



VIA Rail Canada

Montreal, October 4, 2018

BY EMAIL

(dylan.robertson@freepress.mb.ca)

Access to Information and Privacy Office
3, Place Ville Marie, Suite 500
Montreal (Quebec)
H3B 2C9
Fax: 514- 874-0661
Email: Gabrielle_Caron@viarail.ca

Mr. Dylan Robertson
Winnipeg Free Press
Room 350-N, Centre Block
111 Wellington St.
Ottawa (Ontario) K1A 0A6

Gabrielle Caron
☎ 514-871-6215

Object: Response to Access to Information Request #18-1816 AI (D)

Dear Mr. Robertson,

We write further to your request for access to information made under the *Access to Information Act* (“*ATIA*”) and received by VIA Rail Canada Inc. (“*VIA Rail*”) on July 13th, 2018, for the following records/information:

“All reports, decks (slideshows), analysis and briefing notes on the economic impact on Via Rail caused by the washed-out Hudson Bay Railway, dated from May 23, 2017 to July 1, 2018.”

You will find enclosed the available requested documentation:

- **Appendix A** lists the cost savings from Gillam to Churchill due to service cancellation versus 2017’s expense budget for this service; and
- **Appendix B** lists the revenue loss estimation due to service cancellation versus 2017’s revenue budget for this service (based on 2016 revenues).

Please note that the information is available for 2017 only as no revenues nor expenses were included in the budget for the first half of 2018.

For greater clarity, closing the Gillam-Churchill portion of the trip had little impact in reducing VIA Rail’s operating costs, but a significant impact in revenue loss for this service for the following reasons:

<u>Route</u>	<u>Miles</u>	<u>Total Route</u>
Winnipeg to Churchill	1, 055 miles	100%
Winnipeg to Gillam	871 miles	83%
Gillam and Churchill	184 miles	17%

As demonstrated in the table above, the route operating up to Gillam accounts for 83% of the distance between the Winnipeg and Churchill line. However, according to VIA Rail's 2016 revenues, Churchill as a destination and/or origin, accounts for up to 81% of the total ticket revenues generated by this service. As such, further to the line closing between Gillam and Churchill, VIA Rail kept operating the major part of the distance, and therefore maintained most of the operating costs. However, such line closing accounts for the loss of the biggest part of the revenues as Churchill is the most lucrative destination.

Please be advised that you may file a complaint regarding the handling of your request with the *Information Commissioner of Canada*, in accordance with the requirements of section 31 of the *ATIA*, which reads as follows:

“31. A complaint under this Act shall be made to the Information Commissioner in writing unless the Commissioner authorizes otherwise. If the complaint relates to a request by a person for access to a record, it shall be made within sixty days after the day in which the person receives a notice of a refusal under section 7, is given to access to all or part of the record or, in any other case, becomes aware that grounds for the complaint exist.”

Notice of complaint should be sent to the following address:

*Office of the Information Commissioner of Canada
30, Victoria Street
Gatineau, Quebec
K1A 1H3
E-mail: general@oic-ci.gc.ca*

Please note that you may also file a complaint online on the *Information Commissioner of Canada's* website at the following address: <http://www.oic-ci.gc.ca/eng/lc-cj-logde-complaint-deposer-plainte.aspx>.

Before submitting a complaint pursuant to the *ATIA* to the *Information Commissioner of Canada*, you may contact us to obtain more information regarding the handling of your access to information request.

Trusting the whole to be in order, we remain at your disposal should you have any questions.

Best regards,

A handwritten signature in blue ink, consisting of two large, overlapping loops followed by a horizontal line and a small dot.

Gabrielle Caron
Access to Information and Privacy Officer
VIA Rail Canada Inc.

Encl. Requested documentation

Cost savings from Gillam to Churchill since service cancellation

Compensation

LE Staff	\$	220,000	Based on email from Michael D
OTS Staff	\$	324,527	Savings from SSA, SSA extra and Chef
Fringe(25%)	\$	136,132	
	\$	680,659	

TSA (CN and HBR)	\$	227,817	
------------------	----	---------	--

Network OPS

Fuel	\$	171,471	
------	----	---------	--

On Train Product Costs

Passenger count, for product costs	\$	92,002	
Hotels	\$	30,000	Polar Inn & Suites

Station and Contracted

Contracted agent (Kim)	\$	-	
------------------------	----	---	--

Total Cost savings	\$ 1,201,949.62
---------------------------	------------------------

Via Rail Canada
Revenue loss estimation
Service interruption Gillam to Churchill

CHUR as Origin or Destination

ServiceRegion	Regional
TrainService	WNPG-CHUR

PaxRevenue	DepartureMonth								
SatelliteSegmentOrigDestDirection	June	July	August	September	October	November	December	Total général	
BIRD-CHUR		\$201		\$39	\$29		\$58	\$117	\$444
CANO-CHUR		\$0	\$787			\$3,343	\$138		\$4,268
CHES-CHUR					\$20				\$20
CHUR-BIRD		\$201	\$41	\$61		\$139	\$122	\$146	\$710
CHUR-CANO			\$0	\$623		\$4,311	\$138		\$5,072
CHUR-CORM							\$97		\$97
CHUR-DAUP		\$206	\$3,672	\$1,657			\$154	\$308	\$5,997
CHUR-GILL		\$2,630	\$7,101	\$3,604	\$3,063	\$4,180	\$4,881	\$1,586	\$27,045
CHUR-GLBP		\$211							\$211
CHUR-GLNA						\$1,441			\$1,441
CHUR-HBAY		\$169	\$121	\$0	\$484	\$399	\$121	\$206	\$1,500
CHUR-ILFO		\$106	\$53		\$120	\$40	\$163	\$340	\$822
CHUR-KAMS		\$191							\$191
CHUR-MCLI					\$40				\$40
CHUR-PIKW			\$111	\$70					\$181
CHUR-PLPX		\$1,096	\$1,766				\$12,697	\$191	\$15,750
CHUR-RBLN			\$760	\$585			\$146	\$500	\$1,991
CHUR-STGS							\$2,902		\$2,902
CHUR-THKP						\$70	\$245		\$315
CHUR-THOM		\$21,795	\$42,147	\$42,666	\$23,639	\$44,366	\$29,174	\$13,647	\$217,434
CHUR-TPAS		\$1,252	\$5,368	\$1,812	\$2,020	\$5,176	\$5,009	\$1,853	\$22,491
CHUR-WBDN			\$172	\$86					\$258
CHUR-WNPG		\$18,104	\$130,160	\$81,595	\$20,261	\$122,665	\$74,222	\$11,135	\$458,142
CORM-CHUR		\$264		\$97				\$97	\$458
DAUP-CHUR		\$2,211	\$1,687	\$1,769	\$462	\$477	\$154	\$1,573	\$8,333
GILL-CHUR		\$3,970	\$5,762	\$4,379	\$3,444	\$4,851	\$3,695	\$1,502	\$27,601
GLBP-CHUR			\$151						\$151
GLNA-CHUR				\$0					\$0
HBAY-CHUR				\$242	\$242	\$665			\$1,149
ILFO-CHUR		\$53	\$106	\$55		\$43	\$0	\$1,046	\$1,303
KAMS-CHUR		\$191							\$191
PIKW-CHUR			\$63	\$53			\$0		\$116
PLPX-CHUR		\$2,324	\$538			\$12,697			\$15,559
RBLN-CHUR		\$664	\$146				\$146		\$956
STGS-CHUR			\$0				\$2,902		\$2,902
THKP-CHUR						\$146	\$245		\$391
THOM-CHUR		\$21,717	\$46,526	\$49,097	\$21,598	\$39,470	\$18,464	\$15,539	\$212,410
TPAS-CHUR		\$2,614	\$5,296	\$2,093	\$3,406	\$4,860	\$5,224	\$922	\$24,414
WBDN-CHUR			\$220						\$220
WNPG-CHUR		\$49,058	\$137,917	\$96,862	\$15,902	\$233,062	\$83,806	\$7,253	\$623,859
Total général		\$129,228	\$390,670	\$287,444	\$94,730	\$482,401	\$244,902	\$57,960	\$1,687,334

ServiceRegion	Regional
TrainService	WNPG-CHUR

Pax	DepartureMonth								Total général
SatelliteSegment	June	July	August	September	October	November	December		
BIRD-CHUR		7		1	1		2	5	16
CANO-CHUR		1	7			8	1		17
CHES-CHUR					1				1
CHUR-BIRD		7	1	2		4	4	6	24
CHUR-CANO			2	5		8	1		16
CHUR-CORM							1		1
CHUR-DAUP		1	11	9			1	6	28
CHUR-GILL		51	141	91	54	110	101	48	596
CHUR-GLBP		1							1
CHUR-GLNA						3			3
CHUR-HBAY		1	2	1	4	3	1	2	14
CHUR-ILFO		2	1		3	1	4	9	20
CHUR-KAMS		1							1
CHUR-MCLI					2				2
CHUR-PIKW			2	1					3
CHUR-PLPX		2	3				26	1	32
CHUR-RBLN			4	1			1	4	10
CHUR-STGS							20		20
CHUR-THKP						1	6		7
CHUR-THOM		238	527	596	210	383	315	151	2420
CHUR-TPAS		15	24	26	15	41	41	37	199
CHUR-WBDN			2	1					3
CHUR-WNPG		77	284	229	70	265	190	60	1175
CORM-CHUR		2		1				1	4
DAUP-CHUR		9	7	12	3	3	1	3	38
GILL-CHUR		82	108	89	49	113	82	39	562
GLBP-CHUR			1						1
GLNA-CHUR				0					0
HBAY-CHUR				3	2	5			10
ILFO-CHUR		1	2	1		1	1	10	16
KAMS-CHUR		1							1
PIKW-CHUR			1	1			2		4
PLPX-CHUR		4	1			26			31
RBLN-CHUR		2	1				1		4
STGS-CHUR			0				20		20
THKP-CHUR						2	6		8
THOM-CHUR		226	536	621	174	379	221	171	2328
TPAS-CHUR		25	23	34	27	42	47	12	210
WBDN-CHUR			2						2
WNPG-CHUR		118	326	225	53	487	179	42	1430
Total général		874	2019	1950	668	1885	1275	607	9278

RE: Response to Access to Information Request #18-1816 AI(D)

Sandra Melkart <Sandra_Melkart@viarail.ca>

Fri 2018-10-05 2:48 PM

To:Robertson, Dylan <Dylan.Robertson@freepress.mb.ca>;

Cc:Gabrielle Caron <Gabrielle_Caron@viarail.ca>;

Hello Mr. Robertson,

Please find hereinbelow the answers to the questions contained in your email of today's date:

1. *What are the acronyms in "LE Staff" and "OTS Staff"?*

LE Staff = Locomotive Engineer Staff;

OTS Staff = On Train Service Staff.

2. *OTS Staff are listes (sic) as "Savings from SSA, SSA extra and Chef" — what is SSA and what does Chef mean?*

SSA = Senior Service Attendant;

Chef = Culinary Chef on-board for preparing meals.

3. *What kind of staff are "Fringe (25%)"*

Fringe (25%) = the portion of benefits for employees (i.e. insurance, pension, etc.).

4. *What is TSA staff?*

TSA = Train Service Agreement. TSA is a monthly fee VIA Rail pays to use the tracks owned by another railway company. TSA does not mean staff.

5. *A few rows down, you mention "Passenger count, for product costs" Does this mean you had less processing to do as a result of fewer tickets being sold? Or something else?*

This means we had less passenger volume, therefore less product costs to pay.

We remain at your disposal should you have any questions regarding the above.

Best regards,

Sandra Melkart

Coordonnatrice, Gouvernance et conformité

Coordinator, Governance and Compliance

VIA Rail Canada

3 Place Ville Marie, Bureau 500, Montréal, Québec, H3B 2C9

T : 514-871-6126



**L'AVENIR EST À BORD
THE FUTURE IS ON BOARD**

De : Robertson, Dylan [mailto:Dylan.Robertson@freepress.mb.ca]

Envoyé : Friday, October 05, 2018 1:34 PM

À : Sandra Melkart <Sandra_Melkart@viarail.ca>