

INITIAL PROJECT DESCRIPTION

GREAT SANDHILLS RAILWAY

Great Sandhills Railway Switching Operation at North
West Terminal Ltd.

July, 2020



EXECUTIVE SUMMARY

Great Sandhills Railway (GSR) is proposing the expansion of the North West Terminal (NWT) 1 kilometre east of Unity, Saskatchewan (SK). NWT is one of the largest grain handling facilities in Western Canada and is serviced by two Class 1 railways, the Canadian National Railway (CN) and the Canadian Pacific Railway (CP). The proposed project includes three loop tracks, two shop tracks, a wye track, and a repair shop. The new tracks will allow these Class 1 railways to enter and depart the yard without using their mainline to break up and consolidate the train. This reduces unnecessary congestion on the mainline. The tracks will also serve as an interchange between CP and CN, with the ability to interchange over 175 cars at one time, surge capacity for the Edmonton corridor, and an option to yard trains for mechanical inspection or repurposing, either by their own mechanical staff or by mechanical personnel at NWT.

The Project is designed to solve the current configuration issue at NWT. Due to dated design and restrictive access, traffic originating from NWT creates between 4 and 16 hours of a backlog on CN's mainline in both directions per week. Anticipated traffic volumes for the current users of NWT in the next five years would result in approximately 26 hours of delays per week along a critical export rail corridor. The proposed project includes three loop tracks, two shop tracks, a wye track, and a repair shop. GSR is anticipating the work will be completed from September 2020 to September 2022.

The benefits of improved fluidity for North West Terminal Ltd., and the producers who deliver to the terminal, is an additional 60% of wheat, canola, and peas per year shipped to China, Japan, Mexico, South East Asia, South America and India in the short term. The Project also increases the smooth-running of the existing product that are exported to China, Asia, South America, Europe, and the Middle East each year from NWT alone.

The Project will create eight full-time equivalent (FTE) jobs for GSR and eight FTEs for NWT, for a total of sixteen FTEs plus indirect jobs within the service industry, construction, real estate etc. resulting in economical gains in and around Unity, SK.

INTRODUCTION

This information has been prepared according to the *Impact Assessment Act* Guide (Guide) to Preparing an Initial Project Description and a Detailed Project Description and Annex I of the Guide, which aligns with Schedule 1 of the Information and Management of Time Limits Regulations. Sections 3 through 26 below correspond to requirements 1 through 24 as outlined in Annex 1 of the Guide.

1 THE PROJECT'S NAME, SECTOR AND PROPOSED LOCATION

Great Sandhills Railway (GSR) Company is proposing the Great Sandhills Railway Switching Operation at North West Terminal Ltd. (the Project) to reduce congestion on the main railway and to keep up with future volume demands. The Project is located at the existing North West Terminal (NWT) approximately one kilometre east of the town of Unity, Saskatchewan (SK).

2 PROPONENT'S NAME AND CONTACT INFORMATION

GSR primary contact and contact information (Table 1).

Table 1. Contact information

| | |
|------------|--|
| Proponent: | Great Sandhills Railway Ltd. |
| Contact: | Amy Lintick |
| Address: | Box 726, 448 1 st Ave W, Leader, Saskatchewan S0N 1H0 |



| | |
|--------|--|
| Email: | alintick@gsrailway.net |
| Phone: | (306) 628-8138 |

3 ENGAGEMENT UNDERTAKEN WITH JURISDICTIONS OR AGENCIES

Engagement activities specific to the Project include:

- Town of Unity, Saskatchewan
 - Provided general project information update in April, 2019
- Agriculture Producers Association of Saskatchewan
 - Provided general project information update in April, 2019
- Province of Saskatchewan
 - Provided general project information update in April, 2019
- Impact Assessment Agency of Canada
 - Provided general project information update on going from 2019 to present
 - Discussions about regulatory process in May 2020

GSR received letters of support from the Town of Unity, Agriculture Producers Association of Saskatchewan, and the Province of Saskatchewan (Appendix B), no issues were raised. Engagement with all stakeholders is ongoing and GSR will continue to reach out and be available for discussion. Plans for future engagement is on an as needed basis.

These engagement activities have included phone discussions and email correspondence to review preliminary material including project schedule information, early engagement plans, regulatory processes and schedules, and planned project timing. The primary focus of discussions with the Impact Assessment Agency of Canada has been on understanding the *Impact Assessment Act* and clarifying associated regulatory processes.

Engagement with jurisdictions and agencies is completed on an as needed bases. Future engagement dates and frequencies to be determined.

4 EARLY ENGAGEMENT WITH INDIGENOUS GROUPS

Early engagement has occurred with Indigenous groups that may be affected by the Project (Table 2).

Table 2. Indigenous groups contacted regarding the Project.

| Indigenous Groups | Action by GSR | Response From First Nation |
|--|--|----------------------------|
| Mosquito, Grizzly Bear's Head, Lean Man First Nation | <ul style="list-style-type: none"> • Called May 26, 2020 – Busy signal • Sent email May 28, 2020 asking for direct email to send the Project overview | No response |
| Little Pine First Nation | <ul style="list-style-type: none"> • Sent detailed email May 25, 2020 | No response |
| Poundmaker First Nation | <ul style="list-style-type: none"> • Called May 26, 2020 – Left message • Sent email May 28, 2020 asking for direct email to send the Project overview | No response |
| Red Pheasant First Nation | <ul style="list-style-type: none"> • Called May 26, 2020 – Mailbox was full • Sent email May 28, 2020 asking for direct email to send the Project overview | No response |



| | | |
|---|---|-------------|
| Sweetgrass First Nation | <ul style="list-style-type: none"> Called May 26, 2020 – Received incorrect direct email address from receptionist Sent email May 28, 2020 asking for direct email to send the Project overview Direct email address received and full Project overview was sent | No response |
| Metis Nation Saskatchewan – Western Region 1A | <ul style="list-style-type: none"> Sent detailed email May 28, 2020 | No response |

Note: Battlefords Agency Tribal Chiefs Inc. (BATC) is a tribal council that was formed in the spring of 2007 with the original First Nations of Ahtahkakoop Cree Nation, Moosomin First Nation, Red Pheasant Cree Nation, Sweetgrass First Nation, and Stoney Knoll First Nation signing the Convention Act. Saulteaux First Nation joined in 2009 and Mosquito Grizzly Bear's Head Lean Man First Nation joined in 2014. A detailed email was sent to the BATC on May 28, 2020 regarding the Project affecting the Indigenous groups identified in Table 2.

Meetings are planned with Chief Bobby Cameron and other indigenous groups, dates to be confirmed. GSR will meet with indigenous groups bi-weekly.

Engagement with all Indigenous groups is ongoing and GSR will continue to reach out and be available for discussion.

5 STUDIES OR PLANS RELEVANT TO THE PROJECT

GSR is not aware of any studies or plans that have undergone provincial or joint federal-provincial regulatory review or studies or plans that are available to the public from non government jurisdictions that are applicable to the Project.

6 STRATEGIC ASSESSMENT RELEVANT TO THE PROJECT

The Project is located in the Round Valley Rural Municipality (RVMA). According to the *Impact Assessment Act* Registry, the RVRM has not been the subject of a strategic assessment. The strategic assessment of climate change, published in July 2020, is a strategic assessment conducted under subsection 95(2) of the *Impact Assessment Act*, and it applies to all designated projects under the *Impact Assessment Act*. The Project is entering the Impact Assessment process to determine if the Project will undergo a federal impact assessment under the *Impact Assessment Act*. Any projects that undergo a federal impact assessment require a strategic assessment of climate change. The strategic assessment of climate change provides guidance on information requirements related to climate change in the federal impact assessment, this guidance includes the following:

- Outlines the approach to be used to estimate net and upstream greenhouse gas (GHG) emissions;
- Clarifies that downstream emissions will not be assessed; and
- Explains how avoided emissions and GHG offsets are to be factored into estimates of GHG emissions.

The Project proponents will provide basic information related to GHG emissions, GHG mitigation measures, and climate change resilience.

7 PURPOSE OF AND NEED FOR THE PROJECT

The purpose of the Project is to reduce congestion and delays at one of the largest grain handling facilities in Western Canada and to keep up with current and future volume demands.

The Project is needed to realize the full value of the NWT (Figure 1) strategic location that supports the Edmonton corridor.

Figure 1. Aerial view of NWT current configuration.





The potential benefits of the Project include:

- Optimizing efficiency by increasing volume and decreasing delays
- Create 16 full time equivalent (FTE) jobs
- Improving service for customers (Class 1s, agriculture)
- Increase the value and volume of goods exported to overseas markets

The loop tracks will allow these Class 1 Rail lines to enter and depart the yard without using their mainline to break up and consolidate the train. This reduces unnecessary congestion on the mainline. The loop tracks will also serve as an interchange between CP and CN, with the ability to interchange over 175 cars at one time, surge capacity for the Edmonton corridor, and option to yard trains for mechanical inspection or repurposing, either by their own mechanical staff or by mechanical personnel at NWT.

The potential benefits also serve to add value for the shareholders.

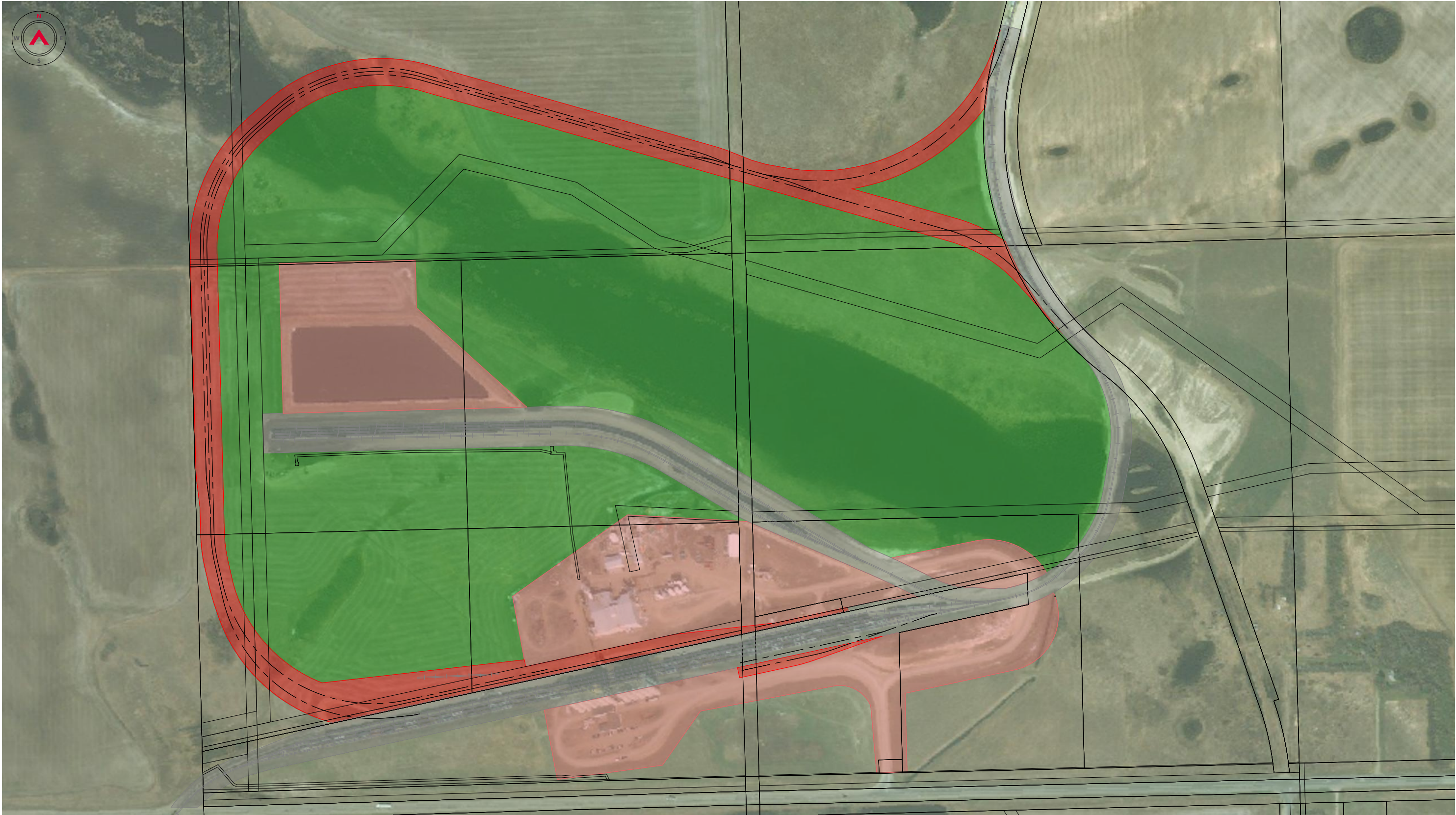
8 PROVISIONS IN THE SCHEDULE TO THE *PHYSICAL ACTIVITIES REGULATIONS* (PROJECT LIST)

The relevant provision, Section 55 of Schedule 2, to the *Physical Activities Regulations* is:

"The expansion of an existing railway yard, if the expansion would result in an increase of its total area by 50% or more and a total area of 50 ha or more."

The development area of the existing railway yard is approximately 36 hectares. The development area for the Project is expected to be approximately 80 hectares, which represents an increase of the area of the existing railway yard that is greater than 50% (Figure 2). The proposed new track and the existing track is assumed within 50 feet of track centerline.

Figure 2. Project Site Plan.



LEGEND

- EXISTING TRACK AND EMBANKMENT =14.5 hectares
- PROPOSED NEW TRACK AND EMBANKMENT =11.6 hectares
- NOT BEING DEVELOPED =69.3 hectares
- EXISTING NON-RAIL DEVELOPED AREA =20.9 hectares

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CLIENT:



TITLE:

SITE PLAN

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| SCALE: | 1:5500 | APVD: | EL | DATE: | 20/07/24 |

PROJECT:

**GREATSANDHILLS RAILWAY
SWITCHING OPERATIONS AT
NORTH WEST TERMINAL LTD.
UNITY, SK**

DWG NO:

2000003-SKT-01

REV:

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9 INFRASTRUCTURE AND PHYSICAL WORKS ASSOCIATED WITH CONSTRUCTION, OPERATION AND DECOMMISSIONING ACTIVITIES

Anticipated new infrastructure, structures, and physical works are provided in Table 3. No temporary structures are associated with the Project and the existing NWT site will be used to facilitate the construction of the Project. The activities in Table 3 are within the care and control of GSR.

The expected lifetime of the project is 100 years. This is an approximation based in general, on short line railways expected lifetime. Refer to Figure 2 in section 8 of this document for the locations of the railway components described in Table 3.

Table 3: New Infrastructure, Structures, and Physical Works

| Phase | New Infrastructure, Structures, and Physical Works |
|--------------|--|
| Construction | Initial site preparation, including: <ul style="list-style-type: none"> Removal of all vegetation, organic deposits, gravel, and topsoil Surface drainage controls systems Groundwater management system Erosion protection through the application of a layer of topsoil and hydro-seeding |
| | Construction of facilities: <ul style="list-style-type: none"> Repair shop |
| | Construction of linear infrastructure: <ul style="list-style-type: none"> A railway loop system which comprises of the following: <ul style="list-style-type: none"> Formation of an Inner track loop connecting the existing track on the East side of the terminal before the east wye with the existing laydown track near the NWT elevator West wye track to connect the existing CP lead track to the Outer track loop Formation of an outer track loop connecting the Inner track loop south of wye and the existing track west of the NWT elevator Shop tracks Earthworks and grading including the rail subgrade, ballast, and sub ballast installation to accommodate the railway alignment including any earthworks required to tie into the existing rail line Drainage system which includes ditches and culverts to divert storm runoff away from track bed |
| Operation | <p>There are two connections for the new railway loop to the existing rail track. They are as follows:</p> <ul style="list-style-type: none"> Connection to existing CP Lead line via the existing east wye track and a new west wye track Connection to the existing elevator track and the existing laydown track near the NWT elevator. <p>The new rail loop will be operated and maintained by Great Sandhills Railway Ltd. However, both CP and CN intend to utilize this new rail loop as part of their operations. Initial</p> |



| | |
|-----------------|--|
| | <p>operations plan is for CN to operate in an counter clockwise direction and CP to operate in a clockwise direction</p> <p>Neither CN nor CP have any control of the NWT yard, it is owned in it's entirety by NWT. No operating contracts exist between NWT and CN or CP. The NWT yard is run under Canadian Rail Operating Rules (CROR) Rule 105. NWT has an operating agreement with GSR for them to operate and manage the rail yard, this will continue after the Project is completed</p> <p>Rail components required for the new rail loop include but are not limited to the following:</p> <ul style="list-style-type: none"> • Rail • Tie plates • Rail spikes • Wooden ties • Rail turnouts • Switches <p>General maintenance (e.g., repair shop, mobile equipment and linear infrastructure) and emergency services</p> <p>Environmental Monitoring</p> |
| Decommissioning | Removal of buildings and linear infrastructure |
| | Maintenance (e.g., mobile equipment) and emergency services |

The Project will integrate with existing water, power, heat, and fuel utilities and use the existing roads and railway yard to facilitate the Project construction and operation.

Table 4: Existing Infrastructure, Structures, and Physical Works Operated in Association with the Project

| Phase | Existing Infrastructure, Structures, and Physical Works |
|-----------------|--|
| Construction | <ul style="list-style-type: none"> • Existing power sources at NWT are capable of supporting construction of the Project and will not require any modification • Existing SaskEnergy pipeline, crossing agreement required • Existing SaskTel fibre optic line, crossing agreement required • Existing SaskPower infrastructure, crossing agreement required |
| Operation | <p>Existing water intakes, hot water sources, and sewage system at NWT are capable of supporting operation of the expansion and will not require modification</p> <p>Existing power sources at NWT are capable of supporting operation of the expansion and will not require modification</p> |
| Decommissioning | Existing power sources at NWT and power distribution network will support decommissioning |

SaskEnergy, SaskTel, and SaskPower have been contacted as they are required to accommodate the Project in order to ensure that their services are not interrupted. Crossing agreement discussions are ongoing with each provider.

10 ESTIMATE OF MAXIMUM PRODUCTION CAPACITY AND DESCRIPTION OF PRODUCTION PROCESSES

The nature of the Project is not production. However, the expansion will increase the amount of wheat, canola, and peas that are delivered to the terminal by sixty percent. The Project consists of a new railway loop, two new shop tracks, a new wye track and a new repair shop. The railway circumference is 3770 m with sections of double and triple tracks. The total amount of new track is 8940 m. The repair shop will be 14,000 square feet.



11 ANTICIPATED SCHEDULE

The anticipated schedule for the Project (Table 5) includes initial time to account for the regulatory process.

Table 5: Anticipated Project Schedule

| Phase | Timing | Notes |
|--------------------|-----------|--|
| Regulatory Process | 2018-2020 | Both federal and provincial regulatory process including the Impact Assessment, if required. |
| Construction | 2020-2022 | Site preparation and construction of facilities on Project site |
| Operations | 2020-2120 | Railway activities |
| Decommission | 2120 | To be determined at a future date, 2120 is an approximation. |

No future expansions of the Project are anticipated.

12 POTENTIAL ALTERNATIVE MEANS AND ALTERNATIVES TO THE PROJECT

An alternate route for the rail loop was identified. The alternative route was shorter in total length but it would have to cross the natural gas pipeline four times (Figure 3). The preferred route is longer but crosses the natural gas pipeline twice.

Building one shop track was considered, but due to the amount of traffic it was determined that it would not have the capacity to provide adequate service.

Realigning the existing eastern track was considered to increase the curve radius. However, it was determined that it will not be required to meet railway specifications and therefore will not be realigned.

Trucking is not an alternative as the grain that gets shipped can only be accepted at the Vancouver terminals by rail.

There are no feasible alternatives to building loop tracks to increase NWT's capacity and therefore no alternatives are being considered. GSR's decision is final, and no changes to the Project are being made.

Figure 3. Project alternate route.



LEGEND

- EXISTING TRACK AND EMBANKMENT
- PROPOSED NEW TRACK AND EMBANKMENT
- NOT BEING DEVELOPED
- EXISTING NON-RAIL DEVELOPED AREA
- ALTERNATE ROUTE
- PIPELINE CROSSING

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| TITLE: <div>SITE PLAN ALTERNATE ROUTE</div> | | | | | |
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| PROJECT: <div>GREATSANDHILLS RAILWAY SWITCHING OPERATIONS AT NORTH WEST TERMINAL LTD. UNITY, SK</div> | |
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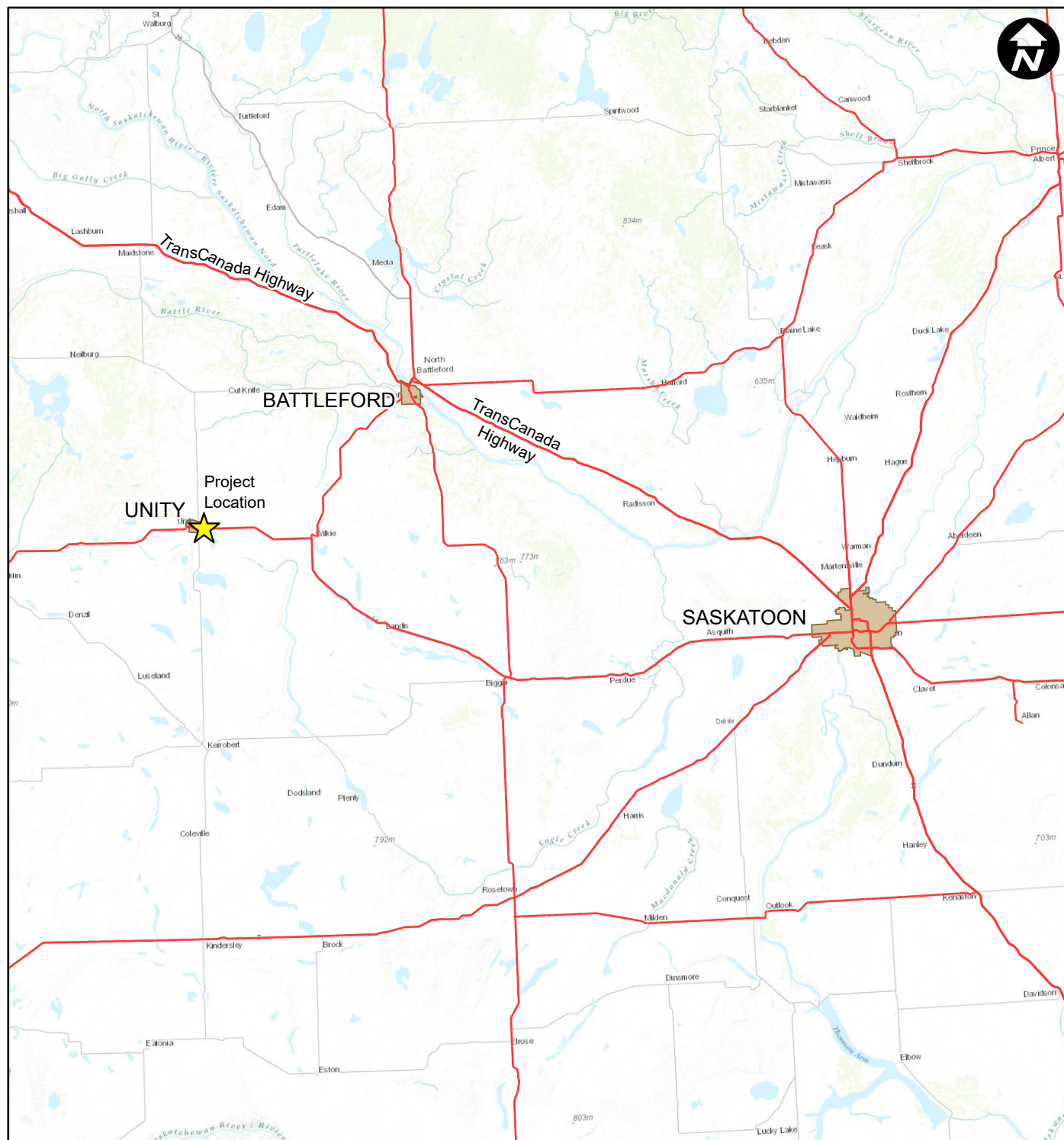
13 LOCATION INFORMATION

Description of the designated project's location included below.

13.1 Geographic Coordinates

The Project is located approximately one kilometre east of the town of Unity, SK in the Rural Municipality of Round Valley. The Project is directly north of Highway 14 and East of Highway 21 (Latitude: 52°26'15.86"N, Longitude: 109° 7'25.54"W). North West Terminal Ltd. primarily consists of agricultural and industrial land use. The development will be located adjacent to the existing NWT site (Figure 4).

Figure 4. Project general location.



Great Sandhills Railway North West Terminal Railway Expansion General Location

Date: 2020-05-06
Projection: NAD 1983 UTM Zone 12N
Scale: 1:1,500,000
Author: tkwitkoski
Last Modified By: tkwitkoski
Checked By: MJ
Revision #:

0 5 10 20 30 40 50
Kilometers

- ★ Project Location
- Highway
- Urban Municipality





The Project area's northern boundary is directly adjacent to farm land and unnamed bodies of water. The eastern boundary is the existing rail line that will be modified to ensure a safe turning radius is achieved. Beyond the existing rail line is farm land and a semi-permanent pond. The southern boundary is adjacent to the grain elevators, existing railway, and farm land. Highway 14 is approximately 200m south of the Projects southern boundary. The western boundary is adjacent to farm land. 1km west of the Projects boundary is Highway 21 and the Town of Unity.

13.2 Legal Description of Land

The Projects Legal Land Descriptions are as follows:

- LSD 2 Sec 17 Twp 40 Rge 22 W 3 Extension 14 (Surface Parcel #121033763)
- LSD 7 Sec 17 Twp 40 Rge 22 W 3 Extension 6 (Surface Parcel #121033819)
- NE Sec 17 Twp 40 Rge 22 W 3 Plan No 102249851 Extension 0 (Surface Parcel #203351925)
- NW Sec 16 Twp 40 Rge 22 W 3 Extension 1 (Surface Parcel #118288581)
- SW Sec 16 Twp 40 Rge 22 W 3 Extension 4 (Surface Parcel #163958697)

The land is owned by NWT, the Land Titles are located in Appendix C.

No authorizations relating to a water lot are needed. The unnamed water bodies on at the Project site will be crossed using the appropriate drainage controls and will not be filled in for use.

13.3 Project's Proximity to Residences

Residences and places of business situated near the Project include the Town of Unity (1km west) and TransGas office (1 km south east). There are three residential properties located 1.2km, 1.9km, and 2.0km east of the Project.

The Project's proximity to land used for traditional purposes by Indigenous peoples of Canada is unknown, refer to Table 2 of this document (Initial Project Description).

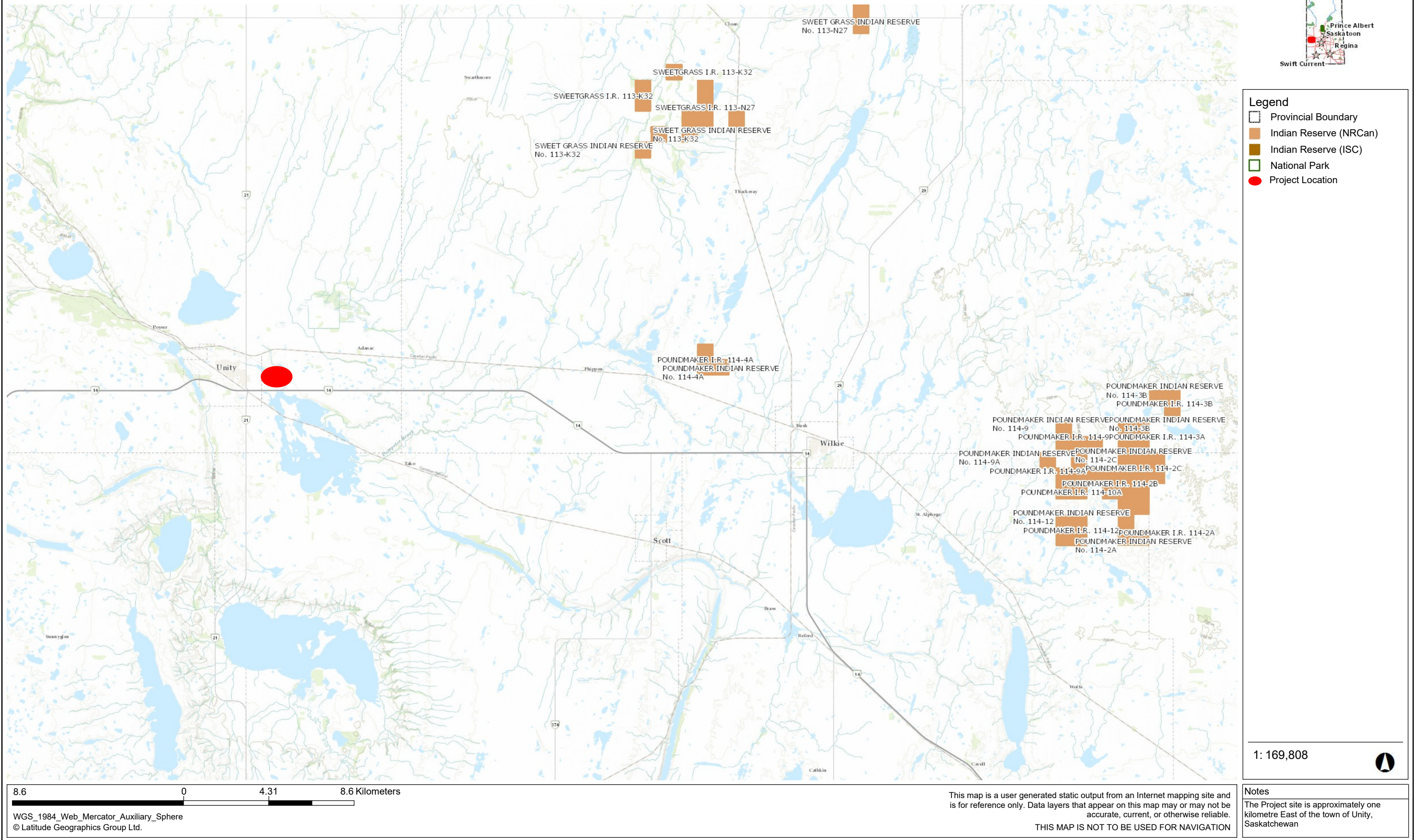
13.4 Project's Proximity to Land for the Use and Benefit of Indigenous Peoples of Canada

The Project will not impact land used for traditional purposes by Indigenous peoples of Canada.

The Project's proximity to the land in a reserve as defined in subsection 2(1) of the *Indian Act* within a 50km radius of the Project (Figure 5), include:

- Poundmaker Indian Reserve No. 114 (25 kilometres east of the Project)
- Sweetgrass Indian Reserve No. 113 (25 kilometres North East of the Project)

Figure 5. Indian Reserves near Unity, Saskatchewan





First Nation land as defined in subsection 2(1) of the *First Nations Land Management Act* within a 300km radius of the Project include:

- Flying Dust (251km north of the Project)
- Mistawasis (237km north east of the Project)
- Muskeg Lake (210km north east of the Project)
- One Arrow (236km north east of the Project)
- Wahpeton Dakota Nation (296km north east of the Project)
- Whitecap No. 94 (222km south east of the Project)
- Yellow Quill (195km east of the Project)

There are no lands subject to a comprehensive land claim agreement or self-government agreement in close proximity to the Project.

There are no other land set aside for the use and benefit of Indigenous peoples of Canada in close proximity to the Project.

Poundmaker Indian Reserve No.114 and Sweetgrass Indian Reserve No. 113 are 25kms from the Project. Prince Albert National Park is located 381kms north east of the Project.

The Project is located within Treaty 6 of the *Canadian Indian Treaties* and within Western Region 2 of the Metis Nation-Saskatchewan.

14 PHYSICAL AND BIOLOGICAL ENVIRONMENT

The Project is located in the RVRM which is in the Aspen Parkland. The Aspen Parkland is semi-arid with long, cold winters and hot dry summers. The site and surrounding area gradually slope towards the southeast. The site is approximately 7 – 12 metres (m) lower than the surrounding areas and is underlain by 2 to 5 m of lacustrine sand, silt, and clay which directly overlies approximately 20 m of clay. Bedrock formations are of the Belly River (Judith River) formation consisting of fluvial to minor marine light grey-buff sandstone, siltstone, and mudstone with strong lateral variations.

The habitat within the Aspen Parkland Ecoregion is dominated by farmland with small interspersed areas of native mixed-grass and aspen vegetation. Regionally, wheatgrasses and speargrasses are the dominant species intermixed with blue grama grass on the upper slopes and rough fescue and Hooker's oat grass on the lower slopes. Trembling aspen is the dominant tree species and is typically found around wetlands. Aspen bluffs generally have an understory of western snowberry, prairie rose, Canada violet, smooth aster, and northern bedstraw.

Aspen Parkland supports a variety of wildlife, including mule deer, white-tailed deer, coyote, red fox, striped skunk, white-tailed jackrabbit, porcupine, Richardson's ground squirrel. No species of ecological significance have been identified within the Project area.

Bird species that could be identified within and nearby the Project area include savannah sparrow, horned lark, western meadowlark, American robin, song sparrow, house wren, American crow, great-horned owl, and red-tailed hawk.



Wetland habitat in the region includes red-winged blackbird, yellow-headed blackbird, mallard, blue-winged teal, northern shoveler, green-winged teal, and gadwall. These birds may use the semi-permanent wetland within the Project area.

A semi-permanent pond is located in the southern portion of the Project area. Marsh vegetation dominates the central zone of the wetland, as well as coarse emergent plants or submerged aquatics, including cattails, bulrushes and pondweeds. This wetland frequently maintains surface water throughout the growing season (May to September). The water body is presumed non-fish bearing as no connectivity exists between fish bearing lakes and the wetland freezes solid over winter offering no over-wintering habitat.

Kikiskitotawâwak Iskêwak Lake is located approximately 275m southeast of the site. There is no fish data available to the public on this lake, or any lakes in close proximity to the Project. Manitou Lake is 80km northwest of Unity and has Muskies, Northern Pike, Smallmouth and Largemouth bass, Lake Trout and Walleye.

The total Project area is 1,167,770m². Of that, 669,122m² (57%) will remain undeveloped (wetland and farmland). Of the undeveloped area, the wetland is approximately 271,300m² (41% of the undeveloped area, 23% of the total Project area). The remaining 397,822m² is farmland (59% of the undeveloped area, 34% of the total Project area). Once the Project starts construction, the land that is currently being leased as farmland will be discontinued.

15 HEALTH, SOCIAL, AND ECONOMIC CONTEXT

The Project falls within the Heartland Health Region (HHR) which is part of the provincial Saskatchewan Health Authority. The Population Health Status Report in 2016 identified that the health of the residents compared in many ways to that of the rest of Saskatchewan and Canada. However, in such areas as smoking, alcohol consumption, overweight, obesity, diet, exercise and exposure to radon in households, the rates in the HHR fare higher than the rest of the province. The population in the HHR is widely dispersed, 0.95 persons per square kilometre. Based on the 2011 Census the Aboriginal population makes up approximately 3% of the overall population in the HHR.

The Drinking Water Quality Index (WQI) is intended to provide an easy to understand "ranking of water quality". The index is determined by comparing 23 commonly monitored chemical constituents within a community's drinking water to the Saskatchewan Drinking Water Quality Standards and Objectives. The results of testing for the following trace substances found in drinking water are used to calculate the index: Alkalinity; Aluminum; Arsenic; Barium; Boron; Cadmium; Chloride; Chromium; Copper; Fluoride; Hardness; Iron; Lead; Manganese; Nitrate; Selenium; Sodium; Sulphate; Total Dissolved Solids; Trihalomethanes; Uranium; Zinc; and pH. The WQI in the HHR is below the maximum allowable limit (10 micrograms per litre), however, Unity has the highest at 0.9 micrograms per litre.

The RVRM falls within the HHR and encompasses approximately 811 square kilometres and includes the town of Unity. Between 2006 and 2011 the RM population increased from 355 to 361. The median age within the RM is 50.1 and the median total income in 2015 was \$42,752. In 2015 the population of Unity was 3,064.

The main sector in close proximity to the Project is agriculture. Additionally, the Compass Minerals Mine (formerly Sifto Canada) employs 60 people from Unity and is located south of the Project across Highway 14. The ethanol facility, oil service and transportation industries, landfill storage, and rail transportation have all increased Unity's ties to industry as a local and reliable source of employment.

Unity offers over 140 local businesses and over 170 rooms from a variety of accommodations. Its history is proudly displayed through its historic downtown murals and at the Unity and District Heritage Museum, which includes 22 outdoor buildings and an array of displays. The Unity Golf Club is suitable for both beginner and seasoned golfers.



16 FINANCIAL SUPPORT FROM FEDERAL AUTHORITIES

The total federal funding amount requested from Transport Canada under the National Trade and Corridors Fund is \$ 7,616,073.58.

17 FEDERAL LAND USED FOR PROJECT

No federal lands will be used for the Project.

18 LIST OF JURISDICTIONS THAT HAVE POWERS, DUTIES OR FUNCTIONS IN RELATION TO AN ASSESSMENT OF THE PROJECT'S ENVIRONMENTAL EFFECTS.

Environment and Climate Change Canada has duties in relation to potential effects of the Project through the *Species at Risk Act* and the *Migratory Birds Convention Act*. Fisheries and Oceans Canada also has duties related to the assessment of effects and authorization of impacts to fish and fish habitat pursuant to the *Fisheries Act*. No authorizations from these acts will be sought for the Project.

The Project falls within the Water Security Agency jurisdiction and will require an Aquatic Habitat Protection Permit in order to cross the wetland with the rail loop. The permit will restrict GSR to the following conditions:

- No sand, soil, rock and vegetation shall be removed, altered, disturbed or added below the bank
- No excavation of the bed, bank or boundary is allowed
- Machinery and heavy equipment must arrive at the project site clean and free of fluid leaks, or accumulations of external contaminants that may include, but are not limited to: oil, fuel, grease, other lubricants, soils, mud or plant materials
- Machinery and heavy equipment must be cleaned, fueled, serviced and stored in a manner that will not contaminate the bed, bank or boundary of any water body or watercourse. During winter, machinery and equipment must not be fueled or serviced on ice or in drainage ditches to prevent hazardous substances from contaminating water bodies or watercourses later in the year
- No machinery or heavy equipment is to enter the water under any circumstances. The only exceptions are the use of necessary attached booms, buckets, other tools or implements.
- Effective measures must be used to minimize any damage to the bed, bank or boundary of any water body or watercourse from the transport and operation of heavy equipment. Machinery and heavy equipment must be located and operated from a stable location above the natural bank
- Upon completion of the work, the crossing must be stabilized to prevent erosion and sedimentation
- Rock riprap, gravel and other excavated material shall be obtained from outside the bed, bank or boundary of any watercourse or water body, except for materials that need to be relocated as part of the project. These materials must also be clean and free from fine sediment or other contaminants
- Rock riprap shall be appropriately sized to withstand the forces of wave and ice action and follow the original contour of the shoreline and bank
- Excavated and stockpiled materials shall be located above the bank and stabilized so they will not erode into any water body or watercourse
- Effective erosion and sedimentation control measures must be installed, monitored, maintained and replaced or upgraded as necessary prior to, during and following project completion to ensure they remain effective until the project site stabilizes and re-vegetates
- Hazardous substances such as fuel, oil, grease, paint and solvents must be stored where they will not contaminate any water body or watercourse and must be disposed of appropriately



- All temporary structures and debris associated with this project must be satisfactorily removed upon completion of the work
- All stationary and portable fuel tanks, pumps and engines within 100 metres of a water body or watercourse must have secondary containment (e.g. a water pump and its fuel supply must be placed in a container that is capable of holding 110% of the total volume of fuel and oils)
- Appropriately sized spill basins and functional spill kits for clean ups must be on site and accessible at all times. All spills of harmful substances (e.g. petroleum products) must be cleaned up and disposed of properly at approved sites
- All spills meeting or exceeding the quantities specified in the *Environmental Management and Protection (Saskatchewan Environmental Code Adoption) Regulations, 2010* must be reported and handled according to the regulations

The Permit Holder is solely responsible for all design, safety, and workmanship aspects of all works associated with this permit

Province of Saskatchewan has jurisdictional powers, duties, and functions through the Ministry of Highways and Infrastructure has written a letter of support for the Project. The *Environmental Assessment Act* requires that the proponent receive approval of the Minister of Environment before proceeding with a development that is likely to have significant environmental implications. The Project is not likely to have significant environmental implications.

The Impact Assessment Agency of Canada as referenced in Section 2 of this document (Initial Project Description) has jurisdictional duties that relate to the Projects environmental effects.

In addition, the Project falls within the following provincial and federal jurisdictions:

- The *Environmental Management and Protection Act*
- The *Wildlife Act*
- The *Environmental Management and Protection (Saskatchewan Environmental Code Adoption) Regulations, 2010*

19 POTENTIAL CHANGES TO COMPONENTS OF THE ENVIRONMENT WITHIN LEGISLATIVE AUTHORITY OF PARLIAMENT

Fish and Fish Habitat - Due to the Projects proximity to farm land and its distance from fish-bearing streams and lakes, the likelihood of impact on fish and fish habitat is low. There is no connectivity or surface water connections between the wetlands on the Project site and water bodies beyond the Project site.

The closest fish bearing bodies of water are Scott Reservoir, 28km east of the Project site and Denzil Pond, 50km west of the Project. Both are stocked annually with rainbow trout.

No mitigations regarding fish habitat are planned as no connectivity exists.

Aquatic Species at Risk - The development of the Project is not expected to impact aquatic species at risk. No public information on Aquatic Species at Risk is available on the two unnamed bodies of water within the Project area.

Wildlife Species at Risk - The development of the Project is not expected to impact wildlife species at risk. Due to the existing NWT and the agricultural land where the Project expansion will be placed, it is highly unlikely that further significant loss of wildlife use of the Project lands will occur.



Migratory Birds - The development of the Project is not expected to impact Migratory Birds habitat or breeding grounds. Construction of the Project is currently planned outside of the nesting window. The project will pass through the wetlands on the Project site, this result in loss of habitat across the railway right of way.

In 2017 a Ferruginous hawk was identified 300kms south of the Project site. Ferruginous hawks are included in the federal *Species at Risk Act*. Due to the Project's proximity to the Ferruginous hawk nest, it is not expected to impact the habitat or breeding grounds.

Migratory bird species in the federal *Species at Risk Act*, Schedule 1 with ranges overlapping with the Project area are as follows:

- Bank Swallow
- Barn Swallow
- Bobolink
- Eastern Wood-pewee
- Western Grebe

The Project falls within the Prairie Potholes Region of Bird Conservation Strategy, the largest number of priority birds within this region were associated with wetlands. Continued wetland degradation and fragmentation of the remaining grasslands and other native habitats threaten future stability of the Prairie Potholes Region. The Project falls within the cultivated and managed areas of the region and does not fall within the protected and designated areas in the Prairies Potholes Region.

20 POTENTIAL CHANGES TO THE ENVIRONMENT ON FEDERAL LANDS AND LANDS OUTSIDE SASKATCHEWAN AND CANADA

The Project is not expected to result in changes to reserve lands and federal lands. The Project exists entirely on private land owned in it's entirety by NWT. Elk Island National Park is located 342km west of the Project. Grasslands National Park is located 448km south of the Project.

The Project is not expected to result in changes outside of Saskatchewan. The Project exists entirely within Saskatchewan,

The Project is not expected to result in changes outside of Canada.

21 IMPACT TO INDIGENOUS PEOPLES – PHYSICAL AND CULTURAL HERITAGE, TRADITIONAL LAND USE, HISTORICAL, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES

Potential impacts to physical and cultural heritage of Indigenous people will be identified through ongoing engagement and consultation with potentially impacted Indigenous peoples. Currently, no information is publically available. GSR will continue to pursue engagement with Indigenous communities on potential impacts of the Project.

No information from engagement with Indigenous communities has been made available to GSR (Section 6 of this document).



The nature of construction for this project will be to build on top of the land and minimal earthworks are expected. However, if historical, archaeological, paleontological, or architectural structures are identified during construction then work will cease until the appropriate actions are taken. There will be no impacts to historical, archaeological, paleontological or architectural resources. In the unlikely case that a discovery of made work will stop and the applicable jurisdictions, agencies, and professionals will be notified.

Current use of lands and resources for traditional purposes are unknown as it is private land that has almost entirely been converted to farmland or industrial land.

22 IMPACT TO INDIGENOUS PEOPLES – SOCIAL, ECONOMIC, AND HEALTH CONDITIONS

Potential impacts to social, economic, and health conditions of Indigenous people will be identified through ongoing engagement and consultation with potentially impacted Indigenous peoples. Due to the Project's proximity to Indigenous communities, the impact to social, economic and health conditions of Indigenous peoples is considered to be low.

GSR will continue to pursue engagement from Indigenous communities on the potential impacts of the Project and ensure any potential impact identified by Indigenous groups is addressed.

23 ESTIMATE OF ANY GREENHOUSE GAS EMISSIONS

During construction, the main source of greenhouse gas (GHG) emissions will come from the combustion of diesel fuel from heavy equipment on site and from transportation activities.

An initial estimate of greenhouse gas emissions associated with the Project construction and operation has been developed based on a literature review of railway operation and the expected capacity of the NWT after the Project is complete. The initial estimate is approximately 50,000 metric tons of carbon dioxide equivalent over the life of the Project.

24 TYPES OF WASTE AND EMISSIONS GENERATED BY PROJECT

This section identifies waste and emissions that are expected during construction of the Project and during operation of the NWT. Non-regulated domestic and industrial waste products will be managed through approved landfills. Regulated waste products will be disposed of through third party waste management facilities. Recyclable and reclaimable material destinations will vary by material type.

NWT has an Environmental Approval to Operate an Industrial Effluent Works and a permit to operate the terminal and to operate and monitor the water quality and air quality on the site.

Land – Creosote or chromated copper arsenate used to treat railway ties has the potential to impact soils in the vicinity of the railway lines. These impacts are typically minor, localized and near the surface and are expected during operation. At the end of the Project lifetime the railway ties and affected soils will be removed and disposed of appropriately.

Air – GHG emissions are expected from equipment exhaust and combustion sources. Particulate matter emissions are expected from site clearing and construction activities. NWT has permits and authorizations in place to operate and monitor the water quality and air quality on the site.

Air quality monitoring will continue during construction and operation of the project.



Water – Shallow groundwater beneath the site is very hard, with sodium sulphate rich water that is unfit for human or animal consumption. These conditions are relative to the shores of the Kikiskitotawânewak Iskêwak Lake, which is a large alkali lake located south of the Project across Highway 14. Waste is not expected to be generated in or on water during any phase of the Project. No liquid wastes and water-carried waste will be generated by the Project.

Annual groundwater and surface water monitoring is a requirement under their current operating permit. This includes three evaporation ponds, ten monitoring wells and two sloughs as specified monitoring points in the environmental monitoring program developed by Saskatchewan Environment.

There is an existing sewage system at the NWT that the Project will use during construction. The Project is not expected to add any additional human waste that is above the capacity of the current system. Small amounts of waste is expected from construction, and this waste will be disposed of at the local landfill.

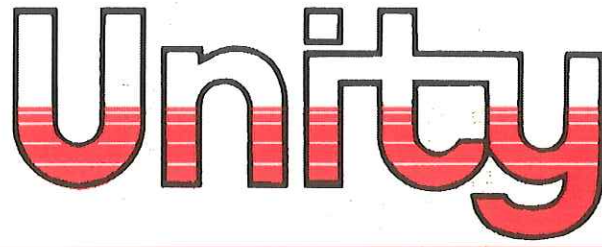


Appendix A – References

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Appendix B – Engagement



P.O. BOX 1030
UNITY, SASKATCHEWAN S0K 4L0
PHONE: (306) 228-2621
FAX: (306) 228-4221
email: townofunity@sasktel.net
Website: townofunity.com

April 25th, 2019

RE: Letter of Support Regarding North West Terminal's Proposed Rail Expansion Project

To Whom It May Concern:

Please consider this correspondence the Town of Unity's support for the North West Terminal's proposed rail expansion project.

Since its inception, the North West Terminal has been instrumental in providing increased opportunities for marketing and sales of agricultural products, significantly contributing to job creation and economic growth in our Region.

The Town of Unity recently completed a Foreign Direct Investment (FDI) Plan in 2018, identifying rail transportation and supporting industries as a strategic priority for economic development. North West Terminal's proposed Project will align with our goals of creating opportunities for rail development and will assist in the transportation of goods to, from, and through our community.

I understand that North West Terminal's Project proposes to include loop tracking and a repair shop that will improve the efficiency of their existing site as well as assist with traffic congestion on the main rail line, the adjacent roadway, and neighbouring urban municipalities. Assisting with improvements in rail system efficiency will most certainly provide a positive influence upon a variety of industries and economies across our Region, Province, and Country.

On behalf of the Town of Unity I would like to reiterate our sincere support regarding this exciting proposal from the North West Terminal- the Town of Unity welcomes this future investment to improve our capacity for transportation and trade.

Yours Truly,

<Original signed by>

Mayor Ben Weber, Town of Unity



Agriculture is Everyone's Business

April 17, 2019

**Re: Endorsement of Western Canadian Short Line Railway Association
application to the National Trade Corridor Fund**

To whom it may concern:

The Agricultural Producers Association of Saskatchewan (APAS) is a provincial general farm organization that provides representation and support to thousands of farm businesses and families from across Saskatchewan. On behalf of APAS, I welcome the opportunity to submit this letter of support for the Western Canadian Short Line Railway Association's project applications to the National Trade Corridor Fund.

An efficient and reliable rail transportation system is of paramount importance to Canada's agricultural supply-chain. Over the last 10 years, Canadian agricultural exports have grown by 103%. A significant portion of this growth is comprised of grains, oilseeds, and pulse products that are heavily dependent on rail transportation to reach export markets. Greater international demand and the associated increased shipping volumes have resulted in congestion and service delays on the rail network, which limit Canada's export growth potential.

APAS supports the Western Canadian Short Line Railway Association's project proposals in the interest of improving the operational effectiveness of Canada's rail network. Rail is also a more cost-effective and energy efficient alternative to truck transportation on our public road infrastructure. By improving access to rail services, APAS believes these projects will help generate cost-savings and environmental benefits for all Canadians.

Thank you for your consideration.

Sincerely,

<Original signed by>


Todd Lewis, APAS President



Government
— of —
Saskatchewan

Ministry of Highways and Infrastructure

Deputy Minister

1200 – 1855 Victoria Avenue

REGINA SK S4P 3T2

April 11, 2019

Amy Lintick, Project Manager,
North West Terminal Ltd.
106-412 Avenue C South
SASKATOON SK S7M 5N7

Dear Ms. Lintick:

Re: North West Terminal Ltd. National Trade Corridor Fund Application

The Government of Saskatchewan supports the Federal Government's Export Diversification Strategy to increase Canada's overseas exports by 50 per cent by 2025. We also agree with the proposed investments in transportation infrastructure to support trade as part of the strategy. We welcome the decision to accelerate more than \$750 million in remaining National Trade Corridors Fund (NTCF) to address transportation capacity constraints and to diversify our trade with overseas markets such as Asia and Europe.

We are excited to learn of a proposed project currently in the planning stage by North West Terminal (NWT). The Government of Saskatchewan agrees that the proposed project to including construction of a new railway wye, additional loop track capacity and a repair shop will result in more efficient railway movement and traffic interchanges with both Canadian National (CN) and Canadian Pacific (CP) at Unity.

The proposed project will certainly help achieve the desired outcome of the NTCF to address transportation capacity constraints. Furthermore, this important project proposed by NWT also aligns well with the province's economic growth strategy and transportation strategy.

Efficient travel for people and goods is one of the Ministry of Highways and Infrastructure's (MHI) primary goals to help achieve our government's plan for growing our economy. The governments transportation strategies specifically include:

- Improving network access and reliability through regulations, permits and infrastructure investments to support economic growth; and
- Improve reliability and safety for flow of goods by efficiently managing roads, airports, ferries and railroads.

... 2


NWT's plan to build and improve their railway network and build the capacity of their interchange track fully aligns with the government's transportation strategy and will certainly help the province achieve our strategic goals. Those goals include increased agricultural production, exports, and increased investment in value-added processing. Efficient transportation linkages are critical in meeting those objectives.

We recognize that NWT's facility and connection to both CN and CP has become an important hub that supports the operation of NWT, North West Bio-Energy and also Torq Energy Logistics. The construction of additional track to act as both surge capacity for these busy rail corridors and also function as an interchange point for both CN and CP will undoubtedly help reduce bottlenecks and delays on the mainline network. Often, issues and disruptions in the overall supply chain occur in the first mile and last mile of the rail network and at interchange points between railways and shippers.


The efforts of NWT and the collaborative working relationship established by the railway operators (CN, CP, Great Sandhills Railway) and the shippers at Unity serve as a good example of how supply chain partners can work towards a common goal of reducing bottlenecks and improving rail service to the benefit of all Saskatchewan and support the national interest. On behalf of both the Ministry of Highways and Infrastructure and Ministry of Trade and Export Development, we thank you for your efforts and fully support your application to the National Trade Corridor Fund.

Sincerely,

<Original signed by>


Fred Antunes, P. Eng.
Deputy Minister, Highways and Infrastructure

<Original signed by>


Kent Campbell
Deputy Minister, Trade and Export Development

cc: Michael Keenan, Deputy Minister, Transport Canada
Allison Field, Western Canadian Short Line Railway Association



Appendix C – Legal Land Title

Province of Saskatchewan Land Titles Registry Title

Title #: 149778242

Title Status: Active

Parcel Type: Surface

Parcel Value: \$235,300.00 CAD

Title Value: \$235,300.00 CAD

Converted Title: 01MW06566A / 79S01928

Previous Title and/or Abstract #: 129306258 / 145606181

As of: 11 Jun 2020 11:03:38

Last Amendment Date: 02 Aug 2017 11:07:19.393

Issued: 02 Aug 2017 11:07:17.770

Municipality: RM OF ROUND VALLEY NO. 410

NORTH WEST TERMINAL LTD. is the registered owner of Surface Parcel
#203351925

Reference Land Description: NE Sec 17 Twp 40 Rge 22 W 3 Plan No 102249851
Extension 0

This title is subject to any registered interests set out below and the exceptions, reservations and interests mentioned in section 14 of *The Land Titles Act, 2000*.

Registered Interests:

Interest #:

179702354

CNV Easement

Value: N/A

Reg'd: 28 Jan 1953 01:17:43

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

NW

Holder:

SASKATCHEWAN POWER CORPORATION

2025 VICTORIA AVE

REGINA, SK, Canada S4P 0S1

Client #: 100307618

Int. Register #: 103286606

Converted Instrument #: FA4663

Interest #:

179702365

CNV Easement

Value: N/A

Reg'd: 10 May 1961 01:41:48

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

NW

Holder:

SASKATCHEWAN POWER CORPORATION

2025 VICTORIA AVE

REGINA, SK, Canada S4P 0S1

Client #: 100307618

Int. Register #: 103286617
Converted Instrument #: 61S08121

Interest #:
179702332

CNV Easement

Value: N/A
Reg'd: 30 Dec 1985 02:22:32
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Holder:
TRANSGAS LIMITED
700 - 1777 Victoria Ave
Regina, Saskatchewan, Canada S4P 4K5
Client #: 105200985

Int. Register #: 103286583
Converted Instrument #: 85S51642
Feature #: 100069770

Interest #:
179702297

CNV Easement

Value: N/A
Reg'd: 20 Jan 1986 02:23:22
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Holder:
TRANSGAS LIMITED
700 - 1777 Victoria Ave
Regina, Saskatchewan, Canada S4P 4K5
Client #: 105200985

Int. Register #: 103141954
Converted Instrument #: 86S01984
Feature #: 100069770

Interest #:
179702376

CNV Easement

Value: N/A
Reg'd: 03 Aug 1994 02:37:09
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

NW
Holder:
TRANSGAS LIMITED
700 - 1777 Victoria Ave
Regina, Saskatchewan, Canada S4P 4K5
Client #: 105200985

Int. Register #: 103286628
Converted Instrument #: 94S28828
Feature #: 100073887

Interest #:
179702309

CNV Easement

Value: N/A
Reg'd: 29 Feb 1996 02:40:07
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Holder:

Saskatchewan Telecommunications
13th Floor, 2121 Saskatchewan Drive
Regina, Saskatchewan, Canada S4P 3Y2
Client #: 100006861

Int. Register #: 103141965
Converted Instrument #: 96S07340
Feature #: 100073854

Interest #:
179702343

CNV Easement

Value: N/A
Reg'd: 27 Feb 1997 02:41:48
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Holder:

Saskatchewan Telecommunications
13th Floor, 2121 Saskatchewan Drive
Regina, Saskatchewan, Canada S4P 3Y2
Client #: 100006861

Int. Register #: 103286594
Converted Instrument #: 97S08113
Feature #: 100073854

Interest #:
179702387

CNV Easement

Value: N/A
Reg'd: 27 Feb 1997 02:41:48
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

NW

Holder:

Saskatchewan Telecommunications
13th Floor, 2121 Saskatchewan Drive
Regina, Saskatchewan, Canada S4P 3Y2
Client #: 100006861

Int. Register #: 103286639
Converted Instrument #: 97S08114
Feature #: 100073269

Interest #:
179702398

CNV Easement

Value: N/A
Reg'd: 27 Feb 1997 02:41:48

Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

NW

Holder:

Saskatchewan Telecommunications
13th Floor, 2121 Saskatchewan Drive
Regina, Saskatchewan, Canada S4P 3Y2

Client #: 100006861

Int. Register #: 103286640

Converted Instrument #: 97S08115

Feature #: 100073696

Interest #:
179702400

Power Corporation Act
Easement (s.23)

Value: N/A

Reg'd: 16 Dec 2004 07:43:13

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

SASKATCHEWAN POWER CORPORATION
2025 VICTORIA AVE
REGINA, SK, Canada S4P 0S1

Client #: 100307618

Int. Register #: 109449670

Interest #:
179702411

SaskEnergy Act Easement
(s.19)

Value: N/A

Reg'd: 27 Jan 2005 13:38:34

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

SASKENERGY INCORPORATED
700 - 1777 Victoria Avenue
Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200693

Int. Register #: 109525552

Interest #:
179702422

TransGas Easement -
SaskEnergy Act (s.19)

Value: N/A

Reg'd: 03 Mar 2008 09:55:08

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

TRANSGAS LIMITED
700 - 1777 Victoria Ave
Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200985

Int. Register #: 114156233

Interest #:
179702310

TransGas Easement -
SaskEnergy Act (s.19)

Value: N/A

Reg'd: 25 Mar 2008 13:47:22

Interest Register Amendment Date: 20 Nov
2012 13:49:27

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

See Plan of Survey for Gas Pipeline Right of Way on Plan 102101689

Holder:

TRANSGAS LIMITED

700 - 1777 Victoria Ave

Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200985

Int. Register #: 114215723

Feature #: 100242728

Interest #:
179702321

Miscellaneous Interest

Value: N/A

Reg'd: 15 Oct 2014 11:19:43

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

Gear Energy Ltd.

800, 205 - 5th Avenue SW

Calgary, Alberta, Canada T2P 2V7

Client #: 127502254

Int. Register #: 120396865

Interest #:
179702433

Power Corporation Act
Easement (s.23)

Value: N/A

Reg'd: 30 Jan 2015 11:30:24

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

SASKATCHEWAN POWER CORPORATION

2025 VICTORIA AVE

REGINA, SK, Canada S4P 0S1

Client #: 100307618

Int. Register #: 120624375

Addresses for Service:

Name
Owner:

Address

NORTH WEST TERMINAL LTD.
Client #: 100645826

P.O. BOX 1090 UNITY, SK, Canada S0K 4L0

Notes:

Under The Planning and Development Act, 2007, the title for this parcel and parcels 121033729, 121033741, 121033763, 163958721 may not be transferred or, in certain circumstances, mortgaged or leased separately without the approval of the appropriate planning authority.

Parcel Class Code: Parcel (Generic)



Back to top

Province of Saskatchewan Land Titles Registry Title

Title #: 143753520

Title Status: Active

Parcel Type: Surface

Parcel Value: \$183,625.00 CAD

Title Value: \$183,625.00 CAD

Converted Title: 94S34215

Previous Title and/or Abstract #: 136025737

As of: 11 Jun 2020 11:08:10

Last Amendment Date: 06 Sep 2019 11:10:02.200

Issued: 13 Jun 2013 11:16:54.180

Municipality: RM OF ROUND VALLEY NO. 410

NORTH WEST TERMINAL LTD. is the registered owner of Surface Parcel
#163958697

Reference Land Description: SW Sec 16 Twp 40 Rge 22 W 3 Extension 4
As shown on Plan 101934334

This title is subject to any registered interests set out below and the exceptions, reservations and interests mentioned in section 14 of *The Land Titles Act, 2000*.

Registered Interests:

Interest #:

163155337

CNV Easement

Value: N/A

Reg'd: 08 Nov 1961 01:42:01

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

TRANSGAS LIMITED

700 - 1777 Victoria Ave

Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200985

Int. Register #: 103141987

Converted Instrument #: 61S20636

Feature #: 100063864

Interest #:

163155348

CNV Easement

Value: N/A

Reg'd: 21 Jul 1967 01:51:56

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

TRANSGAS LIMITED

700 - 1777 Victoria Ave

Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200985

Int. Register #: 103141998

Converted Instrument #: 67S16175
Feature #: 100065169

Interest #:
163155359

CNV Caveat

Value: N/A
Reg'd: 15 Dec 1970 01:57:03
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Holder:
Town of Unity
H.T. Hepting Box 600
Unity, Saskatchewan, Canada
Client #: 105696287

Int. Register #: 103142001
Converted Instrument #: 70S23355

Interest #:
163155371

Miscellaneous Interest

Value: N/A
Reg'd: 15 Dec 2005 15:37:24
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Interest Holder claims an interest under Option Agreement dated 4 October 2005

Holder:
NORTH WEST TERMINAL LTD.
P.O. BOX 1090
UNITY, SK, Canada S0K 4L0
Client #: 100645826

Int. Register #: 110286693

Interest #:
163155382

TransGas Easement -
SaskEnergy Act (s.19)

Value: N/A
Reg'd: 05 Mar 2008 12:02:31
Interest Register Amendment Date: 20 Nov 2012 13:49:28
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

See Plan of Survey for Gas Pipeline Right of Way on Plan 102101689

Holder:
TRANSGAS LIMITED
700 - 1777 Victoria Ave
Regina, Saskatchewan, Canada S4P 4K5
Client #: 105200985

Int. Register #: 114165873
Feature #: 100242728

Interest #:

163155393

Pipelines Act - Easement

Value: N/A

Reg'd: 12 Dec 2008 13:45:30

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

NORTH WEST TERMINAL LTD.

P.O. BOX 1090

UNITY, SK, Canada S0K 4L0

Client #: 100645826

Int. Register #: 115087338

Addresses for Service:

Name

Address

Owner:

NORTH WEST TERMINAL LTD.

P.O. BOX 1090 UNITY, SK, Canada S0K 4L0

Client #: 100645826

Notes:

Under The Planning and Development Act, 2007, the title for this parcel and parcels 118432289 may not be transferred or, in certain circumstances, mortgaged or leased separately without the approval of the appropriate planning authority.

Parcel Class Code: [Parcel \(Generic\)](#)



[Back to top](#)

Province of Saskatchewan Land Titles Registry Title

Title #: 133245367

Title Status: Active

Parcel Type: Surface

Parcel Value: \$79,250.00 CAD

Title Value: \$79,250.00 CAD

Converted Title: 83S23800

Previous Title and/or Abstract #: 128823970

As of: 11 Jun 2020 11:02:34

Last Amendment Date: 22 May 2019 11:17:00.420

Issued: 01 Jun 2007 10:28:13.950

Municipality: RM OF ROUND VALLEY NO. 410

NORTH WEST TERMINAL LTD. is the registered owner of Surface Parcel
#121033819

Reference Land Description: LSD 7 Sec 17 Twp 40 Rge 22 W 3 Extension 6
As described on Certificate of Title 83S23800, description 6.

This title is subject to any registered interests set out below and the exceptions, reservations and interests mentioned in section 14 of *The Land Titles Act, 2000*.

Registered Interests:

Interest #:
137898950

CNV Easement

Value: N/A

Reg'd: 30 Dec 1985 02:22:32

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

TRANSGAS LIMITED

700 - 1777 Victoria Ave

Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200985

Int. Register #: 103142034

Converted Instrument #: 85S51641

Feature #: 100069770

Interest #:
141280219

Mortgage

Value: \$50,000,000.00 CAD

Reg'd: 07 Jan 2008 15:07:21

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

Bank of Montreal

19th Floor, 1 First Canadian Place 100 King Street West

Toronto, ON, Canada M5X 1A2

Client #: 122048625

Int. Register #: 114001568

Interest #:
141923998

TransGas Easement -
SaskEnergy Act (s.19)

Value: N/A
Reg'd: 04 Mar 2008 15:04:00
Interest Register Amendment Date: 20 Nov 2012 13:49:28
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

See Plan of Survey for Gas Pipeline Right of Way on Plan 102101689

Holder:

TRANSGAS LIMITED
700 - 1777 Victoria Ave
Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200985

Int. Register #: 114163736

Feature #: 100242728

Interest #:
149353555

Saskatchewan Watershed
Authority Act, 2005- Notice
(s.64)

Value: N/A
Reg'd: 30 Oct 2009 15:36:43
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Holder:

WATER SECURITY AGENCY
101 - 111 Fairford Street East
Moose Jaw, Saskatchewan, Canada S6H 7X9

Client #: 100005174

Int. Register #: 115930863

Interest #:
171153064

Power Corporation Act
Easement (s.23)

Value: N/A
Reg'd: 21 May 2015 13:01:28
Interest Register Amendment Date: 22 May 2019 11:17:00
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Holder:

SASKATCHEWAN POWER CORPORATION
2025 VICTORIA AVE
REGINA, SK, Canada S4P 0S1

Client #: 100307618

Int. Register #: 120842131

Feature #: 100296963

Addresses for Service:

Name

Owner:

NORTH WEST TERMINAL LTD.

Address

P.O. BOX 1090 UNITY, SK, Canada S0K 4L0

Client #: [100645826](#)

Notes:

Parcel Class Code: [Parcel \(Generic\)](#)



Back to top

Province of Saskatchewan Land Titles Registry Title

Title #: 133245356

Title Status: Active

Parcel Type: Surface

Parcel Value: \$79,250.00 CAD

Title Value: \$79,250.00 CAD

Converted Title: 02MW00025

Previous Title and/or Abstract #: 128823947

As of: 11 Jun 2020 11:00:52

Last Amendment Date: 20 Nov 2012 13:49:28

Issued: 01 Jun 2007 10:28:12.857

Municipality: RM OF ROUND VALLEY NO. 410

NORTH WEST TERMINAL LTD. is the registered owner of Surface Parcel
#121033763

Reference Land Description: LSD 2 Sec 17 Twp 40 Rge 22 W 3 Extension 14
As described on Certificate of Title 02MW00025, description 14.

This title is subject to any registered interests set out below and the exceptions, reservations and interests mentioned in section 14 of *The Land Titles Act, 2000*.

Registered Interests:

Interest #:
137898860

CNV Easement

Value: N/A

Reg'd: 18 Nov 1961 01:42:01

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

TRANSGAS LIMITED

700 - 1777 Victoria Ave

Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200985

Int. Register #: 103141910

Converted Instrument #: 61S20632

Feature #: 100063864

Interest #:
137898871

CNV Easement

Value: N/A

Reg'd: 21 Jun 1967 01:51:53

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Holder:

TRANSGAS LIMITED

700 - 1777 Victoria Ave

Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200985

Int. Register #: 103141921

Converted Instrument #: 67S13485
Feature #: 100065169

Interest #:
137898882

CNV Easement

Value: N/A
Reg'd: 30 Dec 1985 02:22:32
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Holder:
TRANSGAS LIMITED
700 - 1777 Victoria Ave
Regina, Saskatchewan, Canada S4P 4K5
Client #: 105200985

Int. Register #: 103141932
Converted Instrument #: 85S51641
Feature #: 100069770

Interest #:
137898893

CNV Easement

Value: N/A
Reg'd: 08 Jun 1995 02:38:40
Interest Register Amendment Date: 18 Apr 2006 09:09:41
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

LSD 2 Easement discharged except as to the portion shown on Plan 101886015

Holder:
TRANSGAS LIMITED
700 - 1777 Victoria Ave
Regina, Saskatchewan, Canada S4P 4K5
Client #: 105200985

Int. Register #: 103141943
Converted Instrument #: 95S20441

Interest #:
141280208

Mortgage

Value: \$50,000,000.00 CAD
Reg'd: 07 Jan 2008 15:07:21
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

Holder:
Bank of Montreal
19th Floor, 1 First Canadian Place 100 King Street West
Toronto, ON, Canada M5X 1A2
Client #: 122048625

Int. Register #: 114001568

Interest #:

141923987

TransGas Easement -
SaskEnergy Act (s.19)

Value: N/A

Reg'd: 04 Mar 2008 15:04:00

Interest Register Amendment Date: 20 Nov
2012 13:49:28

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

See Plan of Survey for Gas Pipeline Right of Way on Plan 102101689

Holder:

TRANSGAS LIMITED

700 - 1777 Victoria Ave

Regina, Saskatchewan, Canada S4P 4K5

Client #: 105200985

Int. Register #: 114163736

Feature #: 100242728

Addresses for Service:

Name

Address

Owner:

NORTH WEST TERMINAL LTD.

P.O. BOX 1090 UNITY, SK, Canada S0K 4L0

Client #: 100645826

Notes:

Under The Planning and Development Act, 2007, the title for this parcel and parcels 121033729, 121033741, 163958721, 203351925 may not be transferred or, in certain circumstances, mortgaged or leased separately without the approval of the appropriate planning authority.

Parcel Class Code: Parcel (Generic)



Back to top

Province of Saskatchewan Land Titles Registry Title

Title #: 145606169

Title Status: Active

Parcel Type: Surface

Parcel Value: \$126,450.00 CAD

Title Value: \$126,450.00 CAD

Converted Title: 01MW06566

Previous Title and/or Abstract #: 117856019

As of: 11 Jun 2020 11:07:17

Last Amendment Date: 15 Aug 2014 15:31:16.743

Issued: 15 Aug 2014 15:31:16.383

Municipality: RM OF ROUND VALLEY NO. 410

NORTH WEST TERMINAL LTD. is the registered owner of Surface Parcel
#118288581

Reference Land Description: NW Sec 16 Twp 40 Rge 22 W 3 Extension 1
As described on Certificate of Title 01MW06566 which describes this parcel and
other parcel(s) with the same land description tied to this one.

This title is subject to any registered interests set out below and the exceptions, reservations and
interests mentioned in section 14 of *The Land Titles Act, 2000*.

Registered Interests:

Interest #:

168364974

CNV Easement

Value: N/A

Reg'd: 29 Feb 1996 02:40:07

Interest Register Amendment Date: N/A

Interest Assignment Date: N/A

Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

Pcls A & B

Holder:

Saskatchewan Telecommunications

13th Floor, 2121 Saskatchewan Drive

Regina, Saskatchewan, Canada S4P 3Y2

Client #: 100006861

Int. Register #: 106287385

Converted Instrument #: 96S07339

Feature #: 100073854

Addresses for Service:

Name

Address

Owner:

NORTH WEST TERMINAL LTD.

Client #: 100645826

P.O. BOX 1090 UNITY, SK, Canada S0K 4L0

Notes:

Parcel Class Code: Parcel (Generic)

PLAN OF SURVEY

showing
FEATURE RIGHT OF WAY
for
PIPELINE
in

S.W. 1/4 Sec. 15, S. 1/2 Sec. 16,
Parcel E, Plan No. 102024357 in S.W. 1/4 Sec. 16,
N.E. 1/4 Sec. 17,
Parcel A, Plan No. 78S26971 in N.E. 1/4 Sec. 17,
LS 2, 7, and 8, Sec. 17 and SW 1/4 Sec. 17
all in Twp. 40 - Rge. 22 - W3rdMer.



R.M. of Round Valley No. 410
SASKATCHEWAN

By:
S.I. Hayward S.L.S.

March, 2009 - June, 2010

Scale 1:5000

NOTES:

STANDARD ROAD ALLOWANCES SHOWN ON THIS PLAN ARE 20.117m IN WIDTH.
MEASUREMENTS ARE IN METRES AND DECIMALS THEREOF.
WIDTH OF RIGHT-OF-WAY IS 20.0m, UNLESS OTHERWISE SHOWN.
AREA TO BE APPROVED IS OUTLINED IN A HEAVY DASHED LINE.
ALL PARCELS AFFECTED BY THIS PLAN HAVE EXTENSION 0, UNLESS
OTHERWISE SHOWN.
MONUMENTS PLANTED OR RE-ESTABLISHED IN THIS SURVEY ARE MARKED
WITH UNIQUE I.D. NUMBER S002.
STANDARD IRON POSTS PLANTED ALONG THE RIGHT-OF-WAY ARE MARKED R/W.
MONUMENTS FOUND ARE SHOWN THUS:  
STANDARD IRON POSTS PLANTED ARE SHOWN THUS: 