

**From:** [Robin Lee](#)  
**To:** [Enquête-Ferroviaire / Inquiry-Rail \(OTC-CTA\)](#)  
**Cc:** [Peter Gupta](#); [Bill McCormick](#); [Lidija Lebar](#); [Mitchel Dewing](#)  
**Subject:** FW: 2019 Vancouver Freight Rail Investigation - Request for Information from Vancouver Port Terminals  
**Date:** February-20-19 8:28:12 PM  
**Attachments:** [Copy of CN Service Failures Oct 2017-Jan 2018 Oct 2018-Jan 2019.xlsx](#)

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Hello,

Please find the submission below with data attached as requested.

Thank you for the opportunity to provide feedback regarding this critical supply chain issue.

Please don't hesitate to contact me if you have any questions.

Regards,

**[Robin Lee](#)**

[Terminal Manager, NVDC](#)

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**From:** Peter Gupta  
**Sent:** Thursday, February 14, 2019 1:51 PM  
**To:** Robin Lee  
**Cc:** Bill McCormick  
**Subject:** FW: 2019 Vancouver Freight Rail Investigation - Request for Information from Vancouver Port Terminals

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**From:** Enquête-Ferroviaire / Inquiry-Rail (OTC-CTA) [<mailto:Enquete.ferroviaire-Inquiry.rail@otc-cta.gc.ca>]

**Sent:** Thursday, February 14, 2019 2:33 PM

**To:** Lidija Lebar

**Cc:** Wilfred Wong; Ryan Dallaway

**Subject:** 2019 Vancouver Freight Rail Investigation - Request for Information from Vancouver Port Terminals

Good day:

As you may be aware, the Canadian Transportation Agency is currently conducting an own motion inquiry into possible freight rail service issues in the Vancouver area (**2019 Vancouver Freight Rail Investigation**).

As part of this investigation, I have been named an Inquiry Officer by the Agency.

In my role, I am expected to collect relevant information, and consult interested parties.

One line of inquiry has led to a discussion of port terminal track capacity, unloading capacity, and timeliness of rail car delivery at your Vancouver facilities.

We are therefore requesting you to please provide data and information in response to the questions that follow this message.

We respectfully ask that you please provide the Inquiry Officer with your submission by no later than **close of day, Wednesday, February 20, 2019**, via email to the Inquiry Officer, at: [enquete.ferroviaire-inquiry.rail@otc-cta.gc.ca](mailto:enquete.ferroviaire-inquiry.rail@otc-cta.gc.ca).

If you need additional clarification about the information you have to provide, please contact the Inquiry officer as soon as possible, via email, to confirm your understanding of the questions.

### Questions / Requests for Information Required:

#### Note confidentiality requests:

- Attachments are for use by (1) the Inquiry Officer and the Agency only
- Information below in **BOLD ITALIC** is for use by only: (2) the Inquiry Officer, the Agency, and railway companies participating in the investigation
- Information below in green and NOT in BOLD ITALIC is for use by: (3) the Inquiry Officer, the Agency, and all of the participants in the investigation.

1. What is the track capacity of your terminal (how many cars can your terminal receive at one time)?

- [REDACTED]
  - Depends on product / railcar since different railcars are different lengths
- Three products handled
  - Ethanol 60ft cars
  - Glycols 54ft cars
  - Sodium Hydroxide 50% (Caustic) 42ft cars
- Site was built in 1979 as a “just in time” terminal with 24-32 cars moving in and out daily
  - Very little on site track capacity to store cars or manage railcar volume fluctuations
  - Site is only serviced by CN

2. What is the daily unloading capacity (number of cars or container feet) of your terminal?

- [REDACTED]
  - [REDACTED]

- [Redacted]
- [Redacted]
- Total of 26-30 cars daily
- [Redacted]
- [Redacted]

3. What was the daily scheduled railcar delivery (number of cars scheduled for delivery and scheduled arrival time) for the periods: October 2017 to January 2018 and October 2018 to January 2019?

- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]

4. What was the daily actual railcar delivery (number of cars delivered and actual arrival time) for the periods: October 2017 to January 2018 and October 2018 to January 2019?

- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]

- >28% failure rate for Oct 2017 - Jan 2018
- >21% failure rate for Oct 2018 – jan 2019

- What were the daily numbers of feet of containers received at your terminal from October-December for the periods: October 2017 to January 2018 and October 2018 to January 2019?
  - Site does not handle containers

## **Confidentiality**

You are reminded that as all submissions will form part of the public record of this investigation, participants should indicate, with a clear rationale, if they believe that any of the information being submitted is commercially sensitive and that the public release of any of the information could potentially cause them specific direct harm.

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Two versions of the documents containing confidential information must be filed with the request: a confidential version and a public version. The public version should redact the information identified as confidential. The confidential version should indicate, by highlighting or other means, what information was redacted from the public version.

Participants should also indicate who may have access to the confidential version of the document(s), for example: (1) the Inquiry Officer and the Agency only, (2) the Inquiry Officer, the Agency, and railway companies participating in the investigation, and (3) the Inquiry Officer, the Agency, and all of the participants in the investigation.

The Agency will render a decision on your request for confidentiality; the Agency may grant it in full, or in part, or deny your request. In considering a request for confidentiality, the Agency applies a three-step approach:

- The first step is to determine whether the document is relevant to the investigation.
- The second step is to determine whether specific direct harm would likely result from the disclosure of the information claimed as confidential.
- The third step is to determine whether the public interest in having the document disclosed outweighs the specific direct harm demonstrated.

Please keep these considerations in mind when setting out the rationale in support of your request for confidentiality.

The public version of your documents will be posted on the Agency's website and be made available to the public.

All material submitted to the Agency since the beginning of this investigation that has not been granted confidentiality will be publicly available and posted on-line on the Agency's Investigation website.

Thank you.

**Lidija Lebar**

Agente enquêtrice

Enquête sur le transport ferroviaire de marchandises à Vancouver  
Office des transports du Canada / Gouvernement du Canada  
[lidija.lebar@otc-cta.gc.ca](mailto:lidija.lebar@otc-cta.gc.ca) Tél.: 819-953-3325

Inquiry Officer  
Vancouver Freight Rail Investigation  
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