



## Memorandum

To: Vancouver Fraser Port Authority

Subject: Rail Operating Plan – Cascadia Grain Terminal

### Introduction

This Rail Operating Plan outlines the present day rail operation for providing service to the Cascadia Grain Terminal as well as the proposed changes as part of our Cascadia Rail Expansion Project. Specific details of this plan may be adjusted in the future in order to adapt to changing circumstances and ensure we continue to provide a high level of service to Cascadia.

### Rail Service to Cascadia

The Cascadia Grain Terminal, both currently as well as in the future operating plan, is served by two trains per day. Currently, trains arrive along the Cascade Subdivision from the east and enter into K Yard and then cross over onto Cascadia's industrial trackage to the west of the dumper building. The train spots the first cut of grain cars onto the north track and then places the second cut of cars onto the south track. Once this is complete the locomotives depart.

Cascadia's indexers pull the cars through the dumper building and the empty cars move eastward. Once all of the cars have been emptied and the cars released to CP, locomotives hook on to the first cut of cars and use the North Mainline, east of Second Narrows, to reassemble the train before departing eastward.

Following the expansion, this procedure will not materially change with loaded cars being spotted on the west side of the dumper building and empty cars being lifted from the east side of the facility. The cars will continue to be spotted on two tracks to the west of the dumpers but now indexed out to the east of the dumpers onto one of three tracks, rather than the current two.

### Cascadia Capacity

The Cascadia expansion project (both the east works which are the subject of the PER application as well as the works occurring within K yard and L yard) will increase the terminal capacity from the current 6.4 Million tonnes per year to 7.5 Million tonnes per year. This increase will be accomplished as part of CP's 8500' grain train initiative. Currently grain unit trains are approximately 6,500' in length (112 cars) and carry approximately 10,400 tonnes; the new train design allows a capacity increase 44% with no additional trains (147 new high capacity hopper cars moving approximately 15,000 tonnes).

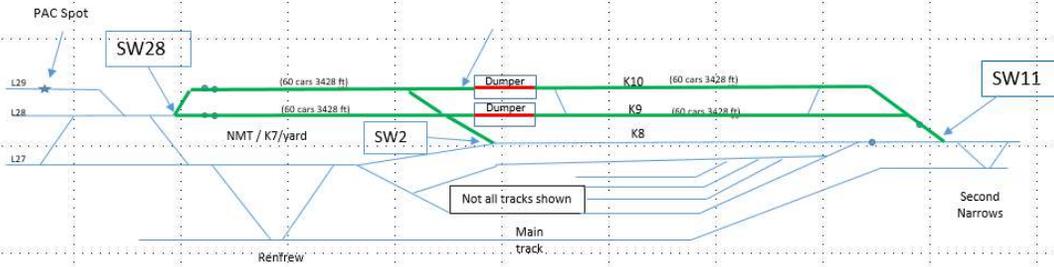
### Conclusion

CP's Cascadia Expansion Project will enable an increase in the amount of grain handled by the Cascadia Grain Terminal while maintaining the current two trains per day service.

# Cascadia

## Pre-Project

Not to scale

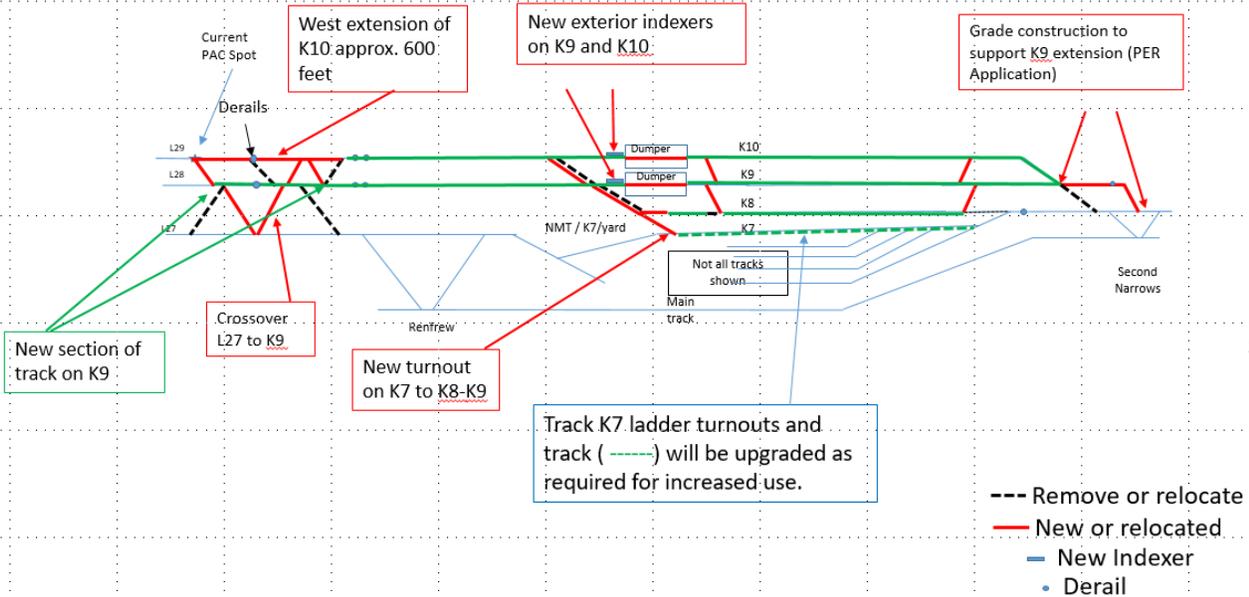


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# Cascadia

Not to scale

## Proposed Track Layout



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