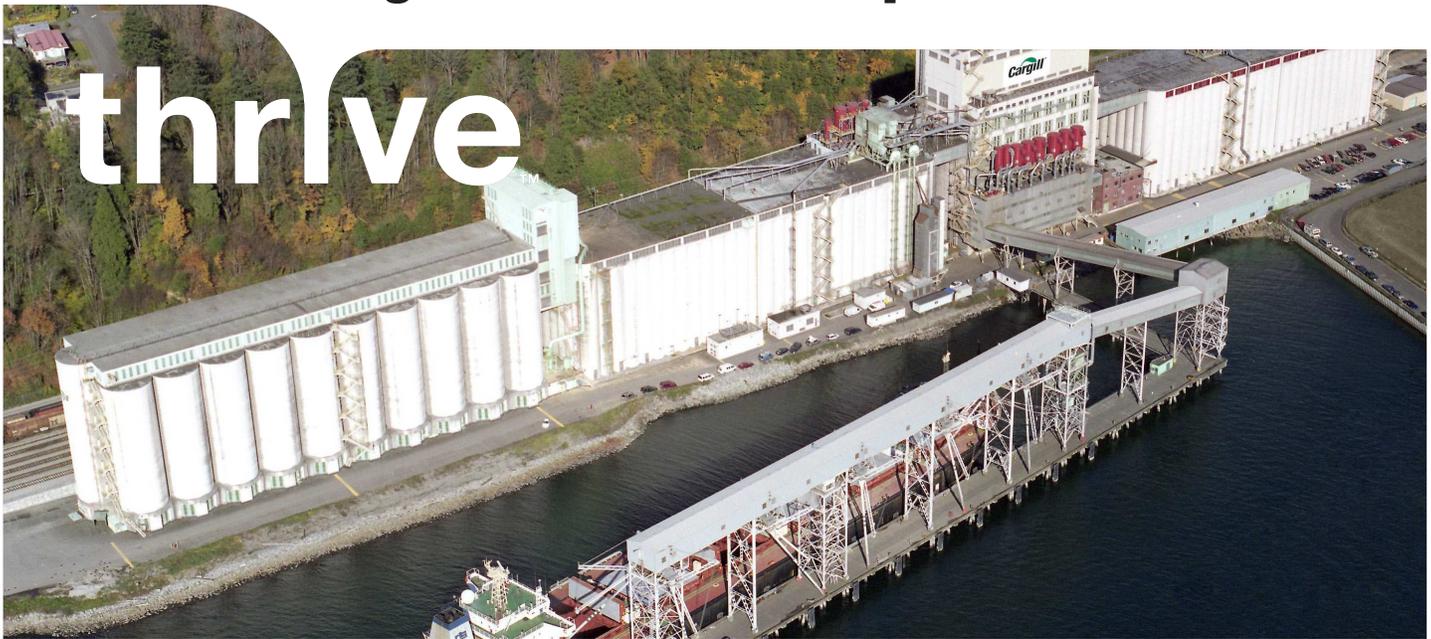


Cargill Terminal Rail Improvement



The Cargill North Vancouver Terminal rail improvement project involves the addition of a dedicated lead track from the CN yard, and reconfiguring the existing rail track with additional switches to increase average car unload capacity from 125 to 175 cars per day.

Benefits

This project is a positive investment in the facility and the community by decreasing noise, improving safety and increasing plant efficiency.

- Implementing new process for moving cars – will reduce/eliminate noise from gravity feeding cars banging together by controlling the cars during the unload process at all times. A comprehensive noise assessment that takes into account community impacts is currently being completed by Cargill
- Install LED lights – will reduce lighting to local community
- Install catwalk near the track shed – will avoid ground level crossing of the rail tracks, improving safety for employees
- Local employment opportunities – project will create up to 50 construction positions



Our Community Support Commitment

- Low Level Road tree planting. Cargill is working with the City of North Vancouver to plant additional native species trees
- Ongoing support to Harvest Project through donations and volunteer efforts
- Over \$131,000 donated to the United Way Lower Mainland
- Ongoing support to school education programs about the Port and waterfront



Cargill's Investment in North Vancouver

Cargill is invested in the long-term growth and stability of North Vancouver. Since 2007, Cargill has invested over \$30M in facility improvements, created over 150 unionized and management positions and made a positive impact in the community.

Terminal Overview

Cargill's North Vancouver Terminal was built in 1968 by Saskatchewan Wheat Pool and purchased by Cargill in 2007. Total storage capacity is 210,000 MT with a load out capacity of 2,200 MT/hour. Products handled: wheat, barley, canola and peas.

Project Background

The scope of this project will involve adding a new rail track on the east side of our track shed and a new rail lead that does not cross the main line. There will be three dumping areas and bi-directional indexing systems to move the cars to allow dumping from either side. This will allow a full train spot resulting in improved service by CN through increased car velocity and increased supply chain capacity.

Completing this project will improve the terminal's rail car unloading efficiency allowing the terminal to increase annual volume from 3.4 to 5 million MT.

Project Scope

- Convert rail receiving from conventional single direction (west to east) to bi-directional unloading
- Projected annual increase in vessel calls at the terminal is projected from an average of 88 up to 132 trips per year
- Truck traffic will increase on average from 8 to 10 per day
- Train trips will increase on average from 325 to 500 per year
- Expand rail yard and receiving
 - Third dump grain receiving pit, dust aspiration, receiving conveyors, new indexer and gate opener
 - Replace 2 existing unidirectional rail car indexers with bi-directional indexers
 - Car spot modified/expanded to 120 cars via bi-directional unloading and one additional track
 - New dedicated lead track to adjacent CN rail yard
- Automation upgrades to increase efficiency
 - Automated switch control in rail yard for CN railroad and Cargill employees to control the movement of the cars
- Safety upgrades
 - Upgrade track yard and rail shed illumination with LED lights to meet COSH Industry Standard Regulations

Estimated Project timeline: Anticipated construction to begin May 2015 with completion in June 2016*

* Timelines dependent on permit approval by Port Metro Vancouver and equipment delivery timelines

For more information on Cargill's rail expansion project visit www.cargillag.ca