



**CN Milton Logistics Hub – Project Changes
Report (Multiple Changes)**

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1.0 INTRODUCTION

As part of the Canadian National Railway Company's (CN) Milton Logistics Hub (the Project), CN is proposing changes that differ from the Project Components and Project Activities described in Sections 3.3 and 3.4 of the Environmental Impact Statement (EIS) submitted to the Canadian Environmental Assessment Agency (now Impact Assessment Agency of Canada [IAAC]) pursuant to the Canadian Environmental Assessment Act, 2012 and ultimately approved through issuance of the Decision Statement by the Minister of the Environment and Climate Change on January 21, 2021 (as amended on July 26, 2022).

This report has been prepared to describe a series of proposed changes resulting from refinements made during the detailed design of the proposed terminal components. Section 2.0 provides a description of the proposed Project changes, including:

1. Change to the size of the proposed diesel fuel tank
2. Change to the proposed sewage holding tanks
3. Change to the proposed rainwater capture system
4. New proposed snow storage pads and salt storage facility

The general locations of the above Project changes are identified on Figure 1 in Appendix A.

In accordance with Condition 2.16 of the Decision Statement, CN is providing a description of the proposed project changes, any environmental effects that may result, and an assessment of how these effects may differ from those of the designated Project as identified during the environmental assessment process. This report also describes the mitigation measures and follow-up programs proposed to be implemented by CN and considers whether any modified or additional measures or follow-up measures are required.

The remainder of the report is organized as follows:

- Section 2.0 describes how the Project components and activities as originally presented in Section 3.3 and 3.4 of the EIS and outlines the proposed Project changes.
- Section 3.0 describes the existing environmental conditions in the areas where Project changes would occur.
- Section 4.0 assesses the potential environmental effects of the proposed Project changes and identifies applicable mitigation measures.
- Section 5.0 identifies any follow-up and monitoring programs associated with the proposed Project changes.

Overall, the proposed Project changes represent refinements to the preliminary design intended to improve functionality of the Terminal, while maintaining the same overall Project purpose. These changes are not anticipated to result in substantive differences in potential environmental effects, mitigation measures, or follow-up programs compared to those previously assessed and approved.

2.0 PROPOSED PROJECT CHANGES

This section describes the previously assessed Project components and activities and outlines the proposed Project changes resulting from refinements made during detailed design.

2.1 Change to the Size of the Proposed Diesel Fuel Tank

The size of the proposed diesel fuel tank located adjacent to the maintenance garage within the Project Development Area (PDA) is proposed to increase relative to the size described and assessed in the EIS. The addition of a diesel exhaust fluid (DEF) storage and dispensing system adjacent to the diesel fuel tank is also proposed.

As described in Section 3.4.2 of the EIS, exterior fuel storage in aboveground tanks was proposed to supply diesel fuel for yard equipment. Section 2.2.3.7 of the EIS further indicates that site equipment would be powered by diesel fuel transported to the site and stored in tanks located near the equipment maintenance garage. In response to Information Request 2.26 (August 31, 2017), CN specified that a 50,000-litre fuel tank would be located adjacent to the maintenance garage in a designated fueling area and filled by third-party fuel suppliers.

Based on further review of Project requirements, and to support efficient yard operations, an increase in the diesel fuel tank capacity to 80,000 litres is now proposed. The tank would be installed at grade on a concrete pad within the Terminal, adjacent to the administration building. The increased capacity is intended to reduce the frequency of fuel deliveries, and the selected location would minimize travel distances for yard equipment.

A DEF storage & dispensing system is also proposed to be located adjacent to the diesel fuel tank. The DEF system would be self-contained, temperature-controlled and housed within a 20-foot sea container. The tank would be located within a designated fueling area and used to fuel trucks and other equipment serving the Project. The tank would be designed in accordance with the *Storage Tank Systems for Petroleum Products and Allied Petroleum Products Regulations*, SOR/2008-197, including installation of a concrete product transfer area by a certified contractor. The DEF Storage container would similarly be located on this concrete base.

2.2 Change to the Proposed Sewage Holding Tanks

Changes to the design of the proposed sewage holding tanks that will service the administration building and maintenance garage within the PDA are proposed, resulting in an increase in overall storage capacity compared to what was described and assessed in the EIS.

As described in Section 3.4.1.5 of the EIS, no connection to municipal sanitary sewers is available. As such, on-site sanitary sewage containment was proposed through a single 10,000-gallon (gal) capacity septic tank installed below grade adjacent to the administration building, designed to accommodate an anticipated wastewater flow of approximately 3,500 gal/day (30 gal/person/day plus 500 gal/day for wash water). Section 3.4.3.3 further indicated that domestic sewage from the administration building and maintenance garage would be collected in holding tanks, periodically pumped out and disposed of at a licensed disposal facility.

The updated design now includes three separate septic tanks with a combined storage capacity of approximately 15,000 gal to manage sewage and wastewater from the administration building and maintenance garage. The locations and details of these tanks are illustrated on the engineering drawings in Appendix B. These tanks would be constructed of precast concrete and installed below grade. Collected waste would continue to be pumped out and disposed of at a licensed disposal facility. The septic tanks would be maintained in accordance with the manufacturer's specifications.

The increase in total sewage storage capacity is intended to reduce the frequency of waste hauling. The use of multiple smaller sizes, rather than a single tank, will facilitate maintenance and regular clean-outs, reduce the potential for system failure, and avoid reliance on one tank for all sanitary sewage servicing requirements. No changes to the overall sanitary servicing strategy or method of waste disposal are proposed.

2.3 Change to the Proposed Rainwater Capture System

A decrease in the size of the catchment area for the proposed rainwater catchment system at the administration building is proposed relative to how it was described and assessed in the EIS.

As described in Section 3.3.6 of the EIS, the administration building will be equipped with a rainwater catchment system for wash water, landscaping and on-site sewage requirements. Section 3.4.1.5 of the EIS noted that the catchment area of this system to capture rainwater would be 3,700 m².

Based on review of the rainwater catchment system with the Project designers, it has been determined that the roof size capturing rainwater is approximately 3,000 m².

2.4 New Proposed Snow Storage Pads and Salt Storage Facility

To manage snow accumulation within the Terminal during operations, CN is proposing the addition of three (3) snow storage pads and a salt storage facility (i.e., salt dome), including associated grassed swales, within the PDA.

At the time this report is prepared, CN has prepared a Salt Management Plan for consultation in accordance with Condition 5.3 of the Decision Statement. The Plan also outlines the rationale for why alternative methods are not considered technically or economically feasible. Once consultation is complete, and comments addressed, CN will submit the plan to the IAAC.

New Proposed Snow Storage Pads

As described in Section 3.3.2 of the EIS, an intermodal work pad is proposed adjacent to each of the three pad tracks. Each work pad measures approximately 65 m width by 2,000 m in length and serves as the hard-surfaced area for loading and unloading operations and temporary container storage.

Since completion of the EIS, the need for dedicated on-site snow storage was identified to support safe and efficient winter operations. An assessment of regional climatic data, including average total winter accumulation and maximum seasonal accumulation, was undertaken by AECOM to determine snow storage requirements under infrequent but severe snowfall conditions. The analysis identified the need for paved, contained snow storage areas with a total footprint of approximately 5.1 hectares, assuming a maximum snow pile height of 5 m.

Based on this assessment, portions of previously approved work pads are proposed to be expanded to accommodate snow storage through the creation of three defined snow storage areas adjacent to the workpads. The proposed snow storage pads would consist of paved extensions of the existing work pads within the PDA, and include:

- Snow Storage Pad #1: Approximately 3.1 hectares, located on the west side of the Terminal, south of the work pads, and northeast of the proposed noise berm along the access road from Britannia Road.
- Snow Storage Pad #2: Approximately 0.5 hectares, located south of the work pads and west of the proposed access road and temporary construction laydown area.
- Snow Storage Pad #3: Approximately 1.58 hectares, located south of the work pads on the east side of the Terminal.

Each pad area would be surrounded by ditches designed to collect and convey meltwater and runoff to either Stormwater Management (SWM) Pond 1 or 2. The general locations of the proposed snow storage pads are shown on Figure 1 in Appendix A, with additional details provided in Appendix C.

New Proposed Salt Dome



To support winter maintenance activities, CN is also proposing the construction and operation of a salt storage facility (salt dome) within the PDA. While the use of road salt for winter de-icing of paved surfaces was contemplated and assessed in the EIS (e.g., Surface Water Technical Data Report, Appendix E.15), a dedicated salt storage structure was not explicitly described.

The proposed salt storage facility would consist of a covered salt dome constructed on an impermeable pad, located within a previously identified temporary construction laydown area east of the administration building and maintenance garage. The facility would be surrounded by ditches designed to collect and convey runoff to SWM Pond 2.

The salt storage facility has been designed on an impervious concrete pad to prevent infiltration and protect the stormwater system.

The location of the proposed salt storage facility is shown in Figure 1 in Appendix A, and illustrated on the engineering drawings in Appendix C.

Associated Stormwater Management Measures

Runoff from the proposed snow storage areas and salt storage facility pad would be managed in a manner consistent with the previously approved stormwater management approach for the Terminal. Similar to the work pads, runoff would be conveyed through oil grit separators and a system of ditches to collect, treat, and control discharges of the meltwater and stormwater. The existing SWM system, including downstream grassed swales and SWM ponds, have sufficient capacity to accommodate runoff from these additional paved areas.

3.0 EXISTING CONDITIONS

Environmental conditions within and adjacent to the PDA prior to construction were described in the EIS. All proposed Project changes are located on agricultural tablelands and/or along the CN mainline outside of the natural features associated Indian Creek and Tributary A.

All proposed Project changes are located within the PDA and no new ground disturbance beyond what was previously considered and assessed in the EIS is proposed.

With respect to the snow storage pads, these pads are located primarily in former agricultural fields adjacent to the proposed workpads. However, Snow Storage Pad #3 is proposed to encroach into a portion of a coniferous plantation (TAGM1) located on the tablelands above the Indian Creek valley. This plantation was assessed to be removed as part of the EIS; however, it was identified to be retained as part of the exercise to identify buffers and setbacks in accordance with Condition 6.4. While this plantation supports breeding activities for common bird species, it is not considered habitat for Species at Risk and is not critical habitat for breeding birds (Terrestrial TDR, EIS Appendix E16). This plantation does not support any rare plant species, and is not considered habitat for amphibians, salamanders, or turtles, and does not support specialized snake habitat components (e.g., potential hibernacula or nesting sites). No bat roosting habitat was observed to be associated with its plantation.

4.0 POTENTIAL FOR ENVIRONMENTAL EFFECTS

The proposed Project changes are not expected to result in any new environmental effects beyond those previously identified and assessed in the EIS. The following sections provide an overview of the potential environmental effects associated with each proposed Project change and identify whether these effects differ from those previously assessed.

4.1 Change to the Size of the Proposed Diesel Fuel Tank

The proposed increase in size for the diesel fuel tank is not expected to result in any new or different environmental effects during either construction or operation. The fuel tank will be installed in the same general location previously assessed – within the asphalt-paved area surrounding the administration building – and construction methods will remain unchanged.

Construction

No additional ground disturbance beyond what was considered in the EIS is required to install the larger fuel tank. As a result, no effects to archaeological resources are anticipated, and no additional archaeological assessment is required, as the PDA was fully assessed as part of the EIS.

No construction activities will occur in or near SAR habitat. Areas previously identified as habitat for Bobolink and Eastern Meadowlark no longer exist within the Project footprint and were previously addressed through off-site compensation measures. No additional migratory bird habitat or SAR habitat would be affected, and no woodlands or wetlands would be affected as a result of this change.

Effects to groundwater flow or quality are not anticipated, as the fuel tank will be installed above grade on an impermeable concrete pad. Similarly, no changes to surface water flow (quantity) or quality are expected, as the installation will occur entirely within the paved PDA and does not require any new watercourse crossings or drainage modifications.

Construction activities and equipment required to install the tank will be consistent with those previously assessed. Accordingly, no changes to air emissions or noise levels during construction are predicted.

Operation

During operation, the increased storage capacity of the diesel fuel tank is expected to reduce the frequency of fuel delivery trips by third-party suppliers. This reduction is anticipated to result in a minor decrease in vehicle-related emissions and associated noise.

The location, design and regulatory compliance requirements for the upgraded fuel tank remain consistent with those assessed in the EIS. Compliance with applicable federal storage tank regulations will be maintained, and no new effects to soil, groundwater, surface water, or human health are anticipated. Operational environmental effects are expected to remain consistent with those previously assessed for the Project.

4.2 Change to the Proposed Sewage Holding Tanks

The proposed increase in size of the sewage holding tanks is not expected to result in any new environmental effects during construction or operation. The installation locations, in proximity to the administration building and Maintenance Garage, as well as construction methods for installing the sewage holding tanks, will remain consistent with those originally planned and assessed in the EIS. Due to the increased storage capacity, fewer trips will be required for off-site removal and disposal during operations.

Construction

No additional areas will be disturbed during construction of the proposed sewage holding tanks. As a result, no changes in effects to archaeological resources are predicted, and no additional archaeological assessment is required, as the entire of the PDA was assessed in support of the EIS.

No construction activities will occur in or near SAR habitat. Areas previously identified as habitat for Bobolink and Eastern Meadowlark no longer exist within the footprint of the Project change and were addressed

through previously implemented off-site grassland compensation measures. No additional migratory bird habitat or SAR habitat would be affected, and no woodlands or wetlands would be disturbed as a result of this change.

Effects to groundwater flow or patterns are not predicted to change, as the depth and installation approach for the sewage holding tanks will be similar to those previously assessed. Similarly, no changes to surface water flow (quantity) or quality are expected, as construction will occur entirely within the PDA, adjacent to the access driveway area for hauling trucks, east of the administration building and maintenance garage, and will not require any new watercourse crossings or drainage modifications.

Construction activities and equipment required to install the sewage holding tanks will be consistent with those assessed in the EIS. Therefore, no changes to air emissions or generated noise levels during construction are predicted.

Operations

During operations, the increased capacity of the sewage holding tanks is expected to reduce the frequency of trips for removal and off-site disposal of sewage. Maintenance and inspection requirements during operation will remain consistent with those assessed in the EIS.

The septic holding tanks, as critical infrastructure supporting CN's operations, will be maintained and inspected at a frequency generally consistent with CN's response to Information Request 2.38. Maintenance and inspection frequencies may be adjusted, as needed. As described in the response to Information Request 2.38:

"The septic holding tank shall be maintained in accordance with the selected manufacturer's directions which will be determined during detailed design. Generally, it is expected that the tank will be inspected on a quarterly basis for excessive solid build up. The interior of the tank will be fully cleaned on an annual basis to remove solid build-up. At each inspection, the pumping system on the tank will be inspected for leaks and damage. Volumes removed will be recorded at each haul to further monitor for leaks."

Overall, the operational environmental effects associated with the proposed sewage holding tanks are expected to remain consistent with those previously assessed for the Project.

4.3 Change to the Proposed Rainwater Capture System

The proposed reduction in the catchment area for the rainwater capture system is not expected to result in any new or different environmental effects during construction or operation of the Terminal. The change is limited to a reduction in the roof area contributing runoff to the rainwater capture system at the administration building. The overall surface drainage patterns and stormwater management design remain unchanged from those assessed in the EIS.

Construction

The rainwater capture system is located entirely within the roof drainage system of the administration building. Implementation of the proposed reduction does not require any additional ground disturbance or modification to drainage infrastructure at grade. As a result, there is no potential for effects on archaeological resources, surface waterbodies, groundwater, vegetation, or wildlife, and no additional assessment is required.

No construction activities will occur in or near SAR habitat, migratory bird habitat, wetlands, or woodlands. Construction equipment, methods, and site access requirements remain unchanged from those previously assessed in the EIS. Accordingly, no changes to air emissions or noise during construction are anticipated.

Operation

During operation, the reduced rainwater capture area will continue to function as a source of non-potable water for the administration building. The minor reduction in captured rainwater volume will result in a corresponding reduction in the amount of rainwater recycled on-site; however, this shortfall will be supplemented through other previously assessed sources from the EIS, including the washwater recycling system and potable water delivered by truck as required.

The proposed change does not affect stormwater discharge locations, surface drainage patterns, or treatment measures. As such, no changes to surface water quality or quantity, groundwater conditions, or aquatic habitat are anticipated. Overall, operational environmental effects associated with the rainwater capture system are expected to remain consistent with those previously assessed for the Project.

4.4 New Proposed Snow Storage Pads and Salt Storage Facility

The expansion of the work pads to accommodate the proposed snow storage pads and the construction of the salt storage area (salt dome) are not anticipated to result in new or different environmental effects during construction or operation of the Project. The environmental effects associated with vegetation removal and land were conservatively assessed in the EIS, based on the assumption that all areas within the footprint of the proposed change would be disturbed.

Surface drainage patterns and flood conveyance will remain consistent with the design assessed in the EIS. Runoff from the snow storage pads and salt storage area will continue to be managed through the existing stormwater management system, and no change in flooding conditions is anticipated.

Construction

All grading, clearing and construction activities associated with the snow storage pads and salt storage area will occur within the PDA and within areas previously assumed to be impacted during construction in the EIS. No additional areas beyond those assessed will be disturbed.

Given that no new disturbance outside the PDA is proposed, no changes in effects to archaeological resources are predicted, and no additional archaeological assessment is required. The entire PDA was previously assessed in support of the EIS.

The proposed salt storage area and snow storage pad #3 overlap with areas originally mapped in the EIS as Bobolink and Eastern Meadowlark Breeding Habitat and Grassland Migratory Bird Habitat (Figure 5 of EIS Appendix E.16). These areas were conservatively assumed to be disturbed during construction in the EIS, and associated effects were addressed through the implementation of various mitigation measures implemented during construction and the loss of habitat has been offset through the creation of off-site grassland compensation habitat. As such, the proposed change does not result in new or additional effects to migratory birds or SAR habitat beyond those previously assessed.

Snow storage pad #3 is proposed within a portion of a coniferous plantation (TAGM1). This plantation, which supports breeding habitat for common migratory birds, was assessed to be removed in the EIS. The overall loss of habitat as a result of site preparation activities for the Project as a whole was predicted to result in a change in the use of migratory bird habitat within the PDA; however, loss of habitat during site preparation has been offset by grassland habitat creation offsite and wetland habitat enhancements onsite to achieve no net loss of habitat. As such, the proposed change does not result in new or additional effects to migratory birds beyond those previously assessed.

Subsequent to the EIS, and in support of the identification of buffers and setbacks required in accordance with Condition 6.4, this plantation was identified as a feature where construction activities were prohibited since this feature was initially being avoided as part of the detailed construction plans. However, the proposed

change will require encroachment into this feature and the buffer recommendations were adjusted accordingly (see Appendix D for the updated figure). Implementation of the proposed Snow Storage Pad 3 will require limited disturbance within buffer of undisturbed vegetation established around retained wetlands and riparian areas, as required under Decision Statement Condition 6.4. See the figures in Appendix A and Appendix D for details. This disturbance is necessary to meet engineering and operational requirements for safe railway and facility operation, consistent with Condition 6.4.2, which permits work within buffers for such purposes.

The environmental effects associated with disturbance in these locations were conservatively assessed in the EIS, which assumed that vegetation within the construction footprint would be removed. Previously approved mitigation and compensation measures remain applicable and effective, and the proposed change does not introduce environmental effects beyond those already assessed.

The proposed encroachment does not affect wetlands and watercourses. The proposed expansion of the work pad areas is not expected to affect groundwater flow or patterns. Similarly, no changes to surface water flow (quantity) and quality are anticipated, as all work will occur within the PDA and no new water crossings of existing watercourses are required to implement these changes.

Operation

To facilitate snow removal from the work pads and reduce potential disruptions to terminal operations, designated snow storage areas are proposed where snow, including any associated salt or grit, can be stored during winter months and until seasonal melting occurs. As noted in Section 6.6.3.2.1 of the EIS, the site is subject to considerable winter snow accumulation.

The provision of on-site snow storage capacity avoids the need to haul snow off-site, which would otherwise require truck trips. As such, the proposed approach reduces traffic volumes, associated emissions, and potential off-site traffic disturbances relative to an alternative scenario without on-site storage.

Similarly, the inclusion of an on-site salt storage facility minimizes the need for repeated truck trips to and from off-site salt storage locations during winter maintenance activities. Consolidating salt storage on-site improves operational efficiency while further reducing traffic activity and associated emissions.

By consolidating snow storage into three defined areas and surrounding these areas with ditches that collect and convey meltwater and runoff to the stormwater management facilities, no changes to surface water flow (quantity) and quality are anticipated during operations. Ditches surrounding the salt storage area will similarly convey runoff to the stormwater management system. The stormwater management system has been designed and sized to accommodate runoff from these areas without requiring modification to existing grassed swales or stormwater management ponds.

The use of salt for winter road maintenance was assessed in the Surface Water Technical Data Report (Appendix E.15 of the EIS). Although the SWM infrastructure is not designed to remove dissolved constituents such as salts, it was concluded in the EIS that, with the implementation of appropriate mitigation measures, no observable changes to in-stream salinity concentrations within Tributary A or Indian Creek were predicted (Appendix E.15, Section 6.2.1.3.1.5). The installation of a covered salt dome will further reduce the potential for precipitation to come into contact with stored salt.

In accordance with Condition 5.3 of the Decision Statement, a Salt Management Plan has been prepared by CN for implementation during operations. A draft version of this plan has been circulated for consultation, and any comments received will be considered and addressed by CN prior to finalization. A copy of this plan will be submitted to IAAC once finalized. With implementation of the Salt Management Plan, and the design refinements described above, no changes in effects to surface water quality are expected as a result of the additional snow storage areas or the salt storage facility.

5.0 MITIGATION

5.1 Change to the Proposed Diesel Fuel Tank

The proposed increase in the size of the diesel fuel tank is not expected to result in an increase in environmental effects beyond those previously identified and assessed in the EIS. As such, no new or additional mitigation measures are warranted. Existing mitigation measures previously committed for the Project remain applicable and sufficient to address potential effects on the environment that may arise with the installation and operation of the diesel fuel tank.

Mitigation measures applicable to the diesel fuel tank include, but are not limited to, the following:

- Spill containment measures will be in place, as appropriate.
- Designated refueling areas will be established for yard equipment and will be located at a safe distance (30 m setback minimum distance from top of bank) from fish habitat and ignition sources.
- Equipment will be regularly inspected and properly maintained to reduce the potential for malfunctions and fuel releases.
- Storage of hazardous materials will be restricted to designated areas equipped with proper secondary containment and managed in accordance with appropriate safety standards and procedures.
- The Hazardous Materials Action Plan and CN Emergency Response Plan (ERP) prepared for the Project will be implemented during construction and operation. These plans include procedures for spill prevention and response, identification and placement of spill response equipment, and methods for containing, recovering and disposing of spilled materials. The Operational ERP will also reference CN's standard Petroleum Storage Tank System Emergency Response Plans.
- Installation of the tank will be completed by a certified contractor. In Ontario, this includes a certification as a "Petroleum Mechanic" (PM) under the Technical Standards and Safety Act, administered by Technical Standards and Safety Authority (TSSA).

Additional mitigation measures implemented during construction of the Project will further mitigate potential effects associated with the installation of the enlarged diesel fuel tank.

Furthermore, the Decision Statement for the Project includes conditions that address mitigation measures applicable to the construction and operation of the diesel fuel storage tank. Relevant conditions include, but are not limited to, conditions pertaining to surface water (5.5) and accidents and malfunctions (14.1).

5.2 Change to the Proposed Sewage and Wastewater Holding Tanks

The proposed changes to the sewage holding tanks are not expected to result in new environmental effects beyond those previously identified and assessed in the EIS. As such, no new or additional mitigation measures are warranted. Existing mitigation measures previously committed for the Project remain applicable and sufficient to address potential environmental effects associated with the installation and operation of the sewage holding tanks.

Mitigation measures applicable to the sewage holding tanks include, but are not limited to, the following:

- Sanitary sewage will be collected and stored in on-site sewage holding tank(s) and regularly pumped out for off-site disposal at a licensed disposal facility.
- Construction activities associated with installation of the sewage holding tanks will be confined within the limits of the PDA.
- Continued implementation of the Environmental Protection Plan.

Additional standard mitigation measures generally implemented during construction of the Project will further serve to mitigate potential effects associated with the installation of the holding tanks.

The Decision Statement issued for the Project includes conditions that address the mitigation measures applicable to sanitary servicing infrastructure. Relevant conditions include, but are not limited to, conditions pertaining to erosion and sediment control (5.4), and water quality protection (5.7 and 5.10), and several others. These conditions remain applicable to the proposed changes.

5.3 Change to the Proposed Rainwater Capture System

The proposed change to the rainwater capture system is not expected to result in new or different environmental effects beyond those previously assessed in the EIS. As such, no new or additional mitigation measures are warranted.

Standard mitigation measures that are generally implemented during construction of the Project will continue to be applied and are sufficient to mitigate potential effects associated with the rainwater capture system.

5.4 New Proposed Snow Storage Pads and Salt Storage Facility

Mitigation measures to address potential environmental effects associated with the installation and operation of the proposed snow storage pads and salt storage facility were identified and assessed in the EIS and Environmental Protection Plan. These measures remain applicable and include, but are not limited to:

- Clearing of vegetation will only occur between September 1 and March 31.
- Manage surface run-off and drainage with construction of diversion ditches, culverts and SWM ponds.
- Winter road salt mitigation measures to be implemented to reduce salt run-off, such as salt management plans, pre-wetting and vehicle mounted spreaders with adjustable application rates.
- A Salt Management Plan is being prepared for operation of the Terminal.
- Adjustments to the site delineation fencing will be made to delineate, prior to construction, areas on the ground within which construction will take place.
- Erosion and sediment control measures will be in place and maintained prior to and throughout construction of the snow storage pad.

In addition to the mitigation measures identified in the EIS, the following design-specific measures will be implemented for the proposed snow storage pads and salt storage facility:

- Meltwater from snow storage areas will be treated through oil-grit separators as a pre-treatment measure prior to discharge to the stormwater management ponds.
- Snow storage pads are sited in open areas with high solar exposure to promote natural melting and reduce reliance on de-icing salts.
- The salt storage facility will be constructed as a covered salt dome to prevent direct exposure of stored salt to precipitation and to minimize salt leaching into stormwater runoff.
- Additional ditches will be constructed around snow storage pads and salt storage facility to capture and convey runoff to the stormwater management system.

Standard mitigation measures implemented during construction of the Project, including those outlined in the Environmental Protection Plan, will also apply and will further mitigate the potential for environmental effects associated with construction of the proposed snow storage areas, salt storage area, and associated stormwater management infrastructure.

The Decision Statement for the Project includes conditions that address mitigation measures applicable to the construction and operation of the proposed snow storage pads and salt storage facility. Relevant conditions include, but are not limited to, those related to surface water and salt management (5.2 and 5.3), erosion and

sediment control (5.4), and natural feature buffers and setbacks (Condition 6.4). These conditions remain applicable to the proposed Project changes.

In accordance with Decision Statement Condition 6.4, buffers of undisturbed vegetation around all retained and constructed wetlands and along riparian areas within the Project Development Area will continue to be established and maintained. Where limited disturbance within these buffer areas is required to implement the Snow Storage Pad #3, such work will be undertaken only to the extent necessary to meet engineering and operational requirements for safe railway and facility operation, consistent with Condition 6.4.2.

In accordance with Decision Statement Condition 5.3, CN has prepared a Salt Management Plan to guide mitigation measures during winter operations, including salt handling, storage, and application associated with operation of the snow storage pads and salt storage facility.

A draft version of the Plan will be circulated to Conservation Halton for review, and any comments received will be considered and addressed by CN prior to finalization. A finalized copy of the Salt Management Plan will be submitted to the Impact Assessment Agency of Canada in accordance with Condition 5.3.

6.0 FOLLOW-UP MONITORING

The follow-up and monitoring programs were identified in Section 9.0 of the EIS. The proposed Project changes do not introduce new environmental effects or uncertainties beyond those previously assessed. As such, no new follow-up programs, and no changes to the existing follow-up programs are required.

Monitoring associated with the existing follow-up programs remains sufficient to verify the accuracy of the environmental assessment and determine the effectiveness of mitigation measures.

7.0 CONCLUSION

The proposed Project changes are expected to result in environmental effects during construction that are similar to those previously contemplated in the EIS. Based on the existing environmental conditions in the areas affected by the proposed changes, and with the implementation of existing and proposed mitigation measures, no new environmental effects are anticipated.

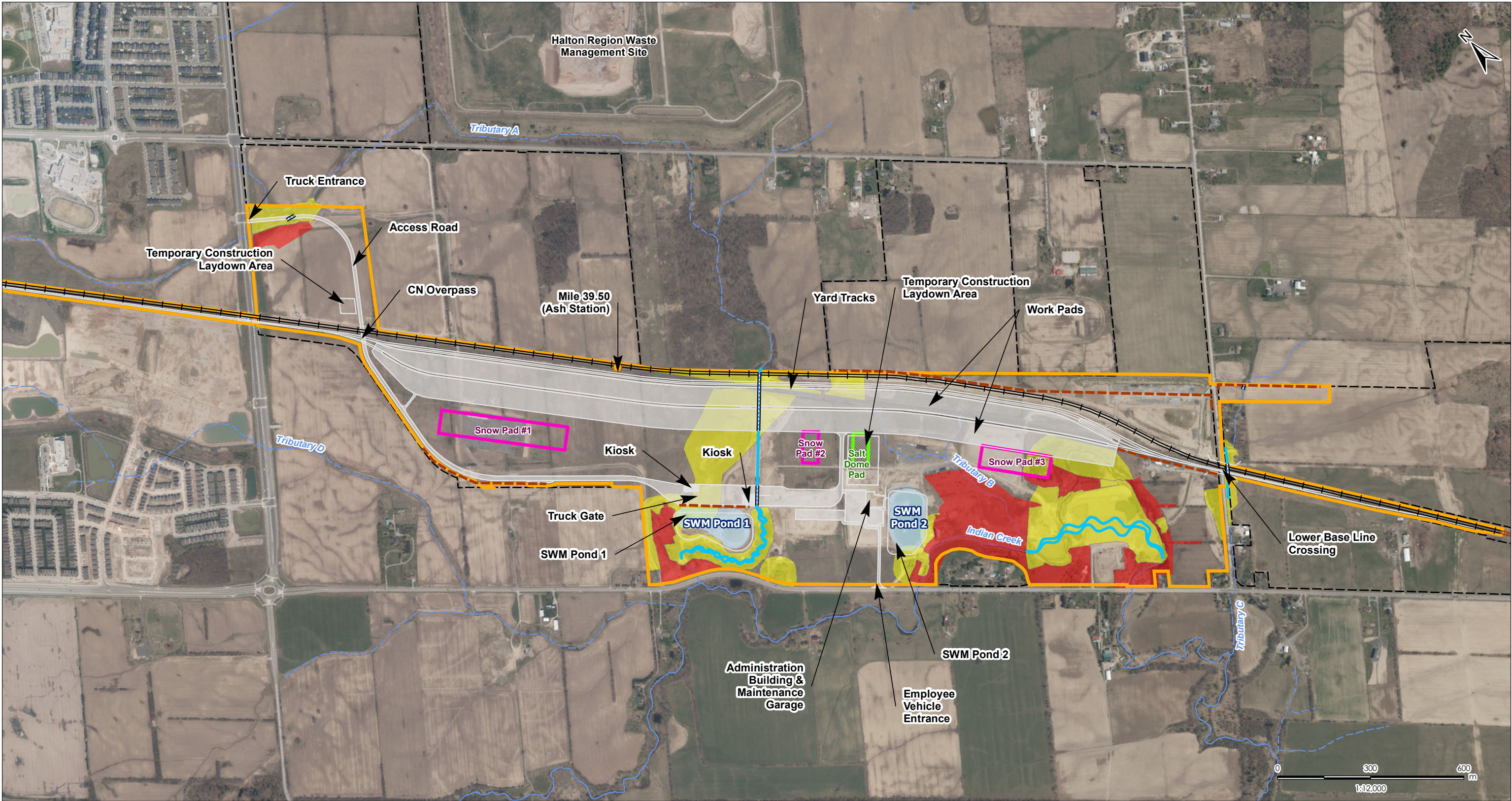
In addition, certain proposed changes are expected to provide environmental benefits, including reductions in air emissions associated with the reduced frequency of diesel fuel deliveries and sewage hauling.

APPENDIX A

PROJECT CHANGE REFERENCE MAP



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Revised: 2026-06-08 By: P.Moser



Notes

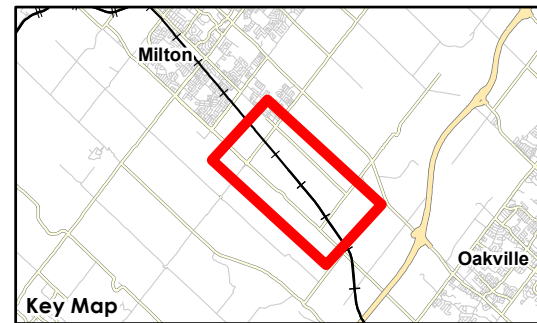
- Coordinate System: NAD 1983 UTM Zone 17N
- Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2015. Site layout: July 10, 2015.
- Orthomimagery © First Base Solutions© 2025, Imagery date 2023.

Legend

- Protected Sensitive Natural Area- Work Prohibited
- Temporarily Protected Area- Work Permitted With Conditions and Approval of CN Environmental Monitor
- Salt Dome Pad
- Snow Pad

Project Components

- Project Development Area
- Existing Single Track Mainline
- Existing Double Track Mainline
- Double Track - Mainline
- Project Component
- CN-Owned Property
- SWM Pond
- Milepost
- Channel Realignment
- Culvert Location
- Proposed Noise Berm



Client/Project

Canadian National Railway Company
Milton Logistics Hub

Figure No.

1

Title

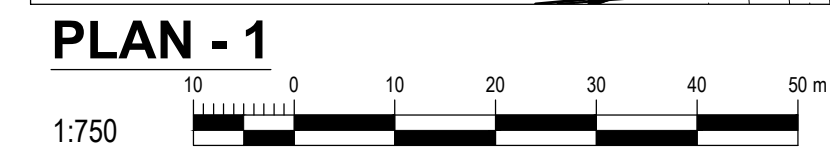
**Proposed Project
Change Locations**

June 2026
160960844

APPENDIX B

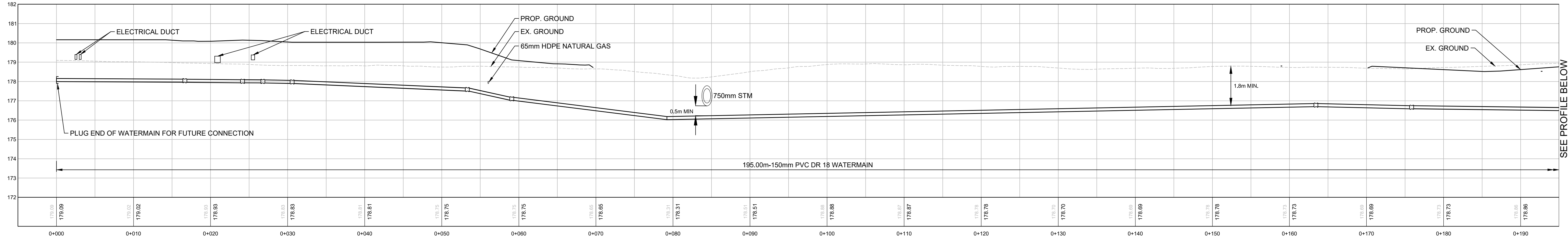
SEWAGE HOLDING TANKS DRAWINGS



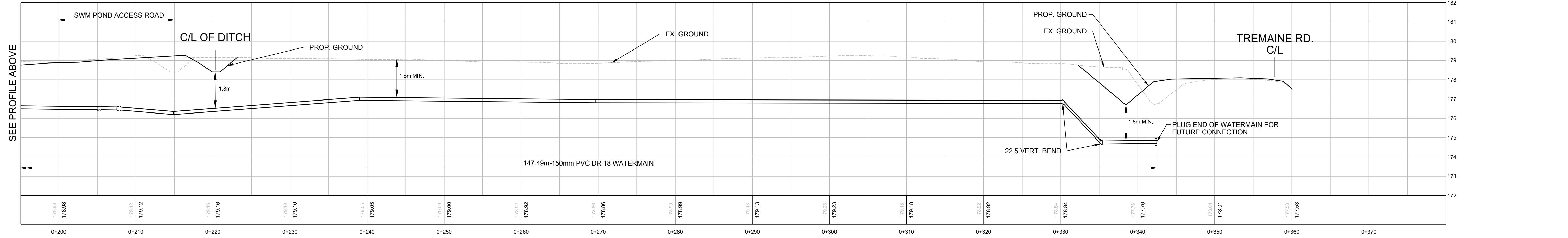


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	CN PROJECT NO. **	CN DRAWING NO. **	
CN MILTON LOGISTICS HUB - HALTON SUBDIVISION - PHASE 3 ADMINISTRATION BUILDING WATER AND SANITARY SERVICING PLAN			
PROJECT NUMBER 60579933	DRAWING NUMBER 04-U-0101		ISSUE/REVISION 0

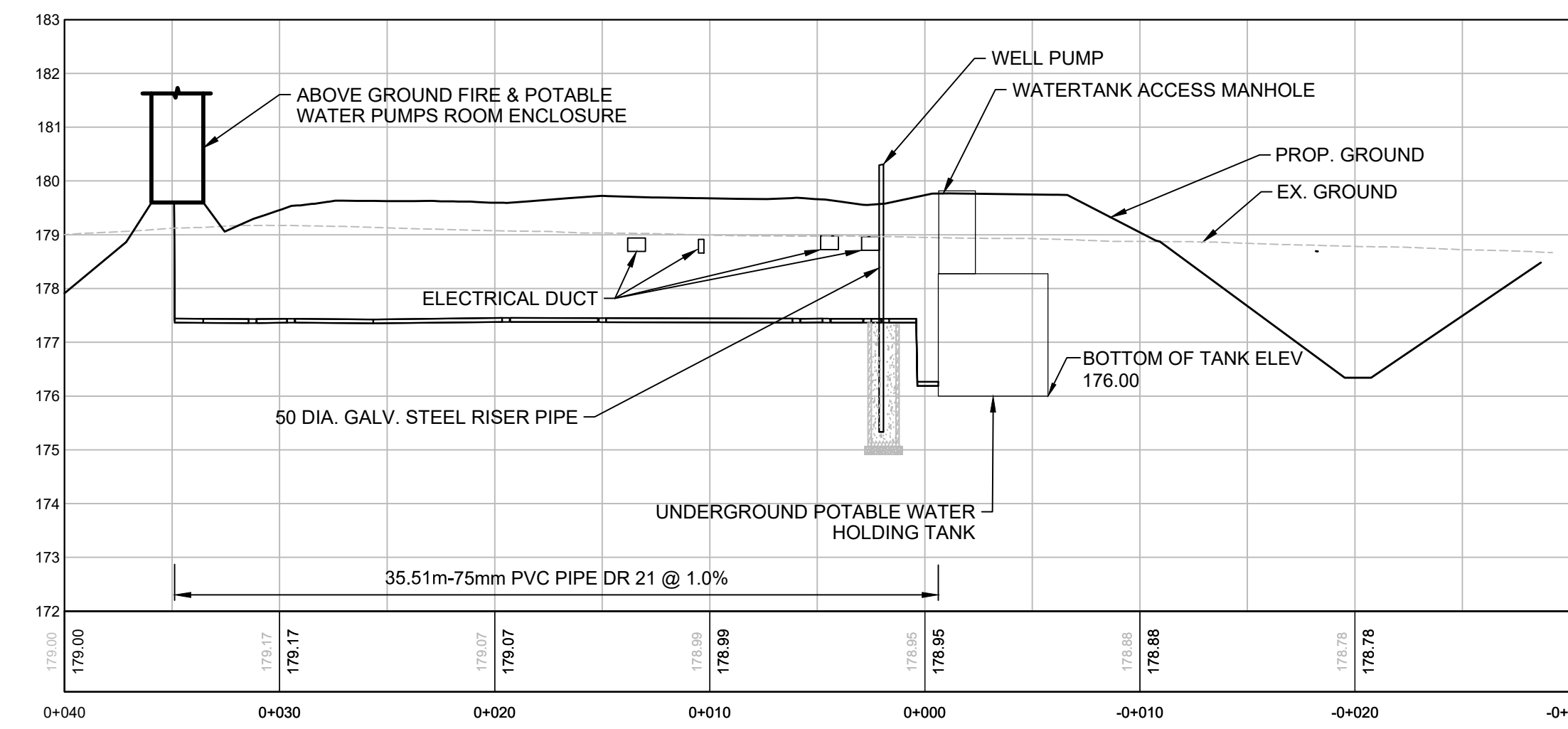
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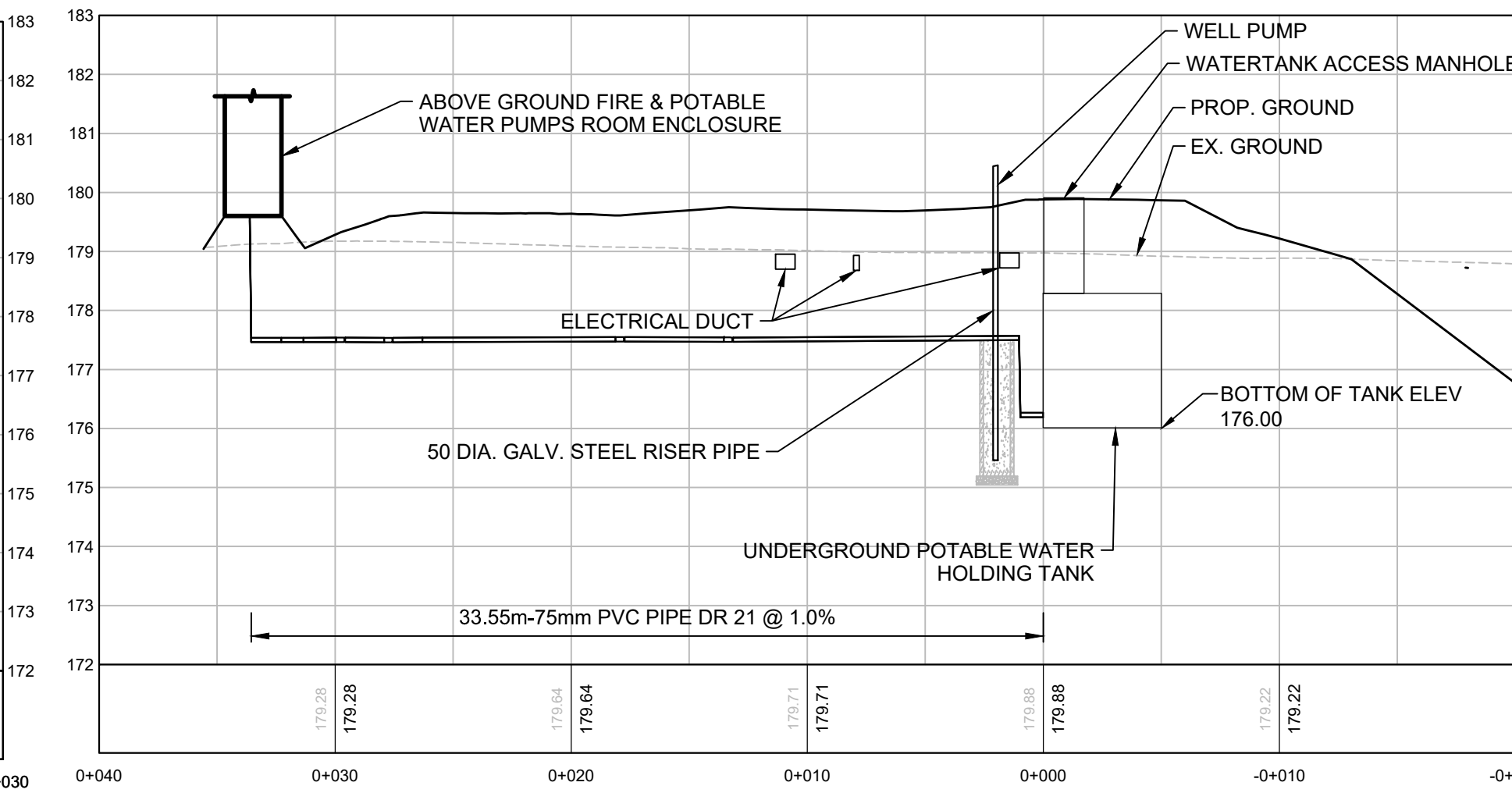
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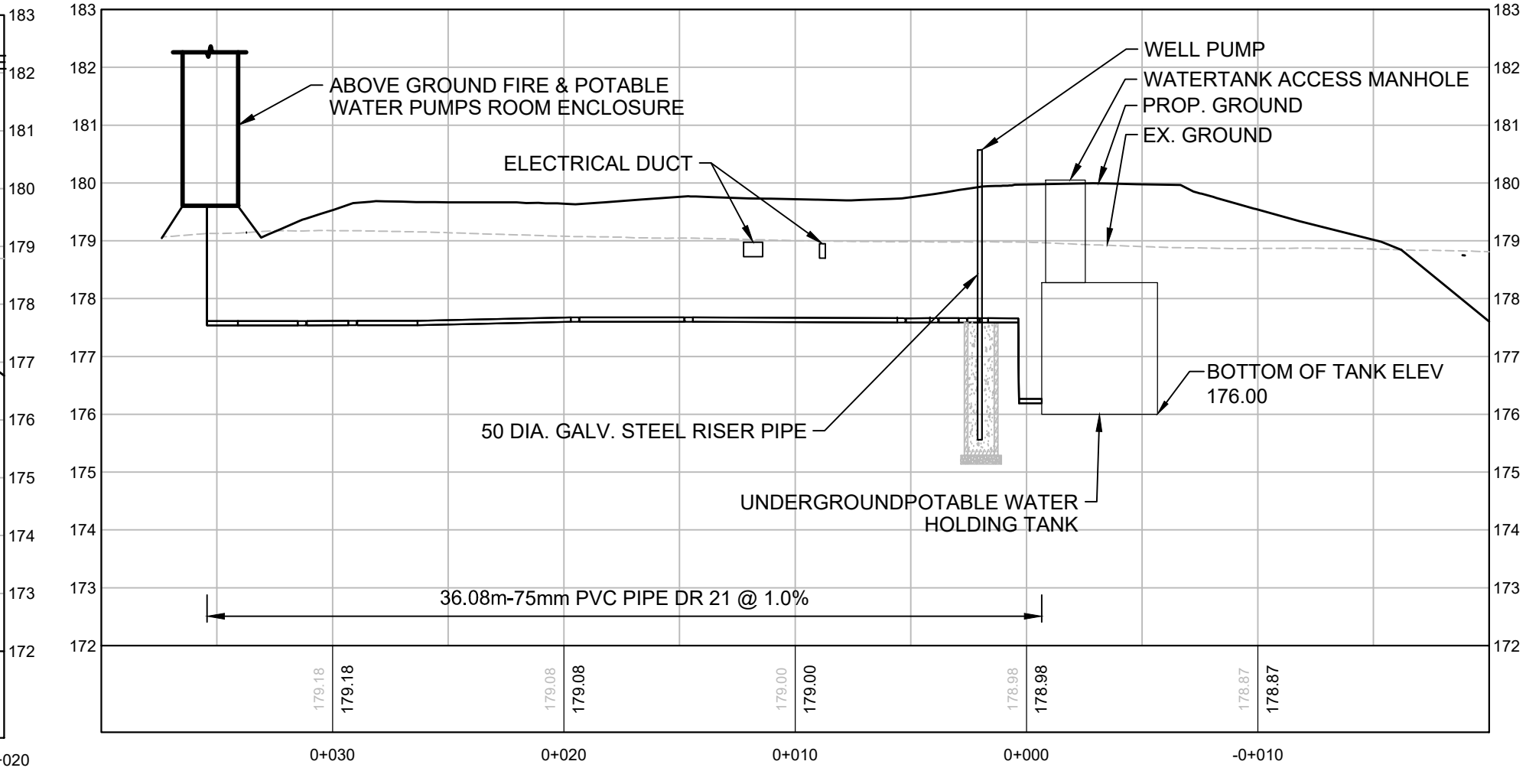
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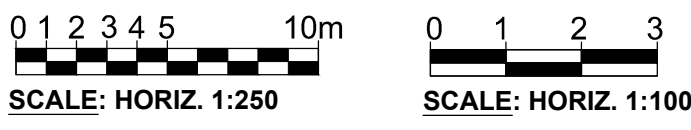
WATER HOLDING TANK PROFILE 1



WATER HOLDING TANK PROFILE 2



WATER HOLDING TANK PROFILE 3



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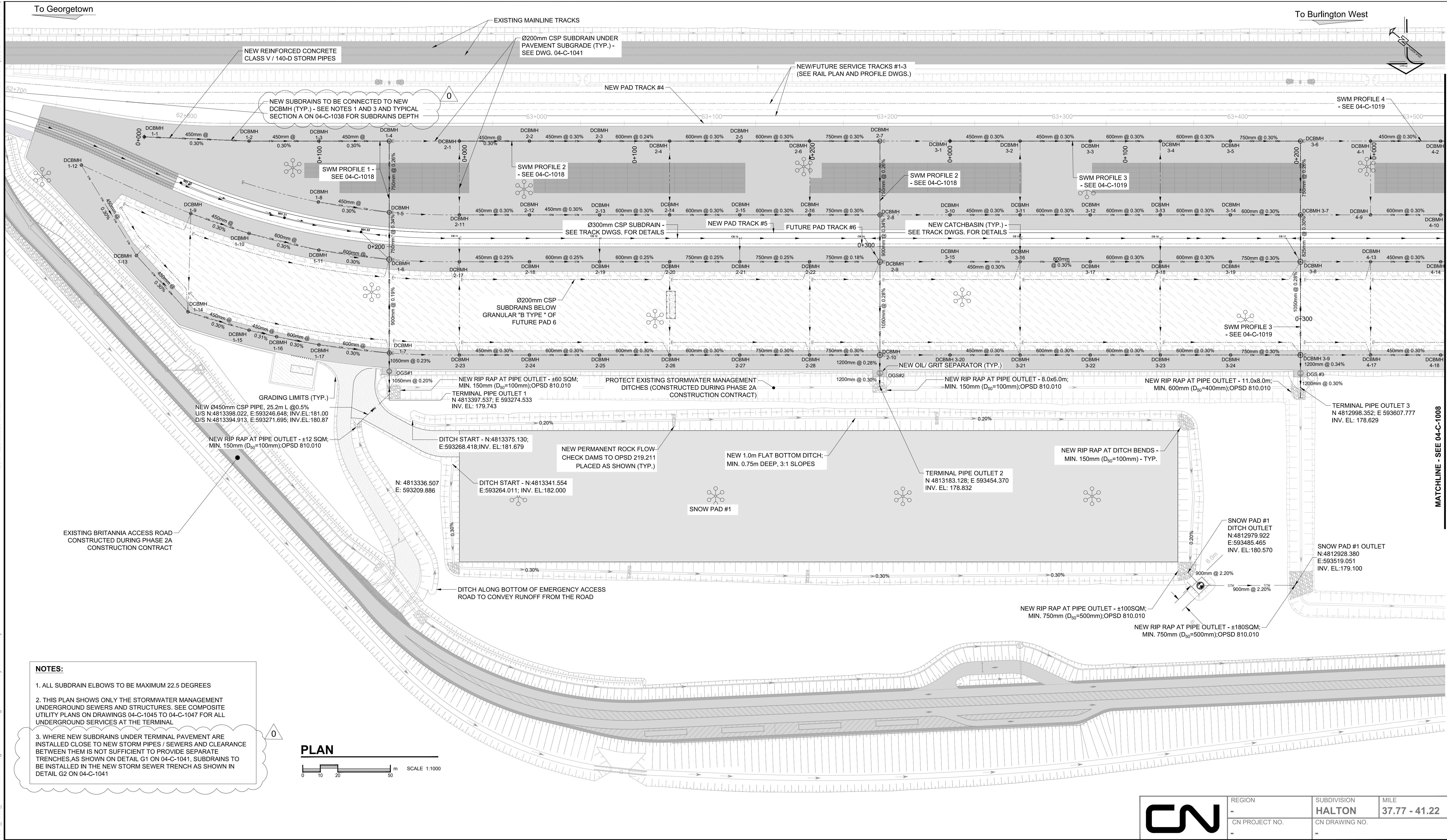
CN
MILTON LOGISTICS HUB - HALTON SUBDIVISION - PHASE 3
ADMINISTRATION BUILDING
PROFILES
WATER SERVICES

PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION
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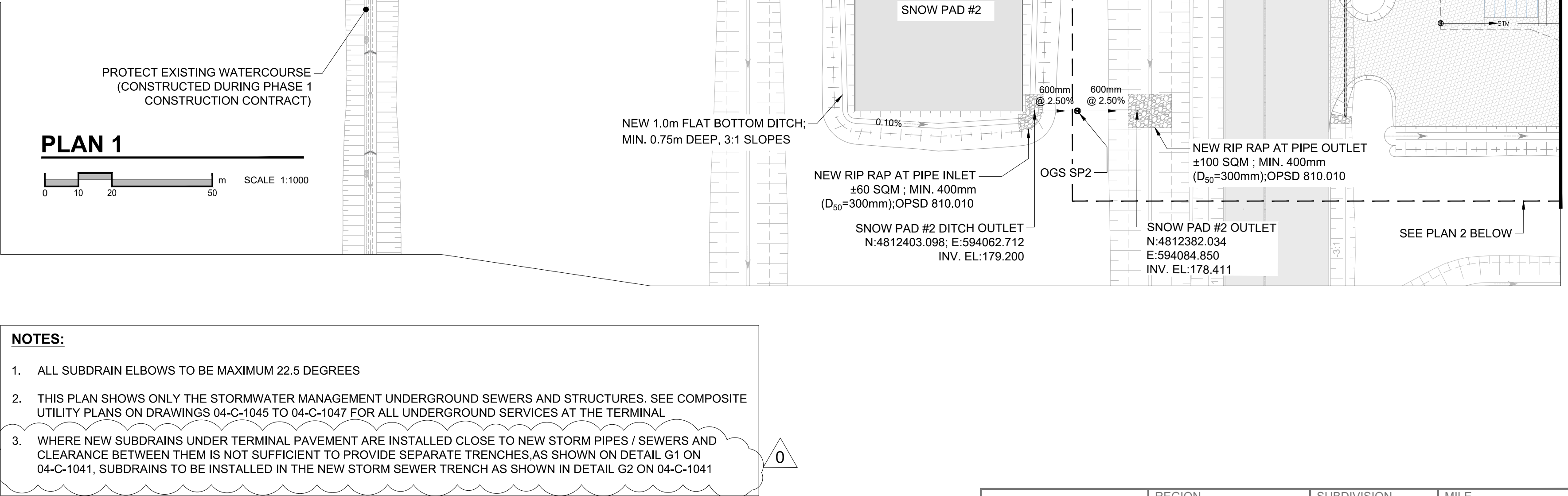
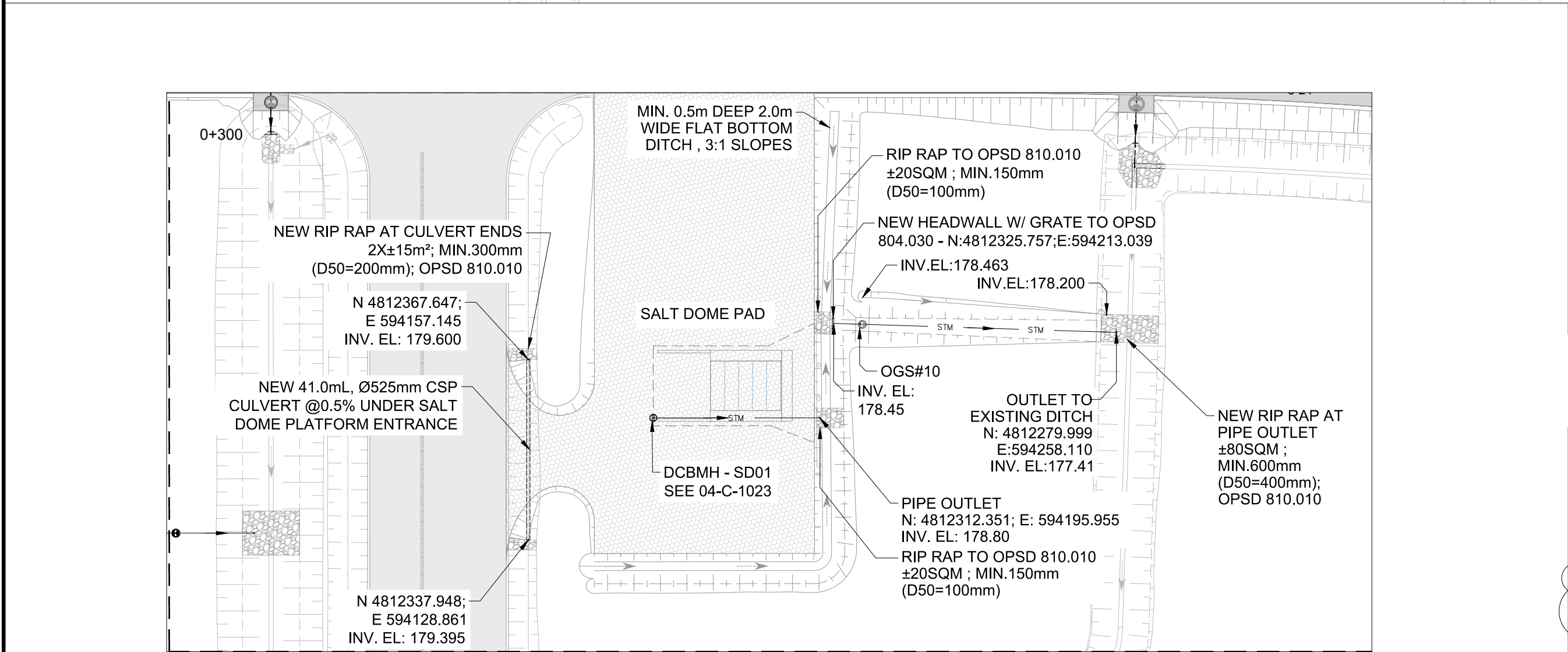
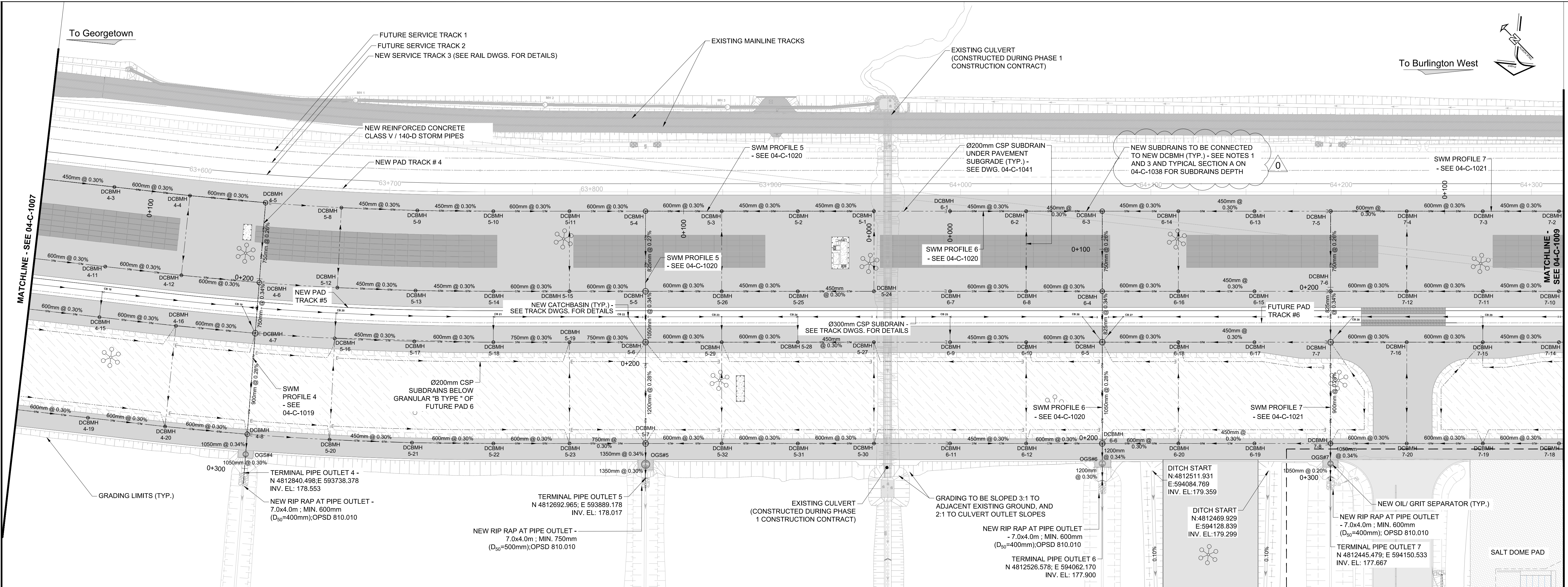
APPENDIX C

SNOW STORAGE PADS AND SALT DOME PAD DRAWINGS





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CN MILTON LOGISTICS HUB - HALTON SUBDIVISION - PHASE 3 TERMINAL STORMWATER MANAGEMENT PLAN SHEET 1 OF 3											
PROJECT NUMBER				DRAWING NUMBER				ISSUE/REVISION			
60579933				04-C-1007				0			



- NOTES:**
- ALL SUBDRAIN ELBOWS TO BE MAXIMUM 22.5 DEGREES
 - THIS PLAN SHOWS ONLY THE STORMWATER MANAGEMENT UNDERGROUND SEWERS AND STRUCTURES. SEE COMPOSITE UTILITY PLANS ON DRAWINGS 04-C-1045 TO 04-C-1047 FOR ALL UNDERGROUND SERVICES AT THE TERMINAL
 - WHERE NEW SUBDRAINS UNDER TERMINAL PAVEMENT ARE INSTALLED CLOSE TO NEW STORM PIPES / SEWERS AND CLEARANCE BETWEEN THEM IS NOT SUFFICIENT TO PROVIDE SEPARATE TRENCHES, AS SHOWN ON DETAIL G1 ON 04-C-1041, SUBDRAINS TO BE INSTALLED IN THE NEW STORM SEWER TRENCH AS SHOWN IN DETAIL G2 ON 04-C-1041

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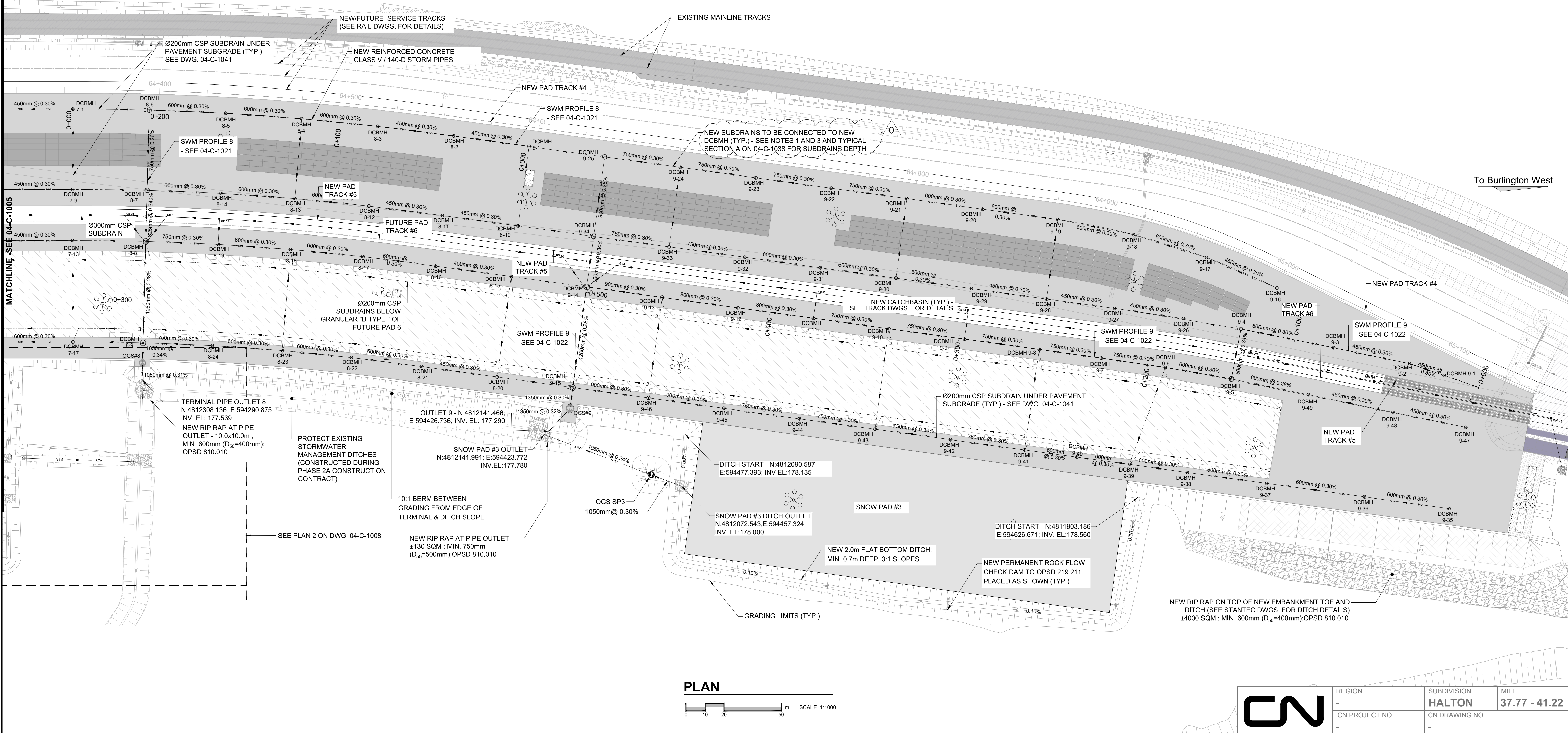
CN
MILTON LOGISTICS HUB - HALTON SUBDIVISION - PHASE 3
TERMINAL
STORMWATER MANAGEMENT PLAN
SHEET 2 OF 3

PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION
60579933	04-C-1008	0

To Georgetown

To Burlington West

- NOTES:**
1. ALL SUBDRAIN ELBOWS TO BE MAXIMUM 22.5 DEGREES
 2. THIS PLAN SHOWS ONLY THE STORMWATER MANAGEMENT UNDERGROUND SEWERS AND STRUCTURES. SEE COMPOSITE UTILITY PLANS ON DRAWINGS 04-C-1045 TO 04-C-1047 FOR ALL UNDERGROUND SERVICES AT THE TERMINAL
 3. WHERE NEW SUBDRAINS UNDER TERMINAL PAVEMENT ARE INSTALLED CLOSE TO NEW STORM PIPES / SEWERS AND CLEARANCE BETWEEN THEM IS NOT SUFFICIENT TO PROVIDE SEPARATE TRENCHES, AS SHOWN ON DETAIL G1 ON 04-C-1041, SUBDRAINS TO BE INSTALLED IN THE NEW STORM SEWER TRENCH AS SHOWN IN DETAIL G2 ON 04-C-1041

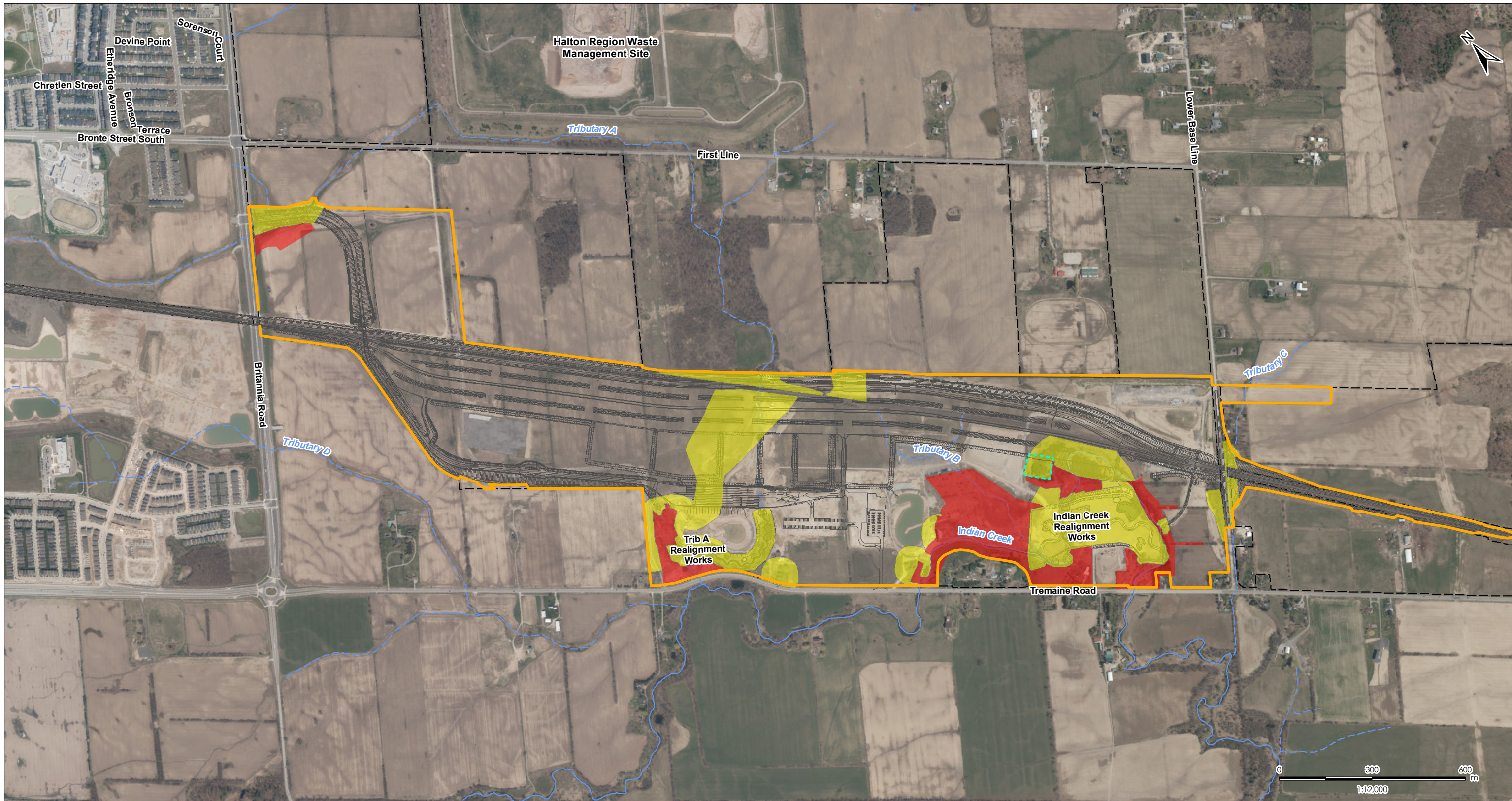


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APPENDIX D TEMPORARY AND PERMANENT RESTRICTED AREAS FOR NATURAL FEATURES (UPDATE)



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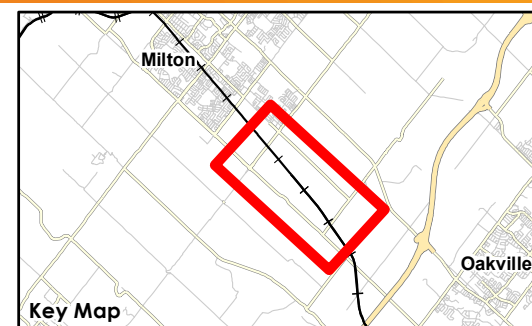


Notes

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2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2015. Site layout: July 10, 2015.
3. Orthoimagery © First Base Solutions© 2025, Imagery date 2023.

Legend

- CN-Owned Property
- Assumed Site Plan Line Work (AECOM 20210326)
- Limit of Construction
- Temporarily Protected Area Update
- Protected Sensitive Natural Area- Work Prohibited
- Temporarily Protected Area - Work Permitted With Conditions and Approval of CN Environmental Monitor



Client/Project

Canadian National Railway Company
Milton Logistics Hub

Figure No.

1

Title

**Temporary and Permanent
Restricted Areas for Natural
Features (Update)**

June 2026
160960844