

Energy & Grain by Rail ... SE Saskatchewan and Beyond

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Abstract

Logistic and commodity movements in and out of SE Saskatchewan and SW Manitoba have been challenged for many years. Inbound commodity movements into NW N. Dakota have also experienced big challenges. Canada's agricultural production has historically been restricted to moving north to CP and CN rail lines where it then moves east or west to export or internal markets in Canada or the US. The arer energy sector has relied on the service areas in and around Regina, and a very congested BNSF Railway in N. Dakota, for providing services and supplies. Due to the combination of tariffs, trade rules and lack of rail infrastructure, the "roof" of the US has been the "floor" of Canada with very few rail "staircases" between Central Canada, North Dakota and the entire North American continent. One "staircase" recently completed is the Northgate Commodity Logistic Centre (NCLC) served by the BNSF Railway. Another project to be completed in 2015 addresses inbound commodity flows into NW North Dakota. This presentation will outline the significant rail logistic opportunities these sites present, including the many challenges and solutions required to gain BNSF Railway approval, construct and operate in the current marketplace.

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Dave Thomson is a 30 plus year veteran of developing and improving rail terminals across North America. His background includes 20 years with BN/BNSF, 6 years owning and operating rail terminals and trucking companies and 5 years starting and developing his rail consultancy.