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VIA EMAIL

August 19, 2022

Lloyd Wildeman
409-3501 Evans Court
Regina, Saskatchewan
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lwildeman@accesscomm.ca

Dear Mr. Wildeman:

RE: COMMENTS ON CN'S SECTION 98 APPLICATION FILED WITH THE CANADIAN TRANSPORT AGENCY FOR APPROVAL TO CONSTRUCT A RAILWAY LINE TO SERVICE BHP CANADA INC. IN THE PROVINCE OF SASKATCHEWAN

Thank you for providing comments on CN's section 98 application filed with the Canadian Transport Agency ("CTA") for the construction and operation of a spur track located within the boundaries of the Rural Municipality of Prairie Rose No. 309 and the Rural Municipality of Mount Hope No. 279, in the province of Saskatchewan. As indicated in the application, this line is required to connect a Mine to be operated by BHP which was previously approved under Saskatchewan's Environmental Assessment Act in 2011.

In your letter dated July 16, 2022, you raise the following points and we can confirm that we intend to address them as indicated below.

Railway crossings: All railway crossings will meet the applicable regulatory standards and crossing protection will be in accordance with Transport Canada's Grade Crossing Regulations.

Insurance: CN has an insurance program in place. CN's Business Continuity Management plan enables us to protect against, and recover from, incidents and restore operations in a timely manner while ensuring the health and safety of employees, communities, and the general public.

Trespassing: In the normal course of its business and operations, CN does not access any private property without the prior written consent of the owner. In the event of a threat to safe railway operations or, in order to restore safe railway operations, which requires access to land adjoining the land on which the line of railway is situated, CN would proceed under the authority of its regulatory framework.

Additional Culverts: The design has considered Storm Water Management along the entirety of the spur track, including through lands in NW ¼ -19 – 32 – 30 – W2. This includes the key criteria that culverts should be able to pass 1:100 year flows without overtopping Rail Sub-ballast and/or Road base material.

Two 900 mm diameter circular culverts are required to be installed at location C-13, as shown on the submitted plans, in order to pass the generated 1:100 year flows from the assessed catchment area.

Damage to Rural Municipality of Prairie Rose No. 309 roads: CN will enter into a public crossing agreement for each public crossing with the respective road authority. The agreement will relate to the construction and maintenance of the public crossing.

CN would like to assure you that it takes your comments seriously and we thank you for taking the time to provide comments to CN. We remain available should you have any questions or concerns.

Yours truly,



Eric Harvey

Senior Counsel