

For the period April 1 to June 30, 2024

## 1.0 Project Overview

The Milton Logistics Hub (the “Project”) was the subject of a multi-year federal environmental assessment process, which culminated in a federal Decision Statement on January 21, 2021, Fisheries and Oceans Canada (DFO) Authorization on July 23, 2021, and a Canadian Transportation Agency (CTA) decision on November 22, 2021. It is subject to over 300 conditions designed to protect the community and the environment, including a requirement to produce reports on a quarterly basis that describe how CN has addressed feedback on the Project.

## 2.0 Summary of Construction Activities

Project construction commenced on January 17, 2022. Phase One activities as identified in Construction [Schedule 15.2](#) were completed at the end of December 2023. Phase Two activities as identified in Construction Schedule 15.2 commenced in January 2024, with a predominant focus on the construction of the Lower Base Line underpass, the truck entrance overpass at Britannia Road, and the mainline extension north of Britannia Road to Derry Road.

Activities related to the construction of the Project were temporarily halted as of March 1, 2024, after the federal Decision Statement that authorized CN to build the Milton Logistics Hub was set aside following a judicial review application by the Halton Municipalities. Full construction resumed May 15, 2024, after CN was granted a stay in order to resume construction while awaiting a decision on the Halton Municipalities’ appeal.

While Project construction was temporarily halted, the following activities took place for the care and maintenance of the Project site: site stabilization and repairs to erosion control measures; backfill stripped area and drainage swale installation to Culvert 2A; grade slopes of stockpiles to deter bird nesting; backfill open excavations; monitoring track and piles at Lower Base Line; installation of protection guard rail for shoring wall at Lower Base Line; Lower Base Line roadway sweep; and the removal of equipment and materials from the site (for security reasons). Environmental monitoring and follow-up programs continued as scheduled.

When construction resumed in May 2024, site activities during the Q2 period focused on construction activities related to the Lower Base Line grade separation (e.g., completing work on the shore wall and concrete pipe installation at Laydown Area 1); Britannia access road bridge works excavation and grading; Britannia access road mitigation measures, such as protecting the slopes with matting and check dams to prevent too much flow and sediment from moving downstream from the excavated areas; and topsoil stripping along the mainline rail corridor north of Britannia Road to Derry Road (see Appendix A for community notification).

All activities are being carried out in accordance with the conditions outlined in the federal [Decision Statement](#).



## 2.1 Construction Site Photos

The following are images of various construction activities that have occurred during this reporting period.

### 2.1.1 Realigned Indian Creek natural area – Aerial View



Figure 1 – May 17, 2024

### 2.1.2 Lower Base Line grade separation – Aerial View



Figure 2 – May 17, 2024

**2.1.3 Lower Base Line grade separation and shore wall**  
Continued tie-back installation



Figure 3 – May 15, 2024

**2.1.4 Lower Base Line excavation**  
Continued wood lagging install



Figure 4 – May 30, 2024

**2.1.5 Lower Base Line bulk excavation to sub grade elevation**



Figure 5 – June 11, 2024

**2.1.6 Lower Base Line lower-level tie back installation**



Figure 6 – June 11, 2024

**2.1.7 Britannia access road excavation and grading interceptor ditch**



Figure 7 – May 24, 2024

**2.1.8 Britannia access road interceptor ditch  
Embankment matting installation**



Figure 8 – May 30, 2024

**2.1.9 Britannia access road**  
Bridge works – bulk excavation



Figure 9 – June 7, 2024

**2.1.10 Abandoned mainline track**  
Grading of cut/fill material along west ditch line



Figure 10 – June 7, 2024

**2.1.11 Mainline track topsoil stripping**  
North of Britannia Road



Figure 11 – May 30, 2024

**2.1.12 Mainline track topsoil stripping**  
South of Louis St. Laurent Avenue



Figure 12 – June 4, 2024

## 2.2 Meetings with Regulatory Agencies

CN regularly meets in person or virtually with representatives from the relevant regulatory agencies: Impact Assessment Agency of Canada (IAAC), Fisheries and Oceans Canada (DFO), Health Canada, Canadian Transportation Agency (CTA), and Environment and Climate Change Canada (ECCC).

Due to the temporary shutdown of construction activities, no meetings with regulatory agencies occurred during Q2.

When not meeting on site, participating agencies were provided with a virtual tour/photo log of the site. No areas of non-compliance or violations were identified by the agencies during these meetings. Information requests from IAAC during their visits were responded to by CN.

## 2.3 Fish Mortality Incident

On May 14, 2024, several deceased fish were observed by the Environmental Monitor in an offline flooded area being dewatered by CN's contractor. This flooded area, which is isolated from Tributary A, is located to the north of Culvert 1 and was excavated earlier in the year prior to the temporary cessation of construction activities in March 2024.

Initial notification of the observation was reported to DFO, as well as IAAC and the Ministry of Natural Resources and Forestry (MNR), by CN on May 15, 2024.

The Environmental Monitor conducting inspections on behalf of CN observed fish swimming in proximity to the pump and sump area previously excavated to assist with dewatering. The Environmental Monitor conducted a fish rescue using a dip net to retrieve several fish which were relocated into Tributary A. However, some of the fish retrieved using the dip net were observed to be injured or deceased. The Environmental Monitor immediately requested the pump be shut off, at which point additional deceased fish were observed. A fish screen was in place during the dewatering activities but appears not to have been functioning properly.

Mitigation measures in place at the time of the incident included: monitoring of the area to inspect ESC measures and monitor flooding in this area while construction activities were temporarily shut down between March 1, 2024, and May 6, 2024; a silt fence installed around the construction area, separating the work area from Tributary A and providing a physical barrier to contain construction activities and manage runoff; and an Environmental Monitor was present to inspect ESC measures in place prior to dewatering.

To mitigate against future events, CN's contractor procured a wedge-shaped wire fish basket that is more durable and provides longer term reliability to prevent entrainment and/or impingement of fish. Once dewatering was completed and area was dry, it was backfilled to prevent flooding and fish from re-entering the area. In addition, CN has enhanced the work planning process between the CN Environmental Monitor and the Contractor prior to any dewatering activities in areas adjacent to watercourses that may have been subject to flooding.



## 2.4 Vegetation Clearing Incident

On June 20, 2024, CN notified ECCC and IAAC of an incident involving the clearing of a vegetated area with observed Song Sparrow activity. This area, flagged by CN's qualified biologist for its potential nesting activity, exhibited bird behavior indicative of possible nesting, although no nests were directly observed. After the clearing, small piles of brush were found, but no bird activity or damaged nests were identified. CN has implemented several mitigation measures to prevent future occurrences. Wildlife sweeps will now be conducted with the involvement of qualified biologists alongside the Contractor's Environmental Inspector (EI). Protected areas will be clearly marked with flagging tape, construction barrels, and signage. Additionally, the Contractor's EI will provide photos and sketches of these areas for verification by CN's qualified biologist. All construction staff will then be informed about the demarcation. Vegetation clearing in protected areas during the breeding bird window will only be permitted with written confirmation from CN's qualified biologist. Daily follow-up inspections of these areas will be conducted by the contractor, with the oversight by CN's Environmental Monitor.

## 3.0 Community Engagement

In 2021, CN announced the establishment of the Community Consultation Committee (the "Committee") for the Milton Logistics Hub as part of its ongoing community communication and engagement related to the Project. CN elected to form the Committee as a component of the federally mandated [Community Liaison Communication Process](#) (See Project Documents). The Committee is led by independent third-party co-facilitators and its membership represents environmental, business, community, post-secondary education, and other interests in Milton and across Halton. The Community Consultation Committee serves as a community feedback forum for CN from Indigenous groups and local stakeholders prior to construction, throughout construction, and into operation of the Project.

### 3.1 Community Consultation Committee Meetings

The Community Consultation Committee met on:

- April 4, 2024 (virtual)
- June 6, 2024 (site tour)
- June 13, 2024 (virtual)

The focus of the April 4, 2024, meeting was Project site design and administrative building design. Topics discussed included an overview of the gate entrance design and how trucks enter and exit the facility and their movement through the facility; an overview of the biometric gate entry system and the validation process to ensure the driver and the container match CN's records; CN's efforts to streamline the process to help identify issues before the driver arrives at the terminal and thereby reducing idling trucks while the driver waits for the issue is resolved; CN's collaborative efforts with the trucking community to identify an efficient entry system that would help reduce wait times and minimize idling, beyond CN's current gate reservation system; and CN's 1.8km entrance road designed to keep trucks off neighboring roads while queuing to enter the terminal.

Other topics discussed during this meeting included: an overview of the ongoing activities on the Project site during the temporary shutdown; an overview of the [Technical Data Report \(TDR\) Soil Chemical Analysis \(Appendix E.13\)](#) that was submitted as part of the 2015 Environmental Impact Statement (EIS) and how the study resulted in the soil management plan; and updates on ongoing surface water stormwater, groundwater, and country foods follow up programs.

Topics discussed during the June 13, 2024, meeting included: the resumption of construction activities on site; return of wildlife, fish, and turtles on site; Lower Base Line construction activities; mainline construction activities from Britannia Road to Derry Road (see 3.3 Notice of Construction Activity and Annex A); use of water truck for dust suppression mitigation; traffic assessments; administrative building design and environmental initiatives such as parking lot greening; and an update on the legal proceedings related to the Project. Also discussed was the development of an independent informational website created and managed by the Community Consultation Committee.

The CN Milton Community Consultation Committee was scheduled to have a site tour and in-person meeting on April 6, 2024. Due to inclement weather, this in-person meeting shifted to a virtual meeting. A subsequent site tour was held on June 6, 2024.

### 3.1.1 June 6, 2024 Site Visit

#### 3.1.1.1 Mandatory safety briefing discussion prior to touring the Project site, in keeping with CN's safety protocol.



#### 3.1.1.2 Tour participants viewing the size and scale of the Lower Base Line shore wall and grade separation while CN trains continue to move along the rail corridor.



**3.1.1.3 Participants view the progress of the Indian Creek realignment and the successful habitat enhancements and vegetation growth.**



**3.1.1.4 Participants view the ecopassage constructed near Britannia Road that will serve to allow the truck access road to go over top and Tributary A to flow through. Its size will facilitate wildlife movement.**



**3.2 Community Engagement**

On April 10, 2024, CN was invited to present an overview of the Project to the Milton Chamber of Commerce’s Board of Directors. CN representatives provided an overview of the purpose and need for the Project, background on the environmental assessment process and panel hearing, and responded to questions from the participants. Topics included site selection, employment density projections, human health impacts, truck routes, CN’s operations in other locations, and how the 325 conditions applied to this project are monitored.

**3.3 Notice of Construction Activity**

To inform the nearby community of ongoing construction on CN’s main line between Britannia Road and Derry Road taking place from May 2024 to November 2025, a notice was posted on the [Construction Updates](#) section of [cnmilton.ca](http://cnmilton.ca) and emailed to the CN Milton Logistics Hub Project Distribution List.

#### 4.0 Indigenous Consultation

CN continues to meet regularly with the Mississaugas of the Credit First Nation (MCFN) through a working group that was established to share project information, provide opportunities for members to participate in field programs, and to identify ongoing economic opportunities on the Project and within CN's operating area.

CN continues to engage with Six Nations of the Grand River (Six Nations) on the Project and provide opportunities for members to participate in field programs.

CN meets regularly with the Huron Wendat Nation (HWN) to share updates on the Project and provide opportunities for members to participate in field programs.

The Mississaugas of the Credit First Nation, Six Nations of the Grand River, and the Huron Wendat Nation have standing invitations to participate in the Community Consultation Committee, such as becoming a regular member of the Committee, attending Committee meetings, or presenting to the Committee. Since the commencement of construction activities, environmental monitors representing these groups have been on the Project site.

#### 5.0 CN Milton Website Postings

The following new document was posted to the CN website during this reporting quarter:

- [2024 Q1 Quarterly Report](#)
- [Notice of Construction Britannia to Derry \(May 2024 to December 2025\)](#)

#### 6.0 Feedback and Consideration of Input

Per the Community Liaison Communication Plan, 2.2.2., the following methods were available to potentially affected parties and the wider community for providing feedback to CN:

- |                                     |                                |
|-------------------------------------|--------------------------------|
| a) CN Public Inquiry Line (PIL)     | e) Project Information Centre  |
| b) Community Consultation Committee | f) Local Government Engagement |
| c) CNMilton.ca                      | g) Social Media                |
| d) Emergency Line                   | h) Noise Complaints Protocol   |

In addition to these methods, feedback can also be submitted through other means, such as via email to individual CN employees, contractors, or other divisions within CN, particularly as part of direct correspondence on specific matters.

Below is a summary of input received in 2024 Q2 (April 1 to June 30, 2024). The table below summarizes feedback from Potentially Affected Parties into key themes, citing the various sources of that feedback, and describes how CN has considered and addressed feedback. Per Condition 4.9.3, this includes noise complaints received (if any) and any corrective action taken during the reporting quarter relating to noise complaints.

### 6.1 CN’s consideration of input from community and stakeholder engagement

TOPIC		
Summary of Topic	Source of Input	CN Consideration/Response
<p><b>1. Terminal Design</b></p> <ul style="list-style-type: none"> <li>• Interest in the design of the terminal design administrative building.</li> <li>• Interest in greening initiatives for the administrative building parking lot.</li> <li>• Concerns about snow accumulation on trucks parked for extended periods of time on site.</li> <li>• Interest in the landscape plan.</li> <li>• Interest in further information about CN’s collaboration with post-secondary institutions on Project activities.</li> <li>• Interest in whether CN intends to make the administrative building net zero and whether CN could collaborate with Wilfrid Laurier University on this initiative.</li> </ul>	<p>Community Consultation Committee</p>	<ul style="list-style-type: none"> <li>• The focus of the April 4, 2024, Community Consultation Committee meeting was on the terminal design. An overview of the flow and components of the terminal along with artist renderings, were presented to the Committee. The topic was discussed again at the June 14, 2024, meeting.</li> <li>• The design of the administrative building is similar to the building at the Brampton Intermodal Terminal, however this design will incorporate more advanced and unique environmental features available, such as EV charging in the parking lot, rooftop solar panels, water recapture system for grey water, exploring electrification modes for energy efficiency to minimize energy output from the facility; waste disposal will be contained on site and will not use municipal sewers; water supply will be self-sufficient and will not use municipal services. It will be a fully self-contained facility but will be connected into Milton Hydro; there will be a mix of natural gas and the grid for heating for efficiency purposes and minimizing impact to the grid.</li> <li>• CN welcomed suggestions from examples of the implementation of green parking lots and other environmental features for consideration.</li> <li>• A snow scraper will be positioned near the outgate area for drivers to drive through to remove snow on top of trucks; it is the driver’s responsibility to ensure the safety of their vehicle before returning to the road.</li> <li>• The landscape plan can be shared with the Community Consultation Committee when it is finalized.</li> <li>• CN is looking into ways to develop a system to identify high emitters coming into the terminal (required to be in place for operations) including exploring collaborating with the University of Toronto.</li> </ul>

TOPIC		
Summary of Topic	Source of Input	CN Consideration/Response
		<ul style="list-style-type: none"> <li>• CN recently announced a new partnership with Wilfrid Laurier University that involves a sponsorship of a professorship, which will be a course that combines experiential learning and urban watershed management (research on stormwater management on the CN site). Further opportunities for collaborative work will be explored.</li> </ul>
<p><b>2. Truck Access to the Terminal</b></p> <ul style="list-style-type: none"> <li>• Interest in the distance from Britannia Road entrance to the terminal gate.</li> <li>• Interest in truck capacity and entry and exit infrastructure.</li> <li>• Concerns about how truck queuing at the entry gate will be addressed.</li> <li>• Interest in the average duration trucks will be in the terminal.</li> </ul>	Community Consultation Committee	<ul style="list-style-type: none"> <li>• There is a 1.8km driveway from Britannia Road to the terminal entrance.</li> <li>• The <a href="#">conditions</a> in the federal Decision Statement limit the number of trucks entering the facility per day (the average daily maximum cannot exceed 800 trucks).</li> <li>• Gate transaction time is approximately three minutes; CN continues to look into making the gate entry process more efficient, particularly as technology evolves, such as a phone-based app to input information prior to arriving at the terminal.</li> <li>• A gate reservation system helps reduce wait times, idling, and queuing.</li> <li>• On average, trucks take an hour to enter and exit the facility, with 45 minutes spent inside the terminal.</li> </ul>
<p><b>3. Site Environmental Protection</b></p> <ul style="list-style-type: none"> <li>• Interest in the sea lamprey monitoring and follow-up program.</li> <li>• General comment that this invasive species would not likely have been discovered had work not been in place, and thus is an example of a contribution to the greater environment that this project is making.</li> <li>• Interest in mitigation measures to contain any soil contamination.</li> </ul>	Community Consultation Committee	<ul style="list-style-type: none"> <li>• Ongoing monitoring programs include continuous sampling to ensure the invasive species are not there. CN will consult with DFO to learn more about the lampreycide program as it pertains to the Project site.</li> <li>• There is a treatment process system that will treat water landing on the site; once connected, the stormwater management ponds recently constructed will take any water that lands in the facility to allow for settlement prior to being released in a controlled manner back out into the creek. In addition to the measures in the facility, there is a bypass system so that anything that falls outside of the facility, the water will flow around the terminal or through the terminal without interacting with the water that lands inside, which prevents it from getting contaminated.</li> </ul>
<p><b>4. Safety</b></p> <ul style="list-style-type: none"> <li>• Concerns about train speed travelling through residential areas and speed monitoring.</li> </ul>	Community Consultation Committee	<ul style="list-style-type: none"> <li>• The speed limit on mainlines varies from region to region. The speed limit on the mainline at the terminal site location is 45mph (70 km/hr). Trains typically operate</li> </ul>

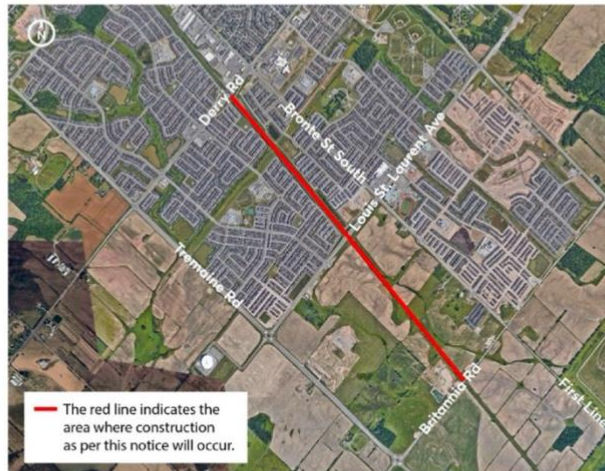
TOPIC		
Summary of Topic	Source of Input	CN Consideration/Response
<ul style="list-style-type: none"> <li>Concerns about the potential lack of rail safety knowledge among newer residents in the area.</li> <li>Suggestion to augment CN's safety awareness in the community and particularly in local schools.</li> </ul>		<p>slightly below the design speed for the track; speed limits are restrictive and there are serious repercussions for trains going above speed limits.</p> <ul style="list-style-type: none"> <li>CN Police are actively involved in rail safety awareness programs, including school visits. CN's longstanding partnership with the Halton Learning Foundation included rail safety awareness initiatives. CN Police will be reminded of the value of engaging with local schools to raise awareness of rail safety.</li> <li>CN actively engages communities across Canada on safety and awareness during Rail Safety Week in September; videos available through <a href="#">Operation Lifesaver</a> can be used to inform and raise rail safety awareness.</li> </ul>
<p><b>5. Working with CN / Community Relations</b></p> <ul style="list-style-type: none"> <li>Milton-based general contractor interested in being included in building project opportunities.</li> <li>Local non-profit organizations seeking sponsorship of community events.</li> </ul>	Direct correspondence	<ul style="list-style-type: none"> <li>CN will send the contractor the tender package for the administration building.</li> <li>The CN <i>Stronger Communities Fund</i> provides responsible community investment by supporting registered, not-for-profit organizations. Groups interested in CN sponsorship are directed to apply to this fund.</li> </ul>
<p><b>6. Non-Project related concerns on main line</b></p> <ul style="list-style-type: none"> <li>Concerns about tree branches and debris on and around tracks.</li> <li>Concerns about three back-to-back trains that caused a crossing to be blocked due to slow speed.</li> </ul>	Public Inquiry Line	<ul style="list-style-type: none"> <li>Concerns registered through CN's Public Inquiry Line from residents and Town of Milton staff regarding debris were directed to the track supervisor and corrected.</li> <li>CN representatives apologized to the concerned resident about the blocked level crossing and explained the function of CN's operations.</li> </ul>

## Appendix A – Construction Update May 2024

Construction activity within CN's track corridor between Britannia Road to Derry Road will occur from May 2024 through to November 2025. The notice of construction activity was posted on the Construction Updates section of [cnmilton.ca](http://cnmilton.ca) and emailed to the CN Milton Logistics Hub Project Distribution List.

### CN Milton Logistics Hub – Construction Update – May 2024

Construction activity within CN's track corridor between Britannia Road to Derry Road is currently scheduled to take place from May 2024 through to November 2025.



#### Construction Activity

The area has been scanned to ensure that no birds are nesting on the ground or in the grass areas (bird sweep), and we continue to monitor for all wildlife activity in the vicinity where crews are working.

Crews are commencing with vegetation clearing works, which will take place over the coming weeks, then will proceed with general construction activities.

Equipment to be used for this part of the work include excavators, dozers, compactors, rock trucks, loaders, and pick-up trucks. These machines are equipped with noise reduction back up alarms and meet newer emission standards regulations.

May 30, 2024

1

Work will include the following activities:

- Silt fencing and erosion control measures.
- Utility daylighting (exposing underground pipes to natural light using hydro excavation).
- Removal of topsoil or other organic material unsuitable for grading.
- Culvert installation.
- Utilities installation.
- Track construction.

Vehicles and equipment will access this area from CN property south of Britannia Road. There is an access point at Derry Road that may be used on occasion by smaller pick-up trucks.

#### What to Expect

Anticipated impacts in the vicinity of this construction activity might include:

- Daytime noise from construction equipment and machinery. Excessive noise is not anticipated.
- Potential for dust.

Mitigation measures include white noise back-up beepers on equipment to reduce noise impacts and the use of water trucks and continued air monitoring to manage impacts from dust.

#### Hours of Work

Work will occur during regular operating hours 7:00 a.m. to 7:00 p.m., Monday through Friday. Residents will be advised in advance of work occurring overnight.

We acknowledge and understand concerns about the potential environmental and community impact that may arise during the construction of the Milton Logistics Hub. CN is committed to measures to mitigate potential effects of Project construction, including those outlined in our Environmental Impact Statement and those included in the 325 conditions required by the federal government's [Decision Statement](#).

#### For more information about this Project or questions regarding this notice:

Visit: [cnmilton.ca](http://cnmilton.ca)  
Email: [milton@cn.ca](mailto:milton@cn.ca)  
Call: 1.800.216.9466

May 30, 2024

2