

Milton Logistics Hub: 2022 Q1 Report

For the period January 1 to March 31, 2022

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 325 legally binding 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 with [Phase One activities](#). During the Q1 2022 period, CN has been conducting site preparation activities such as site fencing as required in the conditions of the federal [Decision Statement](#). Other recent activities at the site have included the installation of monitoring equipment, surveying, placement of stakes/demarcation materials for site safety, vegetation removal, access road and laydown area construction, installation of construction site offices and other components related to the early stages of construction. All activities are being carried out in accordance with the conditions outlined in the federal decision statement.

3.0 Community Engagement

From [May 2021 to June 2021](#), CN gathered input from the public on how it will continue to communicate and engage prior to and during project construction and operation through a survey made available on the Project website [cnmilton.ca](#). The survey asked for public feedback on the proposed Community Liaison Communication Process document. Feedback from the community as well as other potentially affected parties was incorporated into the final version of the [Community Liaison Communication Process](#) document, which serves as a guide on how CN will keep the community informed about the Project.

Commencing in December 2021, CN notified the community of upcoming construction activities. Notification methods included: updates to the Project website, email notification, newspaper advertising, digital display advertising, and postcard delivery. These methods were determined through the 2021 community consultation to be the most important methods for CN to communicate information about the Project with the community.



CN also initiated the [Community Consultation Committee](#) in 2021, led by two [independent, third-party co-facilitators](#). The Committee met three times during Q1 2022: two regular meetings were held on January 27 and March 3 and a site tour took place on March 31. Due to the global health pandemic, regular Committee meetings have occurred virtually.

3.1 Community Consultation Committee Meetings

Topics covered at the January 27 and March 3 Community Consultation Committee meetings included: terminal-generated truck traffic, general traffic modelling, regulatory compliance and enforcement, terminal design, effectiveness of Committee discussions, and communication methods with the wider community.

3.2 Community Consultation Committee Site Visits

On March 31, Community Consultation Committee members participated in a site tour of the Milton Project site. Informal discussions during the site tour included stages of construction, vegetation removal, wetland construction, natural habitat enhancements, and heritage maintenance and reuse.

Committee members who had not previously visited CN's Brampton Intermodal Terminal* also toured the facility on March 31. Informal discussions included CN's electric truck pilot project, the contrast between the Brampton and Milton sites, including learnings applied to the design and function to the new Milton site and continuous improvements to the current Brampton facility.



Committee members expressed an interest in future visits to the Milton site throughout different phases of construction.

** Community Consultation Committee members toured CN's Brampton Intermodal Terminal on October 23, 2021. CN arranged the March 31 tour for Committee members who were unable to attend or had not joined the Committee at the time.*

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, and to identify ongoing economic opportunities on the project and within CN's operating area.

CN meets regularly with the Huron Wendat Nation (HWN) to share updates on the project, including highlighting any potential economic opportunities.

A representative of the HWN is a member of the Community Consultation Committee. MCFN and Six Nations of the Grand River have standing invitations to participate in the Community Consultation Committee, such as becoming a regular member of the Committee, attend Committee meetings, or present to the Committee.

All three Nations are actively participating in field monitoring work.

5.0 CN Milton Website Postings

The following documents were posted to or updated on the CN website during this reporting quarter:

Project Documents:

- [Condition Compliance Schedule \(15.1\)](#)
- [Construction Schedule \(15.2\)](#)
- [Noise Communication Protocol](#)
- [Accidents and Malfunctions Communication Plan – Construction](#)
- [Archaeological and Cultural Resources Protection Plan](#)

Follow-up Programs:

- [Acoustic Environment Follow-up Program](#)
- [Air Quality Follow-up Program](#)
- [Country Foods Follow-up Program](#)
- [Cultural Heritage Documentation – 5269 Tremaine Road](#)
- [Fish and Fish Habitat Follow-up Program](#)
- [Groundwater Follow-up Program](#)
- [Lighting Follow-up Program](#)

- [Progressive Reclamation Follow-up Program](#)
- [Surface Water Quality and Quantity Follow-up Program](#)
- [Wetlands Follow-up Program](#)
- [Wildlife Management and Connectivity Plan](#)

Heritage Maintenance and Reuse Reports

- [Heritage Report 4393 Tremaine Road](#)
- [Heritage Report 5193 Tremaine Road](#)
- [Heritage Report 5269 Tremaine Road](#)
- [Heritage Report 5381 Tremaine Road](#)

Fisheries Offsetting Plans

- [Channel Design and Offsetting Drawings](#)
- [Culvert 1 – Design Drawings](#)
- [Culvert 2A and 2B – Design Drawings](#)
- [Culvert 7 – Design Drawings](#)
- [Fisheries Act Authorization](#)
- [Fisheries Act Authorization Letter](#)
- [Letter of Intent to Implement Offsetting Measures](#)

Annual Reports

- [Annual Report 2021](#)

Feedback and comments provided by the Committee members were collected and discussed during the sessions and have been included in the following sections on Feedback and Consideration of Input.

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

Below is a summary of input received in 2022 Q1 (January through March 2022). 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
<p>1. Traffic</p> <ul style="list-style-type: none"> • Concerns about basing plans on traffic data prepared early in the process as opposed to current traffic patterns. • Concerns about safety measures on local roads, with a particular concern along routes near the Milton Education Village. 	<p>Community Consultation Committee</p>	<ul style="list-style-type: none"> • CN's traffic modelling as submitted in 2015 for the EIS, was based on data used in Halton Region's Transportation Master Plan, Road to Change 2031. The Halton Region Master Plan included data regarding background growth, population, and employment forecasts. • In response to community concerns related to truck traffic since the EIS was submitted in 2015, CN undertook four additional traffic-related studies (further information is provided in response to IR2.33) to collect more information for consideration.

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<ul style="list-style-type: none"> Concerns about the main truck entrance on Britannia Road instead of another road, such as Lower Base Line. Concerns about the southbound truck traffic and the impact on traffic on routes south of the facility, including RR 25 and QEW. Concerns about the accuracy of the passenger car equivalent in the truck traffic calculation in the traffic modelling. 		<ul style="list-style-type: none"> The analysis found that the terminal would be a low-density traffic generator would not likely change with new modelling and the net impact on traffic and traffic operations would be small. In agreement with CN, Committee Co-Facilitators invited Halton Region to speak to the Committee to discuss traffic modelling and provide any updates to the data. The Co-Facilitators are currently in discussion with Halton Region about taking this forward. The analysis found that truck volume along Tremaine Road would be relatively low, with one truck approximately every three minutes at peak times. As roads are the responsibility of Halton Region and the Town of Milton (Tremaine Road is the responsibility of Halton Region), anything CN does to improve road safety would in collaboration with the Region or the Town. The truck entrance is proposed to be located on Britannia Road, which is currently being upgraded to a six lane Regional arterial road designed to accommodate goods movement. CN moved the access road for trucks to Britannia Road from Tremaine Road based on early community feedback. Lower Base Line is a Town road that is not designed to accommodate goods movement, nor does the Town have plans to upgrade the road to accommodate goods movement. A small percentage of trips are expected to use Regional Road 25 south of Britannia Road, based on CN's current customer base. It is expected that most traffic flow will be to Highway 401 to the north. Because only Regional arterial roads are connected to the highway network, trucks will only use those roads to travel (e.g., James Snow Parkway, Britannia Road, Steeles Avenue). With or without the pending completion of the Highway 401/Tremaine Road interchange, trucks might use Steeles Avenue, though the percentage would be low due to truck restrictions on connecting roads. CN's mitigation efforts include

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		<p>recommending maintaining weight restrictions on Bronte Steet North to prevent trucks following that route.</p> <ul style="list-style-type: none"> In consultation with traffic experts, peak hour traffic is the standard metric for traffic analysis; 382 equivalent car trips in a peak hour was used to assess truck volume.
<p>2. Terminal Site Design</p> <ul style="list-style-type: none"> Interest in terminal site design and the facilities (e.g., rest areas) for drivers. Concern about queuing trucks outside the Milton facility as has been the case outside the Brampton facility. 	Community Consultation Committee	<ul style="list-style-type: none"> CN has shared feedback about the need for sufficient rest areas and facilities for drivers with the terminal design team and with the intermodal division. Work has been undertaken to refine the terminal design to incorporate these suggestions; further details of the updated terminal design to be shared with the Committee when available. Significant efforts have been made to improve the congestion at Brampton and the learnings have been applied to the design of the Milton terminal, for example the terminal was designed with a 1.7km driveway within the terminal to keep waiting trucks off local roads.
<p>3. Environmental Impacts</p> <ul style="list-style-type: none"> Concerns about air quality and greenhouse gas emissions (GHG) resulting from terminal-generated truck traffic. 	Community Consultation Committee	<ul style="list-style-type: none"> The impacts to Air Quality were thoroughly assessed as part of the Environmental Assessment process including an assessment of the truck traffic to/from the site and an overall GHG assessment. This information can be found at the following on the IAAC Project website: www.ceaa-acee.gc.ca/050/evaluations/proj/80100 For air quality assessment related to GHGs: CEAR # 81 For air quality assessment related to trucks: CEAR # 375; CEAR # 613; CEAR # 632; CEAR # 647; CEAR # 652; CEAR # 655; CEAR # 680; CEAR # 714; CEAR # 722; CEAR # 732. As part of CN's larger sustainability strategy to reduce emissions, CN has launched a pilot program with 50 zero-emission, electric, heavy trucks as part of our intermodal fleet. The live pilot will take place throughout the first half of 2023 in Montreal. Lessons

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		learned throughout this pilot phase will ensure that the trucks and the charging stations are meeting operational requirements and the results will be used to inform and further refine the design for the Milton Logistics Hub.
4. Heritage Property Use / Reuse <ul style="list-style-type: none"> Interest in the handling of and future plans for heritage properties on the site. 	Community Consultation Committee	<ul style="list-style-type: none"> Only one structure on the project site has a heritage designation and the process to manage this site is outlined in Section 11 of the federal decision statement. Not all structures on the site are being removed (only a shed was identified for removal as part of construction). CN welcomes and supports suggestions from the Committee regarding relocation options. CN's plans for property maintenance and reuse for all identified properties are available on cnmilton.ca; updates will be shared as outlined in the Conditions and per the Reports.
5. Biodiversity <ul style="list-style-type: none"> Interest in further information on the biodiversity components of Schedule 15.2, noting that perhaps this work dovetails on the interests of other community groups. 	Community Consultation Committee	<ul style="list-style-type: none"> CN welcomes further discussion with the Committee about activities in this area; the Committee will be kept updated about activities during Project Update discussions during meetings. CN is open to explore opportunities for collaboration with local groups, such as information sharing. CN has partnered with Ducks Unlimited for the creation of Bobolink, Eastern Meadowlark and Monarch habitat associated with an additional property secured at the Luther Marsh complex.
6. Indigenous Consultation	Community Consultation Committee	<ul style="list-style-type: none"> At various points during Committee meetings, CN has referred to ongoing consultation activities with Indigenous Groups: Mississaugas of the Credit First Nation, Huron Wendat Nation, Six Nations of the Grand River, and Métis Nation of Ontario.

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<ul style="list-style-type: none"> Interest in Indigenous consultation on this Project and on projects of this size and scale. 		<ul style="list-style-type: none"> The April 7, 2022 Committee meeting will include a presentation and discussion on the Huron Wendat Nation’s interest in the Milton Logistics Hub and consultation with CN, as well as site monitoring activities throughout all stages of construction. CN has been engaging with Indigenous groups since the earliest stage of the project. Engagement has included ongoing meetings with each individual Nation, Indigenous participation at CN open houses and CN involvement at community open houses. In addition to ensuring meaningful opportunities for Indigenous communities to provide input and feedback on the Project, CN remains committed to facilitating economic opportunities with the goal of advancing reconciliation with local Indigenous communities. One example of this is through the Request for Proposal (RFP) process in which CN included a requirement for bidders to demonstrate how First Nations would participate in the construction of the Project. In designing the procurement approach to the RFP, CN met with each Indigenous community to review the approach, gather their input on the approach and the RFP language and to confirm contact information for each Nation so contractors could engage directly with the Nations in the development of their submission.
<p>7. Community Engagement</p> <ul style="list-style-type: none"> Concern about whether new home buyers in the area are adequately informed about the Project. Concerns that CN has not engaged directly with adjacent properties about construction activities. 	Community Consultation Committee	<ul style="list-style-type: none"> CN is exploring placing a sign on the property announcing the Project with contact information about how to obtain further information. A representative from the residential builder nearest the property has joined the Community Consultation Committee to learn about the neighboring project and to offer insights about developer disclosures. CN placed print and digital advertisements in the Canadian Champion and InsideHalton.com and delivered notification postcards via Canada Post to 9,000 neighboring residences in June 2021 as part of the Community Liaison Communication

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		<p>Process (the “Process”). Survey responses on best methods to engage with the community were incorporated into the final version of the Process.</p> <ul style="list-style-type: none"> • CN agreed to look into other ways to engage with the community and impacted residents and welcomes continued feedback from the Committee and the wider community on ways to engage with the community. • CN agreed to explore an outreach plan specifically for neighboring residences directly impacted by construction and the Project (e.g., review of plan and documents).
<p>8. Area Development</p> <ul style="list-style-type: none"> • Interest in CN’s direct contact with area developers regarding restrictive covenants to residences to mitigate impacts of the Project, such as triple pane windows. 	Community Consultation Committee	<ul style="list-style-type: none"> • CN has had conversations with some area developers and referred the developers to guidelines established by Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) for developments in close proximity to rail lines, which identify mitigation measures relative to how close they are to the rail line; developers follow these guidelines and some have had discussions with CN about plans for the site.
<p>9. Pre-Construction Site Work</p> <ul style="list-style-type: none"> • Concern about the removal of trees and bushes as part of the site preparation activities. 	Community Consultation Committee	<ul style="list-style-type: none"> • Per Schedule 15.2, vegetation (trees and bushes) removal program commenced in Phase 1; it is a targeted removal plan that intends to preserve what can be preserved and removing only what is necessary for immediate construction respecting timing windows for nesting birds.
<p>10. Committee Format and Effectiveness</p> <ul style="list-style-type: none"> • Interest in site visits for newer Committee members as well as to gain a firsthand look at the site with preliminary construction activity. • Interest in opportunities for Committee members to offer their insight as subject 	Community Consultation Committee	<ul style="list-style-type: none"> • CN organized a small group tour of the Brampton Intermodal Terminal for Committee members unable to attend the formal tour in October 2021. This was followed by a larger group site visit to two vantage points to discuss preliminary construction activity. • CN has made available drone video footage of the Project site to Committee members; continued scheduled drone videos will be captured throughout the duration of the construction of the Project, which will be shared with Committee members.

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<p>matter experts or input on public documents where Committee members could bring perspectives from their stakeholder groups such as language.</p> <ul style="list-style-type: none"> Concerns about Committee meeting format (e.g., Committee members prefer a two-way dialogue rather than a specific presentation with the Q&A to follow) and frequency. Interest in obtaining communication tools for members to share with their stakeholder groups about elements of the construction and operation of the Project. Interest in clarity around how suggestions shared by the Committee are considered by CN and for CN to report back to the Committee on how suggestions were considered and/or implemented. 		<ul style="list-style-type: none"> CN supports ongoing Committee consultation for public-facing documents. For example, the Committee will be consulted for input on an updated Construction Fact Sheet. CN supports changes to the meeting format and frequency as determined by the independent, third-party Co-Facilitators to ensure participants obtain a meaningful and informative dialogue. It is not for CN to determine the frequency and content of the meetings, but to be guided by the independent Co-Facilitators. CN accepts the Committee's recommendation that meetings take a more two-way dialogue approach rather than a topic-specific presentation by CN, followed by a Q&A format. In agreement with the independent Co-Facilitators, CN will support efforts to develop communication tools to aid members in sharing information with their stakeholder groups, such as the development of Fact Sheets, Q&A documents etc. CN considers all suggestions brought forward by the Committee and other parties. There is some flexibility to implement changes that are supported by a business case to do. However, CN is restricted to compliance with the IAAC permit for the Project and for remaining compliant with all the Conditions as stated in the federal decision statement. CN has been receptive to feedback regarding the terminal design with respect to drivers' facilities and rest areas as well as environmental design options, as put forward by Committee members.

Note: There were no other sources of input (e.g., written correspondence, telephone, in-person etc.) during Q1, nor were any noise complaints registered. All input for 2022 Q1 was received via the Community Consultation Committee.