of \$20M from the federal government is confirmed, with the Port of Vancouver making a contribution of \$10M and CN funding the remaining \$10M. Design work will start in fall of 2019, subject to completion of funding agreements, with a target completion of Q2 2021.



The key objectives of the project are to:

- Increase the capacity of the rail corridor to support anticipated growth in trade through the Port of Vancouver, in conjunction with previously approved NTCF projects;
- Make the rail network more resilient to disruptions by stabilizing unstable grade slopes with a retaining wall and adding a second track in the last single track section linking the Direction Running Zone (DRZ) and CN's Thornton Yard; and,
- Improve capacity and reliability for trains travelling to/from terminals in the Port of Vancouver including passenger rail services provided by VIA and Rocky Mountain Rail tours.

Portside Blundell Overpass and Upgrade Project

The Project is located within the Vancouver Fraser Port Authority's Fraser Richmond Industrial Lands (FRIL), more commonly known as the Richmond Logistics Hub.

The Portside/Blundell corridor generates some of the highest volumes and most concentrated port drayage truck activity in the Greater Vancouver Gateway with over 12,500 external vehicle trips (roughly 60 per cent of which are trucks) on a typical weekday, plus additional internal trips between import and export logistics facilities within the FRIL.

In addition to alleviating current traffic congestion issues, the Project is intended to facilitate further investment in a combination of marine terminal, short sea shipping, trans-shipment and distribution facilities in support of port operations and international trade at the Port Authority's Area IV and Area V sites, as well as adjacent privately-held sites.

The Project includes the following key elements:

- Widening Blundell Road from a two-lane undivided to a four-lane divided urban cross section between Portside Road and west of York Road.;
- Constructing a new two-lane roadway bridge and pathway to extend Portside Road across No. 7 Road Canal; and,



- Grade-separating the entire Portside/Blundell intersection so it passes over the CN corridor.

This last element of the project, the grade separation, not only eliminates conflict between the high level of truck activity and the rail corridor, it will allow for the extension of the yard tracks serving the FRIL and thereby increasing staging and processing capacity to service this expanding logistic centre.

The total cost of the Project is estimated at \$110M. A contribution of \$40.5M from the federal government is confirmed, with the Port of Vancouver making a contribution of \$40.8M and CN funding the remaining \$28.7M. Work will commence upon completion of funding agreements.

Capacity Infrastructure Projects – Prince Rupert

Alternative access points to the West Coast other than at the Port of Vancouver exist and need to feature in shippers' logistics toolkits. There are viable alternatives at Prince Rupert that allow export-focused shippers to by-pass the Vancouver area completely. Over the past several years, CN, private business interests, and the Canadian Government have invested in infrastructure expansions at Prince Rupert to make this a viable import/export supply chain. CN is investing in excess of \$120M in the Prince Rupert area. This multi-year capacity expansion initiative continues with these most recent projects:

Ridley-Fairview Connector Road and Kaien 2,3 Siding Project

PRPA, with CN as a partner, has started construction of a 3 mile roadway connecting container stuffing logistics on Ridley Island to Fairview Terminal operated by Dubai Ports World (DPW). As part of the project, two additional new long sidings will be constructed to support current operations and future terminal expansion and will provide optionality for broader port area resiliency. The overall project is budgeted at \$130M, including CN's committed investment of \$36M. Works are scheduled to be complete Q2 of 2021.

Construction of a new siding in Port Edward

This investment of \$24M allows CN to construct a siding track between mileage points 81.82 and 85.38 of CN's Skeena Subdivision, near the community of Port Edward, BC. This additional track will provide a staging location for trains moving to and from the Port



of Prince Rupert when capacity is limited. Work is underway and is expected to be complete before end of year 2019.

Planned Zanardi Bridge, Causeway and Rail Expansion

A Comprehensive Project Proposal (CPP) under the NTCF was submitted in May 2019 with a total value of \$120M by the Port of Prince Rupert (PRPA) with CN as a funding partner. This project consists of a new double track bridge, two new new rail leads connecting CN's corridor to the terminals on Ridley Island and the rehabilitation of the the existing single track bridge. CN's committed investment to this project is almost \$45M. The project will address the existing natural bottleneck of the current single track bridge on the Prince Rupert approach, and will provide significant capacity and resiliency for many years. Works are planned to start in Q2 of 2020 with an expected completion by end of year 2022.

Construction of 2.5 miles of double track west of Prince George

CN is investing \$16M to extend double track at the western end of Prince George yard, between approximately miles 1.32 and 3.81 of the Nechako Subdivision. The purpose of this initiative is to increase long train capacity at this location to facilitate the movement of traffic, build resiliency and accommodate traffic growth.

List of Embargoes

Consistent with the Decision, CN includes (**Appendix 5**) the list of all embargoes issued by CN in the last 12 months.

APPENDIX 1

CONCLUSION OF CTA HEARING ON VANCOUVER INQUIRY:

[133] The Agency finds that CN breached its level of service obligations when it announced its intention to impose embargoes on wood pulp shipments in September 2018, several months before rail transportation challenges emerged in the Vancouver area, and then imposed those embargoes in

December 2018, rather than making every reasonable effort to deal with those challenges before

unilaterally restricting the receipt, carriage, and delivery of traffic.

ORDER

[134] In respect of its operations in the Vancouver area, the Agency orders CN to:

1. Develop a detailed plan, each year for the next three years, to respond to surges in traffic that occur in the Vancouver area towards the end of the calendar year with a view to avoiding or minimizing the use of embargoes and maintaining the highest level of service reasonably possible, as required by the CTA. The plan is to be submitted to the Agency's Chief Compliance Officer by August 1, of each calendar year beginning on August 1, 2019, and should include a list of all embargos imposed by CN for traffic within, or destined to, their Vancouver area rail network in the preceding year;
2. Only resort to embargoes on an exceptional basis where factors beyond its control make the timely carriage and delivery of traffic difficult and all reasonable alternatives to address those challenges have been attempted and found to be insufficient; and
3. Only implement embargoes that are targeted to address specific and actual challenges, are designed to minimize impacts on traffic carriage and delivery while in place, and are temporary and lifted at the earliest reasonable opportunity.”



CUSTOMER NEWS



Dear Kevin,

July 31, 2019

As a follow up to our last two emails in June and July pertaining to market conditions, production curtailments and the direct impact on fleet utilization, CN acknowledges these challenging times and continues to support its customer base. As you are aware, in 2018, CN added 1,000 centrebeams to meet the high demand forecasted by our customers. The sudden change in demand necessitates the return of cars until demand increases again, on a sustainable basis.

We are actively reviewing overall fleet requirements for both, box and centerbeam cars based directly on our customer's present and forecasted demand. Because we require a minimum of **9 to 12 months** to ramp up these elements of our supply chain through car leasing, hiring and training, therefore as the market starts to rebound, the most accurate forecasts and projections will help CN plan for fleet, crews and service.

Please continue to communicate, through your Account Managers, any changes to production and associated rail shipments with as much lead time as possible.

Customer Email – June 20th 2019
Customer Email – July 12th 2019

Thank you in advance for your cooperation as we work together through these unprecedented market conditions.

Kelly Levis
Vice-President - Industrial Products

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APPENDIX 2


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CUSTOMER NEWS



Dear Valued Customer,

July 12, 2019

In light of the current market conditions and significant number of continuing curtailments at customers facilities for both lumber and pulp, in addition to the increase of cost for stumpage and low commodity prices, as per our last communication, CN has been forced to store a significant amount of fleet (currently stored on over 26 miles of track) due to the reduced demand for railcars.

Given the reduced demand and significant number of cars available, this is a reminder that the High Velocity Program is not being applied by CN.

If you have any questions, please reach out to your account manager.

Thank you, we appreciate your business.

Kelly Levis
Vice-President - Industrial Products

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APPENDIX 2

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CUSTOMER NEWS



Dear Valued Customer,

June 20, 2019

This letter is to keep our customers informed of CN's intention in light of changes in market conditions respecting demand for Canadian lumber products. Many of you have recently communicated to CN your decision to unexpectedly close mills or curtail production. In addition, specialized publications and media reports indicate that further closures/curtailments could be announced in the second part of 2019. It is now expected that low commodity prices and higher BC stumpage fees will continue to impact shipments in the coming months.

So far in 2019, 1.1 billion board feet (close to 10,000 CB equivalent) of production have been removed from the province of British Columbia alone. During the same period, 1.870 billion board feet (17,000 CB equivalent) have been added in the US. This leads CN to question whether the transfer of production from Canada to the US is temporary or not.

This unfortunate and unexpected change in market conditions is having a significant impact on weekly customer demand for rail service. Lumber and centerbeam (CB) demand has dropped to 2015 order levels. Based on the information received from our customers, we expect demand to remain at this level for the rest of the year and for 2020. CN now has over 1,750 CB stored (17% of the CN fleet of centrebeams). Based on current and forecasted demand we expect that this number will increase further. To illustrate the magnitude of the problem, storing 1,750 cars require more than 26 miles of track. As many of our customers are aware, we have requested your assistance in storing centerbeams at your facilities in order to ensure that this large number of unused cars does not congest our yards and limit our ability to handle and move all traffic on CN.

In light of the above reduction of CN demand to move lumber, CN is evaluating the required service and fleet level. We intend to reduce the number of centrebeams on our network in order to adjust the fleet to the current market conditions and current customer commitments.

As you are aware, in 2018, CN added 1,000 centrebeams to meet the high demand forecasted by our customers. The sudden change in demand necessitates the return of cars until demand increases again, on a sustainable basis. This is certainly disappointing but the only option we have at this time to avoid disruptions on our network. Please note that CN will need several months to bring additional centrebeams back in service.

APPENDIX 2

CN is also reviewing the weekly service at each mill to ensure that mills which continue to operate are serviced at a level consistent with the current demand/shipments. You are also aware, we have recently reached out to our lumber/panel customers to get forecasts for 2019/2020 and we will continue to stay close to our customer base in order to best plan for the coming months and into 2020.

We believe that the above represents your view of the market as well. We invite you to provide your comments to CN. Do not hesitate to contact your CN Account Manager to discuss the situation. We are committed to assist the lumber market and will welcome any suggestions you may have.

Thank you, we appreciate your business.

Kelly Levis
Vice-President - Industrial Products

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CN / WESTERN STEVEDORING PILOT PROJECT 2019

OBJECTIVE

Pilot program to balance customer shipments with terminal unloading capacity in order to maintain supply chain fluidity

DATES

Effective: April 30
2019

Expiry: July 31, 2019

**End date is subject to change*

PROGRAM SPECIFICS

In order to balance inbound shipment volume with unloading capacity, vessel schedules and warehouse capacity all shipments to Lynnterm and Squamish Terminals will require pre authorization by Western Stevedoring.

KEY TASKS AND DATES

Tuesday 1400 PST

- Customers to request authorization from Western Stevedoring for their orders by Tuesday at 1400 PST prior to the car order week.
- Format will be via email Scott Marshall smarshall@westeve.com
- Car orders are for the following Sunday - Saturday

Tuesday 1800 PST

- Western Stevedoring will confirm customer orders for the following week based on forecasted unloading capacity, warehouse space, vessel schedules and cars in the pipeline.
- Western Stevedoring will transmit this information to the customers and CN by close of business Tuesday.

Wednesday – New CCO for Lynnterm and Squamish Terminals Orders

- Customers will continue to follow the current car order process by submitting car orders by Wednesday 1200 MST by mill by day.
- Customers will use a **new CCO for car orders specific to Lynnterm or Squamish Terminals**
- CN will review the overall car supply availability and confirm orders based on expected car supply for the week
- If sufficient car supply is available CN will confirm all orders that have been pre authorized by Western Stevedoring

Thursday 1200 MST

- CN will continue to follow the current car order confirmation process by publishing confirmations for all customers by 1200 MST Thursday

APPENDIX 4



View as a webpage

CUSTOMER NEWS



Dear Marine,

July 31, 2019

In an effort to establish a new approach respecting supply chain management of boxcars loaded with wood pulp into the greater Vancouver area, CN initiated a pilot project with Western Stevedoring in April 2019 to implement a Terminal Authorization process similar to the one in place for CN's grain customers.

Under this pilot project, wood paper customers shipping to Squamish and Lynnterm terminals had to obtain pre-authorization from Western Stevedoring confirming they had the necessary daily onsite railcar unloading operation capacity available before CN confirmed the customer railcar orders. Weekly calls were organized to monitor how the pilot project was progressing and as well as to address issues as they arose.

Implementing a new terminal authorization process

With the successful completion of the pilot project on July 31st, CN would like to implement the new Terminal Authorization process for all CN-served terminals receiving wood paper in the greater Vancouver area. We believe that this will improve fluidity into the Vancouver area and provide the much needed supply chain management facilitation that was once addressed by the use of AAR embargoes/permits.

As a key supply chain participant, we invite you to become more directly involved in the active management of your traffic flows into greater Vancouver area. We all have a common interest in maintaining a fluid supply chain into the busiest port in Canada and into a part of Canada where it is commonly known there is little industrial land available for expansion of trade-enabling infrastructure. We believe that your proactive participation in this process will greatly assist this effort.

Following a detailed explanation and discussion with the wood paper customer base on a July 30th conference call, the following has been prepared to assist in further clarifying this process: [Project Summary and Process](#).

What does it mean to you?

Under this initiative, the terminals will provide you with pre-authorization for unloading railcars on site. The terminal will carefully match their daily operational

unloading capacity to your requests in order to prevent an overcharging of the pipeline between origin facilities and their unloading tracks. This authorization will be given each week to CN before the Tuesday cut off time when CN allocates the weekly rail car supply. Changes and adjustments can be made up until Friday noon.

Unlike the embargo/permit process which prevents the generation of a waybill without a CN supplied weekly permits, this process relies on greater communication and collaboration between the shippers of wood pulp and the receiving waterfront terminals as to the number of railcars, the shipping dates and the terminal's ability to receive on their operational track capacity for unloading. This process is somewhat analogous with air traffic controls for airplanes. The airplanes do not receive authorization to take off at origin before they are assured there is sufficient capacity at the destination to land. Similarly, this process will ensure that there is sufficient track capacity and unloading service at the destination terminal for them to authorize railcar supply be allocated at origin.

Pilot Project Summary

Background – Why we are implementing the new system

In April, the CTA concluded "that CN breached its level of service obligations when it announced its intention to impose embargoes on wood pulp shipments in September 2018, several months before rail transportation challenges emerged in the Vancouver area, and then imposed those embargoes in December 2018, rather than making every reasonable effort to deal with those challenges before unilaterally restricting the receipt, carriage, and delivery of traffic."

The Decision prohibits CN from using embargoes with permits as an advance planning tool to avoid congestion. Instead embargo are to be used after congestion has occurred. Many of you have told us that the embargo/permit process was a welcome form of supply chain management at times of high demand. As you are aware, CN is not privy to the commercial agreements between wood paper producers and terminals and therefore this limits CN's ability to take unilateral preventative action. This is a voluntary process and we are relying on your active participation and your collaboration to work hand-in-hand with your terminal service providers to avoid creating congestion, particularly at the year-end when many of you ship heavily so as to move your year-end inventory. It is under these conditions that we offer this solution and encourage your active participation to create a more robust and collaborative approach to reducing congestion along this important supply chain.

Tell Us What You Think

Your account manager will be in contact with you shortly to answer any additional questions that you may have.

Thank you in advance for your cooperation.

Kelly Levis
Vice-President – Industrial Products

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Appendix 4 - continued

Greater Vancouver Terminal Authorization Process



Greater Vancouver Terminal Authorization Proposal

- A First Mile - Last Mile initiative in which customers and terminals have a critical role and responsibility.
- Addresses need for all members of supply chain to **proactively** avoid congestion.
- GOAL: to drive improved terminal fluidity, railcar velocity, network fluidity, accuracy of available daily unloading capacity and improved communication along the supply chain to the benefit of all participants.
- Basic underlying assumption: Origin shipments must not exceed daily terminal operational track capacity for unloading in order to reduce risk of congestion and disruption to supply chain.
- Drawing on success of the program in place with grain companies and CN which has been in place for several years.
- Pilot Project from April 1 to July 31 - offering to test, adjust and refine based on customer and terminal feedback (Western Stevedoring has agreed to pilot).
- CN is in a unique position to assist our customers and the terminals with whom they choose to do business in Greater Vancouver Terminal (GVT). CN playing a facilitator role.
- Weekly communications with Terminals/CN/Customers, scorecards, early warning alerts when risk of congestion/embargos.
- This is 100% optional for our customers and we will offer tri-party agreements (CN, Customer and Terminal) and optional services incentives to those who actively participate in this program to reduce risk of congestion.
- Those customers who choose to participate but over-release vs authorization will be charged an overage fee. Those who choose not to participate will be subject to optional services tariffs and railcar ordering processes as set out on CN website.
- For those who enter into an agreement, CN will shadow bill from August 1st 2019 to August 31st in order to provide a period of transition for our customers.
- If congestion occurs or yard population is deemed too high, AAR embargos will be used at a terminal level.



Pilot details and next steps

- 90 days with reviews and feedback sessions - CN, Customers, select Terminals.
- Pilot with Squamish and Lynnterm terminals (owned/operated by Western Stevedoring).
- Customers will request terminal authorization from Terminals.
- Terminals will play an active role in managing flow of railcars by taking into account maximum daily unloading capacity, warehouse space, vessel schedules, railcars already in serving yard and inbound pipeline.
- Terminals will communicate terminal authorization to Customers so Customers can order railcars accordingly from CN.
- Terminals will be actively responsible for all inbound shipments to their facilities
 - matching unloading requests at origin facility to their maximum daily operational track unloading capacity.
 - communicating terminal authorization to CN before 18:00 (Pacific Time) on Tuesday for the following week.
 - communicating any changes or updates after 18:00 (Pacific Time) Tuesday by no later than 12:00 noon Pacific Time Friday of same week.
- CN to match railcar supply to associated terminal pre-authorized railcar orders based on railcar availability.
- CN to track daily, communicate weekly with Terminal and Customers (conf calls) and to provide weekly scorecards.
- Pilot was deemed successful and this was communicated on Jul 30th to Customers and participating terminals.
- Program to go live on with Lynnterm and Squamish on August 1st – CN will remain open to feedback and possible adjustments and refinements.
- Other terminals in the area will be approached to join the process and transition to this new model.



Communication of Pilot Program and Feedback Loop

- **April 1:** Intro to program
- **April 17:** Recap of program
- **April 24:** One pager to Customers
- **May 1:** First Wednesday with new CCOs for Lynnterm and Squamish (since removed this feature based on Customer's feedback and to simplify the process)
- **May – July:** Process refinement and feedback sessions with Customers and Terminals
- **Aug 1:** Go Live (conference call with Customers)

With Terminals

- Every Monday planning call – **CN Marketing**, CN Operations, Terminal Management

With Customers

- Usual channel and conversations with Customers and Car Management, Service Delivery, CN Sales and Marketing.
- Customer specific scorecards
- Alerts when their pipeline is over-charged or at risk of creating congestion in the serving yard
- Notification of AAR embargos before they come into effect

Three Way Communications

- Ad hoc calls when required to determine issues and find a solution or common understanding
- Sharing of data for transparency, confidential nature of customer specific data will be respected



APPENDIX 5

Embargo #2018/2019	Permits	# Permits	Location	Consignee	Products	Reason	Embargo Officer	Effective date	Expiry Date	Cancelled Date	Amended Date(s)
CN004318	Yes	560 Week	Nvancouver	Lynnterm	Pulpwood,Paper	Congestion	Vancouverterminals	11/24/2018	2019-11-21	2019-02-22	Amendment History: (6) (Current) : 12/14/2018 - Allow Permits; (5) 12/11/2018/-: Disallow Permits; (4) 12/03/2018- Add STCC; (3) 11/22/2018:- Other-Specify - Adding railways to participate; (2) 11/22/2018: Add CIF Customer - Adding customers that use Lynnterm as unloading facility for pulpwood. (1) 11/21/2018: Add/Remove Stations by Participant
CN004418	Yes	350 Week	Squamish	Squamish Terminals	Pulpwood,Paper	Congestion	Vancouverterminals	12/01/2018	2019-11-28	2019-02-22	Amendment History: (4) (Current) 12/14/2018 - Allow Permits: Allowing permits starting Dec 15th. (3) 12/11/2018 - Disallow Permits; (2) 12/03/2018 - Add STCC (1) 11/28/2018 - Add/Remove Stations by Participant
CN004518	Yes	140 Week	Brownsville Branch	Westran	Pulpwood,Paper	Congestion	Vancouverterminals	12/01/2018	2019-11-28	2019-02-22	Amendment History: (4) (Current) 12/14/2018 - Allow Permits: Allowing permits starting Dec 15th. (3) 12/11/2018 - Disallow Permits; (2) 12/03/2018 - Add STCC (1) 11/28/2018 - Add/Remove Stations by Participant
CN004618	Yes	210 Week	New Westminster	Olympia Transport	Pulpwood,Paper	Congestion	Vancouverterminals	12/01/2018	2019-11-28	2019-02-22	Amendment History: (4) (Current) 12/14/2018 - Allow Permits: Allowing permits starting Dec 15th. (3) 12/11/2018 - Disallow Permits; (2) 12/03/2018 - Add STCC (1) 11/28/2018 - Add/Remove Stations by Participant
CN004718	Yes	500 Week	Lulu Island, New Westminster	Euro Asia	Pulpwood,Paper	Congestion	Vancouverterminals	12/01/2018	2019-11-28	2019-02-22	Amendment History: (4) (Current) 12/14/2018 - Allow Permits: Allowing permits starting Dec 15th. (3) 12/11/2018 - Disallow Permits; (2) 12/03/2018 - Add STCC (1) 11/28/2018 - Add/Remove Stations by Participant
CN004818	Yes	420 Week	Lulu Island, South Fraser, New Westminster	Coast 2000 Terminals	Pulpwood,Paper	Congestion	Vancouverterminals	12/01/2018	2019-11-28	2019-02-22	Amendment History: (4) (Current) 12/14/2018 - Allow Permits: Allowing permits starting Dec 15th. (3) 12/11/2018 - Disallow Permits; (2) 12/03/2018 - Add STCC (1) 11/28/2018 - Add/Remove Stations by Participant
CN004918	Yes	70 Week	Lulu Island BC	Western Can Express, Portside	Pulpwood,Paper	Congestion	Vancouverterminals	12/01/2018	2019-11-28	2019-02-22	Amendment History: (3) (Current) 12/14/2018 - Allow Permits: Allowing permits starting Dec 15th. (2) 12/11/2018 - Disallow Permits; (1) 12/03/2018 - Add STCC
CN005018	Yes	400 day	NWSTR BNSF and NWSTR UP	All	All except Crude,Canola, Sand	Congestion	TANK_PERMITS@CN.CA	12/02/2018	2019-11-29	2019-01-15	Amendment History: (9) (Current) 01/02/2019 - Remove STCC; Removing all sand STCC from embargo; (8) 01/02/2019 - Removing STCC 1441330 from embargo; (7) 12/20/2018 - Remove Umler ETC - removing intermodal flats and containers; (6) 12/17/2018 - Remove Umler ETC - removing intermodal traffic from the embargo. (5) 12/14/2018 - Remove STCC - removing commodities from the embargo; (4) 12/13/2018 - Remove STCC - removing commodities from the embargo; (3) 12/03/2018 - Adding FSAC/ Junction - Adding CN NWSTR UP; (2) 11/30/2018 - Remove FSAC/Junction - Removing BNSF NWSTR CN; (1) 11/30/2018 - Other - Specificity - Adding permit officer
CN005118	Yes	150/week	NVancouver	Fibreco Export	Canola pellets	Congestion	Grain_permits	12/03/2018	2019-11-30	2019-01-30	Amendment History: (3) Current 01/07/2019 - Other-Specify - New permit officer; (2) 01/04/2019 - Allow Permits; (1) 12/01/2018 - Add/Remove Stations by Participant

APPENDIX 5

CN005218	Yes	Mon-Fri 100/week	Vancouver Thornton Yard	Surrey Dist Center	All	Congestion	FPPERMITS@CN.CA	12/09/2018	2019-12-06	2019-01-18	Amendment History: (3) Current 01/07/2019 - Other-Specify - New permit officer; (2) 01/02/2019 -Other-Specify - Adding email of permit officer; (1) 12/31/2018 - Allow Permits
CN000119	Yes	280/week	<u>Lulsiyar, Vancouver, New Westmintster</u>	Ray-mont Logistics Vancouver	All	Congestion	<u>Grain_permits</u>	01/06/2019	2020-01-03	2019-01-22	Amendment History: (2) Current 01/04/2019 - Add/Remove Stations by Participant; (2) 01/03/2019 -Other-Specify - Adding permit officer;