

APPENDIX B

Summary of Key Comments from Partner Agencies

Table 3.1 – Key Partner Agency Comments on Rail Rationalization in Windsor

Partner Agency	Key Comments
CN	<ul style="list-style-type: none"> • There are no compelling reasons for CN to operate on the CPR Windsor Subdivision. • For CN, the CASO route provides the most efficient access to Windsor and the following advantages: <ul style="list-style-type: none"> – No current capacity limitations; – Low operating costs; – Operating flexibility; and – Direct access to the Van De Water Yard and the tunnel. • By operating on the CPR Windsor Subdivision, together with a multitude of VIA and CPR freight trains, CN would forego its current operating flexibility and advantages. • For CN, rationalization of the Chatham Subdivision means: <ul style="list-style-type: none"> – A permanent loss of direct rail access to (a) customer(s); and – The elimination of an alternate route to Windsor (CN has operating rights on VIA’s portion of the Chatham Subdivision). • In any rail rationalization alternative, CN’s operating, financial and a market competition position should be protected. • Significant operating and commercial issues would have to be addressed in any rail rationalization alternatives (e.g., formal agreements with CPR and NS). • Substantial external funding would be required for any rail rationalization alternative.
CPR	<ul style="list-style-type: none"> • CPR needs to maintain a connection to the rail tunnel as Windsor is one of their primary Ontario–U.S. crossing points. • The new VACIS facility on the Windsor Subdivision requires a secured corridor between the border and the facility. • U.S. Customs and Border Protection would prefer that the VACIS facility be located closer to the rail tunnel. • There is no pressing need to either reconfigure or relocate CPR’s existing rail yard operations in Windsor. • External funding would be required for any rail rationalization alternative. • Under any scenario that combines CPR, VIA and/or CN in one corridor, there would be significant operating issues resulting from limited capacity. • Quantifying rail rationalization cost are difficult as there are many more issues other than physical infrastructure—such as operating agreements—that would need to be resolved.
ETR	<ul style="list-style-type: none"> • While there is no longer a physical connection between the ETR Spur and the Chatham Subdivision, ETR still has an agreement to connect to the Chatham Subdivision if the need ever arises.

Partner Agency	Key Comments
	<ul style="list-style-type: none"> • ETR interchanges with all other Windsor freight rail companies (CPR, CN, CSXT and NS), mainly at the CN Van de Water Yard, with some at the CPR Windsor Yard.
VIA	<ul style="list-style-type: none"> • VIA would prefer a direct connection to the rail tunnel and Detroit. • VIA would prefer a new Windsor station closer to downtown. • A potential site for a new station is the area north of the Van de Water Yard, bounded by the Windsor Subdivision, the ETR mainline, and Tecumseh Road. • The Windsor Airport is not a preferred location for a new VIA station as it would be too far from VIA’s core customer base (post-secondary students and downtown businesses). • A new station would require two station tracks – each 900 ft – off the mainline, as well as two storage tracks. • A wye would be required at the train station to turn an entire train around.¹ • The Windsor Subdivision or the CASO Subdivision requires at least double-tracking and Centralized Traffic Control (CTC) in order to accommodate VIA and CPR/CN operations in the same rail corridor. • Additional upgrades are also needed on CASO Subdivision to accommodate VIA passenger trains, which travel at higher speed than freight trains.
VIA continued	<ul style="list-style-type: none"> • While VIA is interested in a new station closer to downtown and a direct connection to the rail tunnel, VIA is not the ‘driving force’ behind rail rationalization in Windsor.
All	<ul style="list-style-type: none"> • It was noted that Windsor railway consolidation scenarios have been discussed for over fifteen years. While it is technically feasible, the challenges have always been issues related to commercial and operating agreements between railways, government commitments, customer agreements, operating/ownership rights and employee contracts.

¹. A wye is section of track shaped like a ‘Y’ that is constructed perpendicular to a main track, to allow trains to reverse directions.