Introducing the Milton Logistics Hub

CN is proposing to build and operate a new intermodal hub in Milton, Ontario. The Milton Logistics Hub (the Project) is proposed to meet the growing demand for infrastructure to handle the increasing flow of goods in and out of the Greater Toronto and Hamilton Area (GTHA), Canada’s largest population area and the fastest-growing region in the country.

Subject to regulatory approvals, the Project would be built on a portion of CN-owned land, east of Tremaine Road and south of Britannia Road, in Milton. The proposed Project would involve the construction of an administrative building, six new rail tracks, the realignment and extension of existing mainline tracks, and a truck entrance and queuing area with the capacity to keep waiting trucks off public roads.

The Milton Logistics Hub is needed to:

• Meet the growing demand for household goods across the GTHA
• Help local businesses in Milton and southern Ontario get their goods to and from critical markets
• Alleviate congestion on 400-series highways by removing long-haul trucks
• Support Canada’s international supply chains, and federal trade and climate goals

This document summarizes key elements of the Project’s Environmental Impact Statement (EIS) and other Project information, including:

• Traffic and other Socio-Economic Conditions
• Noise and Light
• Fish and Fish Habitat
• Migratory Birds
• Species at Risk
• Air Quality and Human Health
• Archaeology and Cultural Heritage Resources

Further information is available at cnmilton.ca. The full EIS is available on the public registry at ceaa.gc.ca, Reference Number: 80100 (Doc. #57).
The Project would include benefits for the local community and would contribute to the success of local, regional, and national economies. These benefits would include:

- Investing in the local economy and creating jobs; based on the most recent assessment, the Milton Logistics Hub is expected to create approximately 1,000 direct and indirect jobs, including 130 direct jobs at the site
- Generating up to $230 million in municipal revenues to the Halton Region and the Town of Milton over the next 20 years, through Intermodal Oriented Development, which would help to provide public services such as health care, education, and infrastructure
- Improving access to national and international markets for local businesses
- Partnering with Wilfrid Laurier University to support the Centre for Supply Chain Management, playing a role in educating and training people for well-paying jobs in the region’s fast-growing economy, and partnering on the annual World Class Supply Chain Summit in Milton

Environmental Assessment

The proposed Project is currently undergoing an environmental assessment (EA) by an independent joint review panel, under the Canadian Environmental Assessment Act, 2012.

An Environmental Impact Statement (EIS) includes, among other things, a summary of the anticipated environmental effects and proposed mitigation measures for a project, and is submitted to regulatory authorities as part of the federal EA process. For this Project, an EIS was submitted on December 7, 2015, following the issuance of the final EIS Guidelines by CEAA on July 20, 2015.

The conclusion of the EIS is that, with proposed mitigation measures, the Project is not likely to result in significant adverse effects, including cumulative effects.

The EIS considers:

- The purpose of the Project
- Alternative means of carrying out the Project
- Comments from the public, Aboriginal communities, and regulatory agencies
- The environmental effects of the Project, including cumulative effects, as well as the significance of effects
- Any change of the Project that may be caused by the environment
- Mitigation measures, follow-up and monitoring programs

Stages of Environmental Assessment

For more information, visit ceaa.gc.ca, Reference Number: 80100
Need for the Project

Chances are most of your necessities – car parts, electronic devices, food, health products, furniture, and many other household goods – have been handled by CN at one or more of our intermodal facilities. An intermodal facility is a critical piece of infrastructure where we move shipping containers between trains and trucks in order to efficiently move goods in and out of a region. Intermodal is safe, efficient, and environmentally responsible.

The population of the GTHA is expected to increase from 6.6 million to 10 million by 2041. Since 2001, the Town of Milton and the Halton Region have experienced particularly high population growth, representing a 211% and 41% increase, respectively.

As the GTHA’s population grows, so does the need for household goods coming into and going out of the region. That means more demand for logistics, warehousing, and intermodal infrastructure to move containers of goods.

Between 1988 and 2012, goods distribution, including the transportation of goods, warehousing, wholesale trade, and retail trade, grew faster than any other component of the Canadian economy, more than doubling over that time period.

We currently service the GTHA through our Brampton Intermodal Terminal (BIT). As Canada’s largest terminal, BIT connects the region with 20 domestic trade terminals and seven CN-served container ports across North America. However, BIT is nearing capacity, and CN’s ability to expand or further increase the capacity of BIT to meet growing demand for container goods in the region is severely constrained.

New intermodal capacity is needed in the western GTHA to meet increased demand due to population growth.

![Expected population growth of the GTHA](image)

![Location of the proposed Milton Logistics Hub](image)
**Project components**

The Project would be built on approximately 400 acres of land owned by CN, and its services would complement those currently offered at BIT. The Project is proposed to be located adjacent and parallel to the existing CN tracks on land adjacent to CN’s Halton Subdivision, one of CN’s existing mainline corridors in the western half of the GTHA.

The Project’s major components include:

- An administration building, maintenance garage, and areas for short-term container storage
- Realignment, twinning and extension of the existing mainline
- A 1.7-kilometre truck entrance road off Britannia Road with sufficient queuing capacity on CN property to keep waiting trucks off local roads
- An underpass at Lower Base Line to maintain traffic flow and facilitate east-west passage for emergency vehicles
- Naturalization and restoration of fish habitat, wetlands, and riparian vegetation
- Vegetation clearing, grading, and construction of a 5-metre-high berm/barrier planted with native Ontario vegetation and trees to blend with the surrounding environment and reduce the effects of noise and light
- Realignment of watercourses on-site, including Indian Creek and Tributary A
- A stormwater management system
- An employee entrance off Tremaine Road
- Intermodal yard tracks
- Work pads and container storage
- Electrical and communications infrastructure
- Realignment of existing pipelines that are located on the proposed Project site
Activities

**Construction**

Construction of the Project would commence once applicable approvals and permits are in place, following the CEAA – CTA joint review panel’s report, and pending final approval by the Minister of Environment and Climate Change, and by the CTA. Construction would be undertaken by licensed contractors and in compliance with all approved conditions outlined with the final permit documents.

Main construction activities would include:

- Site clearing and grading
- Track construction and signals installation
- Terminal infrastructure and paving
- New grade separations
- Installation of utilities
- Construction of the administration building and maintenance garage
- Watercourse realignment and naturalization
- Restoration of fish habitat, wetlands, and riparian vegetation

**Operation**

If approved, the Project would allow for the efficient transfer of containerized cargo between trains and trucks for distribution in and around the GTHA.

The Milton Logistics Hub would operate 24 hours a day, 7 days a week. It is designed to be served by four intermodal trains per day and is expected to handle approximately 450,000 containers annually at full operation.

Key activities associated with Project operation include:

- Train arrival at the terminal and separation onto different tracks
- Unloading and loading of containers with reach stackers
- Temporary container storage on the pad or direct loading to trucks
- Container drop-off and pickup by trucks arriving at and departing the terminal
- Pickup of railcars by trains ready to depart the terminal
- Minimal maintenance of CN equipment and terminal vehicles
- Locomotive fuelling in designated areas and minor railcar repair
- Maintenance of terminal infrastructure
CN has been operating safely in Milton for over 100 years. CN’s core value is to provide the safest environment possible for the public and railway operations. To that end, we take our responsibility to ensure consideration and protection of workers and local communities seriously. One of the ways we do that is through the work of the CN Police Service (CNPS).

For the Milton Logistics Hub, the CNPS mandate would extend to numerous mitigation measures identified in the EIS, including ensuring that traffic at and within 500 metres of the facility operates safely. Our officers would:

- Monitor the facility and surrounding lands (within 500 metres of property owned, operated or managed by CN) to ensure public safety for pedestrians, cyclists, and vehicle traffic
- Assist local forces in ensuring trucks are adhering to road traffic laws and truck routes
- Deliver education regarding railway safety
- Share intelligence with other police forces and emergency responders
- Protect people, resources, and CN property
- Coordinate with local police forces, other first responders, and local service providers with crossing and trespassing enforcement, and in the event of any incident, emergency, or reported threat

The CNPS also serves as a first responder in the event of an accident or malfunction on CN property. As a first responder, the CNPS works first to prevent and minimize injury to persons and then to prevent and minimize harm to property. In this role, the CNPS acts as a liaison between CN and other first responders and emergency service providers.

Plans will be in place to ensure the safety of CN’s workers and the environment through emergency response plans, spill response, employee training, traffic controls and terminal design.
What are the benefits of the Project?

**Strengthening local, regional, and national economies**
- The Milton Logistics Hub would improve Canada’s overall access to key domestic and trans-border markets, as well as markets in the Pacific, Atlantic, and Gulf coast trade gateways.
- The Project will not only deliver goods for local residents, it will also help local businesses to be more competitive in the global market, making Milton and the GTHA a more attractive place to invest and grow a business.
- The Project would provide infrastructure to service a growing population and a growing transportation and logistics industry in the west GTHA.

**Jobs and tax revenues for health care, education, and infrastructure**
- Based on the most recent assessment, the Milton Logistics Hub is expected to create approximately 1,000 direct and indirect jobs, including 130 direct jobs at the site.
- Over the next 20 years, it is estimated that Intermodal Oriented Development would generate up to $230 million in municipal revenues to the Halton Region and the Town of Milton, which would help to provide public services such as health care, education, and infrastructure.

**Health and the environment**
- We believe it is important that we not just mitigate potential effects of the Milton Logistics Hub—where possible, we want to help people lead healthier lives and help make the environment in the area even better.
- To support these goals, we will:
  - Work with local government and other community partners to explore the possibility of building a bike path connecting new and existing trails in the area, helping families lead healthy, active lives.
  - Enhance vegetation along Indian Creek and through Tributary A realignments to increase vegetation diversity, increase shade to the watercourses, provide bank stability, and improve water quality and habitat for fish and wildlife.
  - Offset habitat loss to bird species, including Bobolink and Eastern Meadowlark, by creating improved off-site habitat in partnership with a non-profit environmental organization.
  - Improve flood control along Tremaine Road through improved floodplain design.
  - Continue to support a University of Guelph Monarch butterfly habitat study area on CN property.

**Community partnerships**
- We are proud to be partnering with Wilfrid Laurier University to support the Centre for Supply Chain Management, playing a role in educating and training people for well-paying jobs in the region’s fast-growing community, and partnering on the annual World Class Supply Chain Summit in Milton.
- We are also working on a co-op program to provide experience and summer jobs for students at our intermodal facilities, and recruiting Wilfrid Laurier graduates in Logistics for jobs.

**One intermodal train can transport the equivalent of 280 long-distance heavy trucks. CN’s intermodal network removes approximately 2 million of these trucks from Canadian highways annually, 1 million of which would flow through the GTHA. This results in a 9,510-tonne reduction in greenhouse gas emissions every year.**

CN | MILTON LOGISTICS HUB | ENVIRONMENTAL IMPACT STATEMENT (EIS) – HIGHLIGHTS | JUNE 2017
Alternative means of carrying out the Project

We conducted an extensive assessment of alternative means of carrying out the Project, which included assessing the technical and economic feasibility of alternative project sites. In our site selection study, we considered land opportunities in the GTHA based on demand for consumer goods. Following this assessment, options were selected according to their ability to meet market demands, CN operational requirements, safety and environmental protection.

Based on this comprehensive review, the site in south Milton was selected as the best option for providing service to the growing GTHA. This thorough analysis of alternatives found that south Milton was the site that met the following major requirements for the Project:

- Adjacent to CN’s mainline
- Land of sufficient size, grade, and configuration to safely and efficiently accommodate container trains moving into and out of the facility
- Close to 400-series highways for truck-haul routes
- Proximity to a growing population area with a growing transportation and logistics industry
- Located in an area with minimal intrusions on environmental features such as woodlands and watercourse crossings
- Located in close proximity to other semi-industrial land uses, including the Halton Region Waste Management Site and the Burlington Executive Airpark Airport

Proposed Milton Logistics Hub and surrounding communities
Consultation overview 2015–2017

We recognize the importance of consultation with local communities, stakeholders, agencies, and Aboriginal communities as an integral aspect of the Project.

We identified various stakeholders with a potential interest in the Project, including:
- Interest groups and members of the public
- Non-government organizations and groups
- Government agencies
- Provincial, federal, municipal, and regional staff and elected representatives

We then initiated the formal consultation process for the Project through a public announcement on March 19, 2015, and with the official opening of the Public Information Centre in Milton on March 28, 2015. The following were used during consultation:
- Project notifications
- Project website, dedicated 1-800 line, and email address
- Public Information Centre
- Public open house
- Meetings with government agencies, municipalities, and other stakeholders

Our Public Information Centre, website, phone line, and email remain in active use. We are committed to continuing to engage during the review process, and during potential construction and operation of the Project.

Additional community consultation will be undertaken in September and October 2017 and will include opportunities to provide feedback online, as well as meetings in Milton, Burlington, Oakville, and Halton Hills. More information about this consultation will be available in early September at cnmilton.ca.

Aboriginal engagement

Integral to the Project is meaningful engagement with Aboriginal communities. Our efforts have primarily focused on establishing community relationships and contacts, disseminating information about the Project, coordinating with environmental monitors at the Project site, having representatives of Aboriginal groups involved in the work required for some studies, and committing to future engagement.

Four Aboriginal communities were identified by CEAA for consultation and engagement in the context of the Project, including:
- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River First Nation
- Huron-Wendat Nation
- Métis Nation of Ontario

Engagement with Aboriginal community representatives has included community-specific meetings, as well as correspondence via telephone, email, and mail regarding a range of items such as Project information and updates, fieldwork, and traditional land use studies. These efforts have provided Aboriginal communities with ongoing opportunities to discuss interests and concerns for CN and to resolve issues related to the Project.

Members from the three First Nations have also been involved in the Project as on-site monitors and have contributed to the preparation and review of certain technical reports, including, for example, the archaeological studies.

CN remains committed to continued meaningful engagement with the three First Nations and the Métis Nation of Ontario as the Project progresses. This will entail ongoing and open dialogue and their active involvement in all subsequent stages of the Project.

For a full description of activities and engagements with the public, stakeholders, and Aboriginal communities, please refer to the EIS, available on the Canadian Environmental Assessment Agency (CEAA) Registry at ceaa.gc.ca, Reference Number: 80100.
Environmental review highlights

Throughout Project planning, we have included measures to mitigate the potential effects of the Project on the environment and surrounding communities. With the implementation of proposed mitigation measures, the Project is not likely to result in significant adverse effects, including cumulative environmental effects.

Fact sheets regarding key studies are available at cnmilton.ca, including the following:

- Traffic
- Socio-economic conditions
- Noise and light
- Fish and fish habitat
- Migratory birds
- Species at risk
- Air quality and human health
- Archaeology and cultural heritage resources

Potential effects of the Project and associated mitigation measures are described in detail in the full EIS, which can be found on the public registry at ceaa.gc.ca, Reference Number: 80100.

Traffic

CN is committed to working with surrounding communities to mitigate the potential effects of construction and operation of the Milton Logistics Hub, including potential impacts to traffic and road safety.

Proposed measures to manage adverse effects on traffic include:

- Notifying the public, working with municipalities, and coordinating with local authorities regarding the location and scheduling of construction activities, including temporary lane closures or detours
- Working with the Town of Milton and the Halton Region to build an underpass at Lower Base Line, to maintain traffic flow and facilitate an east-west passage for emergency vehicles
- Working with the Halton Region to install a signalized intersection on Britannia Road with separate eastbound right-turn and westbound left-turn lanes for trucks entering the terminal
- Building a 1.7-kilometre two-lane private roadway off Britannia Road with sufficient queuing capacity on CN property to keep waiting trucks off local roads
- Working with the Halton Region to create an employee entrance off Tremaine Road, including a southbound left-turn lane and the appropriate signage
- In consultation with Halton Region and the Town of Milton, mitigation for changes to roadway operating conditions resulting from heavy truck traffic could include: adjustment to traffic signal control timing and phasing, provision of advisory/ regulatory signage, adjustments to the lengths of left-turn lanes, addition of right- or left-turn lanes, and provisions for pedestrian and cyclist safety

Socio-economic conditions

Proposed measures to mitigate adverse effects on socio-economic conditions include:

- Notifying the public, working with municipalities, and coordinating with local authorities regarding the location and scheduling of construction activities, including temporary lane closures or detours
- Building a 1.7-kilometre two-lane private roadway off Britannia Road with sufficient queuing capacity on CN property to keep waiting trucks off local roads
- Constructing a 5-metre-high berm/barrier in strategic locations, planted with native Ontario vegetation, to blend with the surrounding environment and mitigate the effects of noise and light
• Working with local farmers for agricultural lease opportunities, where applicable

With the application of mitigation measures, residual effects, including cumulative effects, of the proposed Project on socio-economic conditions are predicted to be not significant.

**Noise and Light**

Specific mitigation measures to reduce the effects of **noise** include:

• Constructing raised earthen berms or barriers (berms will be planted with native Ontario vegetation and trees to blend into the natural environment)
• Scheduling of construction during daytime hours when feasible
• Notifying nearby residents regarding significant activities during construction
• Use of construction and terminal equipment fitted with muffler systems for their internal combustion exhausts
• Completing an acoustic audit once the terminal is operational

Potential effects and associated mitigation measures are described in more detail in the full EIS.

**Fish and Fish Habitat**

Proposed mitigation measures for the protection of fish and fish habitat include:

• Implementing an environmental protection plan to reduce the risk of impacts during construction and operation, as well as a spill response and contingency plan
• Avoiding in-water work during sensitive fisheries timing windows
• Conducting fish salvages with qualified aquatic biologists, where required
• Realignment, naturalization, and enhancement of Indian Creek and Tributary A using natural design principles
• Installing and monitoring sediment and erosion controls, during all phases of construction
• Managing surface runoff and drainage with diversion ditches, culverts, and stormwater management ponds
• Integrating oil-grit separators and shut-off valves in the design of the stormwater management system to reduce risk of accidental spills to the downstream environment

A Habitat Offsetting Plan will be implemented in consultation with Fisheries and Oceans Canada (DFO) so that no serious harm to fish occurs due to the Project.

Potential effects and associated mitigation measures are described in detail in the full EIS.
Migratory Birds

Among other measures, CN is committed to protecting migratory birds and their habitat by:

• Scheduling and planning construction activities during least-sensitive times
• Avoiding vegetation clearing around the facility and roads where feasible, and minimizing disturbances of soil and vegetation during operations
• Implementing an on-site stormwater management system, including oil-grit separators
• Using efficient lighting and limiting the use of site flood lighting during migration periods
• Securing and managing off-site grassland habitat to offset the loss of similar habitat on-site anticipated during construction
• Retaining natural habitat features to provide nesting opportunities, where possible
• Creating berms planted with native Ontario vegetation and trees
• Enhancing habitat for wetland birds, wherever practicable
• Providing employees with sensitivity education for on-site wildlife encounters

Potential effects and associated mitigation measures are described in more detail in the full EIS.

Species at Risk (SAR)

Proposed measures to mitigate adverse effects to SAR, including Bobolink, Eastern Meadowlark, Barn Swallow, Eastern Wood-Pewee, Snapping Turtle, Western Chorus Frog, and Eastern Milksnake, include:

• Providing employees with sensitivity education for on-site wildlife encounters
• Scheduling vegetation clearing outside of SAR breeding seasons
• Installing fencing near sensitive areas to ensure avoidance during construction, and building permanent exclusionary fencing around sensitive habitat
• Conducting turtle/amphibian/snake rescues prior to any in-water work
• Implementing speed limits on internal roads
• Avoiding unnecessary clearing of vegetation around the terminal, access roads, and rail, wherever practical
• Creating, securing, and managing off-site grassland habitat to support SAR species such as Bobolink and Eastern Meadowlark
• Implementing turtle habitat enhancements in Indian Creek and on-site ponds
• Retaining natural vegetation along the boundaries of the Project where possible

Potential effects and associated mitigation measures are described in more detail in the full EIS.

Air Quality and Human Health

Proposed mitigation measures to reduce emissions of air contaminants and greenhouse gases include:

• Implementing measures to control emissions, including a no-idling policy during construction and operations
• Using equipment with low emissions and high fuel combustion efficiency engines to the extent possible
• Properly maintaining equipment and using ultra-low sulphur fuel where applicable
• Controlling dust and minimizing activities that generate dust during construction and operations
• Monitoring fugitive dust at selected off-site locations
• Streamlining the operation process where applicable, so that outbound trucks can travel less distance on-site and expedite the container handling turnaround time, reducing idling

Potential effects and associated mitigation measures are described in more detail in the full EIS.
Archaeology and Cultural Heritage Resources

Potential effects of the Project on archaeological and cultural heritage resources would be mitigated by:

- Completing all necessary archaeology studies, including ensuring archaeological artifacts have been carefully logged and removed prior to construction, to ensure long-term protection of resources that could be affected by construction
- Implementing an Archaeological Resources Protection Plan, a worker education program, and Archaeological Chance Find Protocol
- Avoiding disturbance of cultural heritage resources, which may involve installing a barrier or fencing as a protective buffer, wherever practical, to reduce potential vibration effects on nearby cultural heritage features
- Committing to stop construction immediately within a 20-metre radius if an archaeological resource is discovered, until additional mitigative measures are taken to protect the resource
- Continuing to engage with local Aboriginal communities, including their contributing to archaeological work and providing contextual knowledge of the artifacts identified.

Potential effects and associated mitigation measures are described in more detail in the full EIS.

Effects of the environment on the Project

It is important that our Project not only mitigate potential effects from construction and operation, but also that it is designed to handle natural hazards and other conditions, such as extreme weather and climate change. In the Project design, we have considered and planned for issues such as:

- Winds, extreme temperatures, severe precipitation, ice storms, tornadoes, and lightning
- Warmer temperatures, a greater frequency of storm events, increasing storm intensity, and flooding
- Geotechnical and geophysical hazards, including erosion and earthquakes

Follow-up and monitoring

CN will conduct follow-up and monitoring studies to verify the predictions made in the EIS and confirm that the mitigation measures are implemented and working effectively.

If unforeseen impacts are identified or mitigation is not as effective as expected, additional mitigation will be developed through adaptive management programs.

In addition, through detailed design we are preparing and implementing an Environmental Protection Plan (EPP) to ensure plans and protocols are in place for environmental protection measures during construction. The EPP will include, but will not be limited to:

- Soil handling and storage
- Waste management
- Noise and vibration management
- Air quality, dust, and greenhouse gas management
- Spill prevention and contingency
- Flood and excessive flow contingency
- Fire suppression contingency
- Archaeological chance find protocol
- Erosion control
- Engagement with public, stakeholders, and Aboriginal communities
We want to hear from you

CN has been operating safely in Milton for 100 years and we want to make sure we continue to be good neighbours. We are committed to ongoing engagement with Aboriginal groups, local governments, and the community to continue to find ways to mitigate the potential effects of our proposed Project, including working to find pragmatic solutions and enhancing potential local benefits.

We have worked and are continuing to work hard to listen to the interests and concerns of local governments and the community, and will continue to consider that feedback.

Community consultation
September–October 2017

In September and October 2017, CN will be consulting you about proposed mitigation measures to reduce the effects of the Milton Logistics Hub on communities and the environment, as well as potential community benefits that the Project could provide to Milton and the Halton Region.

In addition to opportunities to provide feedback online, meetings will be held in Milton, Burlington, Oakville, and Halton Hills. More information about the consultation process will be available in early September at cnmilton.ca.

For more information

Visit us online: cnmilton.ca
Email us: milton@cn.ca
Call us: 1.800.216.9466

Visit our Information Centre:
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Hours: Tuesday – Friday: 12:00 p.m. – 4:00 p.m.
Saturday: 10:00 a.m. – 2:00 p.m.