

# Milton Logistics Hub: 2024 Q3 Report

For the period July 1 to September 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) Approval 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 access road and overpass at Britannia Road, and the mainline rail extension north of Britannia Road to Derry Road.

During the 2024 Q3 period, site activities included: continued work on grading, drainage, and ditches for stormwater management systems and mainline culvert replacements; utility installation and connection; installation of foundations for the Lower Base Line underpass; ongoing structural work for the Lower Base Line underpass and the bridge over Lower Base Line; and subgrade construction for the Britannia Access Road, the track diversion at Lower Base Line, and the mainline track extension.

No noise complaints were received during the 2024 Q3 period.

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 Lower Base Line Grade Separation

Caisson Installment



Figure 1 – July 15, 2024

### 2.1.2 Lower Base Line Grade Separation / Bridge Work

Abutment wall forms progress



Figure 2 – August 22, 2024

### 2.1.3 Britannia Access Road

Britannia Access Road Overpass Shoring Wall and Bridge Progress



Figure 3 – September 16, 2024

### 2.1.4 Britannia Access Road

Reinforced Soil Slope Wall Installation Progress



Figure 4 – September 27, 2024

### 2.1.5 Indian Creek

Vegetation growth progress on the riparian wetlands surrounding the realigned section of Indian Creek



Figure 5 – October 2024

### 2.1.6 Tributary A Channel

Vegetation growth progress on the riparian wetlands surrounding the realigned section of the Tributary A channel and the stormwater pond



Figure 6 – October 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).

Meetings with regulatory agencies during the 2024 Q3 period occurred on:

- July 2, 2024
- August 6, 2024
- September 3, 2024

When not meeting on-site, participating agencies were provided with a virtual tour or 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 Heavy Rain Incident

A major rain event on July 15, 2024, caused damage to the existing surface water outlet from the Regional Diversion Ditch located downstream of Culvert 3, due to heavy runoff from the CN Milton Logistics Hub Site 3. The storm flows displaced riprap material from the spillway, depositing it into the plunge pool at the base of the slope and exposing the geotextile filter cloth underneath. Sediment-laden water was also observed entering the backwater channel of Indian Creek. Wet and unsafe conditions prevented the site contractor from immediately accessing the slope to stabilize the area.

As an interim measure, straw bale check dams were installed upstream of the spillway to slow the water flow and provide additional erosion and sediment control to limit sediment transfer downstream. Once conditions were safe after the storm events, the contractor was able to access the site and temporarily stabilized the slope. Following a nest sweep, vegetation was cleared, and temporary access to the site was constructed to enable complete temporary repairs. On July 17 and 18, a mini excavator was used to reinforce the slope with riprap. This riprap was placed on the slope to stabilize the bank.

In accordance with the Accident and Malfunction Communication Plan, the incident was reported to various parties via phone call and email. Notification was provided to IAAC, DFO, Mississaugas of the Credit First Nation, Six Nations of the Grand River, Huron-Wendat Nation, the Ontario Ministry of the Environment, Climate and Parks (MECP) Spills Action Centre (ECCC representative in Ontario), the Region of Halton, the Town of Milton, Conservation Halton, and downstream landowners. Residual adverse effects to water quality, fish, and fish habitat within Indian Creek are not expected. While sediment-clouded water entered the creek causing elevated turbidity levels, Indian Creek already had sediment-clouded waters upstream and downstream of the spillway because of the storm events, and turbidity levels returned to normal when tested on July 18th.

Following Condition 14.5.4, CN submitted a 30-day report to IAAC on August 13, 2024, summarizing a proposed permanent restoration plan. The plan included removing riprap down to the subgrade, reducing the spillway slope, installing Terrafix Flexamats on the upper spillway, and restoring the plunge pool at the base. No comments were received from regulators, and the restoration work was completed on August 20, 2024. The full 30-day incident report can be found at [cnmilton.ca](https://cnmilton.ca).

Per Condition 14.5.5, CN will prepare a 90-day report, which will be submitted to IAAC by October 12, 2024, detailing any changes implemented to prevent a similar incident and describing any modified or additional mitigation measures, monitoring, or reclamation efforts. Feedback from the Mississaugas of the Credit First Nation, Six Nations of the Grand River, Huron-Wendat Nation, potentially affected parties, and advice from relevant authorities will be considered by CN.

### 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 the operation of the Project.

#### 3.1 Community Consultation Committee Meetings

The Community Consultation Committee met on:

- August 1, 2024 (virtual)

Topics discussed at the August 1, 2024, meeting included: an update on the current status of the legal proceedings pertaining to the project; an update from the Cultural Heritage Sub-Committee regarding potential options for the reuse of the house and barn at the CN-owned property at 5381 Tremaine Road; updated traffic data and analysis; truck safety initiatives in Ontario; administrative building design; July night construction; and an overview of the July 15, 2024, heavy rain incident on-site. The Committee also discussed content for a website (independent from CN) that would be used to share information with the public about the Committee’s work.

#### 3.2 Night Construction Notification

To inform the nearby community of scheduled night construction work between Britannia Road and Derry Road from July 23, 2024, to July 26, 2024, notification was posted on the [Construction Updates](#) section of [cnmilton.ca](https://cnmilton.ca) and emailed to the CN Milton Logistics Hub Project Distribution List.

See **Appendix A** for Night Construction Notification.

## 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 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 provides 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 regular members of the Committee, attending Committee meetings, or presenting to the Committee. Since the commencement of construction activities, environmental monitors representing these groups have been present on the Project site.

### 4.1 Six Nations of the Grand River Site Tour

Seven members of the Six Nations of the Grand River participated in a project site tour on July 17, 2024. Discussions during the site tour included: land usage and terminal footprint; an overview of the July 15, 2024, heavy rain incident; the historical presence of Western Chorus Frog species on-site and in surrounding areas; vegetation removal and replanting; bat acoustics; a review of bird species nesting or living in the CN-owned homes and barns on CN property; air quality monitoring; and erosion and sediment control measures.

## 5.0 CN Milton Website Postings

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

- [2024 Q1 Quarterly Report](#)
- [2024 Q2 Quarterly Report](#)
- [Notice of Night Construction \(July 23 to July 26 2024\)](#)

## 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)
- 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

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 Q3 (July 1 to September 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 the 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
<b>1. Environmental</b> <ul style="list-style-type: none"> <li>• Interest in how the flooding incidents during construction could be helpful in assessing</li> </ul>	Community Consultation Committee	<ul style="list-style-type: none"> <li>• The original terminal design considered the one in 1:100-year flooding event. However, during the current interim construction period, the complete stormwater drainage system and underground pipes have yet to be installed. To manage heavy rainfall during this period, the spillway has been redesigned as a temporary solution.</li> </ul>

TOPIC		
Summary of Topic	Source of Input	CN Consideration/Response
<p>how the systems in place work to better anticipate future climatic events.</p> <ul style="list-style-type: none"> <li>• Interest in potential presence of wildlife on site, such as Western Chorus Frog, bats, and bird species.</li> <li>• Interest in vegetation removal since the commencement of construction.</li> <li>• Interest in the number of air quality monitoring stations.</li> <li>• Interest in the benefits of strawbales as check dams.</li> </ul>	<p>Indigenous Consultation</p>	<ul style="list-style-type: none"> <li>• Filed investigations for amphibians and call count within the various wetlands on site and within the surrounding areas have been conducted by CN since 2014; no Western Chorus Frogs have been identified within the Project Development Area (PDA); CN is committed to implementing the mitigation and compensation measures. However, as the species is no longer expected to occur in or adjacent to the PDA, compensation habitat within or adjacent to the PDA is not expected to result in occupation by the Western Chorus Frog species. Therefore, CN continues to explore alternatives with agencies and NGOs, which includes, but is not limited to, targeting areas further from the CN Milton project, with known occurrence of Western Chorus Frog.</li> <li>• Potential roosting habitats for bats were only identified in thicket communities along Indian Creek and in the coniferous plantation and deciduous woodland fragment west of the railway tracks. While bats (including Little Brown Myotis) have been observed on site, no maternity roosts have been identified.</li> <li>• CN has completed a review of bird species that might be nesting in human-made structures prior to construction to inform the Environmental Impact Statement (EIS) and as part of the annual migratory bird and wetland follow-up program(s). Barn Swallows were historically observed to be using a shed and barn structure within the PDA. During site preparation, CN has built 2 artificial nesting structures for Barn Swallows within the PDA to compensate for removal of the shed, per Condition 8.23, and retained the existing barn(s) with appropriate setback distances during construction. Monitoring of the use of these artificial nesting structures and the cultural heritage structure are undertaken annually, as per the Wildlife Management and Connectivity Plan/Follow Up Program.</li> <li>• As per the EIS, approximately 180 ha of existing land has been and will be disturbed to accommodate construction. This includes removal of some existing vegetation (i.e., trees, shrubs, grasses) within the PDA, although the specific number of trees removed to accommodate construction is not known. To compensate for the loss of vegetation, CN has implemented measures to establish and restore natural areas outside of the permanent footprint of the terminal and to compensate / offset impacts to existing vegetation and natural communities.</li> <li>• Per condition 4.21 of the Decision Statement, CN installed two (2) air monitoring stations, one located upwind and one downwind of the Project Development Area, at or near the Project Development Area boundary, in accordance with the Air Quality</li> </ul>

TOPIC		
Summary of Topic	Source of Input	CN Consideration/Response
		<p>Follow-up Program. The location of these air quality stations, as well as the parameters being sampled as part of this follow-up program, was developed prior to construction and in consultation with Environment and Climate Change Canada, Health Canada, the Ontario Ministry of the Environment, Conservation and Parks, Halton Region, the Town of Milton, the Mississaugas of the Credit First Nation and the Six Nations of the Grand River.</p> <ul style="list-style-type: none"> <li>The use of strawbales for erosion and sediment control is a standard construction practice in Ontario. These are identified for use in the Erosion and Sediment Control Plan, Soil Management Plan, and Environmental Protection Plan as measures to control and manage runoff from disturbed areas within the PDA. The use of strawbales in Ontario and their use is supported by the Ministry of Environment and Climate Change and Ministry of Natural Resources through various guidance documents.</li> </ul>
<p><b>2. Operations</b></p> <ul style="list-style-type: none"> <li>Interest in when the facility will be operational.</li> <li>Interest in how many staff will work at the terminal when its operational.</li> </ul>	<p>PIL</p> <p>Community Consultation Committee</p>	<ul style="list-style-type: none"> <li>CN's construction schedule 15.2 is posted on <a href="http://cnmilton.ca">cnmilton.ca</a>, identifying key stages of construction throughout all phases of the project.</li> <li>Approximately 100 people will use the main building; 30 contractors will work in the garage.</li> </ul>
<p><b>3. Traffic and Road Safety</b></p> <ul style="list-style-type: none"> <li>Interest in how future developments in the vicinity were factored into traffic data and analysis.</li> <li>Interest in how pre- and post-pandemic movement patterns are reflected in traffic data analysis.</li> <li>Interest in the capacity on existing road networks to handle significant and/or unexpected traffic events.</li> <li>Concerns about trucks navigating roundabouts.</li> </ul>	<p>Community Consultation Committee</p>	<ul style="list-style-type: none"> <li>BA Group has been consulting on this project for CN since 2015, conducting traffic studies 2015-2017 and additional data in 2023.</li> <li>Updated data found that traffic volumes along Britannia Road were lower in the 2023 study than projected in 2015-2017.</li> <li>Future developments such as the Milton Education Village were included in forecasts, per modelling provided by Halton Region.</li> <li>Current traffic volumes are lower than forecasted due to a combination of factors, including less growth than anticipated and the health pandemic.</li> <li>Generally, capacity on the road network is based on the busiest peak hour of the road network or the busiest hour of the traffic generator and cannot be designed to accommodate various special event scenarios.</li> <li>Roundabouts are generally not designed for trucks and that signage or alterations would be required to improve safety.</li> </ul>

TOPIC		
Summary of Topic	Source of Input	CN Consideration/Response
		<ul style="list-style-type: none"> <li>• Websites that provide guidance on sharing the road with trucks:               <ul style="list-style-type: none"> <li>○ <a href="https://www.ihsa.ca/Road-Safety-Solutions/Road-Safety-Solutions-Tool-Kit.aspx">https://www.ihsa.ca/Road-Safety-Solutions/Road-Safety-Solutions-Tool-Kit.aspx</a></li> <li>○ <a href="https://www.ihsa.ca/pdfs/magazine/volume_20_Issue_1/safety-talk-sharing-the-road-with-trucks.pdf">https://www.ihsa.ca/pdfs/magazine/volume_20_Issue_1/safety-talk-sharing-the-road-with-trucks.pdf</a></li> <li>○ <a href="https://www.ontario.ca/document/official-ministry-transportation-mto-truck-handbook/sharing-road">https://www.ontario.ca/document/official-ministry-transportation-mto-truck-handbook/sharing-road</a></li> </ul> </li> </ul>
<p><b>4. Emergency Preparedness</b></p> <ul style="list-style-type: none"> <li>• Concerns that local first responders are unaware of dangerous goods travelling through the region.</li> <li>• Suggestion that CN provide emergency training to local first responders at CN's training facilities.</li> </ul>	Community Consultation Committee	<ul style="list-style-type: none"> <li>• The process around the movement of dangerous goods was discussed at the XXX CCC meeting.</li> <li>• Protocols include information to be provided on shipping manifests and contact details for the entities handling the emergency response.</li> <li>• There are security risks in having public disclosure of all dangerous goods that move along the rail network and for that reason that information is not publicly available.</li> <li>• There are resources municipalities can obtain as required.</li> <li>• CN has provided training to local first responders at CN facilities and continues to make that available.</li> <li>• A website link to learn more about Transport Canada's safety standards and regulations for dangerous goods was shared: <a href="https://tc.canada.ca/en/dangerous-goods/transportation-dangerous-goods-canada">https://tc.canada.ca/en/dangerous-goods/transportation-dangerous-goods-canada</a>.</li> </ul>
<p><b>5. Legal and Administrative</b></p> <ul style="list-style-type: none"> <li>• Interest in the deadline for Halton Region to pay legal costs per court decision.</li> <li>• Interest in Halton Region's appeal options.</li> <li>• Suggestion that Halton Region and Town of Milton be approached to have representation on the Committee.</li> </ul>	Community Consultation Committee	<ul style="list-style-type: none"> <li>• Court-decided costs owed by Halton Region are subject to interest.</li> <li>• Halton Region has the option to seek leave to appeal to the Supreme Court of Canada on the Section 98 permit from the Canadian Transportation Agency.</li> <li>• Legal cases still pending but CN encourages opening up a discussion with the Region and Town about having representation on the Committee.</li> </ul>

## Appendix A – Night Construction Notification

Notice of Night Construction was posted on the Construction Updates section of [cnmilton.ca](https://cnmilton.ca) and emailed to the CN Milton Logistics Hub Project Distribution List.



Milton Logistics Hub | July 11, 2024

### Notice of Night Construction

July 23 – July 26, 2024

**Construction Activity**  
CN will be performing excavation and utility inspection work along the existing CN mainline between Britannia Road and Derry Road.

Please see the map to the right for location details.

Night work is required to minimize the disruption to mainline rail operations.

**What to Expect**  
Anticipated impacts in the vicinity of the project site while work is being performed might include:

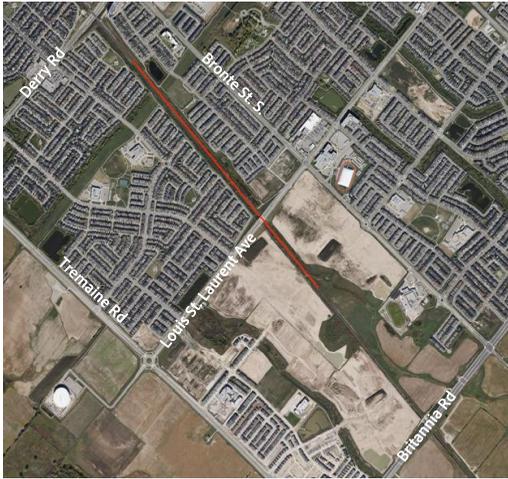
- Noise from construction equipment and machinery
- Backup alarms on construction equipment and vehicles
- Lighting in the work area

Berms and noise hoarding fences on the project site will help mitigate impacts on nearby residents from noise.

Lighting will be positioned away from residential areas to help mitigate light impacts in the vicinity.

Efforts will be made to complete the night construction activity as quickly as possible.

**Hours of Night Work**  
This work will occur daily between 8:00 p.m. on Tuesday, July 23 and 8:00 a.m. on Friday, July 26, 2024.



**For more information about this project:**

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

