BCR Properties
Intermodal Yard Expansion Project

November 06, 2017
Agenda

- Background
- Project Overview
- Environmental Scoping
- Project Permitting
- Construction Environmental Management
- Construction Schedule
- Construction Methodologies
- Questions
Project Background

- **DTRRIP – Deltaport Terminal-Road-Rail Improvement Program**
  - Road – VFPA Overpass & VACS - 2012–2014
  - Terminal – GCT Expansion – 2015–2018
  - Rail – BCR IYEP – 2017–2018

- **DTRRIP Objective:**
  - Maximize Deltaport intermodal capacity within existing footprint
  - GCT Terminal capacity increase from 1.8 MTEU to 2.4 MTEU – 33% increase
  - Not related to T2.
Project Overview

- **BCR Intermodal Yard Expansion**
  - Provide additional staging/storage tracks
  - Facilitate railway mechanical activities on the Roberts Bank causeway
  - All trackwork within existing BCR ROW
  - Trackwork funded by BCR under existing Joint Section Agreements with CN/CP/BNSF

- **Rail Traffic Impacts**
  - Departing intermodal rail traffic increase:
    - From 36,000 up to 48,000 feet per day
    - From 3-4 up to 4-5 trains per day
  - RBRC total traffic increase:
    - From 18-20 to 20-22 trains per day

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Project Overview - Gulf Plan and Section
Environmental Scoping

- Project screened against CEAA and BCEAA thresholds: No triggers identified.
- Environmental Surveys Undertaken:
  - Fish habitat assessment: No protected fish species found. Does not require a review by DFO.
  - Vegetation Survey: No rare plants detected.
  - Amphibian Habitat Assessment: Poor breeding & living conditions for most native amphibian species.
  - Breeding Birds: 33 species recorded including two SAR birds: Great Blue Heron, Short-eared Owl.
  - Soils Testing: No contaminated soils found.
  - Agricultural Land Commission: All works will be contained within BCR property except minor ditch relocation east of 41B and ALC confirmed it does not require ALC approval.
## Project Permitting

<table>
<thead>
<tr>
<th>Changes in and about a stream - Approval</th>
<th>Gulf - ditch relocation between 41B &amp; 46A Street</th>
<th>Consultation period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changes in and about a stream - Approval</td>
<td>Fisher - reprofiling railway ditch</td>
<td>Submitted</td>
</tr>
<tr>
<td>Changes in and about a stream - Notification</td>
<td>Culvert upgrades and replacements - Gulf and Fisher</td>
<td>Approved</td>
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| Notice of Railway Works submitted to Adjacent Landowners, Local Municipalities, TFN, MOTI | 60 day comment period completed - August 20th | |

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Project Environmental Management

- Construction Environmental Management Plan (CEMP) addressing all potential impacts, including but not limited to:
  - Erosion and Sediment Control
  - Fish and Amphibian Salvage and Relocation
  - Traffic Management

- The CEMP is the overarching framework for preventing or minimizing potential environmental risks and impacts during the construction phase of the project.

- Construction Contractor required to prepare EWPs addressing the requirements of the CEMP to ensure effective environmental protection during construction.

- Construction Contractor Environmental Monitor will assist in the onsite implementation of the CEMP and the EWPs

- Hatch Environmental Manager and Monitor will provide of oversight.
Construction Schedule

- Gulf – Grading & Drainage
- Gulf – Trackwork
- Fisher – Grading & Drainage
- Fisher – Trackwork
- Roberts Bank Yard
Construction Methodologies

- A traffic management plan will be developed to meet the approval requirements for MOTI, TFN, and City of Delta.

- All material being brought to site by truck (40-50 truck movements to/from site each day, ~750 Tonnes of material).

- Supply trucks will use the Delta Truck Routes to access site.

- Material transfer stations will be strategically set up across the site, isolating construction traffic to within project limits.

- Linear construction approach to maximize efficiency. Trucks bring fill directly to point of placement and take away cut material in same movement.
Questions?