

**SUBMISSION TO THE INQUIRY OFFICER BY
THE FOREST PRODUCTS ASSOCIATION OF CANADA (FPAC)
IN RESPONSE TO QUESTIONS POSED BY
THE CANADIAN TRANSPORTATION AGENCY**

1. Elaborate on whether there are embargoes without permits and provide any additional details.

The table below provides an overview of the embargoes imposed by CN and CP specifically targeting pulp traffic. Both CN and CP issued other embargoes in relation to the Vancouver area during this time. Copies of the embargoes referred to in Figure 1 are attached as Appendix A. ¹

While permits were initially allowed under all of the CN embargoes shown in Figure 1, CN amended them to remove the ability of shippers to apply for permits for a period of time in December. The CP embargo targeting pulp traffic to the destination terminals that are the subject of the CN pulp embargoes was a full embargo (without possibility of permits). It was cancelled on December 19, 2018. All of CN's embargoes in relation to pulp traffic remain in effect as of February 8, 2019, with permits allowed.

EMBARGOES SPECIFIC TO PULP AND PAPER								
Week starting:	CN							CP
	CN004318	CN004418	CN004518	CN004618	CN004718	CN004818	CN004918	CPRS002318
2018-11-18	21-Nov							
2018-11-25		28-Nov	28-Nov	28-Nov	28-Nov	28-Nov	28-Nov	
2018-12-02								
2018-12-09	11-Dec	10-Dec						
2018-12-16	15-Dec							
2018-12-23								19-Dec
2018-12-30								
2019-01-06								
2019-01-13								
2019-01-20								
as of 2019-02-08	remains in effect							

no permits allowed (as of date shown)
 permits allowed (as of date shown)
[date] date embargo was cancelled

CN was granting permits while CP still had a full embargo on most of the same destination terminals.

Figure 1

¹ On January 10, 2019, CP cancelled the last of its embargoes affecting traffic into the Vancouver area. On January 29, 2019, CN cancelled the last of its embargoes *not* specific to forest products traffic on the basis that congestion had been resolved. See Appendix B.

While FPAC is not in a position to provide comprehensive statistics on permit requests, mills operated by several FPAC members (representing in the aggregate well over 20% of the total number of issued pulp permits referenced in CN's reply presentation) indicate they received only between 50 and 60% of the permits for which they applied.

One significant feature of CN's permitting process is that permits are granted for *specific days*. The shipper must enter a specific permit number when waybilling a loaded car in order for that waybill to be accepted. A permit that allows a shipper to waybill a loaded railcar on Thursday cannot be used in connection with a shipment that is waybilled on Friday of the same week or on Monday of the subsequent week. A second feature of CN's permitting system is that permits have been issued in increments of three or four days as well as on a "spot" or day-by-day basis. *None of this corresponds to CN's weekly car ordering cycle*. In many cases shippers need to apply for permits before they know whether the cars they have ordered will actually be placed at their mill in time for the permit to be used.

Several FPAC members indicate that they received permits for planned shipments to Vancouver for which they did not receive the cars they ordered. If, for any reason, a shipper is delayed by even one day in loading a railcar, the permit issued for the planned release day becomes useless. Several FPAC members indicate that in situations where they knew they would be unable to use the permits they obtained, they returned those permits to CN so that they could be issued to other shippers on a spot basis. Several of them also relate instances when they received permits on a spot basis only to discover, when they attempted to use them to submit a waybill, that the permits had already expired. While members indicate that CN employees involved in issuing permits worked to facilitate the redistribution and reissuance of permits in these circumstances, the fact remains that CN's permitting process itself resulted in issued permits being "left on the table".

Shippers apply for the permits they need. When fewer permits than requested are granted, a shipper will do one or more of the following:

- a. redirect loads for which permits were shorted to an alternate rail destination for which no permit is required²;
- b. redirect traffic to an alternate mode (e.g., truck) for which no permit is required³;

² It should be noted that this is in many cases not an option for forest products shippers due to the often wide ranging product specifications their various customers require.

³ The long distance from many of FPAC's members' mills to port and the lack of available trucking capacity significantly restrict the practicality of this option.

- c. resubmit permit requests for the shorted loads on a “spot” basis; and
- d. add the shorted loads to its next regular request for permits for the next 3- or 4-day period.

Both of the first two options impose potentially significant additional costs on the shipper. In all of four scenarios, the total number of permits requested will necessarily exceed what the shipper intends to ship.

CN’s attempt to characterize this as an indication that shippers requested permits in excess of their requirements or that pulp shippers 30% of the permits granted “on the table” unused is highly misleading.

2. *With respect to the reference to restrictions on where your member companies can ship to and the reference to diversion charges where your member companies want to redirect cargo, presumably in this case away from Vancouver into other destinations, are these the same practice or two distinct practices? If those practices are distinct, explain what you mean by restrictions on the destinations to which members can ship? With respect to the diversion charges that you reference, describe the circumstances in which members might wish to divert or redirect traffic to a different destination, when such charges would, to the best of your understanding, be applied, and, if you know, what the level of those charges would be.*

Under their respecting ancillary charge tariffs⁴, both CN and CP impose diversion charges in circumstances where a shipper changes the routing or destination of a shipment after a waybill has been issued. FPAC understands that there have been some diversions in connection with the embargoes in the Vancouver area but does not have any information regarding the specific circumstances involved or any charges that may have been incurred as a result. FPAC does not have information to contradict CN’s statements at the oral hearing on the subject of diversion charges.

The restrictions to which FPAC referred in its presentation are of a different nature and include, in particular, CN’s car allocation policy, which gives priority to shipments to CN’s preferred destinations and routings. This policy is described in greater detail in the response to Question 4 below.

⁴ See CP’s Tariff 2 (<https://www.cpr.ca/en/customer-resources-site/Documents/tariff-2-railcar-supplemental-services-january-4-2019.pdf>) and CN’s Tariff 9000 .(<https://www.cn.ca/en/customer-centre/prices-tariffs-transit-times/optional-services-tariffs>).

3. With respect to the reference to cars being spotted to FPAC member companies in situations where they do not have permits and then being charged demurrage fees for the fact that those cars don't move. So again, it's a request for elaboration. Do you know in what circumstances this has happened? How often?

Under a full embargo (i.e, under which permitting is not allowed) a shipper is precluded from submitting a waybill to an embargoed destination or via an embargoed routing. The submission of a waybill in respect of a loaded car by the shipper, however, is the action that stops the demurrage clock at origin. FPAC does not have in its possession any information to contradict CN's statements at the oral hearing in respect of rail demurrage. However, FPAC is advised that some of its members have either already received demurrage invoices from their rail carrier in relation to the current/recent embargoes or are still awaiting the conclusion of the relevant billing cycles.

4. Provide more specifics and information regarding the different service provided for high velocity versus low velocity trains, such as which products, what quantities of products are moving on these different types of trains, how do the service levels vary?

As noted at the oral hearing, with respect to forest products which move on manifest trains, the distinction between "high velocity" and "low velocity" does not relate to different types of trains but to categories in CN's car allocation policies for centerbeam cars (used for products such as lumber, for example) and boxcars (used for products such as pulp and paper, for example). Under these policies, CN designates certain corridors and destinations as either "high velocity" (HV) or "general allocation" (GA)⁵. Copies of summaries of CN's car allocation policies as well as a copy of CN's current list of HV lanes are attached as Appendix C. The car allocation policy also includes an auction component.⁶

When placing weekly car orders with CN, shippers must identify the number of cars they are ordering for HV routings and the number of cars they are ordering for GA routings. CN's policy states that in times of high demand or car shortage, HV car orders will be given priority over GA car orders. After a shipper places its car orders for HV and GA shipments respectfully, CN confirms the number of HV cars and the number of GA cars

⁵ CN previously used the term "low velocity" for what it now terms "general allocation".

⁶ The auction component which allows shippers to "bid" on a portion of CN's overall car supply (See: <https://www.cn.ca/en/your-industry/forest-products/centerbeam-and-60ft-box-car-auction-program/>). Cars obtained through this auction may be used to ship to either HV destinations or GA destinations. However, unlike in its various car auction programs for grain shippers, CN does not publish weekly statistics that would provide forest products shippers with an indication of overall demand for either box cars or centrebeams or of how many bids CN received for the cars set aside for auction on a weekly basis.

it intends to deliver for loading. CN enforces this allocation system by requiring the shipper to ship the number of HV cars that CN confirmed in the week for which they were confirmed. If it fails to do so, the shipper is subject to sanctions under the policy which include at first instance a warning and for subsequent occurrences loss of the ability to order cars in the HV category.

In addition to according a lower priority to car orders for GA routings, this policy restricts where the shipper can ship its products (or penalizes the shipper for shipping to destinations for which CN confirmed cars), for example, in the following circumstances:

a. If the number of cars CN delivers during a week falls short of the total number of confirmed orders for the week, the shipper must reduce its GA shipments by the entire shortfall. For example, CN may have confirmed 10 HV car orders and 10 GA car orders but only deliver a total of 14 cars. The shipper will be subject to sanctions unless it reduces its GA shipments by six cars and ships at least 10 car orders to HV destinations. It cannot, for example, reduce its shipments in both categories rateably, or determine where to ship the cars that were delivered based on commercial considerations such as the relative urgency of the shipments.

b. If loading of products for HV destinations is delayed for any reason and the cars are released after the end of the week for which the HV orders were confirmed, the shipper will be penalized. This can occur, for example, in connection with breakdowns or other issues in the production process or when a mill shifts from producing to one contract specification to producing to meet another customer's requirements. An interruption at the mill that delays loading of a product for Customer A at an HV destination need not affect the ability of the mill to load a different product for Customer B at a GA destination. Because of different product specification requirements, neither customer would be satisfied if the mill shipped product intended for Customer B to Customer A. CN's policy would penalize the shipper for using cars that are available for loading to ship product that is available for loading to Customer B.

Despite its statements at the oral hearing that it has "parked" large numbers of centrebeams and box cars used for forest products traffic,

- a. CN has continued to run its car auction program during the period from November 2018 through January 2019;
- b. CN has continued to require shippers to order GA cars separately from HV cars and to allocate car supply separately for GA orders and HV orders;
- c. CN has been enforcing the policy; and

- c. FPAC members report that they have been shorted on both HV and GA car orders, as illustrated in Figure 2⁷:

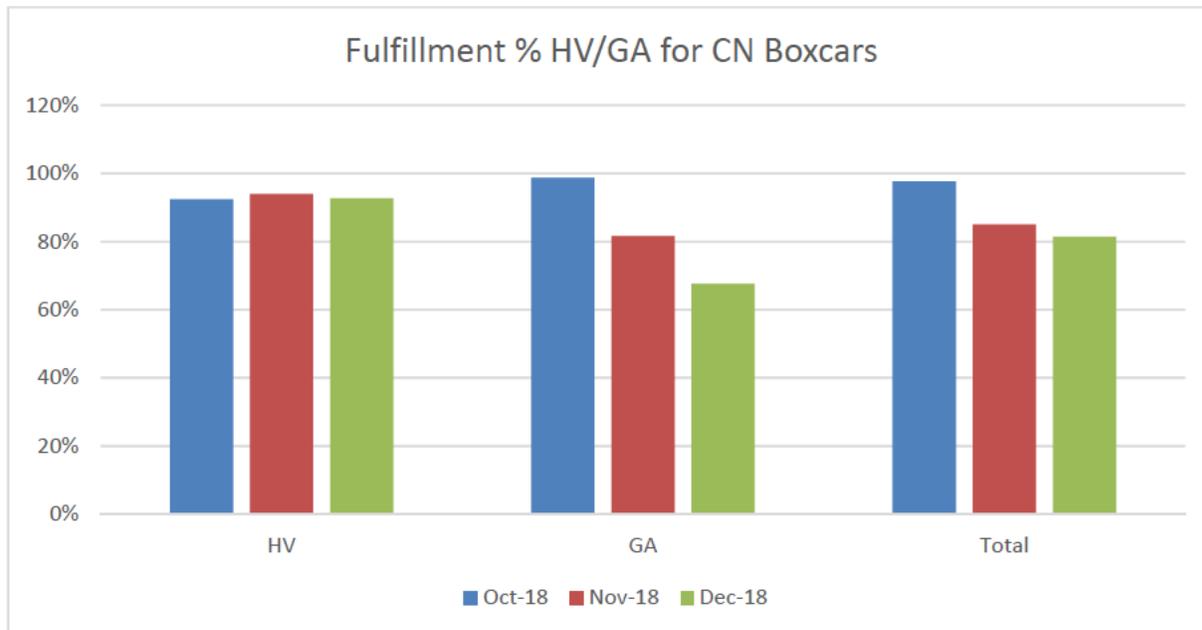


Figure 2

As CN pointed out at the oral hearing, Vancouver is an HV destination under CN's car allocation program. However, this does not render the HV/GA distinction irrelevant to the present investigation. As noted above, a shipper who orders cars intending to ship to Vancouver but does not receive the requisite number of permits for these shipments, cannot use the cars to ship its products to an alternate destination unless that destination is also one that CN has classified as "HV". Depending on the specifications of the products involved and the alternate markets, if any, into which the shipper can ship on short notice, the restrictions CN imposes on the shipper's use of "HV" cars significantly limit the shipper's ability to mitigate against the harmful effect of the Vancouver embargoes.

⁷ Based on information from mills in British Columbia, Alberta and Saskatchewan.

5. Can you provide further information, further evidence of whether and to what extent there is a difference between service requests and service provision?

Figure 3 illustrates car order fulfillment rates experienced by FPAC members in respect of CN from the fall of 2017 to the end of 2018.

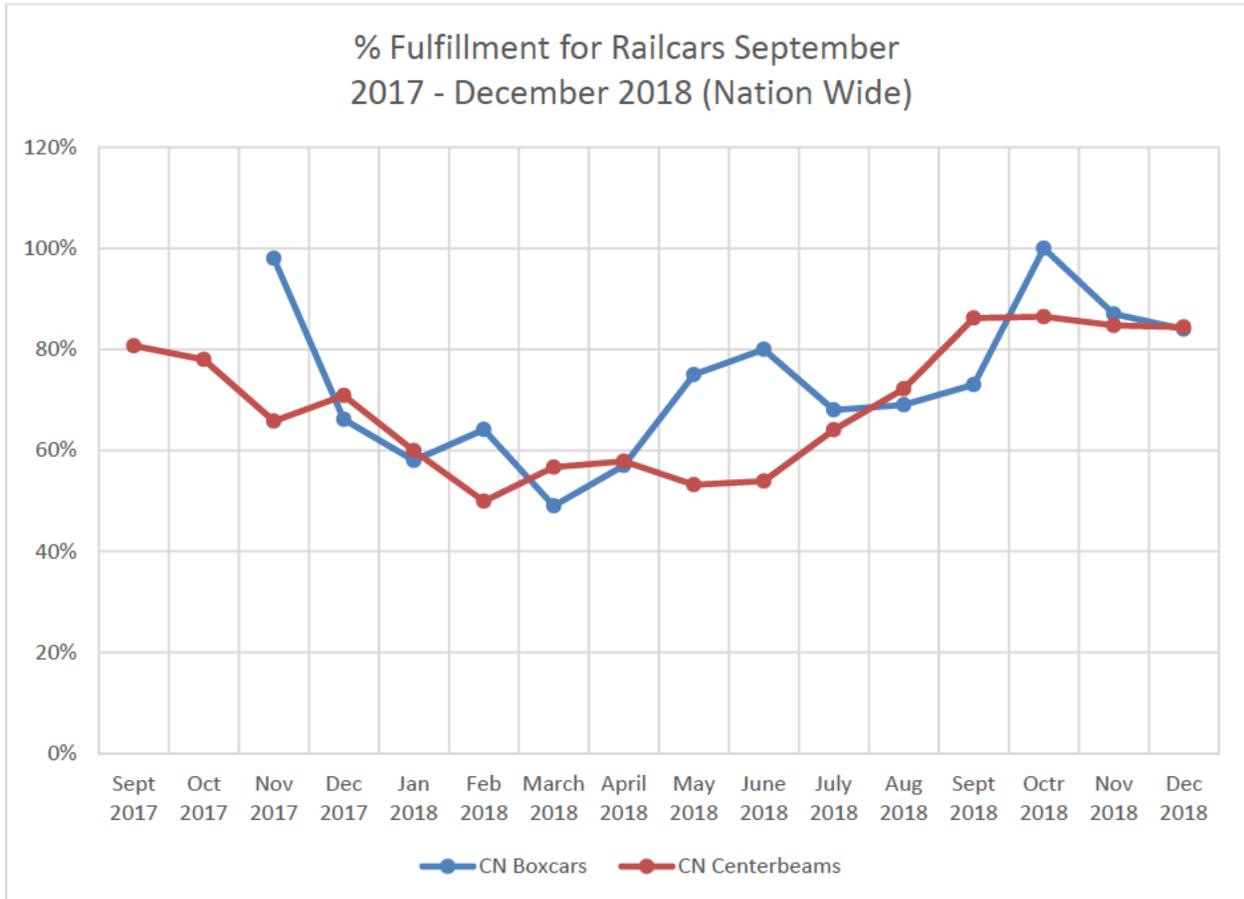


Figure 3

While FPAC does not have any comprehensive quantitative data related specifically to car orders for shipments destined to Vancouver, several member companies have confirmed that they experienced:

- car supply shortfalls at their mills, including during the period since the implementation of CN's embargoes; and
- situations where they were unable to use all of the permits CN issued to them because they did not have any cars to load or because the number of cars that were delivered for loading fell short of the number of permits granted.

6. *In situations of interswitching is there a requirement for double permitting? And if so, does this entail any additional challenges or issues for your members?*

In its presentation, FPAC referred to the inability of shippers whose traffic is interswitched for delivery in the Vancouver area to use permits issued by the destination carrier because they could not obtain permits from their origin carrier.

CN issued a series of embargoes specific to pulp traffic in late November 2018. While initially allowing permits, CN amended all of these to prohibit permits from December 11 to December 15. CP, for its part, issued a full embargo, with no possibility of permits, for the same pulp traffic on December 10, and cancelled that full embargo on December 19. (see Figure 1 in the response to Question 1).

Shippers with facilities on CP's network and shipping to destination terminals on CN lines were subject to both CN and CP embargoes. Although CN reinstated permits effective December 15, their traffic remained subject to CP's full embargo until December 19. This resulted in situations where shippers who managed to obtain permits from CN for delivery to CN-served terminals were nevertheless prevented from shipping because CP did not accept their waybills at origin.

The suggestion that CP's embargo merely "delayed the acceptance of waybills" is misleading. The CN permits issued in these situations were for specific dates and could not be kept in reserve until such time as CP lifted its embargo. They represent shipping opportunities that were lost, and undoubtedly account for some of the permits CN claims were "left on the table".

7. Explain the reference to “CN distribution centres” in FPAC’s presentation.

CN has pointed to a failure on the part of terminals to work 7 days/week as a main contributing factor to congestion and as the justification for singling out pulp traffic for embargo restrictions. The reference to “CN distribution centres” was to a number of terminals in the Vancouver area operated by CN and that handle forest products. According to CN’s website, at least one of these operates only on weekdays, presumably contributing to the alleged problem (See Appendix D).

As CN is well aware, most of the Vancouver area terminals that handle pulp traffic have been providing unloading on weekends *if and when volumes warrant*. This is determined by reference to inbound loads in transit by rail as well as inbound loads available in Vancouver area rail yards and, most importantly, by reference to CN’s advice regarding the number of cars it will be able to place for unloading. At least one terminal was available to unload cars every weekend since the beginning of November 2018.

Delayed and shortfalled switches at destination terminals served by CN have resulted in lost unload capacity *in every single week* since the beginning of November 2018. Several of FPAC’s members report that *every* terminal facility they use experienced missed switches or insufficient car deliveries by CN during this period. Appendix E contains confidential materials documenting just one example of a terminal that lost unload capacity, including on weekends, due to CN’s failure to deliver sufficient cars for unloading. These materials also suggest that embargoes were being continued even after a significant reduction in the number of inbound cars in transit or on hand in the Vancouver area.

By and large, CN does *not* operate 7 days a week at origin mills. At most mills, CN’s service schedule provides anywhere from four to six switches per week. Even if CN’s actual performance fully matches its “scheduled” service, the flow of rail traffic from origin does not correspond to the daily volumes loaded and released at a given mill.

Figure 4 illustrates, notionally, the typically even demand for rail service at a pulp mill:

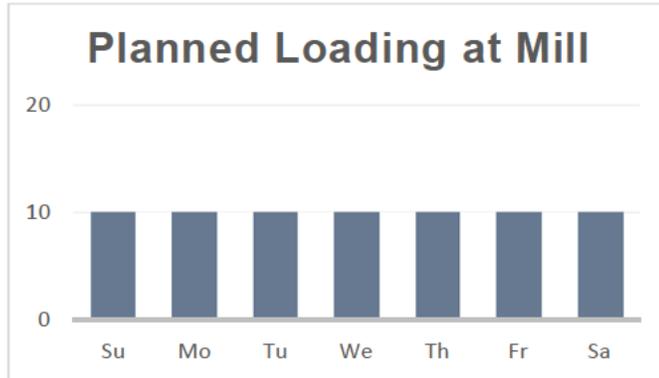


Figure 4

Figure 5 illustrates the flow of rail traffic as it leaves the mill, based on a typical rail service schedule:

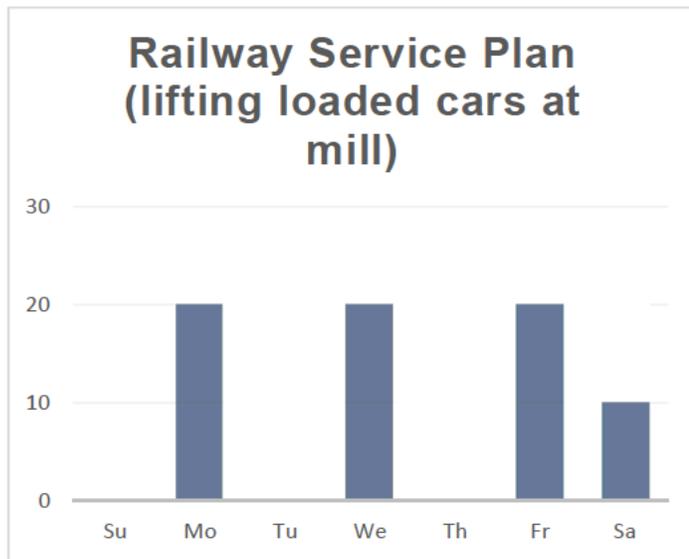


Figure 5

The flow of traffic from origin is also rendered less smooth when CN misses an origin switch or fails to deliver the cars ordered to enable the mill to load and release cars on a rateable basis. Figure 6 illustrates the potential effect on the flow of traffic when there is an insufficient number of empty railcars available for loading over several days ahead of the weekly service schedule shown:

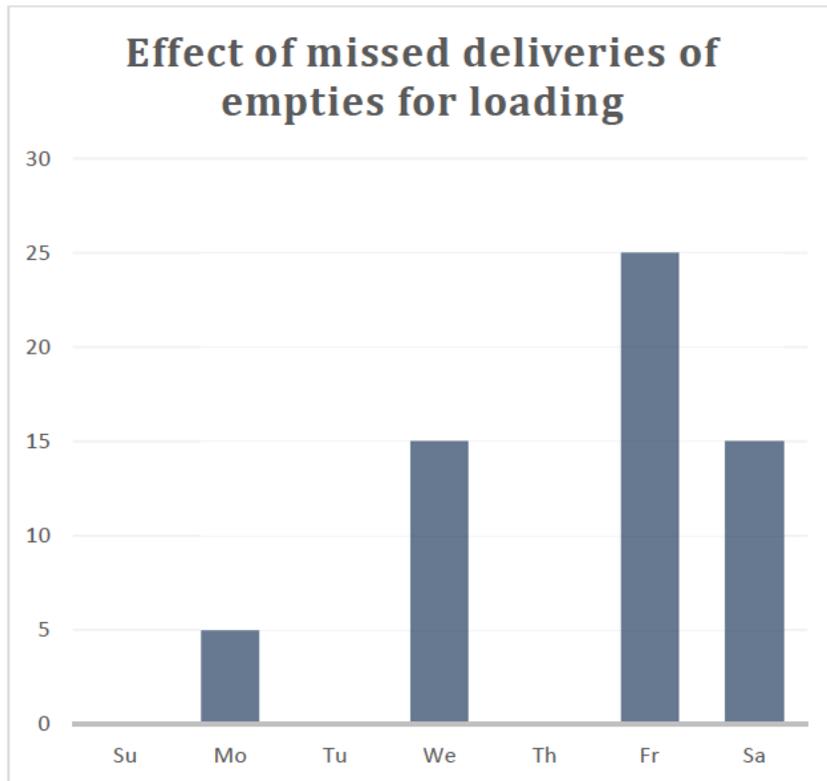


Figure 6

Forest products move in manifest trains. This generally means that after loaded cars are picked up at a mill, the railway will move them to a yard or other location before building them into a larger train. Loaded railcars are often held at such locations for multiple days, with shipments that left the mill over several days being built into the same train. As illustrated in Figure 7, this bunching disrupts the smooth flow of traffic.

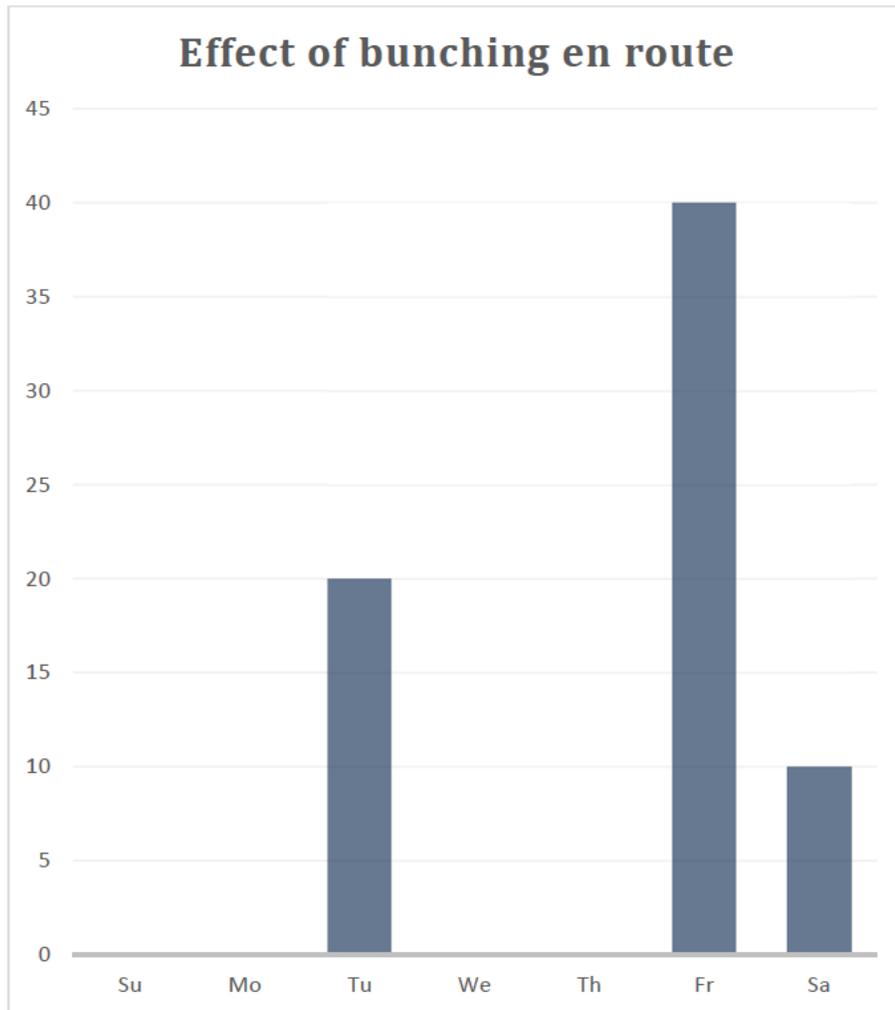


Figure 7

FPAC members report both missed switches and cars being held en route on their shipments to the Vancouver area during the period from November 2018 to January 2019. Both of these factors are entirely within the railway's control. The notion that receiving terminals are the main cause of uneven traffic flows and congestion is completely unsubstantiated.

By way of additional comment on Vancouver area terminals handling forest products:

- Different terminals provide different services. Break-bulk terminals, for example, do not stuff containers, and container stuffing terminals as a rule can not handle break-bulk traffic.
- Both types of terminals have experienced loss of rail unloading capacity during the CN embargoes as a result of not being provided with sufficient cars for unloading.
- Agricultural products such as those handled by Raymont Logistics are typically shipped in smaller containers (20 ft) than forest products. None of FPAC's members report that the terminals with which they deal cited a shortage of containers as the reason for lower unloading volumes in the period under consideration.

Additional clarification regarding the theme of Communications

During its reply presentation at the oral hearing in Vancouver, CN stated that FPAC asked CN to meet with members on December 6, 2018, in Vancouver, but that none of FPAC's members showed up to the meeting. There was no meeting on December 6, 2018.

FPAC did write to Ms. Fiona Murray, then CN's VP, Industrial Products, in September 2018, asking her to provide an in-person briefing to FPAC members on CN's winter plan. Since FPAC has members in both Western Canada and Eastern Canada, FPAC suggested two sessions: one in Vancouver during the week of November 26 and the other in Montreal around the same timeframe. Ms. Murray's initial indication was that she or Ms. Kelly Levis, or both of them, would provide the briefings.

Meetings were ultimately scheduled for November 27 in Vancouver and November 30 in Montreal. Ms. Murray advised that neither she nor Ms. Levis would be able to travel to Vancouver, but that CN's local Director of Sales would be available to provide the briefing in Vancouver. In response to FPAC's request to allow members who might be unable to attend in person to participate by telephone conference or webinar, CN made this option available for the Montreal briefing but not the Vancouver briefing. Members were ultimately unable to attend the Vancouver meeting at the scheduled time, but unfortunately FPAC did not have sufficient advance notice of this to cancel the session. Several members based in Western Canada did attend the Montreal briefing via conference call.



Embargo Details

General Embargo Information

Embargo No: CN004318	Amendment No.: 6
Effective Date: 11-21-2018	Expiration Date: 11-21-2019
Status: Effective	Effective Immediately: No
Allow Permits: Yes	Issuing Road: CN - CANADIAN NATIONAL RAILWAYS
Include Empty Revenue Cars: No	Tier 2 Effective Date: 11-24-2018
Include All Empty Cars: No	Max Car Allowed:
Permit Officer:	Phone Number:
Original Requester: Chris Macht	Phone Number: 2049348109
Roads Invited to Participate: BNSF, CPRS, SRY, UP	Bypass Local Waybills: No
Email: chris.macht@cn.ca	

Commodity

Commodities:

STCC	Description	To STCC (If range)	Description
2611133	HARDWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE, BUT NOT LIMITED TO, OAK, HICKORY, ASH, CHERRY, GUM, POPLAR AND MAPLE.		
2611134	SOFTWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE PINE, SOUTHERN YELLOW PINE, AND OTHER MISC. SOFTWOOD SPECIES.		
2611135	WOODPULP, NOT POWDERED, NEC		
2611136	WOODPULP, NORTHERN BLEACHED SOFTWOOD, KRAFT		
2611137	WOODPULP, CHEMO-THERMO- MECHANICAL PULP		
2621110	NEWSPRINT PAPER, BAGASSE OR BAGASSE AND OTHER FIBRES		
2621115	NEWSPRINT PAPER, FIBRE CONTENT CONSISTING OF NOT LESS THAN 60 PERCENT GROUND WOOD (WILL NOT INCLUDE PAPER WHICH HAS BEEN FURTHER PROCESSED AFTER ITS ORIGINAL MANUFACTURE)		
2621215	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		
2621216	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF NOT LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING NOT LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		

Cause

Cause: Congestions/Accumulation

Geography

Include These Locations:

ORIGIN				Bi-Directional	DESTINATION			
Roadmark	FSAC	Station Name	State/Province		Roadmark	FSAC	Station Name	State/Province
	*			N	CN	93390	VANCOUVER	BC
					CN	93530	NORTH VANCOUVER	BC
	*			N	CPRS	09703	NORTH VANCOUVER	BC
					CPRS	09717	SAPPERTON CN	BC

ORIGIN	Bi-Directional	DESTINATION
	Roadmark FSAC	Station Name State/Province
	CPRS 09720	NEW WESTMINSTER BC

Equipment

UMLER Equipment Types: Include These Umler Equipment Type Groups

- A - Equipped Box Cars
- B - Unequipped Box Cars

Total Weight on Rail: No Weight Restrictions

Clearance Code: No Clearance Code

Waybill Parties

CIF	Patron Name	Address	City	State/Prov.	Patron Type
0719620700000	SEABOARD INTERNATIONAL FOREST PRODUCTS LLC		NASHUA	NH	Care of party
0719620700000	SEABOARD INTERNATIONAL FOREST PRODUCTS LLC		NASHUA	NH	Consignee
0719620709904	SEABOARD INTERNATIONAL		NASHUA	NH	Care of party
0719620709904	SEABOARD INTERNATIONAL		NASHUA	NH	Consignee
2011733250000	WESTERN STEVEDORING COMPANY LTD		NORTH VANCOUVER	BC	Care of party
2011733250000	WESTERN STEVEDORING COMPANY LTD		NORTH VANCOUVER	BC	Consignee
2011733259000	LYNN TERMINALS EASTGATE		NORTH VANCOUVER	BC	Care of party
2011733259000	LYNN TERMINALS EASTGATE		NORTH VANCOUVER	BC	Consignee
2012086750000	WEST FRASER TIMBER COMPANY LTD		VANCOUVER	BC	Care of party
2012086750000	WEST FRASER TIMBER COMPANY LTD		VANCOUVER	BC	Consignee
2012086759000	WEST FRASER MILLS LTD		VANCOUVER	BC	Care of party
2012086759000	WEST FRASER MILLS LTD		VANCOUVER	BC	Consignee
2012086759001	WEST FRASER PULP SALES		VANCOUVER	BC	Care of party
2012086759001	WEST FRASER PULP SALES		VANCOUVER	BC	Consignee
2012086759002	WESTPINE MDF		VANCOUVER	BC	Care of party
2012086759002	WESTPINE MDF		VANCOUVER	BC	Consignee
2012086759003	PACIFIC INLAND RESOURCES LTD		VANCOUVER	BC	Care of party
2012086759003	PACIFIC INLAND RESOURCES LTD		VANCOUVER	BC	Consignee
2042681630000	WEST FRASER MILLS LTD		VANCOUVER	BC	Care of party
2042681630000	WEST FRASER MILLS LTD		VANCOUVER	BC	Consignee
2042681639902	WEST FRASER TIMBER COMPANY LTD		VANCOUVER	BC	Care of party
2042681639902	WEST FRASER TIMBER COMPANY LTD		VANCOUVER	BC	Consignee
2042681639903	WELDWOOD ENGINEERED WOOD PRODUCTS		VANCOUVER	BC	Care of party
2042681639903	WELDWOOD ENGINEERED WOOD PRODUCTS		VANCOUVER	BC	Consignee
2080095140000	DAISHOWA-MARUBENI INTERNATIONAL LTD		VANCOUVER	BC	Care of party
2080095140000	DAISHOWA-MARUBENI INTERNATIONAL LTD		VANCOUVER	BC	Consignee
2434788280000	RESOLUTE FOREST PRODUCTS INC		MONTREAL	PQ	Care of party
2434788280000	RESOLUTE FOREST PRODUCTS INC		MONTREAL	PQ	Consignee
2434788289004	RESOLUTE FP CANADA INC		MONTREAL	PQ	Care of party
2434788289004	RESOLUTE FP CANADA INC		MONTREAL	PQ	Consignee
2434788289005	RESOLUTE FP US INC		MONTREAL	PQ	Care of party
2434788289005	RESOLUTE FP US INC		MONTREAL	PQ	Consignee
2434788289006	PF RESOLU CANADA INC		MONTREAL	PQ	Care of party
2434788289006	PF RESOLU CANADA INC		MONTREAL	PQ	Consignee
2498048990000	WAJAX INDUSTRIES LTD		LANGLEY	BC	Care of party
2498048990000	WAJAX INDUSTRIES LTD		LANGLEY	BC	Consignee
2523505900000	INTEREX FOREST PRODUCTS LTD		VANCOUVER	BC	Care of party
2523505900000	INTEREX FOREST PRODUCTS LTD		VANCOUVER	BC	Consignee

Notes



Amendment History

Amendment No.	Amendment Date/Time	Amendment Reason	Amendment Reason Detail	Roadmark	Officer
6 (Current)	12/14/2018 12:39:05	Allow Permits	Permit officer: VancouverTerminals@cn.ca	CN	CMACHT
5	12/11/2018 17:03:22	Disallow Permits		CN	CMACHT
4	12/03/2018 12:32:25	Add STCC		CN	CMACHT
3	11/22/2018 13:40:04	Other-Specify	Adding railways to participate.	CN	CMACHT
2	11/22/2018 13:34:25	Add CIF Customer	Adding customers that use Lynnterm as unloading facility for pulpwood.	CN	CMACHT
1	11/21/2018 17:00:29	Add/Remove Stations by Participant		CPRS	TOW0006

APPENDIX A

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Embargo Details

General Embargo Information

Embargo No: CN004418	Amendment No.: 4
Effective Date: 11-28-2018	Expiration Date: 11-28-2019
Status: Effective	Effective Immediately: No
Allow Permits: Yes	Issuing Road: CN - CANADIAN NATIONAL RAILWAYS
Include Empty Revenue Cars: No	Tier 2 Effective Date: 12-01-2018
Include All Empty Cars: No	Max Car Allowed:
Permit Officer:	Phone Number:
Original Requester: Chris Macht	Phone Number: 2049348109
Roads Invited to Participate: BNSF, CPRS, UP	Bypass Local Waybills: No
Email:	
Email: chris-macht@cn.ca	

Commodity

Commodities:

STCC	Description	To STCC (If range)	Description
2611133	HARDWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE, BUT NOT LIMITED TO, OAK, HICKORY, ASH, CHERRY, GUM, POPLAR AND MAPLE.		
2611134	SOFTWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE PINE, SOUTHERN YELLOW PINE, AND OTHER MISC. SOFTWOOD SPECIES.		
2611135	WOODPULP, NOT POWDERED, NEC		
2611136	WOODPULP, NORTHERN BLEACHED SOFTWOOD, KRAFT		
2611137	WOODPULP, CHEMO-THERMO- MECHANICAL PULP		
2621110	NEWSPRINT PAPER, BAGASSE OR BAGASSE AND OTHER FIBRES		
2621115	NEWSPRINT PAPER, FIBRE CONTENT CONSISTING OF NOT LESS THAN 60 PERCENT GROUND WOOD (WILL NOT INCLUDE PAPER WHICH HAS BEEN FURTHER PROCESSED AFTER ITS ORIGINAL MANUFACTURE)		
2621215	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		
2621216	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF NOT LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING NOT LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		

Cause

Cause: Congestions/Accumulation

Geography

Include These Locations:

ORIGIN				Bi-Directional	DESTINATION			
Roadmark	FSAC	Station Name	State/Province		Roadmark	FSAC	Station Name	State/Province
				N	CN	93530	NORTH VANCOUVER	BC
					CN	93900	SQUAMISH	BC
				N	CPRS	09703	NORTH VANCOUVER	BC

Equipment

UMLER Equipment Types: Include These Umler Equipment Type Groups

- A - Equipped Box Cars
- B - Unequipped Box Cars

Total Weight on Rail: No Weight Restrictions

Clearance Code: No Clearance Code

Waybill Parties

CIF	Patron Name	Address	City	State/Prov.	Patron Type
2062321590000	SQUAMISH TERMINALS LTD		SQUAMISH	BC	Care of party
2062321590000	SQUAMISH TERMINALS LTD		SQUAMISH	BC	Consignee

Notes

Permits allowed as of Dec 15th.

< [Redacted] >

Amendment History

Amendment No.	Amendment Date/Time	Amendment Reason	Amendment Reason Detail	Roadmark	Officer
4 (Current)	12/14/2018 12:09:12	Allow Permits	Permits allowed as of Dec 15th. Permit officer; VancouverTerminals@cn.ca	CN	CMACHT
3	12/11/2018 12:31:26	Disallow Permits		CN	CMACHT
2	12/03/2018 13:29:41	Add STCC		CN	CMACHT
1	11/28/2018 12:43:54	Add/Remove Stations by Participant		CPRS	TOW0006

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Embargo Details

General Embargo Information

Embargo No: CN004518	Expiration Date: 11-28-2019	Amendment No.: 4
Effective Date: 11-28-2018	Issuing Road: CN - CANADIAN NATIONAL RAILWAYS	Effective Immediately: No
Status: Effective	Tier 2 Effective Date: 12-01-2018	
Allow Permits: Yes		
Include Empty Revenue Cars: No	Include All Empty Cars: No	Max Car Allowed:
Permit Officer:	Email:	Bypass Local Waybills: No
Original Requester: Chris Macht	Email: chris.macht@cn.ca	Phone Number:
Roads Invited to Participate: BNSF, CPRS, SRY, UP		Phone Number: 2049348109

Commodity

Commodities:

STCC	Description	To STCC (if range)	Description
2611133	HARDWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE, BUT NOT LIMITED TO, OAK, HICKORY, ASH, CHERRY, GUM, POPLAR AND MAPLE.		
2611134	SOFTWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE PINE, SOUTHERN YELLOW PINE, AND OTHER MISC. SOFTWOOD SPECIES.		
2611135	WOODPULP, NOT POWDERED, NEC		
2611136	WOODPULP, NORTHERN BLEACHED SOFTWOOD, KRAFT		
2611137	WOODPULP, CHEMO-THERMO- MECHANICAL PULP		
2621110	NEWSPRINT PAPER, BAGASSE OR BAGASSE AND OTHER FIBRES		
2621115	NEWSPRINT PAPER, FIBRE CONTENT CONSISTING OF NOT LESS THAN 60 PERCENT GROUND WOOD (WILL NOT INCLUDE PAPER WHICH HAS BEEN FURTHER PROCESSED AFTER ITS ORIGINAL MANUFACTURE)		
2621215	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		
2621216	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF NOT LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING NOT LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		

Cause

Cause: Congestions/Accumulation

Geography

Include These Locations:

ORIGIN				Bi-Directional	DESTINATION			
Roadmark	FSAC	Station Name	State/Province	N	Roadmark	FSAC	Station Name	State/Province
	*				CN	93112	VANCOUVER THORN YAR	BC
					CN	93132	FRASER SURREY	BC
					CN	93135	BROWNSVILLE BRANCH	BC
					CN	93251	LULU ISLAND YARD	BC
					CN	93330	NEW WESTMINSTER	BC
					CN	93530	NORTH VANCOUVER	BC

APPENDIX A

ORIGIN				Bi-Directional	DESTINATION			
Roadmark	FSAC	Station Name	State/Province		Roadmark	FSAC	Station Name	State/Province
				N	CPRS	09720	NEW WESTMINSTER	BC

Equipment

UMLER Equipment Types: Include These Umler Equipment Type Groups

- A - Equipped Box Cars
- B - Unequipped Box Cars

Total Weight on Rail: No Weight Restrictions

Clearance Code: No Clearance Code

Waybill Parties

CAF	Patron Name	Address	City	State/Prov.	Patron Type
2420718890000	WESTRAN PORTSIDE TERMINAL LTD		RICHMOND	BC	Care of party
2420718890000	WESTRAN PORTSIDE TERMINAL LTD		RICHMOND	BC	Consignee
2444622890000	WESTRAN SERVICES LTD		NEW WESTMINSTER	BC	Care of party
2444622890000	WESTRAN SERVICES LTD		NEW WESTMINSTER	BC	Consignee
2444622898001	WESTRAN SERVICES LTD		BURNABY	BC	Care of party
2444622898001	WESTRAN SERVICES LTD		BURNABY	BC	Consignee
2444622899000	WESTRAN INTERMODAL LTD		NEW WESTMINSTER	BC	Care of party
2444622899000	WESTRAN INTERMODAL LTD		NEW WESTMINSTER	BC	Consignee

Notes

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Amendment History

Amendment No.	Amendment Date/Time	Amendment Reason	Amendment Reason Detail	Roadmark	Officer
4 (Current)	12/14/2018 12:15:51	Allow Permits	Allowing permits starting Dec 15th Permit officer: VancouverTerminals@cn.ca	CN	CMACHT
3	12/11/2018 12:30:56	Disallow Permits		CN	CMACHT
2	12/03/2018 14:16:42	Add STCC		CN	CMACHT
1	11/28/2018 12:00:54	Add/Remove Stations by Participant		CPRS	TOW0006

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Embargo Details

General Embargo Information

Embargo No: CN004618	Amendment No.: 4
Effective Date: 11-28-2018	Expiration Date: 11-28-2019
Status: Effective	Effective immediately: No
Allow Permits: Yes	Issuing Road: CN - CANADIAN NATIONAL RAILWAYS
Include Empty Revenue Cars: No	Tier 2 Effective Date: 12-01-2018
Include All Empty Cars: No	Max Car Allowed:
Permit Officer:	Phone Number:
Original Requester: Chris Macht	Phone Number: 2049348109
Roads Invited to Participate: BNSF, CPRS, SRY, UP	Bypass Local Waybills: No
Email: chris.macht@cn.ca	

Commodity

Commodities:

STCC	Description	To STCC (if range)	Description
2611133	HARDWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE, BUT NOT LIMITED TO, OAK, HICKORY, ASH, CHERRY, GUM, POPLAR AND MAPLE.		
2611134	SOFTWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE PINE, SOUTHERN YELLOW PINE, AND OTHER MISC. SOFTWOOD SPECIES.		
2611135	WOODPULP, NOT POWDERED, NEC		
2611136	WOODPULP, NORTHERN BLEACHED SOFTWOOD, KRAFT		
2611137	WOODPULP, CHEMO-THERMO- MECHANICAL PULP		
2621110	NEWSPRINT PAPER, BAGASSE OR BAGASSE AND OTHER FIBRES		
2621115	NEWSPRINT PAPER, FIBRE CONTENT CONSISTING OF NOT LESS THAN 60 PERCENT GROUND WOOD (WILL NOT INCLUDE PAPER WHICH HAS BEEN FURTHER PROCESSED AFTER ITS ORIGINAL MANUFACTURE)		
2621215	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		
2621216	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF NOT LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING NOT LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		

Cause

Cause: Congestions/Accumulation

Geography

Include These Locations:

ORIGIN		Bi-Directional	DESTINATION			
Roadmark	FSAC		Roadmark	FSAC	Station Name	State/Province
	*	N	CN	93251	LULU ISLAND YARD	BC
			CN	93330	NEW WESTMINSTER	BC
			CN	93342	BURNABY	BC
	*	N	CPRS	09720	NEW WESTMINSTER	BC

APPENDIX A

Equipment

UMLER Equipment Types: Include These Umler Equipment Type Groups

- A - Equipped Box Cars
- B - Unequipped Box Cars

Total Weight on Rail: No Weight Restrictions

Clearance Code: No Clearance Code

Waybill Parties

CIF	Patron Name	Address	City	State/Prov.	Patron Type
2030527250000	OLYMPIA TRANSPORTATION LTD		BURNABY	BC	Care of party
2030527250000	OLYMPIA TRANSPORTATION LTD		BURNABY	BC	Consignee
7815236260000	OLYMPIA TRANSPORT INC		LAREDO	TX	Care of party
7815236260000	OLYMPIA TRANSPORT INC		LAREDO	TX	Consignee

Notes

< [Redacted] >

Amendment History

Amendment No.	Amendment Date/Time	Amendment Reason	Amendment Reason Detail	Roadmark	Officer
4 (Current)	12/14/2018 12:48:57	Allow Permits	Allowing permits starting Dec 15th. Permit officer VancouverTerminals@cn.ca	CN	CMACHT
3	12/11/2018 12:29:26	Disallow Permits		CN	CMACHT
2	12/03/2018 12:29:11	Add STCC		CN	CMACHT
1	11/28/2018 13:28:04	Add/Remove Stations by Participant		CPRS	TOW0006

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Embargo Details

General Embargo Information

Embargo No: CN004718	Expiration Date: 11-28-2019	Amendment No.: 4
Effective Date: 11-28-2018	Issuing Road: CN - CANADIAN NATIONAL RAILWAYS	Effective Immediately: No
Status: Effective	Tier 2 Effective Date: 12-01-2018	
Allow Permits: Yes		
Include Empty Revenue Cars: No	Include All Empty Cars: No	Max Car Allowed:
Permit Officer:	Email:	Bypass Local Waybills: No
Original Requester: Chris Macht	Email: chris.macht@cn.ca	Phone Number:
Roads Invited to Participate: BNSF, CPRS, SRY, UP		Phone Number: 2049348109

Commodity

Commodities:

STCC	Description	To STCC (If range)	Description
2611133	HARDWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE, BUT NOT LIMITED TO, OAK, HICKORY, ASH, CHERRY, GUM, POPLAR AND MAPLE.		
2611134	SOFTWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE PINE, SOUTHERN YELLOW PINE, AND OTHER MISC. SOFTWOOD SPECIES.		
2611135	WOODPULP, NOT POWDERED, NEC		
2611136	WOODPULP, NORTHERN BLEACHED SOFTWOOD, KRAFT		
2611137	WOODPULP, CHEMO-THERMO- MECHANICAL PULP		
2621110	NEWSPRINT PAPER, BAGASSE OR BAGASSE AND OTHER FIBRES		
2621115	NEWSPRINT PAPER, FIBRE CONTENT CONSISTING OF NOT LESS THAN 60 PERCENT GROUND WOOD (WILL NOT INCLUDE PAPER WHICH HAS BEEN FURTHER PROCESSED AFTER ITS ORIGINAL MANUFACTURE)		
2621215	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		
2621216	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF NOT LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING NOT LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		

Cause

Cause: Congestions/Accumulation

Geography

Include These Locations:

ORIGIN				Bi-Directional	DESTINATION			
Roadmark	FSAC	Station Name	State/Province	N	Roadmark	FSAC	Station Name	State/Province
					CN	93251	LULU ISLAND YARD	BC
					CN	93258	SOUTH FRASER	BC
					CN	93330	NEW WESTMINSTER	BC
					CN	93342	BURNABY	BC
					CN	93390	VANCOUVER	BC
					CN	93530	NORTH VANCOUVER	BC

APPENDIX A

ORIGIN				BI-Directional	DESTINATION			
Roadmark	FSAC	Station Name	State/Province	N	Roadmark	FSAC	Station Name	State/Province
					CPRS	09700	VANCOUVER	BC
					CPRS	09720	NEW WESTMINSTER	BC

Equipment
UMLER Equipment Types: Include These Umler Equipment Type Groups
 • A - Equipped Box Cars
 • B - Unequipped Box Cars
Total Weight on Rail: No Weight Restrictions
Clearance Code: No Clearance Code

Waybill Parties

CIF	Patron Name	Address	City	State/Prov.	Patron Type
2091145810000	EURO ASIA TRANSLOAD INC		RICHMOND	BC	Care of party
2091145810000	EURO ASIA TRANSLOAD INC		RICHMOND	BC	Consignee
2091145818000	EURO ASIA TRANSLOAD INC		NEW WESTMINSTER	BC	Care of party
2091145818000	EURO ASIA TRANSLOAD INC		NEW WESTMINSTER	BC	Consignee
2091145818001	EURO ASIA TRANSLOAD INC		VANCOUVER	BC	Care of party
2091145818001	EURO ASIA TRANSLOAD INC		VANCOUVER	BC	Consignee
2091145818002	EURO ASIA TRANSLOAD INC		VANCOUVER	BC	Care of party
2091145818002	EURO ASIA TRANSLOAD INC		VANCOUVER	BC	Consignee
2452529570000	EURO ASIA TRANSLOAD INC		RICHMOND	BC	Care of party
2452529570000	EURO ASIA TRANSLOAD INC		RICHMOND	BC	Consignee

Amendment History

Amendment No.	Amendment Date/Time	Amendment Reason	Amendment Reason Detail	Roadmark	Officer
4 (Current)	12/14/2018 12:50:14	Allow Permits	Allowing permits starting Dec 15. Permit officer VancouverTerminals@cn.ca	CN	CMACHT
3	12/11/2018 12:28:55	Disallow Permits		CN	CMACHT
2	12/03/2018 14:51:07	Add STCC		CN	CMACHT
1	11/28/2018 13:33:26	Add/Remove Stations by Participant		CPRS	TOW0006

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APPENDIX A



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Embargo Details

General Embargo Information

Embargo No: CN004818	Amendment No.: 4
Effective Date: 11-28-2018	Expiration Date: 11-28-2019
Status: Effective	Effective Immediately: No
Allow Permits: Yes	Issuing Road: CN - CANADIAN NATIONAL RAILWAYS
Include Empty Revenue Cars: No	Tier 2 Effective Date: 12-01-2018
Permit Officer:	Max Car Allowed:
Original Requester: Chris Macht	Phone Number:
Roads Invited to Participate: BNSF, CPRS, SRY, UP	Phone Number: 2049348109
Include All Empty Cars: No	Bypass Local Waybills: No
Email:	
Email: chris.macht@cn.ca	

Commodity

Commodities:

STCC	Description	To STCC (if range)	Description
2611133	HARDWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE, BUT NOT LIMITED TO, OAK, HICKORY, ASH, CHERRY, GUM, POPLAR AND MAPLE.		
2611134	SOFTWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE PINE, SOUTHERN YELLOW PINE, AND OTHER MISC. SOFTWOOD SPECIES.		
2611135	WOODPULP, NOT POWDERED, NEC		
2611136	WOODPULP, NORTHERN BLEACHED SOFTWOOD, KRAFT		
2611137	WOODPULP, CHEMO-THERMO- MECHANICAL PULP		
2621110	NEWSPRINT PAPER, BAGASSE OR BAGASSE AND OTHER FIBRES		
2621115	NEWSPRINT PAPER, FIBRE CONTENT CONSISTING OF NOT LESS THAN 60 PERCENT GROUND WOOD (WILL NOT INCLUDE PAPER WHICH HAS BEEN FURTHER PROCESSED AFTER ITS ORIGINAL MANUFACTURE)		
2621215	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		
2621216	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF NOT LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING NOT LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		

Cause

Cause: Congestions/Accumulation

Geography

Include These Locations:

ORIGIN				BI-Directional	DESTINATION			
Roadmark	FSAC	Station Name	State/Province		Roadmark	FSAC	Station Name	State/Province
				N	CN	93251	LULU ISLAND YARD	BC
					CN	93258	SOUTH FRASER	BC
					CN	93330	NEW WESTMINSTER	BC
					CN	93390	VANCOUVER	BC
					CN	93530	NORTH VANCOUVER	BC

APPENDIX A

ORIGIN				Bi-Directional	DESTINATION			
Roadmark	FSAC	Station Name	State/Province	N	Roadmark	FSAC	Station Name	State/Province
					CPRS	09720	NEW WESTMINSTER	BC

Equipment

UMLER Equipment Types: Include These Umler Equipment Type Groups

- A - Equipped Box Cars
- B - Unequipped Box Cars

Total Weight on Rail: No Weight Restrictions

Clearance Code: No Clearance Code

Waybill Parties

CIF	Patron Name	Address	City	State/Prov.	Patron Type
2511860050000	COAST 2000 TERMINALS LTD		RICHMOND	BC	Care of party
2511860050000	COAST 2000 TERMINALS LTD		RICHMOND	BC	Consignee
2511860058000	COAST 2000 TERMINALS LTD		VANCOUVER	BC	Care of party
2511860058000	COAST 2000 TERMINALS LTD		VANCOUVER	BC	Consignee

Notes

< [Redacted] >

Amendment History

Amendment No.	Amendment Date/Time	Amendment Reason	Amendment Reason Detail	Roadmark	Officer
4 (Current)	12/14/2018 12:40:40	Allow Permits	Allowing permits starting Dec 15th Permit officer VancouverTerminals@cn.ca	CN	CMACHT
3	12/11/2018 12:30:25	Disallow Permits		CN	CMACHT
2	12/03/2018 12:32:47	Add STCC		CN	CMACHT
1	11/28/2018 12:45:33	Add/Remove Stations by Participant		CPRS	TOW0006

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Embargo Details

General Embargo Information

Embargo No: CN004918	Expiration Date: 11-28-2019	Amendment No.: 3
Effective Date: 11-28-2018	Issuing Road: CN - CANADIAN NATIONAL RAILWAYS	Effective Immediately: No
Status: Effective	Tier 2 Effective Date: 12-01-2018	
Allow Permits: Yes		
Include Empty Revenue Cars: No	Include All Empty Cars: No	Max Car Allowed:
Permit Officer:	Email:	Bypass Local Waybills: No
Original Requester: Chris Macht	Email: chris.macht@cn.ca	Phone Number:
Roads Invited to Participate:		Phone Number: 2049348109

Commodity

Commodities:

STCC	Description	To STCC (If range)	Description
2611133	HARDWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE, BUT NOT LIMITED TO, OAK, HICKORY, ASH, CHERRY, GUM, POPLAR AND MAPLE.		
2611134	SOFTWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE PINE, SOUTHERN YELLOW PINE, AND OTHER MISC. SOFTWOOD SPECIES.		
2611135	WOODPULP, NOT POWDERED, NEC		
2611136	WOODPULP, NORTHERN BLEACHED SOFTWOOD, KRAFT		
2611137	WOODPULP, CHEMO-THERMO- MECHANICAL PULP		
2621110	NEWSPRINT PAPER, BAGASSE OR BAGASSE AND OTHER FIBRES		
2621115	NEWSPRINT PAPER, FIBRE CONTENT CONSISTING OF NOT LESS THAN 60 PERCENT GROUND WOOD (WILL NOT INCLUDE PAPER WHICH HAS BEEN FURTHER PROCESSED AFTER ITS ORIGINAL MANUFACTURE)		
2621215	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		
2621216	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF NOT LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING NOT LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		

Cause

Cause: Congestions/Accumulation

Geography

Include These Locations:

ROADMARK	FSAC	ORIGIN	BI-DIRECTIONAL	DESTINATION	STATE/PROVINCE
Station Name	State/Province	Station Name	State/Province	Station Name	State/Province
	*		N	LULU ISLAND YARD	BC
CN	93251				

Equipment

UMLER Equipment Types: Include These Umler Equipment Type Groups

- A - Equipped Box Cars
- B - Unequipped Box Cars

Total Weight on Rail: No Weight Restrictions

Clearance Code: No Clearance Code

Waybill Parties

CIF	Patron Name	Address	City	State/Prov.	Patron Type
2030701310000	PORTSIDE WAREHOUSING & DISTRIBUTION		EDMONTON	AB	Care of party
2030701310000	PORTSIDE WAREHOUSING & DISTRIBUTION		EDMONTON	AB	Consignee
2032446810000	PORTSIDE WAREHOUSING INC		RICHMOND	BC	Care of party
2032446810000	PORTSIDE WAREHOUSING INC		RICHMOND	BC	Consignee
2051550000000	WESTERN CANADA EXPRESS		REGINA	SK	Care of party
2051550000000	WESTERN CANADA EXPRESS		REGINA	SK	Consignee
2431749890000	WESTERN CANADA EXPRESS		RICHMOND	BC	Care of party
2431749890000	WESTERN CANADA EXPRESS		RICHMOND	BC	Consignee
2431749899000	PORTSIDE WAREHOUSING & DISTRIBUTION		RICHMOND	BC	Care of party
2431749899000	PORTSIDE WAREHOUSING & DISTRIBUTION		RICHMOND	BC	Consignee
2431749899001	PORTSIDE WAREHOUSING INC		RICHMOND	BC	Care of party
2431749899001	PORTSIDE WAREHOUSING INC		RICHMOND	BC	Consignee
2496812970000	WESTERN CANADA EXPRESS INC		CONCORD	ON	Care of party
2496812970000	WESTERN CANADA EXPRESS INC		CONCORD	ON	Consignee
2496812978000	WESTERN CANADA EXPRESS INC		WINNIPEG	MB	Care of party
2496812978000	WESTERN CANADA EXPRESS INC		WINNIPEG	MB	Consignee
2496812978001	WESTERN CANADA EXPRESS INC		VANCOUVER	BC	Care of party
2496812978001	WESTERN CANADA EXPRESS INC		VANCOUVER	BC	Consignee
2496812978002	WESTERN CANADA EXPRESS INC		NORTH YORK	ON	Care of party
2496812978002	WESTERN CANADA EXPRESS INC		NORTH YORK	ON	Consignee
2551916370000	WESTERN CANADA EXPRESS		CALGARY	AB	Care of party
2551916370000	WESTERN CANADA EXPRESS		CALGARY	AB	Consignee
2567512560000	WESTERN CANADA EXPRESS		WINNIPEG	MB	Care of party
2567512560000	WESTERN CANADA EXPRESS		WINNIPEG	MB	Consignee
2583200760000	WESTERN CANADA EXPRESS		EDMONTON	AB	Care of party
2583200760000	WESTERN CANADA EXPRESS		EDMONTON	AB	Consignee
A000502960000	WESTERN CANADA EXPRESS		DORVAL	PQ	Care of party
A000502960000	WESTERN CANADA EXPRESS		DORVAL	PQ	Consignee
A001267060000	WESTERN CANADA EXPRESS		SASKATOON	SK	Care of party
A001267060000	WESTERN CANADA EXPRESS		SASKATOON	SK	Consignee

Notes

< [Redacted] >

Amendment History

Amendment No.	Amendment Date/Time	Amendment Reason	Amendment Reason Detail	Roadmark	Officer
3 (Current)	12/14/2018 12:44:33	Allow Permits	Allowing permits starting Dec 15th. Permit officer: VancouverTerminals@cn.ca	CN	CMACHT
2	12/11/2018 12:29:48	Disallow Permits		CN	CMACHT
1	12/03/2018 14:33:38	Add STCC		CN	CMACHT

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APPENDIX A



AAR Embargo System

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Embargo Details

General Embargo Information

Embargo No: CPRS002318	Expiration Date: 12-10-2019	Amendment No.: 1
Effective Date: 12-10-2018	Issuing Road: CPRS - CANADIAN PACIFIC RAILWAY	Effective Immediately: No
Status: Cancelled	Tier 2 Effective Date: 12-13-2018	
Allow Permits: No		
Include Empty Revenue Cars: No	Include All Empty Cars: No	Max Car Allowed:
Original Requester: Brian Townshend	Email: brian_townshend@cpr.ca	Bypass Local Waybills: No
Cancelled by: Brian Townshend	Cancelled Date: 12-19-2018	Phone Number: 2049478203x8203
Roads Invited to Participate:		

Commodity

Commodities:

STCC	Description	To STCC (If range)	Description
2611133	HARDWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE, BUT NOT LIMITED TO, OAK, HICKORY, ASH, CHERRY, GUM, POPLAR AND MAPLE.		
2611134	SOFTWOOD WOOD PULP, BALED, NOT SCREENINGS, NOT SCRAP, AND NOT POWDERED. MADE FROM SPECIES TO INCLUDE PINE, SOUTHERN YELLOW PINE, AND OTHER MISC. SOFTWOOD SPECIES.		
2611135	WOODPULP, NOT POWDERED, NEC		
2611136	WOODPULP, NORTHERN BLEACHED SOFTWOOD, KRAFT		
2611137	WOODPULP, CHEMO-THERMO- MECHANICAL PULP		
2621110	NEWSPRINT PAPER, BAGASSE OR BAGASSE AND OTHER FIBRES		
2621115	NEWSPRINT PAPER, FIBRE CONTENT CONSISTING OF NOT LESS THAN 60 PERCENT GROUND WOOD (WILL NOT INCLUDE PAPER WHICH HAS BEEN FURTHER PROCESSED AFTER ITS ORIGINAL MANUFACTURE)		
2621215	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		
2621216	GROUND WOOD PAPER, UNCOATED, NOT LESS THAN 60 PERCENT GROUND WOOD FIBRE, IN ROLLS OF NOT LESS THAN 16 INCHES IN DIAMETER OR IN SHEETS MEASURING NOT LESS THAN 336 SQUARE INCHES, INCLUDING CATALOG, DIRECTORY, DRAWING, MANILA, NOVEL, POSTER, PRINTING, TABLET OR WRITING PAPERS, OR OTHER PAPERS, OTHER THAN NAPKIN, NEWSPRINT OR TOILET PAPERS, PAPER TOWELING OR UNFINISHED BLANK WALL PAPER		

Cause

Cause: Congestions/Accumulation
 Cause Detail: Congestion/Accumulation

Geography

Include These Locations:

ORIGIN				Bi-Directional	DESTINATION			
Roadmark	FSAC	Station Name	State/Province	N	Roadmark	FSAC	Station Name	State/Province
					CPRS	09703	NORTH VANCOUVER	BC
					CPRS	09717	SAPPERTON CN	BC
					CPRS	09720	NEW WESTMINSTER	BC

APPENDIX A

ORIGIN	BI-directional	DESTINATION
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Equipment
 UMLER Equipment Types: Target All UMLER Equipment Types
 Total Weight on Rail: No Weight Restrictions
 Clearance Code: No Clearance Code

Waybill Parties

CIF	Patron Name	Address	City	State/Prov.	Patron Type
2011733250000	WESTERN STEVEDORING COMPANY LTD		NORTH VANCOUVER	BC	Care of party
2011733250000	WESTERN STEVEDORING COMPANY LTD		NORTH VANCOUVER	BC	Consignee
2011733259000	LYNN TERMINALS EASTGATE		NORTH VANCOUVER	BC	Care of party
2011733259000	LYNN TERMINALS EASTGATE		NORTH VANCOUVER	BC	Consignee
2030527250000	OLYMPIA TRANSPORTATION LTD		BURNABY	BC	Care of party
2030527250000	OLYMPIA TRANSPORTATION LTD		BURNABY	BC	Consignee
2091145810000	EURO ASIA TRANSLOAD INC		RICHMOND	BC	Care of party
2091145810000	EURO ASIA TRANSLOAD INC		RICHMOND	BC	Consignee
2091145818000	EURO ASIA TRANSLOAD INC		NEW WESTMINSTER	BC	Care of party
2091145818000	EURO ASIA TRANSLOAD INC		NEW WESTMINSTER	BC	Consignee
2091145818001	EURO ASIA TRANSLOAD INC		VANCOUVER	BC	Care of party
2091145818001	EURO ASIA TRANSLOAD INC		VANCOUVER	BC	Consignee
2091145818002	EURO ASIA TRANSLOAD INC		VANCOUVER	BC	Care of party
2091145818002	EURO ASIA TRANSLOAD INC		VANCOUVER	BC	Consignee
2420718890000	WESTRAN PORTSIDE TERMINAL LTD		RICHMOND	BC	Care of party
2420718890000	WESTRAN PORTSIDE TERMINAL LTD		RICHMOND	BC	Consignee
2444622890000	WESTRAN SERVICES LTD		NEW WESTMINSTER	BC	Care of party
2444622890000	WESTRAN SERVICES LTD		NEW WESTMINSTER	BC	Consignee
2444622898001	WESTRAN SERVICES LTD		BURNABY	BC	Care of party
2444622898001	WESTRAN SERVICES LTD		BURNABY	BC	Consignee
2444622899000	WESTRAN INTERMODAL LTD		NEW WESTMINSTER	BC	Care of party
2444622899000	WESTRAN INTERMODAL LTD		NEW WESTMINSTER	BC	Consignee
2452529570000	EURO ASIA TRANSLOAD INC		RICHMOND	BC	Care of party
2452529570000	EURO ASIA TRANSLOAD INC		RICHMOND	BC	Consignee
2511660050000	COAST 2000 TERMINALS LTD		RICHMOND	BC	Care of party
2511660050000	COAST 2000 TERMINALS LTD		RICHMOND	BC	Consignee
2511660058000	COAST 2000 TERMINALS LTD		VANCOUVER	BC	Care of party
2511660058000	COAST 2000 TERMINALS LTD		VANCOUVER	BC	Consignee

Cancel Embargo Reason
 Embargo Cancelled

< [REDACTED] >

Amendment History

Amendment No.	Amendment Date/Time	Amendment Reason	Amendment Reason Detail	Remark	Officer
1 (Current)	12/19/2018 14:00:12	Embargo Cancelled		CPRS	TOW0006

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APPENDIX B

Print Embargo

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CN-CANADIAN NATIONAL RAILWAYS

Embargo Number: CN005218
Amendment Number: 3

Status: Cancelled

Effective Date: 12-06-2018
Expiration Date: 12-06-2019
Allow Permit: Yes
Tier 2 Effective Date: 12-09-2018
Original Effective Date:

Roads Invited to Participate: CPRS,BNSF

Original Requester : Chris Macht - Ph: 2049348109 - Email: chris.macht@cn.ca
Cancelled By : Chris Macht - Cancelled date: 01-18-2019

Bypass Local Waybills: No

Operating Station Notice: No

Effective Immediately: No

Include Empty Revenue Cars: No

Include All Empty Cars: No

Maximum Car Allowed:

Commodities: Target All Commodities

Geography:

Included Locations:

Origin: *
Destination:
CN-93112,VANCOUVER THORN YAR,BC
UNI-DIRECTIONAL

Umler Equip. Type : Target All Umler Equipment Types

No Weight Restrictions

Except These Cars: No Cars In Exception List

APPENDIX B

Embargo/OPSL Umler Element Status: No Umler Element

Clearance Code: No Clearance Code

Waybill Parties:

Care Of Party - 2412073100000 - CANADIAN NATIONAL RAILWAY CO - null, SURREY, BC
Consignee - 2412073100000 - CANADIAN NATIONAL RAILWAY CO - null, SURREY, BC
Care Of Party - 2412073109000 - CN BADORDER - null, SURREY, BC
Consignee - 2412073109000 - CN BADORDER - null, SURREY, BC
Care Of Party - 2412073109001 - SURREY DISTRIBUTION CENTER - null, SURREY, BC
Consignee - 2412073109001 - SURREY DISTRIBUTION CENTER - null, SURREY, BC
Care Of Party - 2412073109002 - CN SUPPLY MANAGEMENT - null, SURREY, BC
Consignee - 2412073109002 - CN SUPPLY MANAGEMENT - null, SURREY, BC
Care Of Party - 2412073109003 - CN SUPVR MOUNTAIN - null, SURREY, BC
Consignee - 2412073109003 - CN SUPVR MOUNTAIN - null, SURREY, BC
Care Of Party - 2433555050000 - CATALYST PULP & PAPER SALES INC - null, SURREY, BC
Consignee - 2433555050000 - CATALYST PULP & PAPER SALES INC - null, SURREY, BC
Care Of Party - 2433555059000 - CATALYST PAPER CORP - null, SURREY, BC
Consignee - 2433555059000 - CATALYST PAPER CORP - null, SURREY, BC
Care Of Party - 2433555059001 - SURREY DISTRIBUTION CENTER - null, SURREY, BC
Consignee - 2433555059001 - SURREY DISTRIBUTION CENTER - null, SURREY, BC

Cause: Congestions/Accumulation

Cause Detail: Rail Congestion at Surrey Distribution Center.

Note: Permit officer:
fppermits@cn.ca

Cancel Reason: Congestion over.

Jeffrey J. Usher
Asst. Vice President-Business Services
Association of American Railroads

APPENDIX B

Print Embargo

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CN-CANADIAN NATIONAL RAILWAYS

Embargo Number: CN005118
Amendment Number: 3

Status: Cancelled

Effective Date: 11-30-2018
Expiration Date: 11-30-2019
Allow Permit: Yes
Tier 2 Effective Date: 12-03-2018
Original Effective Date:

Roads Invited to Participate: CPRS,UP,BNSF

Original Requester : Chris Macht - Ph: 2049348109 - Email: chris.macht@cn.ca
Cancelled By : Patrik Temesvari - Cancelled date: 01-29-2019

Bypass Local Waybills: No

Operating Station Notice: No

Effective Immediately: No

Include Empty Revenue Cars: No

Include All Empty Cars: No

Maximum Car Allowed:

Commodities:
2093910 (CANOLA MEAL)
2093922 (CANOLA MEAL PELLETS)
2093939 (CAKE OR MEAL, RAPE SEED OR CANOLA SEED)
5020306 (CAKE OR MEAL,RAPE SEED)

Geography:

Included Locations:

Origin: *
Destination:
CN-93530,NORTH VANCOUVER,BC
UNI-DIRECTIONAL

Origin: *
Destination:
CPRS-09703,NORTH VANCOUVER,BC
CPRS-09720,NEW WESTMINSTER,BC

APPENDIX B

UNI-DIRECTIONAL

Umler Equip. Type : Target All Umler Equipment Types

No Weight Restrictions

Except These Cars: No Cars In Exception List

Embargo/OPSL Umler Element Status: No Umler Element

Clearance Code: No Clearance Code

Waybill Parties:

Care Of Party - 2403269260000 - FIBRECO EXPORT INC - null, NORTH VANCOUVER, BC

Consignee - 2403269260000 - FIBRECO EXPORT INC - null, NORTH VANCOUVER, BC

Care Of Party - 2403269269000 - FIBRECO PULP INC - null, NORTH VANCOUVER, BC

Consignee - 2403269269000 - FIBRECO PULP INC - null, NORTH VANCOUVER, BC

Cause: Congestions/Accumulation

Cause Detail:

Note: Permit Officer:

grain_permits@cn.ca

Cancel Reason: congestion resolved

Jeffrey J. Usher

Asst. Vice President-Business Services

Association of American Railroads



Car Allocation Process for Boxcars

In times where customer orders exceed CN's ability to supply cars for a given week, CN will use an allocation process for its fleet. Allocation of available cars will be made in the following order:

1. Car Auction Program (CAP) (**Effective December 1 2018*)
2. High Velocity Destinations (HVP)
3. General Allocation (GA)

Car Auction Program (CAP)

- Every week, 100 60ft boxcars will be put up for bid as part of the CAP.
- Customers must bid on a minimum block of 5 cars per origin location, at a minimum bid of \$100 Cdn per car. Bids must be in 5-car blocks.
- Customers bid on CAP cars beginning Thursday 14h00 ET, after the regular weekly allocation for the following weeks' cars supply is communicated. By close on 1200 ET Friday, the highest bidders, in order of CAP submission, will be the successful candidate.
- Winning bid range will be posted weekly on CN FP webpage (one week lag).
- Auction cars can be used for any destination, HV or non-HV.
- Auction cars will generate a credit in the HV program scorecard.
- Auctioned cars cannot be spotted or sold to another customer.
- Auction cars are awarded and assigned before any other allocation.

High Velocity Destined Cars (HVP)

- This program applies to all customers regardless of size of weekly shipments
- CN will designate offline destinations every quarter as high velocity based on their offline cycle times (April 1, July 1, October 1, and January 1 for previous quarter available data)
- CN will review specific cases with customers and railroads
- The list of high velocity destinations will be published on CN's FP webpage on the above dates

General Allocation (GA)

- CN will supply remaining orders with the available fleet after CAP and HVP cars are allocated
- These cars will be distributed evenly to all customers based on a % allocation model
- Customer orders will be validated and/or adjusted based on:
 - Customer forecast for upcoming months/year (this allows CN to size its fleet)
 - Customer historical orders and shipments
- Customers that do not order cars correctly (i.e.: order high velocity and ship to non-high velocity destinations) will be moved to GA program

For further information, please contact your Account Manager or sales@cn.ca.



Car Allocation Process for Centerbeams

In times where customer orders exceed CN's ability to supply cars for a given week, CN will use the Centerbeam Allocation Process for its fleet. Allocation of available cars will be made in the following order:

1. Centerbeam Auction Program (CAP)
2. High Velocity Destinations (HVP)
3. General Allocation (GA)

Centerbeam Auction Program (CAP)

- Every week, 200 centerbeams will be put up for bid as part of the CAP.
- Customers must bid on a minimum block of 5 cars per origin location, at a minimum bid of \$100 Cdn per car. Bids must be in 5-car blocks.
- Customers bid on CAP cars beginning Thursday 14h00 Eastern Time zone, after the regular weekly allocation for the following weeks' cars supply is communicated. By close on 1200 ET Friday, the highest bidders, in order of CAP submission, will be the successful candidate.
- Winning bid range will be posted weekly on CN FP webpage (one week lag).
- Auction cars can be used for any destination, HV or non-HV.
- Auction cars will generate a credit in the HV program scorecard.
- Auctioned cars cannot be spotted or sold to another customer.
- Auction cars are awarded and assigned before any other allocation.

High Velocity Destined Cars (HVP)

- This program applies to all customers regardless of size of weekly shipments
- CN will designate offline destinations every quarter as high velocity based on their offline cycle times (May 1, August 1, November 1, and February 1 for prior financial quarter)
- CN will review specific cases with customers and railroads
- The list of high velocity destinations will be published on CN's FP webpage on the above dates

General Allocation (GA)

- CN will supply remaining orders with the available fleet after CAP and HVP cars are allocated
- These cars will be distributed evenly to all customers based on a % allocation model
- Customer orders will be validated and/or adjusted based on:
 - Customer forecast for upcoming months/year (this allows CN to size its fleet)
 - Customer historical orders and shipments
- Customers that do not order cars correctly (i.e.: order high velocity and ship to non-high velocity destinations) will be moved to GA program

For further information, please contact your Account Manager or sales@cn.ca.

Updated on Nov 1 2018

APPENDIX C



HVP APPROVED DESTINATIONS

Effective Sept 30, 2018 - Subject to movements defined in CN routing protocol for this gateway. These specified gateways can be found at www.cn.ca/GetRoute.

All Destinations
Shortline
AA
AM
BCRY
BPRR
BRR
CBNS
CFS
CIC
CNZR
CSS
EFRR
ELS
GDLK
GLC
HESR
HRRC
IAIS
IANR
IHB
INRD
LSRC
MCER
MDW
MQT
MSE
NECR
ONT
PAL
PVRR
RBMN
RLK
SRY
TCWR
TPW
TR
VTR
WE
WSOR
WTNN

States by Carrier	
Carrier	State
CN	All
BAYL	FL
BCRY	ON
BNSF	ND
	WI
CPRS	IA
	ON
GRYR	MS
KCS	AL
	AR
	LA
	MS
	OK
	TX
NS	DE
	IL
	IN
	MI
	MS

Specific States by Specific Junction			
Carrier	State	Junction	
BNSF	AL	MEMPHIS	
	IA	SUPERIOR	
	IL	CHICAGO	
	IL	SUPERIOR	
	KS	CHICAGO	
	MN	CHICAGO	
	MN	MINNEAPOL	
	MN	NOYES	
	MN	SUPERIOR	
	MS	MEMPHIS	
	MT	SUPERIOR	
	SD	MINNEAPOL	
	WA	NEWWESTMI	
	WA	NVANCOUVE	
	CPRS	IL	CHICAGO
		MB	PADDINGTO
		MB	SASKATOON
MN		MILWAUKEE	
MN		MINNEAPOL	
NY		STLUC	
WI		CHICAGO	
CSXT	WI	MILWAUKEE	
	AL	MOBILE	
	KY	TOLEDO	
	MA	BUFFROYAR	
	MA	CHICAGO	
	MA	HUNTINGDO	
	MI	CHICAGO	
	MI	TOLEDO	
	NJ	HUNTINGDO	
	NY	BUFFROYAR	
	NY	HUNTINGDO	
NS	OH	TOLEDO	
	TN	MEMPHIS	
	MI	DETROIT	
	MI	TOLEDO	
	OH	DETROIT	
PA	BUFFROYAR		
PA	ROUPTCN		
TN	MEMPHIS		
NYA	NY	HUNTINGDO	
RJCM	TN	CHICAGO	
TSRR	TN	MEMPHIS	
UP	IL	CHICAGO	
	WI	CHICAGO	

Specific Destination by Specific Junction			
Carrier	State	Destination	Junction
BNSF	OR	JCTCITY	NEWWESTMI
	OR	JCTCITY	NVANCOUVE
	WI	SUPERIOR	SUPERIOR
CSXT	IN	BROWNSBUR	TOLEDO
IORY	OH	WASCOUHO	FLAROCK
NS	AL	HALEYVILL	MEMPHIS
	OH	ARCHBOLD	TOLEDO
	OH	CLEVELAND	CHICAGO
	OH	COLCAMCHA	TOLEDO
	OH	COLUMBUS	TOLEDO
	OH	MONTPELIE	CHICAGO
	NJ	DELANCO	ROUPTCN
	PA	BETHLEHEM	CHICAGO
	PA	BETHLEHEM	ROUPTCN
	PA	EPHRATA	BUFFROYAR
	PA	EPHRATA	ROUPTCN
	PA	HERNDON	BUFFROYAR
	PA	HERNDON	CHICAGO
	PA	HERNDON	ROUPTCN
PA	TYRONE	CHICAGO	
UP	IA	DESMOINES	SUPERIOR
	TX	SANANTONI	SALEM
	WI	EAUCLAIRE	CHICAGO
	WI	EAUCLAIRE	SUPERIOR

APPENDIX D

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CN DISTRIBUTION CENTRE-NORTH VANCOUVER, BC

✉ 1777 WEST 1ST ST
NORTH VANCOUVER DISTRICT, BC
CANADA
V7P 1A6
[Contact us](#)
[Driving directions](#)

🕒 MON - FRI: 06:00 - 14:00

Commodities	Services
Metals and minerals Forest products	Stuffing Dimensional loads

Information

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