

**CN Proposed Milton Intermodal Hub FAQ**  
**Produced by Milton Says No**  
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1. What is the CN Intermodal Hub Project?
  - Intermodal transportation involves moving goods in a unique shipping container for the entire journey, using more than one mode of transportation: truck, rail and/or ship. Many household products are shipped this way, including food, toys, clothing, electronics, and furniture. Intermodal hubs are where shipping containers are transferred between trains and trucks to move goods.
  - CN has purchased farmlands using numbered companies to form a 1200 acre plot of land bordered by Britannia Road to the north, Highway 25 to the east Line, Lower Base Line to the south and Tremaine Road to the west in the heart of Milton. CN is proposing to build an Intermodal Hub initially on 400 acres of land which includes 20 kilometers of new rail track. This site is referred to as 'South Milton' by CN.
  
2. How did we get here?
  - In 2001, CN began exploring the concept of an Intermodal Hub. At that time, the company was met with intense opposition from local residents, with then-Halton MP Gary Carr delivering a 6,000-name petition to Parliament Hill.
  - In 2008, Halton Region and Milton Town councilors were told by CN Rail that they would not be building a hub on the land they purchased. Instead, CN was looking at alternatives such as a business park or rail serviced industrial park that would have been more in sync with the town's plans for redesigning the urban part of Milton.
  - March 2015 – CN announced its plans to build the Milton Logistics Hub
  - April 8, 2015 – CN submitted a project description to the Canadian Environmental Assessment Agency on April 8, 2015 (CEAA) for review and to determine whether an environmental assessment was required for the project
  - May 13, 2015 – Canadian Transportation Agency ordered CN to obtain federal approval under the Canadian Transportation Act to construct railway lines as part of the proposed Milton Logistics Hub
  - May 22, 2015 – the CEAA issued its notice of decision requiring the proposed CN Logistics Hub to undertake a federal environmental assessment process under the Environmental Assessment Act
  - December 2015 – Milton Chamber of Commerce board of directors voted to endorse the intermodal plan, with the decision predicated on the results of the environmental assessment
  - January 7, 2016 – CN filed its Environmental Impact Statement for the Milton Logistics Hub as part of the Canadian Environmental Assessment Agency's Environmental Assessment process
  - January 22, 2016 – CN submitted application to the Canadian Transportation Agency

- October 14, 2016 – The Canadian Environmental Assessment Agency and the Canadian Transportation Agency invite the public to attend information sessions on the joint process being established for the proposed Milton Logistics Hub Project.
  - December 6, 2016 – Catherine McKenna, Minister of Environment and Climate Change and Dr. Scott Streiner, Chair of the Canadian Transportation Agency (CTA), announce the establishment of a three-member panel to review the proposed Milton Logistics Hub Project in Ontario . The Minister appointed Ms. Lesley Griffiths as the Chair of the Review Panel, and Dr. Isobel Heathcote and Mr. William McMurray as panel members. Mr. McMurray is also a member of the CTA and has been assigned by the Chair of the CTA to decide whether the proposed rail construction should be approved under section 98 of the Canada Transportation Act
  - February 21, 2018 – The Region of Halton, the Town of Milton, the City of Burlington, the Town of Halton Hills and the Town of Oakville, and Conservation Halton announced they are commencing a joint Court application to confirm their jurisdiction to review the impacts of a major truck-rail project proposed by Canadian National Railway (CN) in the Town of Milton. The application follows CN’s assertion that the project is a matter of exclusive federal jurisdiction, and that neither the province nor the municipalities have any regulatory role with respect to it.
  - September 5, 2018 – Government of Ontario files arguments in Ontario Superior Court in support of Regional Municipality of Halton, the Towns of Milton, Halton Hills and Oakville, the City of Burlington, and the Halton Region Conservation Authority’s legal challenge of the Milton CN Intermodal Hub.
  - October 29, 2018 – The court application by Halton municipalities and Government of Ontario is stayed pending the outcome of the environmental assessment.
  - June 19 - July 19, 2019 – Environmental Assessment Review Panel holds public hearings in Milton
  - The Environmental Assessment is ongoing with a decision expected in late 2020
3. Where will the CN Intermodal Hub be located?
- The Intermodal Hub will initially cover 400 acres of the 1200 acres of land owned by CN in the area bordered by Britannia Road to the north, Highway 25 to the east Line, Lower Base Line to the south and Tremaine Road to the west.
4. Why was this location chosen?
- CN began purchasing parcels of land around the proposed site in 2001 using numbered companies. In 2008, Halton Region and Milton Town councillors were told by CN Rail that they would not be building a hub on the land they purchased. Instead, CN was looking at alternatives such as an employment or

business park that would have been more in sync with the town's plans for redesigning the urban part of Milton.

- The proposed location, referred to as the 'South Milton' site by CN, was one of 12 potential sites that CN considered in its Site Selection Study included in the Environmental Impact Statement.
- CN applied site selection criteria to 4 short-listed sites: Brampton North, Halton Hills, North Milton and South Milton. Two preferred site options emerged: North Milton and South Milton.
- While the North Milton site is closer to a 400-series highway via shortest truck route, CN determined that South Milton is the preferred site, likely due to the fact that CN already owns the land.
- Using CN's site selection criteria, although South Milton has 10 criteria with Highest Preference, North Milton is very close at 9 criteria with Highest Preference and North Milton has less criteria with Lowest Preference. In fact, when using a weighted scale, North Milton is ranked first.
- Applying a simple weighted scale to CN's 21 site selection criteria results in all 4 sites scoring within a narrow band of 8% and North Milton as the preferred site.

5. Isn't it a fact that Intermodal Hubs are good for the environment and for creating jobs?

- Intermodal Hubs are good for the environment. Milton Says No supports the use of Intermodal Hubs. Milton Says No is opposed to an Intermodal Hub at the South Milton location which is surrounded by residential homes and the Niagara Escarpment and is located far from major highways.
- Milton Says No is asking CN to reconsider their preferred site of South Milton amongst the 12 proposed sites, many of which are still located in the Halton Region.
- CN has indicated that the Intermodal Hub will create 130 jobs which will result in an employment density of .6 jobs per hectare at full operation. To meet Provincial Growth Plan requirements, the Region through Sustainable Halton, has planned a minimum employment density of 30.5 jobs per hectare. Therefore, at full operation, the CN Intermodal Hub would deliver 2% of the jobs that could be generated via other land use.

6. Why does Milton Says No want to stop the CN Intermodal Hub?

- Milton Says No supports Intermodal Hubs that are located appropriately – on industrial land immediately adjacent to a major toll free highway.
- CN's proposed location in South Milton will operate 24 hours a day, seven days a week. The location is surrounded by residential homes and the Niagara Escarpment.
- CN has stated that 1600 truck trips are required each day to support the Intermodal Hub which is an average of more than 1 truck per minute. The main route for the trucks will be through the Town of Milton to access the 401.

- The CN Intermodal Hub will have serious long-term impact on the quality of life for Halton Region and Milton residents. CN has yet to address how the operations of the facility will impact planned residential communities including issues of safety, noise, lights and dust. What are the impacts of the project on the future employment lands planned for this area? How are the environmentally sensitive lands on the property being protected? The CN Intermodal Hub is not consistent with the current land use planning framework of Halton Region or the Town of Milton.
- CN contends that the rail aspects of the project are under exclusive federal jurisdiction and CN is ignoring 26 provincial or municipal acts and bylaws that apply to the non-rail aspects of the project. Since the Federal Government does not have jurisdiction in the non-rail aspects of the project, it cannot regulate. This will result in a corporation, which is accountable to its shareholders and generating profits, regulating the use of our roads and the impacts on our community. We believe in a democratic society where elected representatives accountable to the public serve to protect the interests of residents and forge a vision for the community.

7. Does CN operate other Intermodal Hubs?

- CN operates 12 Intermodal Hubs across Canada. The vast majority of CN Intermodal Hubs are situated near a port in an industrial area, nowhere near residential homes. In many instances, crane service hours are limited and/or gate appointments are required in order to reduce the impact on surrounding areas.
- The nearest CN Intermodal Hub is in Brampton, Ontario. The Brampton North site, which is currently at capacity, was one of the 4 potential sites considered.

8. What is CN's position?

- CN is acting as a corporation and focused on increasing shareholder value. As a federally regulated railway, CN asserts that the project is a matter of exclusive federal jurisdiction, and that neither the province nor the municipalities have any regulatory role with respect to it. As such, CN is ignoring 26 legislative statutes that apply to the non-rail aspects of the project.
- CN asserts that the following Municipal legislation does not apply to the project:
  1. Milton Development Charges By-law 087-2011
  2. Milton Noise By-law 133-2012
  3. Milton Site Alteration By-law 033-2004
  4. Milton Property Standards By-law 131-2012
  5. Milton Comprehensive Zoning By-law 144-2003
  6. Milton Site Plan Control By-law 5-2015
  7. Milton Development Charges By-law 053-2016
  8. Milton Service Fee By-law 83-2017
  9. Milton Designate Private Roadways as Fire Routes By-law 63-17
- CN asserts that the following Region legislation does not apply to the project:

1. Halton Region Development Charges By-law 48-12
  2. Halton Tree By-law 121-05
  3. Halton Regulate Access to Regional Road System By-law 32-17
  4. Halton Services Development Charges By-law 36-17
  5. Halton Service Fee By-law 63-17
- CN asserts that the following Provincial legislation does not apply to the project:
    1. Endangered Species Act, 2007
    2. Conservation Authorities Act, 1990
    3. Ontario Water Resources Act, 1990
    4. Ontario Heritage Act, 1990
    5. Environmental Protection Act, 1990
    6. Highway Traffic Act, 1990
    7. Safe Drinking Water Act, 2002
    8. Planning Act, 1990
    9. Clean Water Act, 2006
    10. Ontario Hunting Regulations
    11. Ontario Fishing Regulations
    12. Criteria for Determining Cultural Heritage Value or Interest (O.Reg.9/06)

9. Where do things stand today and what's next?

- The Canadian Transportation Agency has ordered CN to obtain federal approval under the Canadian Transportation Act to construct railway lines as part of the proposed Milton Logistics Hub
- The Canadian Federal Government has initiated an Environmental Assessment. The Environmental Assessment Panel Review is currently in progress. The Environmental Assessment ends when the Minister of Environment and Climate Change determines if significant adverse environmental effects are likely.
  - If adverse environmental effects are likely, the Federal Cabinet determines if the environmental effects are justified to allow the project to proceed
  - If adverse environmental effects are not likely or the Federal Cabinet determines that the environmental effects are justified, the Minister of Environment and Climate Change issues a decision statement allowing the project to proceed
  - If the Minister of Environment and Climate Change allows the project to proceed, the Canadian Transportation Agency makes its regulatory determination
  - In summary, in order for the project to proceed, the project must obtain 2 approvals:
    1. Environmental Assessment approval
    2. Canadian Transportation Agency approval
- The Region of Halton, the Town of Milton, the City of Burlington, the Town of Halton Hills and the Town of Oakville, Conservation Halton and

Government of Ontario have commenced a joint Court application to confirm their jurisdiction to review the impacts of the proposed CN Intermodal Hub project. The court application is stayed pending the outcome of the environmental assessment.

10. Where can I get more information?

- [Milton Says No website](#)
- [Milton Says No Facebook](#)
- [Town of Milton website](#)
- [Halton Region website](#)
- [Halton Region Video](#)
- [Canadian Environmental Assessment Agency website](#)
- [Requirement for Canadian Transportation Agency Approval](#)
- [CN Rail Project website](#)