



Good afternoon CTA Colleagues,

A belated thank you for your time afforded us on September 16<sup>th</sup> to discuss zone switching etc. We always come away more knowledgeable whenever we get the chance to discuss transportation matters with the Canadian Transportation Agency. As a reminder we would like to go on the record as having asked the Agency to look at and hopefully clarify:

1. The definition of what a railcar is or is not i.e. full railcar versus empty railcar should be treated equally for inter-switching purposes.
2. Have all railcars i.e. "fulls" and "empties" included in the language of the act so that we are not being penalized multiple times for moving empty cars for storage (to decongest the lines) compliance (by law) and or maintenance / safety related matters. The current interpretation of the language by the railways is completely counter intuitive to the spirit in which it was written and is now being blatantly abused. We would be pleased to share the rate data which indicates that empties all in cost at least 4-6 times as much as the posted inter-switching rate as we must pay a higher rate rate both ways.....

Further to all of the other proposed amendments you presented and briefed us on, we either fully support them and or they simply do not apply to our business. Thanks again for consulting with us and thanks for the work you do, it truly is important.  
Thank you and stay safe!

Mark de Hueck  
Director of Supply Chain, Logistics and Customer Service

