

Crude-by-Rail Volumetric Reporting for Alberta and Saskatchewan

Jurisdiction	Release/Revision Date	Location of Change in this Document	Comment
AB/SK	March 13, 2014	Section C	Removed paragraph related to cross-border reporting issues related to AB and SK volumetric deadline differences.
AB/SK	July 4, 2013		Initial Release

Audience: AB and SK Petrinex users

Purpose:

- To describe enhancements to Petrinex to facilitate the reporting of crude oil volumes transported by rail; and
- To outline new and clarify existing rail reporting requirements in both Alberta and Saskatchewan.

Background:

Effective for the reporting of June 2013 production, new reporting requirements related to AB and SK crude by rail volumetric reporting have been implemented. The following enhancements have been made to the Petrinex volumetric and infrastructure functionality to allow crude-by-rail volume reporting in Alberta. Crude-by-rail volume reporting is already in place for Saskatchewan. However, there are a number of Saskatchewan reporting changes being introduced as well.

A) FOR CRUDE BY RAIL VOLUMETRIC REPORTING IN ALBERTA:

Key Principles:

- **New Terminal Facility Subtype:** Terminal facility subtype “675-Railcar Oil Loading and Unloading Terminal” will be set up for use in Alberta. Terminal operators will be able to request this subtype when setting up a reporting Railcar Oil Loading & Unloading Terminal, effective July 4th.

- **Final Rail Destination (FRD):** This term refers to the furthest jurisdiction downstream of the rail terminal at which the oil is initially loaded to rail, that is known by the facility operator in terms of where the volumes are being transported by rail.
- **New Miscellaneous IDs:** Railcar (**RC**) Miscellaneous IDs have been created for all Canadian Provinces, US States and Offshore for use in crude by rail reporting.
- **Volumetric Enhancement:** The Petrinex volumetric functionality will be enhanced to allow reporting of a disposition (DISP) to “xx”RC. Examples:
 - ABRC - for volumes travelling by rail out of Alberta, but where the FRD is unknown;
 - TXRC – for volumes travelling by rail out of Alberta with a FRD of Texas;
 - NJRC – for volumes travelling by rail out of Alberta with a FRD of New Jersey; and
 - OSRC – for volumes travelling by rail out of Alberta with an off shore end destination, etc.
- **Assignment of Railcar Facility Codes:**
 - Several Alberta railcar oil terminals are already set up and reporting in Petrinex. All Alberta “reporting” railcar oil terminals will be set up/ converted in Petrinex with a facility code using the new 675 facility subtype.
 - “Non-reporting” railcar oil terminals in Alberta will not be set up in Petrinex until such time as they do report.
- **Crude-by-Rail Volume Reporting Approaches:** Separate reporting approaches will be used to deal with scenarios involving “reporting” versus “non-reporting” Alberta railcar oil terminals.
 - **Scenario 1 (non-reporting terminals):** As per the attached diagram under Scenario 1, where the railcar oil terminal is “non-reporting”:
 - In cases where the **FRD is known**, the ABBT (or other AB delivering upstream facility) will report dispositions (DISPs) to railcar miscellaneous IDs [**TXRC** (Texas Railcar), **NJRC** (New Jersey Railcar), etc.]; and
 - In cases where the **FRD is not known**, the ABBT (or other AB delivering upstream facility) will report a DISP to the railcar

miscellaneous ID associated with the jurisdiction where the oil is loaded on the railcar (usually ABRC).

- **Scenario 2 (reporting terminals)**: As per the attached diagram under Scenario 2, “reporting” railcar oil terminals will be required to report receipts (RECs) at the railcar oil terminal. This will auto-populate DISPs at the upstream battery or facility delivering to the railcar oil terminals. The “reporting” railcar oil terminal will also be required to balance their facility by reporting DISPs to:
 - In cases where the **FRD is known**, to a railcar miscellaneous ID [TXRC (Texas Railcar), NJRC (New Jersey Railcar), etc.]; and
 - In cases where the **FRD is not known**, to **ABRC**.
- **NOTE: Alberta Crown (APMC) Volumes**: For the purposes of TAOC reporting, Crown (APMC) volumes cannot be reported at the railcar oil terminal without prior approval from the APMC.

B) FOR CRUDE BY RAIL VOLUMETRIC REPORTING IN SASKATCHEWAN:

Key Principles:

- **Terminal Facility Subtypes:**
 - All Saskatchewan railcar terminals are required to report in Petrinex and Saskatchewan has already assigned the “675 -Railcar Oil Loading & Unloading Terminal” facility subtype to identify existing in-province railcar terminals. Terminal operators are able to select this subtype when setting up new railcar terminals.
 - “676 – Railcar Oil Loading & Unloading Terminals (Out of Province)” facility subtype has also been created by Saskatchewan to identify railcar terminals in neighboring jurisdictions other than Saskatchewan and Alberta (i.e. Montana, North Dakota and Manitoba) to which oil is delivered from Saskatchewan upstream facilities.
- **Final Rail Destination (FRD)**: This term refers to the furthest jurisdiction downstream of the rail terminal at which the oil is initially loaded to rail, known by the facility operator in terms of where the volumes are being transported by rail.
- **New Miscellaneous IDs: Railcar (RC)** Miscellaneous IDs have been created for all Canadian Provinces, US States and Offshore for use in SK reporting.

- **Volumetric Enhancement:** Currently, railcar terminal operators in SK report the DISP to an SKPL xxxxx code which represents either CP Rail or CN Rail. As part of this enhancement, effective with the June 2013 production month, operators will be required to report a DISP to the Final Rail Destination (FRD) as represented by “xx”RC, instead of to the SKPL xxxxx code. Examples:
 - DISP to TXRC, NJRC, OSRC – for volumes travelling by rail out of Saskatchewan with a FRD of Texas, New Jersey, or Off Shore, respectively;
 - DISP to SKRC - for volumes delivered from Saskatchewan railcar terminals, but where the FRD is unknown. Only SKTM xxxxx 675 facility subtypes will be able to report a delivery to an SKRC facility code. ECON is expecting that this code will be seldom used, if ever, since the SK TM 675 facility subtype operator should know the FRD as defined above.

- **Assignment of Railcar Facility Codes:** In cases where oil is delivered by a Saskatchewan BT to a railcar terminal in a bordering jurisdiction other than Alberta (i.e. MTRC (Montana), NDRC (North Dakota), MBRC (Manitoba)):
 - Where the FRD is unknown, the Ministry of the Economy (ECON) has or will establish a 676 terminal subtype code for the facility to allow the BT or upstream facility operator to report a DISP to that specific facility. Please contact ECON to find out the specific facility code assigned by ECON for the bordering jurisdiction facility.
 - Where the FRD is known, the BT or upstream facility operator will report a DISP to the railcar miscellaneous ID associated with the FRD [TXRC (Texas Railcar), NJRC (New Jersey Railcar), etc.].

C) FOR CRUDE BY RAIL CROSS-BORDER VOLUMETRIC REPORTING:

- **SK Receipts from AB:** In SK, operators of TM 675 facility subtypes are required to report receipts from upstream facilities and dispositions to downstream facilities. For cross-border deliveries from an AB BT to a SK TM 675 facility subtype, the SK TM 675 facility subtype operator should report the REC from the specific delivering AB BT. This will auto-populate the DISP at the AB BT. This approach is unchanged from current SK reporting.

- **AB Receipts from SK:** Where an Alberta railcar oil terminal received oil from a SK BT or other facility, the appropriate reporting is as follows:
 - **Case A:** If the AB railcar oil terminal is “non-reporting” (as in Scenario 1 described on page 2), the SK delivering facility (e.g.: SK BT1) is required to report the DISP to
 - In cases where the **FRD is known**, **TXRC** (Texas Railcar), **NJRC** (New Jersey Railcar), etc.; and
 - In cases where the **FRD is not known**, to **ABRC**.
 - **Case B:** If the AB railcar oil terminal is “reporting” (as in Scenario 2 on page 2), the AB TM will report the REC. This will auto-populate the DISP at the upstream SK facility. Since the AB deadline is ahead of the SK deadline, there are no cross-border timing issues.

More information: Please contact the PETRINEX Service Desk.

403-297-6111
1-800-992-1144 (Toll Free)
E-mail petrinexsupport@petrinex.ca

Crude-by-Rail Volume Reporting Approaches



Scenario #1: When the railcar oil terminal is not reporting and does not have a Facility ID in Petrinex.

Battery #1 Reporting

DISP to __RC*	1000.0
INVopen	250.0 <i>AUTO-POPULATED FROM PREVIOUS MONTH</i>
INVclose	250.0
Production	1000.0
Balance	0.0 <i>AUTO-CALCULATED</i>

***Note:**

“__RC” represents the destination of the crude being delivered, by province/state. Example: TXRC is Texas Railcar; NJRC is New Jersey Railcar; ABRC is Alberta Railcar.

Scenario #2: When the terminal #1 is reporting and has a Facility ID in Petrinex.

Terminal #1 Reporting

REC from BT#2	750.0
INVopen	350.0 <i>AUTO-POPULATED FROM PREVIOUS MONTH</i>
INVclose	350.0
DISP to __RC*	250.0
DISP to __RC*	500.0
Balance	0.0 <i>AUTO-CALCULATED</i>

Battery #2 Reporting

DISP to TM#1	750.0 <i>AUTO-POPULATED FROM TM REC</i>
INVopen	75.0 <i>AUTO-POPULATED FROM PREVIOUS MONTH</i>
INVclose	75.0
Production	750.0
Balance	0.0 <i>AUTO-CALCULATED</i>