

## Facilities served in Western Canada by 160km Interswitching

Western Canada Primary and Process Elevator Infrastructure as at April 30, 2023

Canada’s 2023 Federal Budget includes a provision to “Introduce amendments to the Canada Transportation Act for a temporary extension, on a pilot basis, of the interswitching limit in the prairie provinces to strengthen rail competition”<sup>1</sup>. Through this, the interswitching limit will increase to 160 km, from the current 30 km, on an 18-month trial basis.

At an interswitch distance of 30 km, there are 22 (7%) facilities in Western Canada served. The proposed increase to 160 km brings it up to 291 (88%) facilities served, of which Quorum estimates that 255 (75%) could make practical use of the interswitching rates.

In this report, facilities which are in overlapping zones are only counted once and assigned to the most favourable interchange. Priority in determining the interchange is first by which has the most direct rail access along a mainline route, then by straight-line distance to any other interchanges within 160 km. Additionally, Quorum has estimated which facilities may not find it practical to apply for an interswitching rate despite being within 160 km straight-line distance of an interchange. Some examples where interswitching would not be practical are:

- An elevator is within 160 km of an interchange but reaching that interchange along the rail route passes through a different interchange which is not within 160 km straight-line distance.
- An origin along a branchline does not connect with a Class 1 Railway’s main or secondary main line at an interchange. This can create situations where the total route-miles of the interswitched route is significantly longer than routing entirely with the originating carrier.
- An origin along a mainline or secondary mainline would need to route down a branchline to reach a qualifying interchange.
- Most shortline railways in Western Canada are provincially regulated and therefore not eligible for CTA shipper protection regulations. As such, all facilities located on shortline railways are assumed to be not practical within this summary.

	Total Facilities (1)	30 km Interswitch Distance		160 km Interswitch Distance	
		Within Zone	Within Zone & Practical	Within Zone	Within Zone & Practical
<b>Alberta</b>					
Calgary		2	1	20	20
Edmonton		1	0	26	26
Lloydminster		1	1	5	5
Red Deer		0	0	11	11
Sweetgrass, MT (Coutts)		1	0	16	16
<b># of Facilities</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>78</b>	<b>78</b>
<b>% of Facilities</b>	<b>100%</b>	<b>5%</b>	<b>2%</b>	<b>86%</b>	<b>86%</b>

<sup>1</sup> <https://www.budget.canada.ca/2023/report-rapport/chap3-en.html#a13>

	Total Facilities (1)	30 km Interswitch Distance		160 km Interswitch Distance	
		Within Zone	Within Zone & Practical	Within Zone	Within Zone & Practical
<b>Saskatchewan</b>					
Brandon		0	0	3	3
Lloydminster		1	1	13	13
Moose Jaw		1	1	42	31
Regina		2	1	11	11
Rosetown		1	1	20	11
Saskatoon		2	1	41	38
Yorkton		5	2	21	17
<b># of Facilities</b>	<b>176</b>	<b>12</b>	<b>7</b>	<b>151</b>	<b>124</b>
<b>% of Facilities</b>	<b>100%</b>	<b>7%</b>	<b>4%</b>	<b>86%</b>	<b>70%</b>

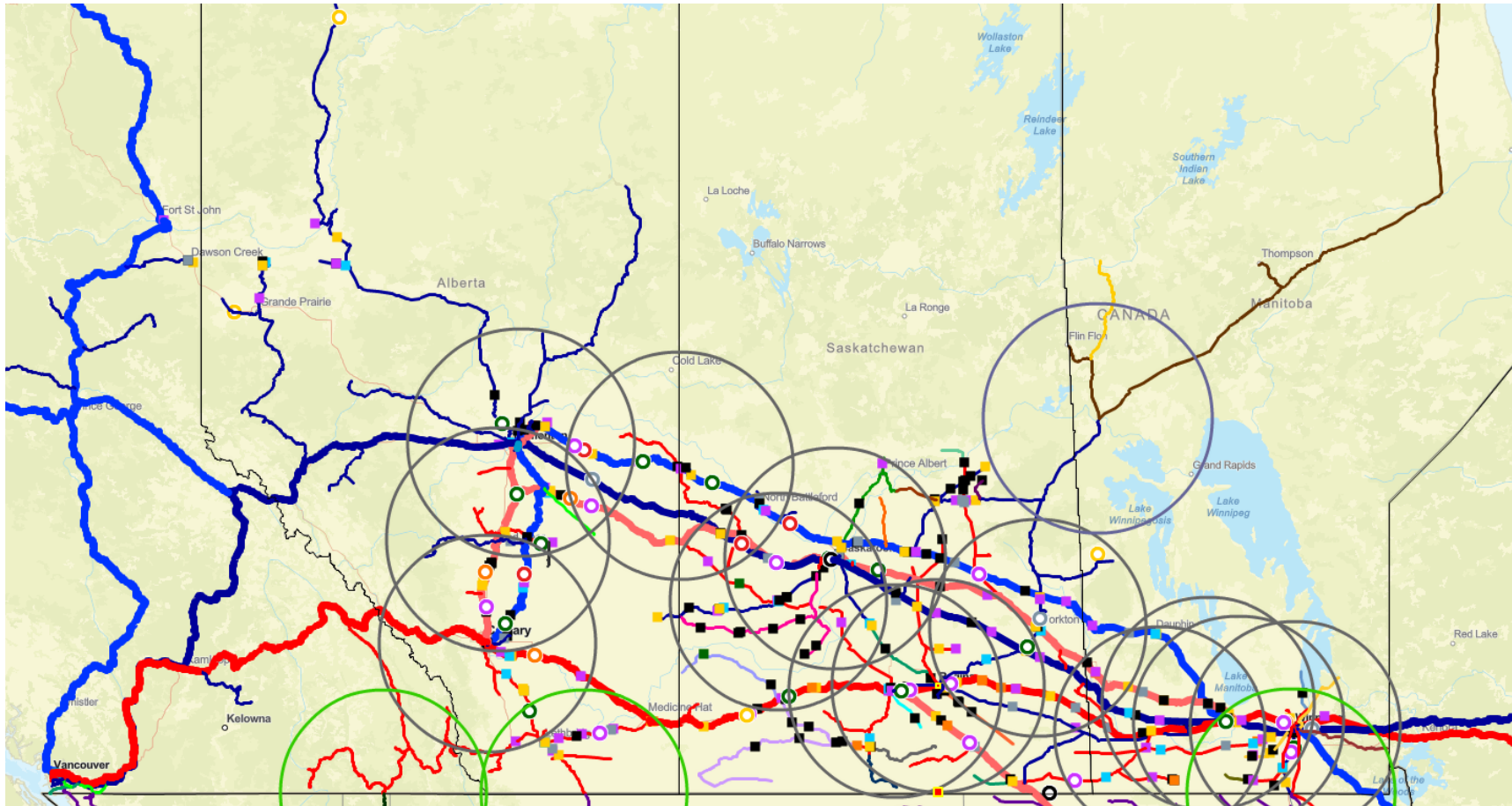
	Total Facilities (1)	30 km Interswitch Distance		160 km Interswitch Distance	
		Within Zone	Within Zone & Practical	Within Zone	Within Zone & Practical
<b>Manitoba</b>					
Brandon		1	1	14	10
Emerson		1	1	3	3
Gladstone		0	0	10	10
Portage la Prairie		1	1	9	9
The Pas		0	0	0	0
Winnipeg		2	2	24	19
Yorkton		0	0	2	2
<b># of Facilities</b>	<b>62</b>	<b>5</b>	<b>5</b>	<b>62</b>	<b>53</b>
<b>% of Facilities</b>	<b>100%</b>	<b>8%</b>	<b>8%</b>	<b>100%</b>	<b>85%</b>

	Total Facilities (1)	30 km Interswitch Distance		160 km Interswitch Distance	
		Within Zone	Within Zone & Practical	Within Zone	Within Zone & Practical
<b>Western Canada (2)</b>					
<b># of Facilities</b>	<b>329</b>	<b>22</b>	<b>14</b>	<b>291</b>	<b>255</b>
<b>% of Facilities</b>	<b>100%</b>	<b>7%</b>	<b>4%</b>	<b>88%</b>	<b>78%</b>

(1) Provincial subtotals exclude primary and process elevators not located on rail tracks. On April 30, 2023, there were 75 such facilities (GMP Table 3A-1 Q).

(2) BC and ON are excluded from the Western Canada Total as neither province has any licensed primary or process elevators within 160 km of an interchange.

# Western Canada Primary and Process Elevator Infrastructure (Apr 30, 2023)



## Legend

- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> CN Main Line</li> <li><span style="color: blue;">—</span> CN Secondary Main Line</li> <li><span style="color: blue;">—</span> CN Branch Line</li> <li><span style="color: red;">—</span> CP Main Line</li> <li><span style="color: red;">—</span> CP Secondary Main Line</li> <li><span style="color: red;">—</span> CP Branch Line</li> </ul> | <ul style="list-style-type: none"> <li> Interchange Hub</li> <li> Interchange Hub With US Class 1</li> <li> On Track</li> <li> On Track Loop</li> </ul> | <ul style="list-style-type: none"> <li> Cargill Limited</li> <li> G3 Canada Limited</li> <li> GrainsConnect Canada</li> <li> Parrish &amp; Heimbecker Limited</li> <li> Paterson Grain</li> <li> Richardson International</li> <li> Viterra Inc.</li> <li> Other Grain Companies</li> </ul> |
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