

Questions / Requests for Information Required from CN (Agency February 13, 2019 email):

1. What were the numbers of "cars on hand" per day by car type and by Vancouver terminal destination/interchange that CN had in Thornton Yard for the periods: October 2017 to January 2018 and October 2018 to January 2019?

During the hearing held by the Agency in Vancouver, CN made a presentation on January 30, 2019 which refers to cars on hand in Vancouver and their impact on congestion. At slide 13 of the presentation, CN disclosed the average cars on hand per day between September 2018 and January 2019 to illustrate how the decision to issue embargoes at the beginning of December led to a resolution of the congestion.

Attached is a spreadsheet which provides the requested information, and is a subset of the data used to generate the graph at slide 13 of CN's presentation.

In preparing the answer to this question, CN discovered an error in slide 13. CN mistakenly included cars that were on outbound trains but that had not reached the next car reporting location. This introduced a relatively constant inflation to the car counts, which when corrected still shows the same situation with a larger relative difference during the congestion period. Attached is a corrected slide 13 of the deck presented at the hearing.

2. What were the numbers of car arrivals per day by car type and by Vancouver terminal destination/interchange into Thornton Yard for the periods: October 2017 to January 2018 and October 2018 to January 2019?

Attached is a spreadsheet which provides the requested information.

3. What were the daily numbers of feet of containers received at each Vancouver terminal from October-December for the periods: October 2017 to January 2018 and October 2018 to January 2019?

This information should be obtained from each Vancouver terminal as CN only has information with respect to its traffic. With respect to its own traffic, CN assumes the Agency is seeking the numbers of feet of containers received by CN at each Vancouver terminal.

Attached is a spreadsheet providing the numbers of feet of containers ramped onto cars for CN at the respective terminals for outbound movements. If a container was trucked from one terminal to another CN would pick up the container where it was placed on a railcar. Please note that the information provided by CN may not match the daily numbers of feet of containers received or handled by each terminal considering that some of this traffic may have been handled by CN rail competitors or trucked from the terminal without moving by rail.

4. Please provide all orders (including number of cars requested, origin, destination terminal in Vancouver, commodity) requested by shippers (filled and rejected) destined for Vancouver terminals for the periods: October 2017 to January 2018 and October 2018 to January 2019?

CN does not have the requested information or records because when shippers place car orders for commodities other than grain, they do not provide CN with the destination. The destination is often decided by shippers after they receive the car and confirm their sales. The destination is then provided to CN once loaded cars are released and a waybill issued. On January 17, 2019, CN provided the Agency with all waybills for traffic destined to Vancouver terminals in response to the Agency's January 14, 2019 direction. Therefore, with the exception of grain, CN cannot provide orders for cars requested by shippers destined for Vancouver terminals.

During its presentation on January 30, CN showed that 30% of the permits issued to shippers with traffic destined to embargoed terminals were not used by shippers. With respect to grain car orders, the Inquiry officer's report dated January 24, 2019 discloses that the WGEA provided car order demand and supply for the requested period. The Agency therefore appears to already have the requested information from grain shippers. However, CN was not provided with a copy of the shipper specific information filed by the WGEA and therefore reserves its right to challenge or comment on this information once CN is provided an opportunity to review it.

Respecting grain movements, the report of the Inquiry Officer has confirmed that CN fulfilled 95% of the grain car orders, an improvement of 9% over 2017. CN also moved 2,716 more grain cars than in 2017 for the same period.

5. What is the track capacity for each terminal in Vancouver that CN serves (how many cars can each terminal receive at one time)?

This information should be obtained from each terminal.

6. What is the daily unloading capacity (number of cars) for each terminal in Vancouver that CN serves?

This information should be obtained from each terminal.

CN provided the unloading capacity of terminals subject to embargoes in response to a previous inquiry from the Agency. On January 22, 2019, in response to a supplemental question of the Inquiry Officer, CN provided the "unloading capacity" of certain terminals.

It is important not to confuse the "track capacity" of a siding (physical limitations) with the "unloading capacity" (operational limitations) of the terminal.

7. What was the daily scheduled railcar delivery (number of cars scheduled for delivery and scheduled arrival time) for each terminal in Vancouver that CN serves for the periods: October 2017 to January 2018 and October 2018 to January 2019?

This request requires CN to undertake significant work and review of records. Given the short time frame for the request and significant operational demands placed on CN personnel at this time to deal with extreme winter conditions, CN is not able to provide the information by Tuesday. CN will provide the requested data as soon as it is able to. It is important to note that during the period between October 2018 and early January 2019, CN increased resources to maximize the volume of traffic moved to Vancouver which increased by 10%.

8. What was the daily actual railcar delivery (number of cars delivered and actual arrival time) for each terminal in Vancouver that CN serves for the periods: October 2017 to January 2018 and October 2018 to January 2019?

This information was provided to the Agency on January 17, 2019 in response to the Agency's January 14, 2019 direction.