



**DESCRIPTION OF A DESIGNATED PROJECT UNDER
THE *CANADIAN ENVIRONMENTAL ASSESSMENT ACT, 2012***

**ALBERTA MIDLAND RAILWAY TERMINAL LTD.
PROPOSED LAMONT RAILCAR STORAGE PROJECT LOCATED
NEAR BRUDERHEIM, ALBERTA**

**Submitted to:
Canadian Environmental Assessment Agency**

February 2016

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ACRONYMS

ACIMS	Alberta Conservation Information Management System
ACO	Aboriginal Consultation Office
ACT	Alberta Culture and Tourism
AEP	Alberta Environment and Parks
AER	Alberta Energy Regulator
AIHA	Alberta Industrial Heartland Association
AMRT	Alberta Midland Railway Terminal Ltd.
ASP	Area Structure Plan
CEAA 2012	<i>Canadian Environmental Assessment Act 2012</i>
CN	Canadian National
CNPRS	Canadian Northern Plains Rail Services Ltd.
EIA	Environmental Impact Assessment
EPEA	<i>Environmental Protection and Enhancement Act</i>
ERP	Emergency Response Plan
ESA	Environmental Site Assessment
FAP	Fort Air Partnership
FWMIS	Fisheries and Wildlife Management Information System
GHG	Greenhouse Gas
HRA	<i>Historical Resources Act</i>
HRV	Historical Resource Value
LSD	Legal subdivision
MBCA	<i>Migratory Birds Convention Act</i>
NGL	Natural Gas Liquids
NMHC	Non-methane hydrocarbon
PAH	Polycyclic aromatic hydrocarbon
PD	Project Description
PDSA	Pre-disturbance site assessment
QAES	Qualified Aquatic Environmental Specialist
RNMP	Regional Noise Management Plan
SARA	<i>Species at Risk Act</i>
THC	Total hydrocarbons
WAIR	Wetland Assessment and Impact Report

UNITS

bgs	below ground surface
ha	hectare (s)
km	kilometre (s)
kV	kilovolt (s)
m	metre (s)
mm	millimetre (s)

1. GENERAL INFORMATION AND CONTACTS

1.1 Project Name, Nature and Proposed Location

Alberta Midland Railway Terminal Ltd. (AMRT) is proposing to construct a railcar storage facility named the Lamont Railcar Storage Project (the Project). The Project will then be operated and maintained by Canadian Northern Plains Rail Services Ltd. (CNPRS) and decommissioned and abandoned at a future date by AMRT. The Project is located in the northwest and southwest quarter sections of 25-55-20 W4M, approximately 3 km northwest from the town of Lamont, Alberta. The Project is within Lamont County and Alberta's Industrial Heartland and is adjacent to a Canadian National (CN) railway line. CN is a common carrier railway, which will solely deliver and receive railcars from the Project facility.

AMRT currently owns the LSDs 11, 12, 13, 14 within 25-55-20 W4M and a portion of LSD 6 (approximately 76 ha). Within these, the Project footprint is defined as:

- 16 storage tracks and 5 operating tracks – 21 tracks in total;
- Repair area for placement of a mobile repair truck;
- Site access, service road, and employee parking;
- Office trailer; and
- Stormwater management pond.

See Section 2.0 for a detailed description of the nature of the Project.

1.2 Proponent Contact Information

The Project will be constructed, decommissioned, and abandoned by AMRT (principal proponent and contact). Principal proponent contact information is provided in Table 1.

Table 1: Principal Proponent Information

Category	Details
Name of Corporation:	Alberta Midland Railway Terminal Ltd.
Address:	P.O. Box 830 (564 North 200 East) Raymond, Alberta, Canada, T0K 2S0
Chief Executive Officer:	Darcy Heggie
Principal Contact for the Lamont Railcar Storage Project	
Name and Title:	Darcy Heggie, President
Contact:	dheggie@albertamidlandrail.com (403) 308-6924
Company Website:	http://albertamidlandrail.ca/home.html

The Northern Plains Railroad group of companies includes CNPRS, a key shareholder of AMRT. CNPRS will be responsible for the operating phase of the Project (Table 2).

Table 2: Secondary Proponent Information

Category	Details
Name of Corporation:	Canadian Northern Plains Rail Services Ltd. (CNPRS)
Address:	P.O. Box 1174 Camrose, Alberta, Canada, T4V 1X4
Chief Executive Officer:	Gregg F. Haug
Secondary Contact for the Lamont Railcar Storage Project - Operations	
Name and Title:	Shawn I. Smith, President
Contact:	shawn_smith@nprail.com (780) 679-4008
Company Website:	http://www.nprail.com/canadian-nprail-services.php

1.3 List of Jurisdictions Consulted

Prior to and during the preparation of the Project Description (PD), AMRT has consulted with the following jurisdictions and other parties: CN Rail, affected and neighbouring landowners, Alberta Transportation, Lamont County, Alberta Environment and Parks, Alberta Culture and Tourism (ACT), and the Canadian Environmental Assessment Agency. Since the Project falls within the boundary of Alberta's Industrial Heartland, the Alberta Industrial Heartland Association (AIHA) has been included in ongoing consultation since late 2012. A description of results of consultation with authorities and other parties is detailed in Section 7.

AMRT is in discussion with Husky Oil Operations Ltd (Husky) as the Project includes two wells and five inactive pipelines owned by Husky.

In addition, the following Aboriginal groups were provided notification containing information about the Project: Alexander First Nation Administration; Enoch Cree Nation; Ermenskin First Nation; Paul First Nation; Whitefish Lake First Nation; Chipewyan Prairie Dene First Nation; Fort McMurray First Nation; Foothills Ojibway First Nation; Blood Tribe; Piikani Nation; Siksika Nation; Stoney Tribal Association; Tsuu T'ina Nation; Metis Nation of Alberta, Region 4; Buffalo Lake Metis Settlement; Kikino Metis Settlement; Saddle Lake Cree Nation; Kehewin Cree Nation; Alexis Nakota Sioux Nation; Beaver Lake Cree Nation; Gunn Métis Local #55; Métis Nation of Alberta - Region 1; Métis Nation of Alberta - Region 2; Montana First Nation; Samson Cree Nation; and Louis Bull Tribe.

1.4 Additional Regulatory Requirements

As described in Section 2.2, the CEAA 2012 Regulations Designating Physical Activities apply to the Project. This requires submission of this PD to the Canadian Environmental Assessment Agency. In addition, the following regulatory requirements have been considered during the planning stages of the Project:

Federal

- *Migratory Birds Convention Act (MBCA)*
 - The MBCA strictly prohibits the harming of migratory birds and the disturbance or destruction of their nests and eggs.

- *Species at Risk Act (SARA)*
 - SARA listed species must not be harmed by the construction, operation, or decommissioning of Project works. It is illegal to kill, harm, harass, capture, or take in any way any species listed under the SARA.
- *Railway Safety Act*
 - See below under Provincial “*Alberta Railway Act.*”
- *Transportation of Dangerous Goods Act*
 - See below under Provincial “*Alberta Railway Act.*”

Provincial

The Project is not considered an energy resource activity (as defined in the *Responsible Energy Development Act* Section 1(1)(i/j)); as such, Alberta Environment and Parks (AEP) has authority over any of the Project’s *Environmental Protection and Enhancement Act (EPEA)* and the *Water Act* requirements.

- EPEA
 - The Project is an activity as defined within the EPEA Schedule of Activities, Section 9 (1), due to the need for a *Water Act* approval for wetland disturbance.
 - The Project is not included as an activity identified in Schedule 1 (Divisions 1, 2, and 3) of the EPEA Activities Designation Regulation; no industrial approval is required.
 - The Project is not a mandatory or exempted activity, as defined within the EPEA Environmental Assessment (Mandatory and Exempted Activities) Regulation. No provincial Environmental Impact Assessment (EIA) is required (determination made on December 2, 2015).
 - The EPEA Division 1 on Releases of Substances Generally, Section 110(1) requires AMRT to report any release of substance to the environment.
 - The stormwater management pond associated with the Project will require an EPEA registration.
- *Public Lands / Water Act* Joint Application to AEP for wetland disturbance
 - The Project is anticipated to impact wetlands; a Joint Application (*Public Lands Act and Water Act* to AEP) is required.
 - AEP’s decision will be required to determine if the impacted wetlands are Crown-claimable (triggering the *Public Lands Act*).
- Directive 056 License to AER
 - The Project is not a petroleum industry energy development as defined in the Directive; no license is required.
- *Alberta Railway Act* Industrial Operating Certificate
 - AMRT has approval to carry out construction from the Railway Administrator (Alberta Transportation) as per Part 1, Section 5. As part of this approval, AMRT will develop and implement a safety management system and operating rules.
 - The *Alberta Railway Act* includes federal requirements within Transport Canada’s *Transportation of Dangerous Goods Act* and the *Railway Safety Act*.

- *Historical Resources Act* (HRA) Clearance from ACT
 - The Project land locations (Sec 25-55-20 W4M) have not been assigned a historical resource value (HRV) indicating limited potential for historical resource concerns (ACT, 2015). HRA Clearance was received on June 18, 2015 for the Project.

Municipal

- Lamont County
 - A Development Permit application was submitted to Lamont County in September 2015, and included a full disclosure of the Project plan (AMRT, 2015a). Lamont County approved this application on November 6, 2015 with a list of submission requirements. These will be submitted by AMRT prior to construction.
 - AMRT will work with the County to obtain road use agreements and establish emergency response planning.

1.5 Regional Environmental Study

The Project is not within an area that has been subject to a Regional Environmental Study under CEAA 2012.

The Project is within the Alberta Industrial Heartland and the Capital Region (a group of 24 municipalities including Lamont County). A cumulative effects management approach was officially adopted in 2007 (GoA, 2013). This management approach is built on a number of regional environmental frameworks which have been completed to support decision-making. These are:

- Water Management Framework for the Industrial Heartland and Capital Region;
- Capital Region Air Quality Management Framework; and
- Elemental Sulphur Management Framework.

Since 2007, regional environmental studies have been completed to investigate wetlands, groundwater, and water quality, amongst others.

The Water Management Framework for the Industrial Heartland and Capital Region includes the reach of the North Saskatchewan River from the town of Devon to the Pakan bridge water quality station, as these are directly impacted by municipal and industrial effluent discharge. This Framework provides a regional phased solution (until 2041) to address water quantity and quality issues in the defined area. Three water management conditions defining threshold were defined and are applied to water quantity and quality parameters to determine level of management required.

The contaminants of concern described in the Capital Region Air Quality Management Framework are nitrogen dioxide, sulphur dioxide, fine particulate matter, and ground level ozone. The Framework has defined four ambient air quality levels for each contaminant; each level has a set of management actions to avoid reaching upper level limits. AEP determines when these management actions are required (based on monitoring data), and will engage and collaborate with stakeholders including industry and the public to plan reductions to meet lower ambient air quality levels.

Sulphur is both consumed and produced in the Industrial Heartland. The Elemental Sulphur Management Framework describes current and proposed elemental sulphur use, storage, and capture in the Industrial

Heartland and provides an approach to management. The Framework recommends expectations for sulphur handling and storage to reduce the potential for adverse effects.

The Capital Region Growth Plan (Capital Region Board, 2009) has six main themes, one of which is to protect the environment. Specifically, it provides a framework for the protection of agricultural lands and to minimize impact of development on regional watersheds and airsheds.

The Project also falls within the Alberta Industrial Heartland Regional Noise Management Plan (RNMP). This plan was developed (jointly by the Alberta Energy Regulator (AER) and the Northeast Capital Industrial Association) to minimize industrial noise impacts through regional management. It sets a standard for development to ensure compliance with the RNMP's standards (which include AER Directive 038).

The Project is within jurisdiction of Lamont County's Alberta's Industrial Heartland Area Structure Plan (ASP) 676/07 (Lamont County, 2008). As defined in the ASP, the Project is within the Heavy/Medium Industrial Policy Area. The ASP includes compliance guidelines for heavy/medium industrial activities (see Section 3.2.3).

2. PROJECT INFORMATION

2.1 General Description, Context and Objectives

As introduced in Section 1.1, AMRT is proposing to construct the Project to support private railcar fleet owners and rail shippers. These include Pembina Infrastructure and Logistics LP (Pembina), and others, who have existing and expanding operations in the Fort Saskatchewan area within Alberta's Industrial Heartland. The Project will then be operated and maintained by CNPRS, and decommissioned and abandoned by AMRT. The Project will provide the capacity to store and switch up to 850 railcars at any one time. Existing shippers in Alberta's Industrial Heartland currently utilize distant storage yards in Canada and the United States; the Project will prevent these unnecessary shipping distances.

All railcars will be either empty of any product, or be considered "residue – last contained" (empty railcars that last contained dangerous goods as defined in the *Transportation of Dangerous Goods* regulations). The majority of product that was last carried by the stored railcars will be residue of petroleum products (fuels, oil or natural gas liquids [NGL]). However, the stored railcars may have last carried cyclical products including residues of grain, potash, fertilizer, lumber, or intermodal containers.

CN is a common carrier railway, which will solely deliver and receive traffic from the Project facility. Railcars to be stored will arrive at the Project on the adjacent CN line, be placed into temporary storage in the rail yard, and then be switched out and returned to service on the CN line as required for re-loading. This is the only involvement of CN with the Project; CN will not use the Project facility. The proposed in-service date for the Project is Q2 2017, subject to permitting and construction schedules.

AMRT owns two portions of land in Lamont County, the first being in NW 36 55-20 W4M (located adjacent to the Canadian Pacific Railway), and the second in NW 25 55-20 W4M (located adjacent to the CN line). AMRT has a written Agreement and permanent easement from Canadian Heartland Real Estate Ltd. on the north "severance" portion of SW 25 55-20 W4M, adjacent to NW 25 55-20 W4M and the CN line. Both of these properties are located within Alberta's Industrial Heartland heavy industrial zoning and are approximately 1.6 km to the west of the current Richardson Pioneer Lamont grain terminal, and 1.6 km to the east of the Cenovus Bruderheim Terminal.

The Project will be located on AMRT owned lands in NW 25 55-20 W4M, and the easement on SW 25 55-20 W4M. Currently, AMRT is projecting a total project cost of C\$34 million for construction of the Project.

The Project will consist of:

- Railcar Storage – 16 designated railcar storage tracks totalling approximately 48,000 feet (14.6 km) of standing capacity;
- Operating Tracks – five designated operating tracks totalling approximately 12,000 feet (3.7 km), to be used for exchanging railcars with CN, switching, and storage of a more temporary nature;
- Light mobile car repairs – a small onsite repair area is planned where cars can be switched to and placed for inspection and repair, using a mobile repair truck;
- Site access (2), service roads and employee parking;
- Office trailer for operations administration and employee comforts; and
- Stormwater management pond.

A conceptual site plan is attached as Appendix A. AMRT considers these design considerations represent the full extent of the Project activities known at present, and will not be significantly modified upon final design.

The Project is not a component of a larger project listed in the CEAA 2012 Regulations Designating Physical Activities.

Developer: Alberta Midland Railway Terminal Ltd.

AMRT is a private Alberta corporation, with its administrative office located in Raymond, Alberta. Key shareholders of AMRT include R.K. Heggie Grain Ltd., co-owners and operators of a rail transfer and storage facility south of Lethbridge, Alberta known as Transmark, Dominion Railway Services Ltd., Northern Plains Railroad, and a number of private shareholders.

Anchor Customer: Pembina Infrastructure and Logistics LP

Pembina Infrastructure and Logistics LP is a wholly-owned subsidiary of Pembina Pipeline Corporation (PPC). PPC is a leading pipeline transportation and midstream energy service provider that has been serving North America's energy industry for over 60 years. PPC offers customers and partners fully integrated oil, gas, and NGL services. PPC is a publicly-traded Canadian corporation, headquartered in Calgary, Alberta, trading on both the Toronto (PPL) and New York (PBA) stock exchanges, with an enterprise value of approximately C\$16 billion and an investment-grade corporate credit rating of BBB.

PPC has extensive rail operations with existing crude and NGL rail loading and unloading operations in Fort Saskatchewan, Alberta, Sarnia, Ontario and Lynchburg, Virginia. By 2019, PPC will operate a leased fleet of over 3,500 railcars.

Operator: Canadian Northern Plains Rail Services Ltd. (CNPRS)

The Project will be operated by CNPRS – part of the Northern Plains Railroad group of companies that includes a successful short line and regional railway operation in Minnesota and North Dakota, various industrial switching operations, and railcar and locomotive repair services. Canadian Northern Plains Rail Services is led by experienced railroaders who are focused on providing safe and responsive rail services, and working with communities and stakeholders.

Justification for Railcar Storage

Movement of freight by rail is of critical importance to Alberta's economy. Grain, lumber, sand, energy products, plastics, and crude oil shipments are all dependent upon rail for safe movement to markets – and the demand from shippers for rail service continues to increase. Over the years, the rail business has evolved whereby more and more shipments move in privately-owned or shipper-owned railcars. This is in contrast to the more historical model when the majority of railcars were owned and supplied by individual railways. To deal with seasonal variances in transportation and repair demand or when business levels are down, privately owned or shipper owned railcars require locations for staging, storage, and repair. Generally, large railways do not supply medium and long term storage for private railcar fleets. As a result, shippers rely on short line railways and facilities, such as Transmark near Lethbridge and those proposed by AMRT, for storing their railcars in a safe and secure manner. As fleets have grown over the last five years, there has been a shortage in strategic railcar storage locations in the Edmonton area which has led to AMRT's decision to construct and operate the proposed Project in Lamont County. At present, AMRT

has sufficient interest and commitments from its customers, including Pembina and Suncor Energy, to proceed with construction of the planned car storage and mobile repair facility.

Potential Impact on the Economy

The proposed Project is anticipated to have a positive effect on the economic growth of Lamont County by initially creating three full time positions and two part time positions. Over the longer term it will create at least two additional full time positions from the proposed mobile rail repair truck operation. The Project has the potential to create further employment as business expands and as additional development occurs on adjacent lands. AMRT anticipates a positive economic impact as contracted services and goods will be purchased in the region during both construction and operational phases. In addition, the Project will support local industries who rely on effective rail freight service and require a safe and secure location for the storage of their railcar fleets. This in turn will allow these industries to grow and prosper. It is anticipated that employees could live within Lamont County such as within the Towns of Lamont or Bruderheim. The Project will also result in an increase in property taxes to Lamont County.

An additional positive economic impact of the Project is that regional operators will be provided the opportunity to store their railcars fleets locally versus locations in neighbouring provinces, the US mid-west, and/or Gulf Coast. This will provide some local operators with the ability to access railcars from storage positions sooner and more cost effectively than is currently possible. This will provide AMRT's customers located within Alberta's Industrial Heartland an additional competitive economic advantage over other North American competition.

Proposed Operations

CNPRS will operate the Project to meet both applicable provincial and federal rail safety guidelines and standards. CNPRS operating personnel will be qualified in applicable operating rules and standards to ensure a safe and efficient operation. This includes qualification in industrial rail operating and safety rules, and the transportation and handling of dangerous goods.

CNPRS plans to maintain two locomotives required for switching at the Project facility and will offer a location for a mobile railcar repair truck to perform "mobile repairs" as may be required on railcars stored at the site. These repairs include minor repairs to safety appliances on cars, covered hopper tops, bottom hopper gates, couplers, wheels, brake shoes, tank car valves, brake valves, and stenciling. Any major repairs that cannot be handled onsite will be taken to the closest CN or CP heavy repair facility. No purging, venting, or other cleaning of tank cars containing dangerous commodities is planned onsite.

Within the Project facility, CNPRS anticipates Monday to Friday operation from 0800 to 1700 (for four to five hours per day and two to three days per week). Specific days of the week are to be determined, but would only including occasional weekend operations as required.

On days when CN trains are planned to serve the Project facility, the CN trains will stop, and the railcars to be set out for storage at the Project will be brought to the site by CN crews and locomotives. Any outbound cars to move out of the Project terminal will have been switched into place by the CNPRS crews for CN to handle out of the Project, and onto a CN train tracks accordingly. CNPRS crews will perform any switching from the planned CN inbound and outbound tracks into designated onsite storage tracks. These CN operations could occur outside of daylight and weekday hours (subject to CN service ability) but are anticipated to occur for one hour per week overall.

Project Facility Maintenance

CNPRS, as operator of the Project facility, together with AMRT, are responsible for maintenance of the Project. Onsite maintenance includes inspection, repair, and replacement of railway track(s), switches, and other components; maintenance of roadways; maintenance of stormwater management facilities; snow removal; and weed control during the summer months.

Alternative Site Considerations

AMRT completed a review of alternative properties suitable for a purpose-built railway infrastructure project and concluded that there is no other suitable alternative site available.

The criteria for site selection included the following:

- Adjacency to a Class 1 Railway with an adequate level of service (in this case, CN's Vegreville S/D). The selected Project site is also within reasonable proximity of CP's Willingdon S/D;
- Location within Alberta's Industrial Heartland area to accommodate railcar fleet owners and shippers within a reasonable distance of the origin/termination location;
- Adequate size and footprint to facilitate a functional rail operating terminal, meeting current Class 1 Railway and Industry requirements;
- Avoiding, or limiting, relocation or disruption of residential dwellings; and
- Disturbance, suspension, or decommissioning of oil well activities within the Project footprint due to set-back requirements (100 m).

The Project site within the NW 25 55-20-W4M, and portion of SW 25 55-20-W4M adequately meets the above criteria.

Furthermore the property is currently zoned for "Heavy Industrial" use within the Industrial Heartland, consistent with a railcar storage and repair facility.

2.2 Regulations Designating Physical Activities

The Canadian Environmental Assessment Agency may require a federal environmental assessment, pursuant to the CEAA 2012, as the Regulations Designating Physical Activities describe a designated activity, under paragraph 25 of the Physical Activities Schedule as follows:

25. The construction, operation, decommissioning and abandonment of a new

(b) railway yard with seven or more yard tracks or a total track length of 20 km or more.

The proposed Project facility includes twenty one (21) tracks with a clear track capacity (storage capacity of cars) of approximately 60,000 track feet (18.3 km).

2.3 Components and Activities

2.3.1 Physical Works

The proposed components of the Project will be entirely within AMRT owned lands or covered by a permanent easement agreement as indicated in Section 2.1.

The physical works components associated with the construction of the Project facility include:

- Grading: approximately 70,000 feet (21.6 km) of track and associated access and service roads;
 - Top Soil Stripping: approximately 67,500 m³ will be stockpiled on site and utilized for a perimeter berm where practical,
 - Cut (suitable fill): 140,000 m³,
 - Granular: approximately 45,000 m³ (subballast), and
 - Culverts: approximately 200 LM (various diameters – 600 to 900 mm).
- Track work;
 - Rail: approximately 70,000 (21.6 km) track feet (100 pounds/yard minimum rail weight),
 - Track ties: approximately 35,000 steel ties (TBD¹) and 300 wood ties,
 - Track Ballast: approximately 52,000 tonnes (1-3/4 inch crushed rock), and
 - Turnouts: 18 of type #8 (for Rail Yards and Industrial Tracks – typically 15 mph design speed), 6 of type #10 (for Industrial Yard or Branchlines – typically 15 to 20 mph design speed), and 2 of type #12 (for Maintrack use – typically 25 mph design speed).
NOTE: all track materials are proposed as NEW materials
- Buildings;
 - Office Trailer for administrative and employee comfort requirements.
- Utilities;
 - Electrical supply for office trailer, yard lighting at key working areas, and locomotive “hot start.”²
- Security Fence;
 - Approximately 3.2 km of security fence (chainlink) along the west and north sides of the property and one control entrance gate.
- Equipment; and
 - As a railcar storage facility, with light “mobile repairs,” no permanent equipment will be installed or constructed on the site, and
 - To facilitate track maintenance repairs, the Operator will engage a qualified rail contractor to complete track inspection and maintenance activities as required and in accordance with Alberta Transportation railway guidelines.

¹ TBD indicates that the final decision for steel vs. wooden ties will be made in the final design stages.

² Hot start is a circulating device that keeps fluids in the locomotive engine circulating, which reduces greenhouse gases and ensures optimal engine function.

- Material Storage.
 - Track Maintenance Materials: a small inventory of track materials will be maintained onsite in order to undertake necessary repairs such as joint bars, replacement rails, turnout components, track ties (steel and wood), and miscellaneous fasteners.

2.3.2 Proposed Site Utility Services Requirements

The following subsections list the various utility services considered necessary for the development, and ongoing operation, of the Project. Key elements of the proposed development include:

- An 850 car capacity rail terminal (tracks have been designed, and will be constructed, in accordance with CN and Alberta Transportation standards);
- Office Trailer – to accommodate four employees;
- Locomotive storage; and
- Low level lighting in key working areas (site entrance, entry and exit tracks, and storage and service areas).

Electrical

Electrical services required to operate the Project are limited to: localized yard lighting for operations and maintenance purposes; locomotive “hot start”; and office trailer outlets and heating.

A power demand load has not been prepared at this stage; however, a typical commercial service of Single Phase, 37.5 kV, is considered appropriate. Existing electrical supply for this level of service is located adjacent to the proposed development (parallel to Range Road 201). ATCO Power has been engaged to provide the necessary power line from the existing service to the Project site.

Water Supply and Sewer

The Project facility will not require permanent potable water or sewer services. A portable onsite industrial office trailer will be in place to accommodate operational and employee comfort requirements. Three to four employees will be accommodated by the office trailer. Potable water for this trailer will be supplied by contract. Washroom facilities will be portable and maintained by an approved contractor. The portable washroom facilities are self-contained units and all wastes will remain contained within the portable toilet units. A third party provider is responsible for managing and maintaining the units, including extraction of the wastes for offsite disposal. No wastes from the portable toilet units will be released at the Project site.

The Project has no requirement for the use of water in the carrying out of activities associated with storing and repairing of railcars. Cooling water required for operations of diesel locomotives will be supplied by contractor in a small onsite heated tank, or delivered by truck when/as required.

Local fire protection is to be provided by the Town of Bruderheim, and Lamont County. Lamont and Bruderheim both have voluntary fire departments approximately 6-7 km of the Project.

Storm Water

Stormwater drainage (both offsite and onsite) will be directed to an onsite storage pond in accordance with the Stormwater Management Plan (AECOM, 2015). This was filed with the Lamont County Development Permit Application for the Project on November 6, 2015 and will be updated to address further questions from the County.

Voice and Data Services

Telephone and internet access will be provided by wireless services.

Natural Gas

A source of natural gas will not be required. Heating requirements for the employee-occupied facilities will be sourced by electrical power.

Refuse Collection/Disposal

Solid wastes generated from the Project will be limited to typical office requirements and trucked by a licensed waste management contractor to an approved local landfill and recycling facilities.

Track and railcar repair materials will be salvaged and removed from site by the Operator (CNPRS).

2.3.3 Size

The property limits of the Project Facility total 74 ha (182.9 acres) including 63.2 ha (156.1 acres) within the NW 25-55-20 W4M, and 10.8 ha (26.8 acres) of property under easement agreement in SW 25-55-20 W4M.

The total amount of disturbed area, which includes grading for track, access and service roads, office trailer/parking, drainage ditches, stormwater management pond, and the proposed partial perimeter berm, is estimated at approximately 30.2 ha (74.6 acres). Approximately 0.5 ha of the total disturbed area will be of a temporary nature during construction for material laydown and equipment storage (as illustrated in Appendix A).

Specific data regarding the size and nature of the physical works is covered in Section 2.3.1.

2.3.4 Increase in Size

Not applicable. This is a new Project with no currently existing rail infrastructure.

2.3.5 Project Incidental Activities

As described in Section 2.3.1, a supply of electrical power to the site will be required. The Single Phase, 37.5 kV, electrical service and associate distribution panel, conduits, light poles, and outlets is the only utility installation required.

2.4 Emissions, Discharges, and Waste

2.4.1 Atmospheric Emissions

Construction Activities

Dust and exhaust emissions from construction equipment are anticipated to occur during normal working hours throughout the construction of the Project, and will be temporary in nature. Construction is scheduled in phases over a one year period, beginning in Q1 2016 (see schedule in Section 2.5.1). If/when required, mitigation of onsite dust emissions associated with earth moving and construction of roads will be addressed through appropriate dust suppression measures to be outlined in Contract Specifications.

Construction materials and equipment delivered to site by truck will be completed under an agreement with Lamont County for the duration of the construction period.

Project Operations

During operations, typical emissions within the Project are expected from: diesel locomotive(s) during delivery and picking up of railcars to and from the designated Arrival and Departure tracks by CN, and any subsequent railcar re-positioning. Typical durations of locomotive operations would include:

- CN: 2 locomotives for a duration of < 2 hour, 1 to 2 times per week; and
- CNPRS: 1 locomotive for a duration of 4-5 hours per day, approximately 3 to 4 days per week.

Based on this usage, GHG emissions from Project operations outlined above are anticipated to be infrequent in nature and negligible compared to industrial practices in the Project vicinity. The Project supports initiatives of the Railway Association of Canada to reduce Greenhouse Gas (GHG) emissions.

Project operations air emissions are anticipated to impact local air quality within an approximately 2 km radius of the Project. The U.S. Environmental Protection Agency's "Guideline for Determination of Good Engineering Practice Stack Height (Technical Support Document for Stack Height Regulations)" suggests that typical local air quality impacts occur within 20 times the height of the stack (U.S. EPA, 1985). As diesel locomotive exhaust stacks are typically approximately 5 m in height, a 2 km radius of study area would conservatively estimate the potential area of influence.

Greenhouse Gas Emissions

An engine air emissions calculator spreadsheet was used to estimate the yearly GHG emissions for the construction and operations at AMRT. The spreadsheet calculated a GHG potential emissions estimate in CO₂ equivalents (CO₂e) units based on the U.S. EPA's GHG calculation methodology (U.S. EPA, 2015). The following timelines were used in the assessment:

- Construction: 10 hours/day, 5 days/week, 4 weeks/month for a total duration of 8 months
- Operations: 5 hours/day, 3 days/week, 52 weeks/year

The equipment inventory used to estimate the GHG emissions for the AMRT construction and operations are summarized below in Table 3. A total emission of 15,909 CO₂e tons/year (14,432 CO₂e metric tons/year) and 1,505 CO₂e tons/year (1365 CO₂e metric tons/year) are predicted for construction and

operations, respectively.³ Based on data from 2013, these total estimated emissions contribute approximately $6 \times 10^{-3} \%$ and $5.6 \times 10^{-4} \%$, respectively, to the province of Alberta's overall annual GHG emissions based on 2013 data from Environment Canada (Environment and Climate Change Canada, 2015). Equipment mechanical output was obtained from Caterpillar Inc. specifications made available online.

Table 3: Estimated Project Greenhouse Gas Emissions

Equipment	Quantity	Fuel Type	Mechanical Output/piece of equipment (hp)	Total Potential Estimated GHG Emission (CO ₂ e tons/year)
Construction (per year)				
Bulldozer	1	Diesel	240	1,203
Tractor	1	Diesel	350	1,756
Grader	1	Diesel	240	1,204
Packer/compactor	1	Diesel	320	1,605
Gravel Truck	2	Diesel	420	4,214
Pickup Truck	5	Gasoline	240	5,928
Construction Total				15,909
Operations (per year)				
Engine (used for switching/shunting)	1	Diesel	300	1,505
Operation Total				1,505

2.4.2 Liquid Discharges

Onsite Direct Truck to Locomotive fueling will only be completed by a licensed and experienced truck supplier. Fueling will be completed at a designated location that will be equipped with appropriate drip matting and emergency spill kit equipment. Drip pans will be in place as a requirement of the licensed fuel delivery operator.

Any liquid discharges from "residue – last contained" railcars (see Section 2.1) will be controlled in accordance with the Project Emergency Response Plan. Shipping documents for all potential railway product contents will be available onsite at all times, to advise first responders on appropriate procedures in the event of accidental discharge.

Site grading construction will be staged to ensure that positive site drainage is in place before general site grading is commenced. Such positive drainage will be maintained during the full construction period site grading. Erosion control will be provided by the application of silt fencing installed in accordance with

³ Tons are US short tons, metric conversion provided.

stormwater best management practices. The stormwater management pond and outlet control will be incorporated into the site drainage plan and prepared in advance of general track and roadway grading.

The stormwater management pond and drainage systems have been designed to accommodate a 1:100 year storm event. The recommended live storage volume of the pond is 37,110 m³. The outlet from the stormwater management facility will control the release of water from the sedimentation pond at or below the peak discharge rate of 0.133 m³/s. Release from the stormwater management pond will be conveyed north through a roadside ditch along Range Road 201 and will then follow existing drainage pathways eventually discharging to Lamont Creek. Approximately 307 ha of offsite area will direct runoff onto the Project site, and will be conveyed around the east and west edges of the facility by ditches and culverts and discharged to the north. Discharge will follow current drainage patterns and ultimately reach Lamont Creek. Peak flow from offsite areas is assumed to be 0.67 m³/s. The cumulative release rate to Lamont Creek will not exceed 1.8 L/s/ha.

The stormwater management pond was designed to effect a minimum of 85% removal of sediments of particle size of 75 um or greater, in accordance with Alberta's *Municipal Policies and Procedures Manual*. The potential for silts to enter the stormwater management pond are minimal as, upon completion of construction, ground surface at site will be covered with a prepared granular surface (tracks, roads, and parking), grass, or forage crop (50 m buffer from existing cropped areas).

2.4.3 Waste and Intended Disposal

There are no other sources of Project waste other than what has been described.

2.5 Project Phases and Scheduling

2.5.1 Planning, Construction, and Operation

Table 4 summarizes the forecasted timelines for the planning, construction, and operational phases of the Project.

Table 4: Schedule of Key Project Phases during Planning, Construction, Operation, Decommissioning, and Abandonment

Project Phase	Anticipated Start/End Dates
Conceptual design	Q3 2013 to Q2 2014 (completed)
Preliminary design	Q3 2014 to Q3 2015 (completed)
Regulatory approvals and permits	Q1 2014 to ongoing
Detailed design & RFP	Q4 2015 to Q1 2016
Start up: access improvements in SW site entrance, office trailer/employee facilities, parking, etc.	Q1 through Q2 2016
Temporary works: construction equipment and material storage	Q2 2016

Project Phase	Anticipated Start/End Dates
Permanent works	
1) Topsoil removal & site preparation	Q2 2016
2) Site drainage and storm pond	Q2 2016
3) Construct subgrade	Q2 to Q3 2016
4) Electrical supply to site	Q2 2016
5) CN main track turnout installation	Q2 2016
6) Track & turnout construction	Q3 to Q4 2016 & Q2 2017
7) Ballast & surface track	Q4 2016 & Q2 2017
8) Lighting & fencing	Q1 2017
Commissioning & operations start up	Q1 & Q2 2017
Decommissioning and Abandonment	Minimum 25 years after commissioning and start up (during or after 2042).

Main Activities

Table 5 provides a summary of typical activities associated with each of the key project planning, construction, and operation phases as outlined in Table 4 above.

Table 5: Main Activities of the Key Project Planning, Construction, and Operation Phases

Project Phase	Main Activities/Tasks of the Phases
Conceptual design	Initial track layout based on anticipated railcar requirements, applicable railway industrial guidelines, operating plan, and property footprint.
Preliminary design	Site topography and survey control points established, further refinement of the conceptual plan, clearance diagrams, typical cross-sections, earthwork and track quantity estimates, and development of early stage construction cost estimate.
Regulatory approvals and permits	Appropriate regulatory authorities will be engaged and required applications and documentation will be provided in order to obtain applicable approvals/permits. See Section 1.4.
Detailed design & RFP	Further development of the preliminary design providing grading points files, culvert/ditch invert elevations, cross-sections, and reference to utilities that may be affected.
Start up: access improvements in SW site entrance, office trailer/employee facilities, parking, etc.	Initial earthworks will be coordinated with the grading contractor to ensure a functional and safe construction worksite. Disturbed areas will be incorporated into the permanent construction where practical, thereby reducing the amount of temporary disturbance.

Project Phase	Main Activities/Tasks of the Phases
Temporary works: construction equipment and material storage	Initial earthworks will be coordinated with the grading and track work contractor, for equipment, materials, and employee requirements, exclusively for their temporary use during the construction period.
Permanent Works 1) Topsoil removal & site preparation 2) Site drainage and storm pond 3) Construct subgrade 4) Electrical supply to site 5) CN main track turnout installation 6) Track & turnout construction 7) Ballast & surface track 8) Lighting & fencing	1) Strip top soil in area of grading, and stockpile "onsite." To be completed following a non-intrusive nest survey. Due to timing within peak migratory bird nesting period. 2) Installation and maintenance of silt fencing around the disturbed site, excavation of stormwater management pond, and preparation of positive worksite drainage system. 3) Heavy earthwork equipment will complete; excavation of cut areas; place/compact suitable fill material for track and roadway grades; place/compact granular base for track and roadway surface and; replacement of top soil and seeding on backslopes/sideslopes and disturbed areas. 4) ATCO or designated contractor to install poles, transmission line, transformer, and distribution panel. Power to Site Office Trailer connection completed. 5) In coordination with CN, construct and install two main track turnouts (possibly CN supplied). 6) Supply and assembly of track materials (ties, rail, fasteners, and turnouts) as skeleton track, as per the track design alignment and CN Industrial Track Standards. 7) Crushed rock ballast applied to the "skeleton track" and track is mechanically lifted/lined/surfaced to finished design. 8) Installation of wooden power poles (or below grade conduits) to track lead areas and installation of low level light poles, by electrical contractor. Perimeter security fencing and gates to be completed by local contractor.
Commissioning and Operations Start Up	1) Employee training and certification, i.e. eRailSafe, CROR, and Track Inspection Guidelines. 2) Track Inspection by AMRT, Rail Contractor, and CN. 3) Operational Risk Assessment review by qualified stakeholders, and implementation of recommendations. 4) Implement Emergency Response Plan.

2.5.2 Decommissioning and Abandonment

The Project facility is anticipated to have a minimum operational period of 25 years. At the facility's end of life, it may be re-purposed to an alternate rail served facility. The proposed configuration is suitable for a loading terminal with adequate train length capacity for modern day rail operations.

When the Project is decommissioned, the Project will be reclaimed to "equivalent land capability." Project decommissioning activities will include the removal of tracks and other infrastructure (such as access roads and buildings), remediation of any environmental impacts where necessary, and reclamation of the Project to suitable agricultural capable lands.

A large portion of the area within NW and SW 25 55-20 W4M will not be disturbed by the Project footprint, and will remain as vegetated areas where practical. The decommissioned track, access, and service roadways will have the soils replaced and revegetated with native grasses or agricultural vegetation.

Construction of the Project will also include creation of a new pond and changes to site drainage. At the time of decommissioning, the Project would be assessed to determine the best reclamation approach that would cause the least negative effects to the environment. Returning the landscape of the Project and drainage to previous condition has the potential to result in negative effects to habitat on the property which will have been in place for many years. AMRT would consider using the adjacent lands as a representative baseline to return the site to an appropriate level of predevelopment condition.

It is proposed during soil stripping activities that topsoil will be conserved in a "berm" along the perimeter of the Project, to the extent practical. Topsoil from the perimeter berm will be available at the time of decommissioning and used to reclaim infrastructure such as the access roads, office trailer/parking, and track grade to support vegetation growth on reclaimed areas.

Track materials will be salvaged for re-use through normal railway materials broker agencies. These include reusable track materials, such as rail, ties, fasteners, and ballasts. Scrap materials will similarly be sold for recycling or disposal as appropriate by a licenced contractor. The office trailer would be removed from site for re-use or disposal. Small track repair tools and railcar equipment parts will be removed for use by the Operator of the Project.

Upon a decision to abandon the Project facility, it is anticipated that Project decommissioning would take approximately one year.

3. PROJECT LOCATION

3.1 Description of Project Location

3.1.1 Coordinates

The site is located at latitude 53.7839 and longitude -112.8450 and is approximately 3 km northwest of the town of Lamont, Alberta.

3.1.2 Site Plan

The site plan in Appendix A illustrates the Project's components and activities.

3.1.3 Maps

The maps in Appendix B show the Project in relation to nearby environmentally sensitive areas, historical resource values, watercourses and waterbodies, linear and other transportation components, land use features, aboriginal communities, federal lands and provincial boundaries, nearby communities, residences and fisheries information.

3.1.4 Photographs

Photographs of the Project are presented in Appendix C.

3.1.5 Proximity of Project

The following section describes the Project proximity to residences, traditional territories, and federal lands.

Residences

There are two permanent residences located adjacent to the Project: one is on the west side of Range Road 201 and the other is located on the south boundary of CN railway tracks. Lamont County defines the referral area for consultation as 1,500 metres (1.5 km) from the Project. Consultation with residences within 1.6 km of the Project is an ongoing part of AMRT's consultation plan.

Traditional Territories

The Project is located within Treaty 6. Aboriginal groups who may have asserted traditional territory in the Project area have been notified; a full list of these groups can be found in Section 6.2.

Federal Lands

The proposed Project is not located on any federal lands. The closest federal lands are Elk Island National Park, located 7.2 km to the south (Appendix B). The Project is not anticipated to cause changes to this National Park or any other federal lands.

3.2 Land and Water Use

3.2.1 Zoning Designations

The Project is located within Alberta's Industrial Heartland Heavy Industrial Policy Area and is currently zoned as heavy industrial. Lamont County also recognizes this zonation and provides recommendations based on this designation.

3.2.2 Legal Land Descriptions

The proposed Project is located in the NW and SW quarters (LSD's 6, 11, 12, 13, and 14) of section 25-55-20 W4M. AMRT owns surface rights for a portion of LSD 6 and all of LSD's 11, 12, 13, and 14. Publically available land and mineral titles have been attached as Appendix D.

3.2.3 Land Use Plans

The Project is within jurisdiction of Lamont County's Alberta's Industrial Heartland Area Structure Plan (ASP) 676/07 (Lamont County, 2008). As defined in the ASP, the Project is within the Heavy/Medium Industrial Policy Area. The ASP includes compliance guidelines for heavy/medium industrial activities as follows:

- Activity must comply with all municipal, provincial, and federal approvals and requirements;
- A buffer will be established and maintained between the industrial activity and adjacent neighbours;
- Nature of the buffer will be determined in consultation with the proponent and county; and
- Proponent will consider all current land uses in the area of interest (including industry and agriculture) to exploring sharing lands.

All guidelines for this Policy Area were considered during AMRT's development application process to Lamont County.

The Project is also within the North Saskatchewan land use planning region defined by AEP. The North Saskatchewan Regional Plan is currently not complete. Phase 1 consultation (with "the Regional Advisory Council, First Nations and Métis groups, stakeholders, municipalities and the public") has recently been completed (AEP, 2015a).

3.2.4 Traditional Lands

The location of Aboriginal communities in the vicinity of the Project has been identified in Section 3.1.5. The Project is located on privately owned land within the 582 km² industrial zoned boundary of Alberta's Industrial Heartland. Through communication with an immediate descendant of the original homesteader, it was determined that the land the Project would occupy, has been privately owned for agricultural and cultivation purposes since 1930 (K. Shultz, personal communication, February 3, 2016).

Considering this private ownership, the existing level of industrial development surrounding the Project area, and the distant location of First Nations reserves and Metis settlements, it is not anticipated the Project will impact land currently used for traditional purposes.

4. FEDERAL INVOLVEMENT

4.1 Federal Financial Support

There is no proposed or anticipated financial support by federal authorities for the Project.

4.2 Use of Federal Lands for Project

No federal lands are required for carrying out the Project.

4.3 Federal Regulatory Requirements

No federal permits, licenses, or authorizations are required to carry out the Project.

5. ENVIRONMENTAL EFFECTS

This section summarizes baseline environmental information collected for the Project. These include a Qualified Aquatic Environmental Specialist Assessment (Mainstream Aquatics, 2015), a desktop review of environmental features (Opus Stewart Weir, 2015), a Pre-disturbance Site Assessment (PDSA) (IEL, 2015a), a Wetland Assessment and Impact Report (WAIR; IEL, 2015b), a Geotechnical Site Investigation (Opus Stewart Weir 2014), and a Phase I Environmental Site Assessment (IEL, 2015c). Information collected was used in the determination of environmental effects due to the Project.

5.1 Physical and Biological Setting

5.1.1 Air Quality

Air quality within the Project area is managed by the Fort Air Partnership (FAP), which operates continuous air quality monitoring stations within Lamont, Bruderheim and Elk Island National Park, as well as many passive stations throughout the Lamont County. FAP's Lamont, Bruderheim, and Elk Island continuous stations monitor for sulphur dioxide (SO₂), nitrogen dioxide (NO₂), ozone (O₃), total hydrocarbons (THC), methane (CH₄), non-methane hydrocarbon (NMHC), and respirable particulate matter (PM_{2.5}). Of these compounds and stations, only PM_{2.5} measured exceedances during the 2014 reporting year, and all were due to either regional air quality events (forest fire smoke transport and large-scale temperature inversion conditions) or harvesting operations (FAP, 2015).

Construction of the Project is anticipated to contribute to local and temporary increases in dust and exhaust emissions. Project operations emissions are expected to include typical diesel locomotive operational emissions of a temporary nature; these are anticipated to impact local air quality and be limited to an approximately 2 km radius of the Project.

GHG emissions from both Project construction and operations are anticipated to be negligible compared to industrial practices in the Project vicinity and Provincial emissions (Section 2.4.1).

In consideration of the regional air quality data, industrial zoning of the Project, and similar operations in the Project vicinity, air emissions due to Project operations are not expected to impact regional air quality.

No adverse effects on air quality due to the Project are anticipated.

5.1.2 Noise

Regional noise impacts are directed by the Northeast Capital Industrial Association's (NCIA) Regional Noise Management Plan (RNMP), which has established baseline noise levels for the area. In the vicinity of the Project, local noise levels are dominated by Highway 15 traffic, and include railway and nearby industrial sources. The region is zoned industrial; existing noise levels will fluctuate between the Alberta rural ambient level of 35 dBA and 50-60 dBA, depending upon nearby activities.

Local noise effects are anticipated due to the following Project activities: switching railcars, coupling, and idling and operating locomotives. These noise effects are not expected to be scheduled or constant, and frequency will depend on the length of railcar storage at the Project facility. Noise created within the

Project facility is anticipated to occur during daylight hours from Monday to Friday (for four to five hours per day and two to three days per week).

Operations outside of daylight and weekday hours could occur for: CN switches into and out of the Project facility, CN locomotive operation and idling of inbound or outbound cars, and in emergency situations.

AMRT has produced a Sound Attenuation Report (AMRT, 2015b), which was submitted to Lamont County on November 26, 2015. Noise effects caused by the Project will be local and will not have a regional noise impact, including at nearby Elk Island National Park. AMRT is committed to noise mitigation program which includes: a locomotive shut down policy (reduced idling); daylight hour shifts except for situations described above; and a proposed earthen berm on the north and east sides of the Project facility to mitigate noise to adjacent receptors.

AMRT will comply with the requirements of the RNMP and will perform compliance noise monitoring as directed by the NCIA. No adverse effects on noise due to the Project are anticipated.

5.1.3 Soil

The Project is located in an area that has been used primarily over the past 60 years for agriculture cultivation and grazing land uses and more recently (last 15 years) for oil and gas processing. These soils have thus been subject to long-term seasonal plowing and cattle grazing. The Project footprint is located within Soil Correlation Area 10 with well drained to moderately well drained Black Solodized Solonetz of the Camrose and Kavanagh soil series and Eluviated Black Chernozems of the Angus Ridge soil series present. These soils developed over fine-textured (clay loam) glacial till parent materials. The Project footprint has been mapped as Class 4 soils from the Land Capability Rating System that consists of soils that have severe limitations to agriculture that restrict the range of crops or require special conservation practices (AAF, 1995).

A review of baseline soil characteristics indicated the presence of Black Solodized Solonetz (soils with naturally occurring salinity and sodicity) covering the majority of the Project area. Potential Project impacts to soil quantity and quality for reclamation purposes may result. Soils will be salvaged and conserved in perimeter berms for future reclamation and decommissioning purposes. With proper mitigation measures in place for the duration of the Project, no adverse effects to soil resources are expected. Soil stripping and handling during construction will be diligent to minimize soil admixing and compaction. Risks to soil quality for reclamation are considered high, particularly with improper soil stripping or handling and due to the presence of natural elevated salinity. A pre-disturbance soil assessment is recommended to identify and map sensitive soils in order to propose suitable construction and reclamation measures for the Project.

Mitigation measures will include limiting construction activities during excessively wet soil conditions. The use of two-lift or three-lift soil stripping is recommended to ensure that saline and/or sodic conditions in the subsoil are not admixed with the topsoil during construction. Soil stockpiles will be located away from water courses and bodies with no greater than a 3 to 1 slope. Stockpiles will be revegetated with approved seed mixes.

The Project area includes a zonally abandoned wellsite at 14-25 and a currently active battery site at 13-25; both owned by Husky. A Phase I Environmental Site Assessment (ESA) completed for the Project

identifies potential for soil contamination associated with drilling waste disposal practices, production pits and historical spills (IEL, 2015c). Based on the results of the Phase I ESA, a Phase II ESA is under consideration to assess any potential contamination within the Project area and provide a baseline of soil conditions.

Any contamination identified in the Phase II ESA that is associated with the Husky sites is regulated and would require remedial action at decommissioning to meet provincially regulated reclamation criteria. A reclamation certificate would be issued if the site meets all reclamation and remediation guidelines.

Under normal operations for the Project, potential contamination risk to soil resources is considered low. Polycyclic Aromatic Hydrocarbons may be released from the creosote-treated wooden ties into the rail ballast, but rapidly photo-and chemically oxidize, preventing lateral and vertical migration into the environment (Brooks, 2004). Fuel, fluid, and waste management practices for the Project are considered adequate to prevent releases of potentially toxic substances. Railcars stored at the Project site will be empty, or containing only residues, and therefore will not be carrying products in quantities that could be harmful if released. Cars will also not be washed or flushed at the Project site.

No adverse effects on soils due to the Project are anticipated.

5.1.4 Vegetation

A PDSA was conducted August 26-27, 2015. This included a rare plant assessment, weed survey, and vegetation community type classification. A desktop review of existing information sources was completed prior to the field assessment and included:

- Natural Regions of Alberta (Natural Regions Committee, 2006);
- Alberta Conservation Information Management System (ACIMS) database and tracked elements list by Natural Subregion (AEP, 2015c);
- Federal and provincial species and community ranks/statuses (GOC, 2015; COSEWIC, 2015; AEP, 2015d; Allen, 2014);
- Fish and Wildlife Internet Mapping Tool (AEP, 2015b)
- A Landscape Analysis Tool (LAT) report;
- Topographic maps; and
- LiDAR Bare Earth imagery to determine geology features of Project area.

These databases are not a complete record of all rare plant species that could potentially occur in a given area. No rare plants were observed on the Project site and potential is limited given current agricultural practices.

The Project is located in the Central Parkland subregion, within the Parkland Natural Region of Alberta. This subregion has high rainfall levels from June to August as well as a warm and long growing season, making it highly productive for annual crops. It is estimated that of the Central Parkland subregion, only 5% remains with native vegetation (due mainly to agriculture and livestock) (Natural Regions Committee, 2006).

The majority of the Project site (63.2 ha) is cultivated (dominantly barley [*Hordeum vulgare*]), except for a small portion of pasture land (10.8 ha), located in SW-25-55-20 W4M that is grazed. No trees or non-vascular vegetation cover occur within the Project footprint. Shrubs are limited to a small area in one of the seasonal wetlands. No federally or provincially listed species occur within the Project footprint (IEL, 2015a; AEP, 2015d).

Canada thistle (*Cirsium arvense*) and perennial sow-thistle (*Sonchus arvensis*), both listed as provincially noxious weeds in Alberta, were found within the Project footprint (IEL, 2015a).

The centre area of the proposed track layout will not be disturbed by the Project footprint, and will remain vegetated where practical (Appendix A).

Since the majority of the Project footprint is cultivated and used for grazing, no adverse effects on vegetation species due to the Project are anticipated. Should a plant species of conservation concern be discovered during construction, mitigation measures will be implemented. Mitigation measures could include avoidance using buffer zones around rare plants or transplanting.

To prevent the spread of noxious weeds during construction, efforts will be made to clean equipment prior to, or when leaving, known weed locations to control spread of noxious weeds. During decommissioning, the Project footprint will be revegetated with native grasses or agronomic species.

No adverse effects on vegetation resources due to the Project are anticipated.

5.1.5 Wetlands

A wetland assessment was conducted August 26 – 27, 2015. A desktop review of existing information sources was completed prior to the field assessment and included:

- High resolution satellite imagery to determine presence/absence and extent of wetlands and low areas;
- Publicly available wetland datasets (e.g. Alberta Merged Wetland Inventory [AMWI] (AEP, 2015e));
- Topographic maps; and
- LiDAR Bare Earth imagery to determine geology features of Project area.

Five wetlands and one ephemeral water body (not a wetland according to the 2015 Alberta Wetland Classification System) occur within the Project site. These wetlands are disturbed due to cultivation and are encroached by agronomic species. They include one ephemeral water body, two temporary freshwater marshes, two seasonal freshwater marshes, and one temporary freshwater drainage (IEL, 2015b). The total wetland area within the Project site is 7.640 ha. Approximately 4.9 ha (four of the five wetlands) will be directly affected by the Project, resulting in alteration or loss of the following functions:

- Ecological and health functions: loss of wetland area (infilling and grading), loss of wetland vegetation communities, loss of wetland soils and interruption of nutrient cycling, loss of habitat for amphibians and small mammals;

- Hydrological functions: reduced water storage capabilities (surface water storage), reduced water sources (recharge vs. discharge); reduced water transport efficiency (water cooling, water warming); and
- Water quality: reduced sedimentation retention, reduced retention of phosphorus and nitrate-nitrogen removal.

Portions of those wetlands not directly affected by the Project footprint might experience indirect effects as a result of construction. This could include increased runoff and increased sediment loading. Mitigation measures to avoid these indirect effects will include silt fencing, staking wetland boundaries, construction during dry-frozen condition and re-contouring to facilitate natural drainage. In addition, a replacement wetland proposal will be submitted to the Alberta Crown, which will include a plan to replace lost wetland area and value due to the Project.

A *Public Lands Act/Water Act* Joint Application will be submitted to AEP. This Joint Application will include a Wetland Assessment and Impact Report (WAIR) (IEL, 2015b). The WAIR will include a description of the direct and indirect impacts on each wetland, and wetland mitigation strategies to reduce adverse effects to wetlands due to the Project.

5.1.6 Water

As discussed in Section 5.1.3, there is one petroleum-product well within, and one adjacent to, the Project footprint, that are owned and operated by Husky. The potential impacts to water resources from these facilities is unknown but are under evaluation by Husky. Any impacts to soil or water from those two wells are the responsibility of Husky.

Hydrology and Surface Water Quality

The pre-disturbance topography of the Project footprint is generally flat, with a depression at the northeast corner. Topographic contours show that natural drainage is generally to the northeast toward Lamont Creek, which is approximately 480 m away from the northeast corner of the Project footprint. There are no watercourses in the Project footprint. Two agricultural dugouts are located within the southern portion of the Project footprint in LSDs 12 and 11.

Direct effects to the dugout in LSD 11 are expected from the Project, as the proposed locations of tracks overlay that waterbody. If not affected directly, the dugout in LSD 12 will be affected indirectly by changes to local runoff.

The Project is not expected to have an effect on the quantity of surface water in natural water bodies. Surface water is not being used for Project activities, so there are no direct effects to surface water quantity. Stormwater management for the Project is expected to control the release of runoff from the site, and discharge is overland rather than directly to Lamont Creek. Changes to the amount of water reaching Lamont Creek are therefore not expected.

Under normal project operations, impacts to surface water quality are expected to be negligible. The Project is intended for the storage of empty and residue railcars only; thus, release of substances from the railcars in harmful quantities is not expected. Proposed management of wastes, fuels, and fluids (discussed in Section 2.4.2) is expected to mitigate against releases of those substances to the environment.

No testing of the stormwater pond is required. The stormwater management system (AECOM, 2015) is designed to reduce the load of suspended solids prior to controlled release of runoff overland to the environment.

Groundwater Resources

Regionally, groundwater resources within near-surface bedrock are in sandstones of the Belly River or Bearpaw Formations (Stein, 1976). Water well records within 1 km of the Project (GoA, 2015) show that sandstone has been the target for water wells in the area and it appears to be a confined aquifer. Bedrock at the Project consists of shale and fine- to medium-grained sandstone (Opus Stewart Weir 2014). The depth to bedrock varies at the Project but is generally shallow, from 1.8 m below ground surface (bgs) to greater than 4.5 m bgs (Opus Stewart Weir, 2014).

Surficial sediments at the Project consist primarily of sandy, silty, clay till (Opus Stewart Weir, 2014) and are not likely to have sufficient yield to be groundwater resources. Sand lenses and seams, typically 0.05 – 0.60 m thick, are common within the till however may not be thick or continuous enough to be considered an aquifer.

Impacts to local groundwater quantity are not expected. Groundwater will not be used for the Project and there are no deep, subgrade developments or trenching.

Under normal operations, the risk of potential adverse effects to groundwater quality are considered negligible to low. Polycyclic aromatic hydrocarbons may be released from, creosote-treated wooden ties into the rail ballast, but rapidly photo-and chemically oxidize, preventing lateral and vertical migration into the environment (Brooks, 2004). Fuel, fluid, and waste management practices for the Project are considered adequate to prevent releases of potentially toxic substances. Railcars stored at the Project site will be empty, or containing only residues, and therefore will not be carrying products in quantities that could be harmful if released. Cars will also not be washed or flushed at the Project site.

No adverse effects on surface or groundwater due to the Project are anticipated.

5.1.7 Fish and Fish Habitat

The Fish and Wildlife Management Information System (FWMIS) indicated no past occurrences of fish species of concern within 1 km of the Project (AEP, 2015b). This database is not a definitive record of all fish species that have occurred or have potential to occur in a given area.

A Qualified Aquatic Environmental Specialist (QAES) assessment identified no fish or fish habitat-bearing watercourses within the Project footprint (Mainstream Aquatics, 2015). In particular, the QAES assessed a drainage that lacked defined bed and banks and that had no surface water flow at the time of the assessment. Natural drainage is to the northwest towards Beaverhill Creek, which is approximately 4.3 km north of the Project. The QAES concluded that this drainage has no potential to be fish-bearing and has no potential to provide fish habitat (Mainstream Aquatics, 2015).

The onsite surface flow of the Project is to the northeast which will be collected in a constructed stormwater pond (AECOM, 2015). Discussions are underway with Lamont County to direct runoff north along a roadside ditch adjacent to Range Road 201, which will eventually discharge to Lamont Creek. Lamont Creek is a small intermittent stream that has severely limited fish habitat potential and no natural

connectivity to the Project site. The stormwater management system is designed to reduce the load of suspended solids prior to controlled release of runoff overland to Lamont Creek.

5.1.8 Wildlife

A PDSA was conducted August 26-27, 2015. This included an assessment for wildlife and wildlife habitat. A desktop review of existing reported information sources was completed prior to the field assessment and included:

- Natural Regions of Alberta (Natural Regions Committee, 2006);
- Federal and provincial species and community ranks/statuses (GOC, 2015; COSEWIC, 2015);
- Fish and Wildlife Internet Mapping Tool (AEP, 2015b);
- A Landscape Analysis Tool (LAT) report;
- Topographic maps; and
- LiDAR Bare Earth imagery to determine geology features of Project area.

The above data and databases are not a definitive record of all fish and wildlife species that have occurred or have potential to occur in a given area.

There are no past wildlife occurrences within 1 km of the Project (AEP, 2015b), and no species of management or conservation concern were noted during the pre-disturbance site assessment (IEL, 2015a). Livestock were observed in the southern portion of the Project within pasture lands (IEL, 2015a).

The Project is within migratory bird nesting zone B4 according Environment Canada's General Nesting Periods of Migratory Birds in Canada. The peak migratory bird nesting period for wetlands and open habitats in B4 is May 15-July 16. There are 54 species known to nest in wetland habitats and 96 species known to nest in open habitats in nesting zone B4 (Environment Canada, 2014a).

Beaverhill Bird Observatory, a designated "Important Bird Area of Global Significance" with large numbers of shorebirds and waterfowl stopping over during migration, is approximately 50 km south of the Project. More than 270 bird species have been reported with 145 species breeding (AEP, 2015f). The Observatory completes migration monitoring annually (Beaverhill Bird Observatory, 2016). In the spring 2015 monitoring (DeMoor, 2015), the five most commonly captured species (accounting for 66% of the total number of captures) were: least flycatcher (*Empidonax minimus*), clay-coloured sparrow (*Spizella pallida*), Swainson's thrush (*Catharus ustulatus*), yellow warbler (*Dendroica petechial*), and house wren (*Troglodytes aedon*). As well, during a standard census route survey, the most commonly detected species were: greater white-fronted goose (*Anser albifrons*), Canada goose (*Branta canadensis*), sandhill crane (*Grus canadensis*), tree swallow (*Tachycineta bicolor*), and least flycatcher (*Empidonax minimus*) (DeMoor, 2015). All of these species are listed as "secure" in the *General Status of Alberta Wild Species*, except for least flycatcher and sandhill crane which are listed as "sensitive."

The Project is within a bald eagle Sensitive Raptor Range and sharp-tailed grouse range (Appendix B, Figure 3). Bald eagle (*Haliaeetus leucocephalus*) and sharp-tailed grouse (*Pedioecetes phasianellus*) are both listed as "sensitive" in the *General Status of Alberta Wild Species*, bald eagle are protected by the *Alberta Wildlife Act*, and both are not listed by SARA.

Bald eagle usually nest near the tops of tall trees, near rivers or lakes to capture their main food source of fish (AEP, 2014). No bald eagle nests were noted within the Project footprint. This will be re-confirmed during the proposed pre-project activity nest sweeps.

Sharp-tailed grouse habitat includes edges of forest clearing near agricultural fields as well as brush and aspen groves in the Parkland Natural Region of Alberta (AEP, 2009). There is the potential for sharp-tailed grouse leks to be present in the Project footprint, but none were observed onsite. The presence of sharp-tailed grouse and lekking grounds will be re-evaluated during the proposed pre-project activity nest sweeps.

As the site is disturbed and cultivated, no SARA listed species or their habitat are anticipated to be affected by the Project. A review of the AEP Habitat Suitability Indices indicated that the Project site has “less suitable to least suitable” habitat for listed Species at Risk, including: long-billed curlew (*Numenius americanus*), prairie falcon (*Falco mexicanus*), sharp-tailed grouse (*Tympanuchus phasianellus*), ferruginous hawk (*Buteo regalis*), short-horned lizard (*Phrynosoma hernandesi*), burrowing owl (*Athene cunicularia*), sprague’s pipit (*Anthus spragueii*), loggerhead shrike (*Lanius ludovicianus*), prairie rattlesnake (*Crotalus viridis*), plains spadefoot (*Spea bombifrons*), great plains toad (*Anaxyrus cognatus*), American badger (*Taxidea taxus*), and Richardson’s ground squirrel (*Urocitellus richardsonii*) (Opus Stewart Weir 2015).

No adverse effects on wildlife due to the Project are anticipated.

5.2 Changes to Fish and Fish Habitat, Marine Plants and Migratory Birds

This section describes any predicted changes as a result of the Project to fish and fish habitat and marine plants, as defined in the *Fisheries Act*; and migratory birds, as defined in the *Migratory Birds Convention Act*.

5.2.1 Fish and Fish Habitat

A QAES assessment identified no fish or fish habitat-bearing watercourses within the Project footprint.

There are no past occurrences of fish species of concern within 1 km of the Project (AEP 2015b).

No water will be used during the construction, operation, or decommissioning of the Project. The stormwater management system is designed to reduce the load of suspended solids prior to controlled release of runoff overland to Lamont Creek.

No adverse effects on fish, or fish habitat due to the Project are anticipated.

5.2.2 Marine Plants

Not applicable.

5.2.3 Migratory Birds

No migratory birds or their nests have been identified on the Project site (IEL, 2015a). According to Environment Canada's (2014a), the Project is within nesting zone B4. Nesting zone B4 extends east from Calgary, Alberta to Winnipeg, Manitoba (with the exception of some southern Alberta). As the Project contains wetlands and open (non-forested) land, the peak migratory bird nesting period for wetlands and open habitats in B4 is May 15-July 16. Within Zone B4, there are 54 species known to nest in wetland habitats and 96 species known to nest in open habitats. Some 61-100% of these known migratory birds in zone B4 are predicted to be actively nesting in open and wetland habitats during the peak migratory bird nesting period (Environment Canada, 2014a).

The centre area of the proposed track layout will not be disturbed by the Project footprint, and will remain vegetated where practical (Appendix A). The Project is not expected to cause release of substances from the railcars in harmful quantities; proposed management of wastes, fuels, and fluids (discussed in Section 2.4.2) is expected to mitigate against releases of those substances to the environment. In addition, the proposed stormwater pond within the Project footprint is designed to reduce the load of suspended solids prior to controlled release of runoff overland to the environment. With consideration of these Project details, any migratory birds utilizing the Project footprint and surrounding area to land, rest, or feed are not expected to be adversely affected.

As clearing is scheduled to occur during the peak migratory bird nesting period, a non-intrusive nest survey will occur within seven days prior to clearing by a qualified biologist. The Project area is considered a "simple habitat," or an area where Environment Canada guidelines suggest a successful nest survey can occur without causing unintended disturbance (Environment Canada, 2014b). Mitigation strategies will be recommended if any nest or species occurrences are found.

No adverse effects to migratory birds and their nests due to the Project are anticipated.

5.3 Changes to Environment on Federal Lands

There are no changes to federal lands anticipated during the construction, operations, or decommissioning phases of the Project. In particular, the Project will not produce local air and noise effects to Elk Island National Park (approximately 7.2 km south of the Project).

5.4 Effects on Aboriginal Peoples

Effects on Aboriginal peoples due to changes in the biophysical and socio-economic environment are not anticipated, considering that Project is zoned heavy industrial, is located on private agricultural land and surrounded by existing industrial development.

Additionally, the Project was granted clearance from Alberta Culture and Tourism under the *Historical Resources Act* (HRA) on June 18, 2015. The Project location (Sec 25-55-20 W4M) does not contain any HRV listings indicating potential historical resource concerns. It is not anticipated there would be any effects on any structure, site or thing that is of historical, archeological, paleontological or architectural significance.

6. PROPONENT ENGAGEMENT AND CONSULTATION WITH ABORIGINAL GROUPS

6.1 Aboriginal Groups That May Be Interested in, or Potentially Affected by, the Project

The Project occurs on AMRT owned lands within the Alberta Industrial Heartland. Considering the level of long-term heavy industrial development immediately surrounding the Project, it is not anticipated the Project will impact any Aboriginal groups' asserted traditional territory.

A *Water Act/Public Lands Act* joint application will be submitted to the AEP for impacted wetlands due to the Project. A request for a pre-consultation assessment will be initiated through the Aboriginal Consultation Office (ACO) to determine if First Nations Consultation for the *Water Act/Public Lands Act* approval will be required. The result of the *Water Act/Public Lands Act* Joint Application will determine if the wetlands are crown-claimable or not. It is anticipated that the ACO will require the outcome of this decision to determine the level of consultation required. AMRT is prepared to engage in consultation activities as required.

Additionally, should a federal regulatory requirement be identified, AMRT will adhere to federal consultation requirements.

6.2 Engagement or Consultation Activities

Table 6 includes Aboriginal groups who have been notified about the Project.

Table 6: Recipients and Dates of Aboriginal Notifications

Aboriginal Groups who were sent the notification on January 22 nd , 2016	Aboriginal Groups who were sent the notification on January 29 th , 2016
Alexander First Nation Administration	Samson Cree Nation
Enoch Cree Nation	Louis Bull Tribe
Ermenskin First Nation	Gunn Metis Local 55
Paul First Nation	Beaver Lake Cree Nation
Whitefish Lake First Nation	Alexis Nakota Sioux Nation
Chipewyan Prairie Dene First Nation	Montana First Nation
Fort McMurray First Nation	Metis Nation of Alberta Region 1
Foothills Ojibway First Nation	Metis Nation of Alberta Region 2
Blood Tribe	
Piikani Nation	
Siksika Nation	
Stoney Tribal Association	
Tsuu T'ina Nation	
Metis Nation of Alberta Region 4	
Buffalo Lake Metis Settlement	
Kehewin Cree Nation	
Saddle Lake Cree Nation	
Kikino Metis Settlement	

6.3 Key Comments and Concerns

Notification packages were sent to Aboriginal groups to provide information about the Project and the opportunity to comment on the Project. Contact information of the Aboriginal groups notified can be found in Appendix E. Two responses have been received. The Project's status, location and any potential economic opportunities were discussed with the Saddle Lake Cree Nation. Additionally, Buffalo Lake Metis Settlement requested clarification on the exact location of the Project; AMRT fulfilled this request. Communication with these parties will be ongoing.

6.4 Consultation Plan

If it is determined that consultation with Aboriginal groups is required, by Federal or Provincial regulatory bodies, or if an Aboriginal group self-identifies and indicates interest in the Project, AMRT will develop a Consultation Plan to ensure that open and meaningful communication and engagement is established between all involved parties. The Aboriginal Consultation Plan will outline the processes and approaches used to share and collect information as well as provide feedback on the Project. Consultation would commence as soon as possible prior to Project construction. The consultation schedule will be developed with input from regulators and Aboriginal communities.

Where feasible, information, with the Aboriginal community and any other parties identified by the community who would have an interest in the Project, would be shared primarily by telephone, in-person meetings, and via email. Notifications would be sent out by registered mail and documents would include any policy information related to the Project of interest to the community. Additionally, email, telephone and the AMRT website would be used to ensure that information is accessible to all interested parties.

Through open dialogue, AMRT will collect feedback and assess the needs and requests of the Aboriginal community for information, engagement, consultation, and possible accommodation where applicable. AMRT would take all matters raised in discussions into consideration and identify appropriate approaches to address such matters. The appropriate approach will vary and may include (but not be limited to) providing additional information, undertaking necessary studies, and potential modification to the Project design.

AMRT would maintain a record of consultation and documentation issued as well as feedback received through all forms of contact. This record would also include the approaches identified to address comments or concerns raised during engagement and consultation with Aboriginal communities.

7. CONSULTATION WITH THE PUBLIC AND OTHER PARTIES

7.1 Key Comments and Concerns from Stakeholders

Landowners within 1.6 km of the Project were consulted in face-to-face meetings with AMRT representatives. An open house was held by AMRT on November 6, 2015 in the Bruderheim Fire Hall with approximately 40 attendees. The recurring comments and concerns expressed by landowners generally related to traffic, noise, water management and drainage, and emergency response. AMRT assured these stakeholders that they will work closely with Lamont County, CN and the operator, CNPRS, to address these concerns and mitigate where practicable.

7.2 Ongoing or Proposed Stakeholder Consultation

Through the existing and ongoing open dialogue with neighboring residents, ARMT aims to develop mutually agreeable avoidance and mitigation measures. AMRT has documented comments and concerns expressed by neighbouring landowners in a record of consultation (RoC) and will retain and update this RoC as well as any commitments made and their associated follow-up.

AMRT also plans to complete community outreach and communications with Lamont County emergency response personnel, and other local first responders, to ensure a complete understanding of:

- Nature of the railcars stored at the Project facility;
- Various emergency response plans in place on the residue cars (empty railcars that last contained dangerous goods) as well as the Project Facility Emergency Response Plan; and
- Any other risk factors that may be identified to mitigate risk and danger to the public.

7.3 Consultation with Other Jurisdictions

AMRT has maintained an ongoing dialogue with Alberta Transportation's Rail Safety Administrator since 2013. AMRT has submitted a Notice to Construct Railway Works application in writing to the Alberta Transportation Railway Administrator and has received approval to construct works.

Since 2011, ARMT has been in discussion with Lamont County through the Manager of Economic Development and the Manger of Planning and Development. A Development Permit application was submitted to Lamont County in September 2015, and included a full disclosure of the Project plan (AMRT, 2015a). Lamont County approved this application on November 6, 2015. AMRT will maintain dialogue with Lamont County and adhere to ongoing submission and consultation requirements with the County.

The Project includes two wells owned by Husky; one in 14-25 is zonally abandoned (designated as "abandoned water disposal zone") and one in 13-25 is currently operating as part of a battery with storage tanks. Husky owns five inactive pipelines within the Project. AMRT has been in discussion with Husky to determine adequate setback distances, proximity agreements, and any required pipeline easement relocation.

Regulatory approvals for this Project are required by several provincial and municipal regulators (see Section 1.4). These stakeholders will be consulted as part of the Project regulatory permitting phase.

AMRT has, and will continue to engage and consult with, CN and Alberta Transportation regarding their regulatory requirements, particularly during the design phase.

Since the Project falls within the boundary of Alberta's Industrial Heartland, the AIHA has been included in ongoing consultation since late 2012. AMRT will continue to engage with and consult the AIHA. AMRT owns the land the Project would be developed on, and proposed components of the facility will be entirely within that land, which is located within Alberta's Industrial Heartland heavy industrial zoning. No re-zoning applications are required.

ACT was consulted in order to determine the *Historical Resources Act* (HRA) status of the Project. Historic resources managed under the HRA include archaeological and palaeontological sites, historic sites and Aboriginal traditional use sites. Based on a review of the Listing of Historic Resources (ACT, 2015), available data from previous studies, previously recorded sites near the Project, and aerial photos/satellite images, it was determined that the Project had limited potential of impacting significant historic resource sites. An application for HRA approval was prepared for the Project recommending no further work and submitted to ACT for review. HRA approval was granted for the Project on June 18, 2015.

In the unlikely event that during Project construction or operation a historic resource site is discovered (a chance find), it will be reported to ACT immediately as per Section 31 of the HRA ((2000) c. H-9, s.31). This will include photographs, GPS coordinates and any other details of the find.

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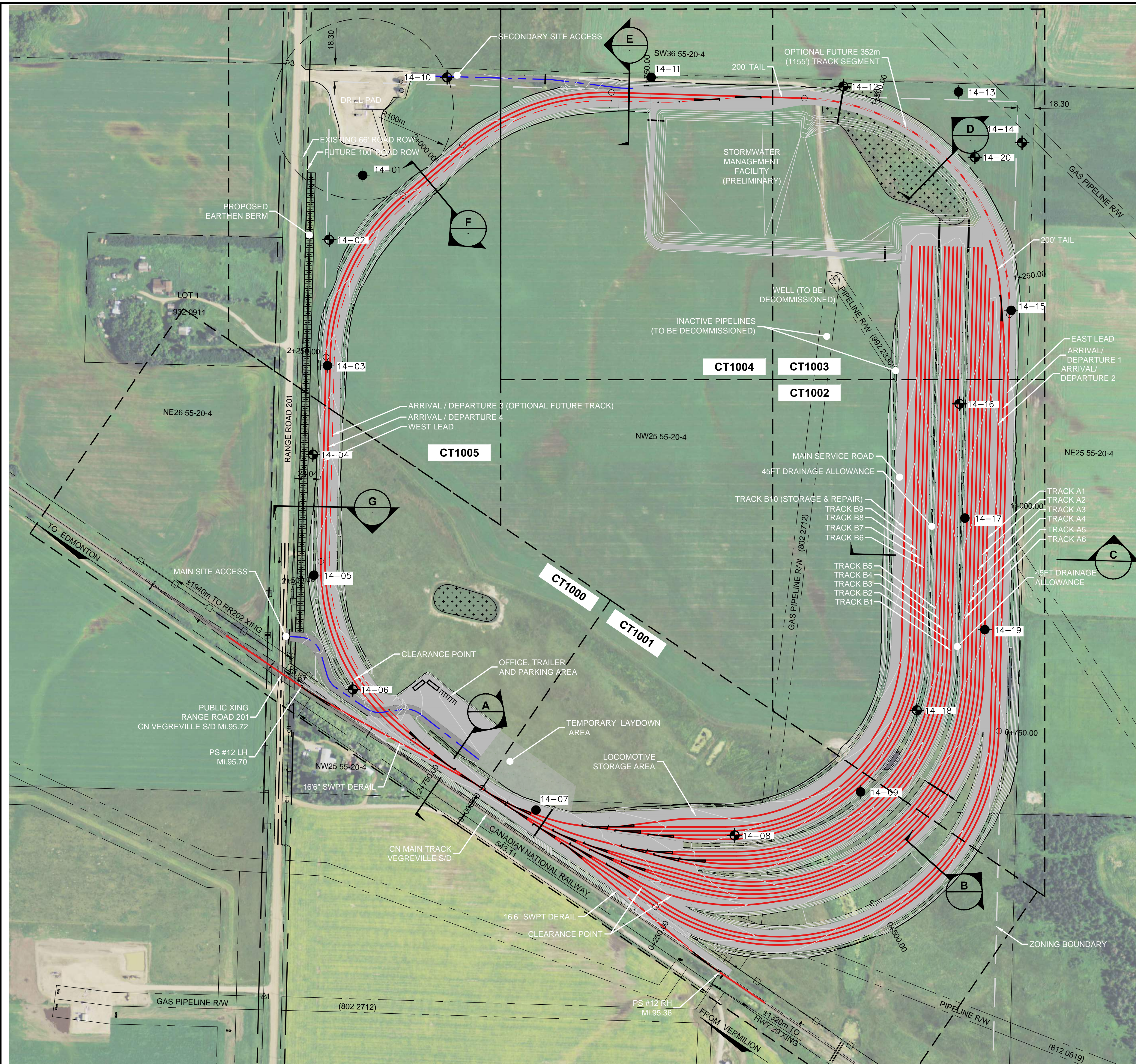
APPENDIX A SITE PLAN

D SIZE 22" x 34" (568.8mm x 863.6mm)

LogIn: leonhardt.kenn

PLOT: 1/13/2016 3:24:07 PM

AECOM FILE NAME: 60312878-00-CT0001.dwg



LEGEND

- EXISTING Q TRACK
- EXISTING TOPOGRAPHIC FEATURE
- EXISTING FENCE
- CONTOURS AT 0.50m INTERVAL
- PROPERTY LINE (APPROX)
- NEW Q TRACK
- AREA OF GRAVEL / SUBBALLAST
- NEW / EXISTING SWITCH
- NEW / EXISTING DERAIL
- CONTROL POINT LOCATION & NUMBER
- BOREHOLE WITH / WITHOUT STANDPIPE

DRAWING UNITS

ALL UNITS ARE METRIC (m) UNLESS OTHERWISE STATED.
 TO CONVERT METERS TO FEET, MULTIPLY BY 3.28083
 TO CONVERT METRIC STATIONING TO MILEAGE MULTIPLY BY 0.0006213

SURVEY NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL CONTROL POINTS PRIOR TO THEIR USE. ALSO, THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING AND/OR REPLACING ANY CONTROL POINTS THAT ARE DAMAGED OR DESTROYED BY HIS OPERATIONS.
2. COORDINATE SYSTEM: UTM NAD83 CSRS ZONE 12

TRACK LENGTHS

OPERATING TRACK LENGTHS			
DESIGNATION	PS-PS/END (FT)	CLEAR (FT)	CARS (60FT)
WEST CN CONNECTION	700	N/A	N/A
EAST CN CONNECTION	581	N/A	N/A
A/D 1 & TAIL*	3833	3100	51
A/D 2*	3447	3070	51
A/D 3	N/A	N/A	N/A
A/D 4*	3718	3010	50
WEST LEAD & TAIL*	4079	3040	50
TOTAL	16358	12220	202

*THREE OF FOUR TRACKS TO BE KEPT CLEAR. FOURTH TRACK MAY BE USED AS STORAGE SUBJECT TO OPERATIONAL NEEDS.

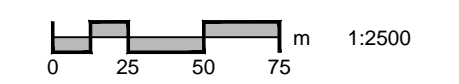
STORAGE TRACK LENGTHS			
DESIGNATION	PS-PS/END (FT)	CLEAR (FT)	CARS (60FT)
A1	3510	2940	49
A2	3675	3140	52
A3	3349	3000	50
A4	3261	3035	50
A5	3505	3160	52
A6	3356	3130	52
B1	3654	2830	47
B2	2968	2680	44
B3	2848	2655	44
B4	3039	2750	45
B5	2919	2725	45
B6	3357	2640	44
B7	2807	2610	43
B8	2903	2700	45
B9	3000	2750	45
B10*	2860	2700	45
EAST LEAD	3969	3285	54
TOTAL	54980	48730	806

*TRACK B10 HAS BEEN DESIGNED TO ACCOMMODATE REPAIRS WITH A 30 FT OFFSET FROM TRACK B9. B10 CAPACITY WITHOUT BLOCKING ROADWAY IS 2550' (42 CARS).

ABBREVIATIONS

- BC BEGIN CURVE
- BM BENCHMARK
- BVC BEGIN VERTICAL CURVE
- BVCE BEGIN VERTICAL CURVE ELEVATION
- BVCS BEGIN VERTICAL CURVE STATION
- CB CATCHBASIN
- CL / CLC CENTERLINE
- CSP CORRUGATED STEEL PIPE
- CP CONTROL POINT OR CLEARANCE POINT
- CULV CULVERT
- Dc DEGREE OF CURVE
- DS DOWNSTREAM
- DWG DRAWING
- EC END CURVE
- EL / ELEV. ELEVATION
- EVC END VERTICAL CURVE
- EVCE END VERTICAL CURVE ELEVATION
- EVCS END VERTICAL CURVE STATION
- EXIST. EXISTING
- HDPE HIGH DENSITY POLYETHYLENE
- INV. (PIPE or DITCH) INVERT (PIPE or DITCH)
- INV. LEFT HAND
- LH LEFT HAND
- MH MANHOLE
- MAX. MAXIMUM
- MID. MIDDLE
- MIN. MINIMUM
- Mi. / Mi. MILEAGE
- MSE MECHANICALLY STABILIZED EARTH
- OG ORIGINAL / EXISTING GROUND
- OH OVERHEAD
- PC POINT OF CURVE
- PI POINT OF INTERSECTION
- PS POINT OF SWITCH
- PT POINT OF TANGENT
- PVI POINT OF VERTICAL INTERSECTION
- PVIE POINT OF VERTICAL INTERSECTION ELEVATION
- PVIS POINT OF VERTICAL INTERSECTION STATION
- RH RIGHT HAND
- ROW RIGHT OF WAY
- STA. STATION
- STM STORM
- SWSP SMOOTH WALL STEEL PIPE
- TAN TANGENT
- T/R TOP OF RAIL
- TYP. TYPICAL
- U/G UNDERGROUND
- US UPSTREAM
- VAR. VARIES
- XING RAILWAY CROSSING
- Ø DIAMETER

PLAN



**PRELIMINARY
NOT FOR CONSTRUCTION**

Do not scale this document. All measurements must be obtained from stated dimensions.

CONSULTANTS LOGO

AECOM

AECOM PROJECT NO: 60312878

DRN	CHK	DES	ENG	IDR	APP
ES	RGW	KL	KL		

PROFESSIONAL SEALS

A	16/01/13	ISSUED FOR COUNTY REVIEW	KL
IR	YY/MM/DD	ISSUE/REVISION DESCRIPTION	BY

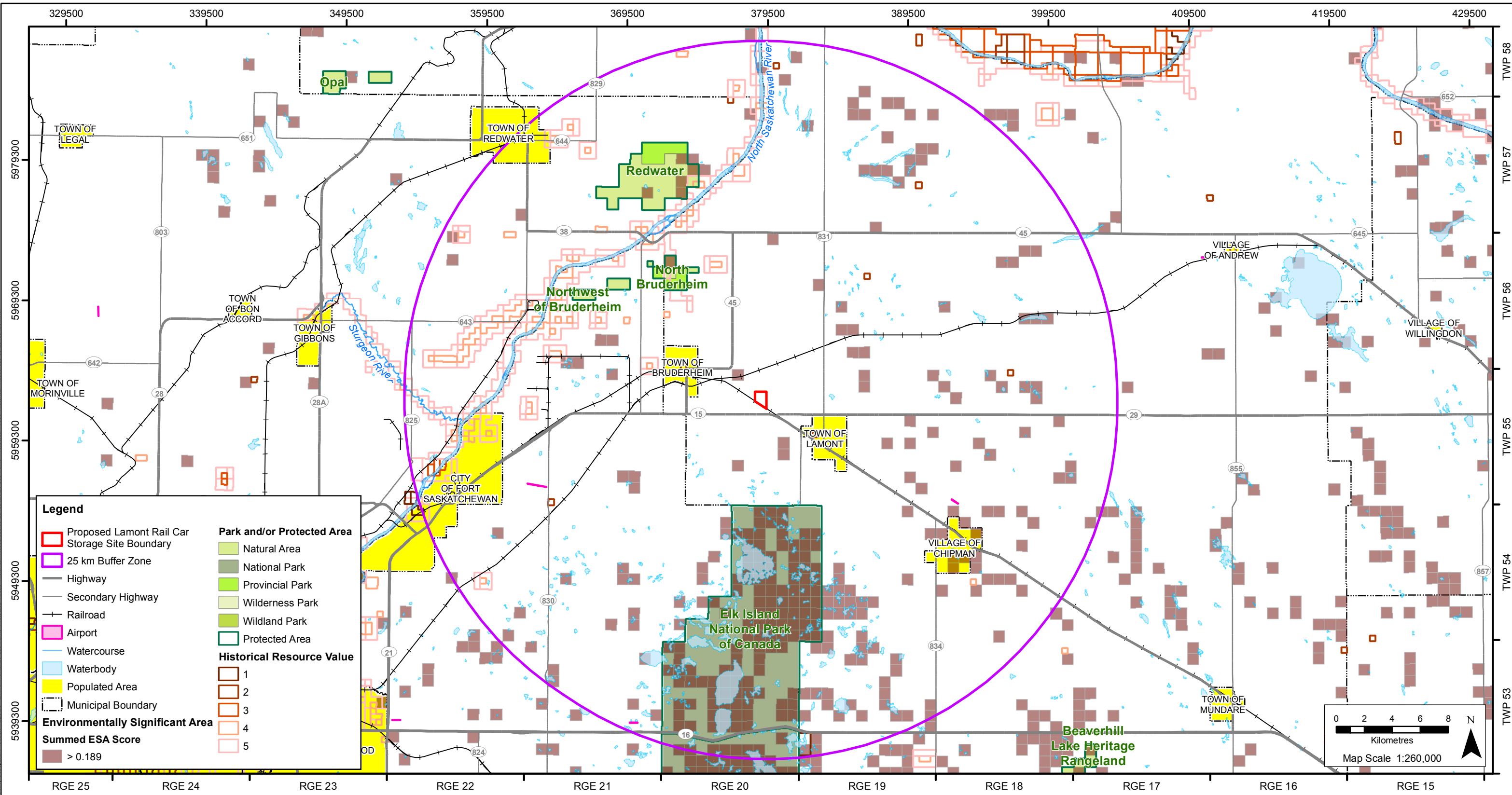
NW25 55-20-W4M OFF Ml.95.36 & 95.70 CN VEGREVILLE S/D

**ALBERTA MIDLAND RAILWAY TERMINAL
PROJECT OVERVIEW**


SCALE: AS NOTED

AECOM PLAN NO: 00-CT0001 ISS/REV: A

APPENDIX B MAPS



Document Path: U:\Projects\16424 Alberta Rail - Fort Saskatchewan Rail Facility\Geospatial\Products\Map\20 - Environmental\20-533-Parks_Protected_Areas_Historical_Resources_20160120.mxd




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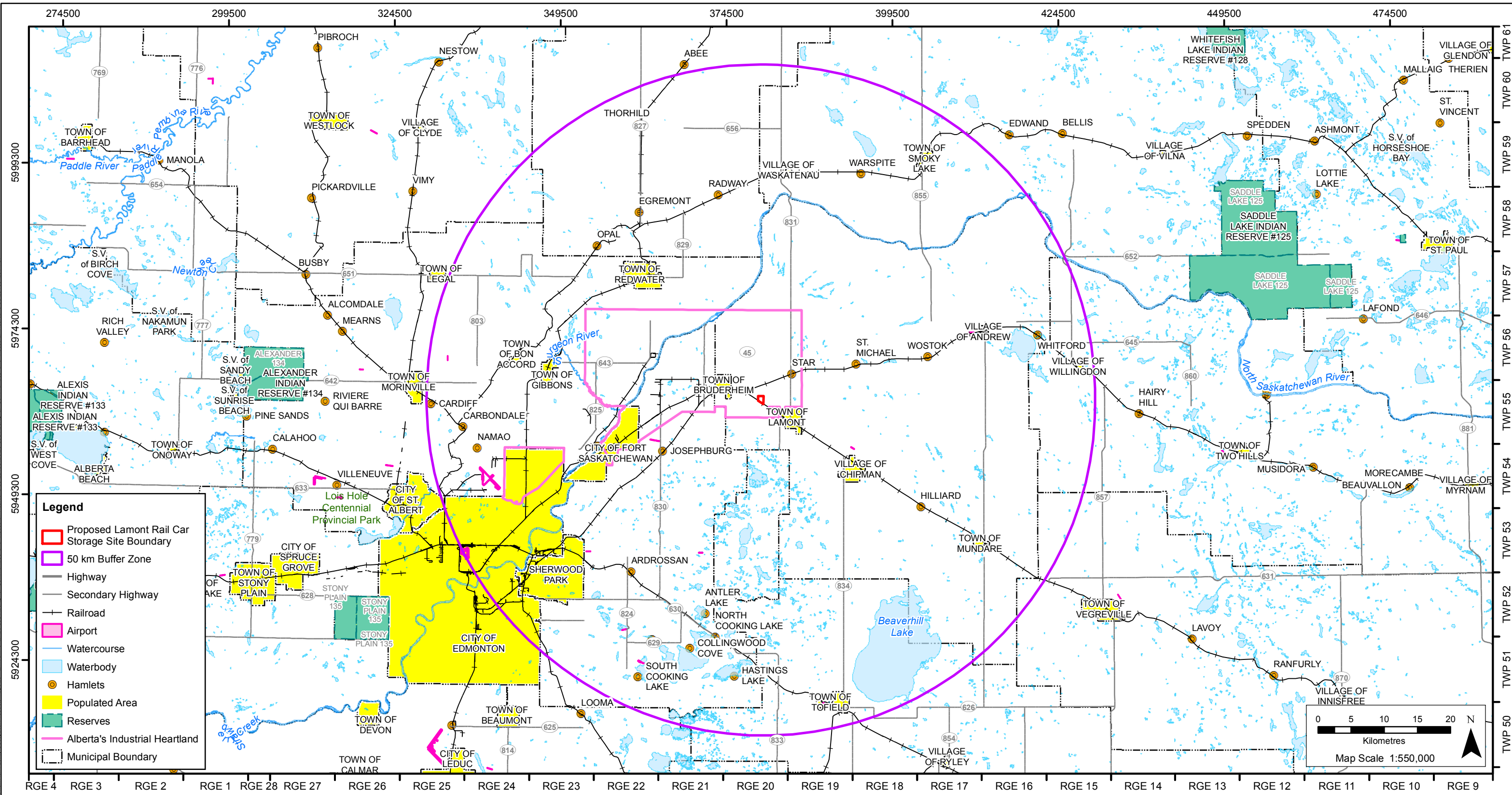
 Projection: NAD 83 UTM Zone 12N

 When printed on 11" X 17" sheets, scale is 1:260,000

Proposed Lamont Rail Car Storage Project NW and SW 25-55-20 W4M Parks, Protected Areas, and Historical Resources			
Figure Number	1	IEL Project Number	16424
Revision		Date	
00		20 Jan 2016	Created by
			JC


Integrated Environments
 Planning • Integration • Management

Sources: Parks: AltaLIS 2008; Hydrology: AltaLIS 2014; Railroad: Natural Resources Canada 2013; Highways, Municipal Boundary, Hamlets, Populated Area: AltaLIS 2015



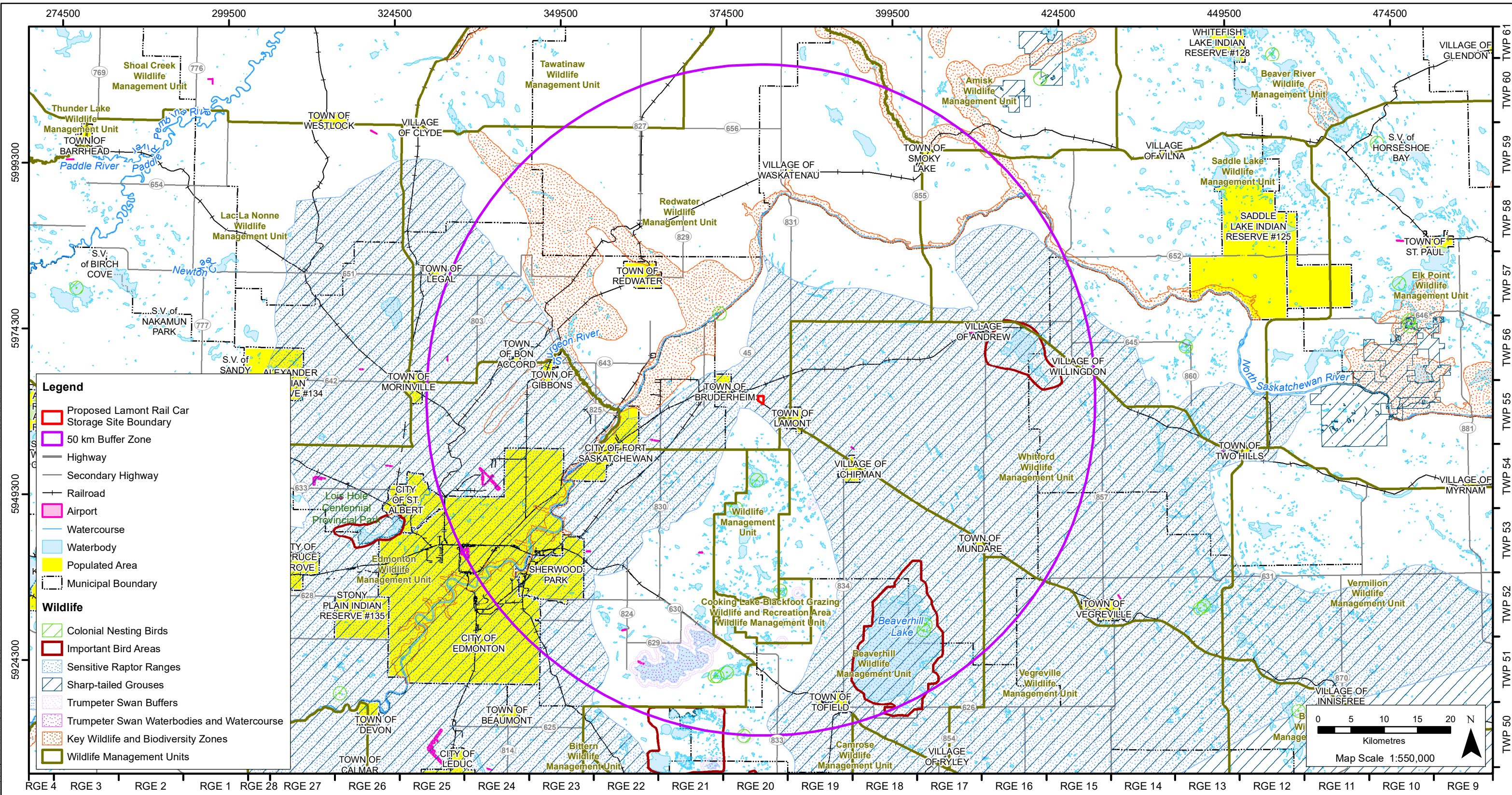
**Proposed Lamont Rail Car Storage Project
NW and SW 25-55-20 W4M
Aboriginal Communities and Industrial Heartland**



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Projection: NAD 83 UTM Zone 12N
When printed on 11" X 17" sheets, scale is 1:550,000

Figure Number	2	IEL Project Number	16424
Revision	00	Date	20 Jan 2016
		Created by	JC

Sources: Parks: AltaLIS 2008; Hydrology: AltaLIS 2014; Railroad: Natural Resources Canada 2013; Highways, Municipal Boundary, Hamlets, Populated Area: AltaLIS 2015

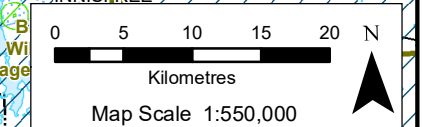


Legend

- Proposed Lamont Rail Car Storage Site Boundary
- 50 km Buffer Zone
- Highway
- Secondary Highway
- Railroad
- Airport
- Watercourse
- Waterbody
- Populated Area
- Municipal Boundary

Wildlife

- Colonial Nesting Birds
- Important Bird Areas
- Sensitive Raptor Ranges
- Sharp-tailed Grouses
- Trumpeter Swan Buffers
- Trumpeter Swan Waterbodies and Watercourse
- Key Wildlife and Biodiversity Zones
- Wildlife Management Units



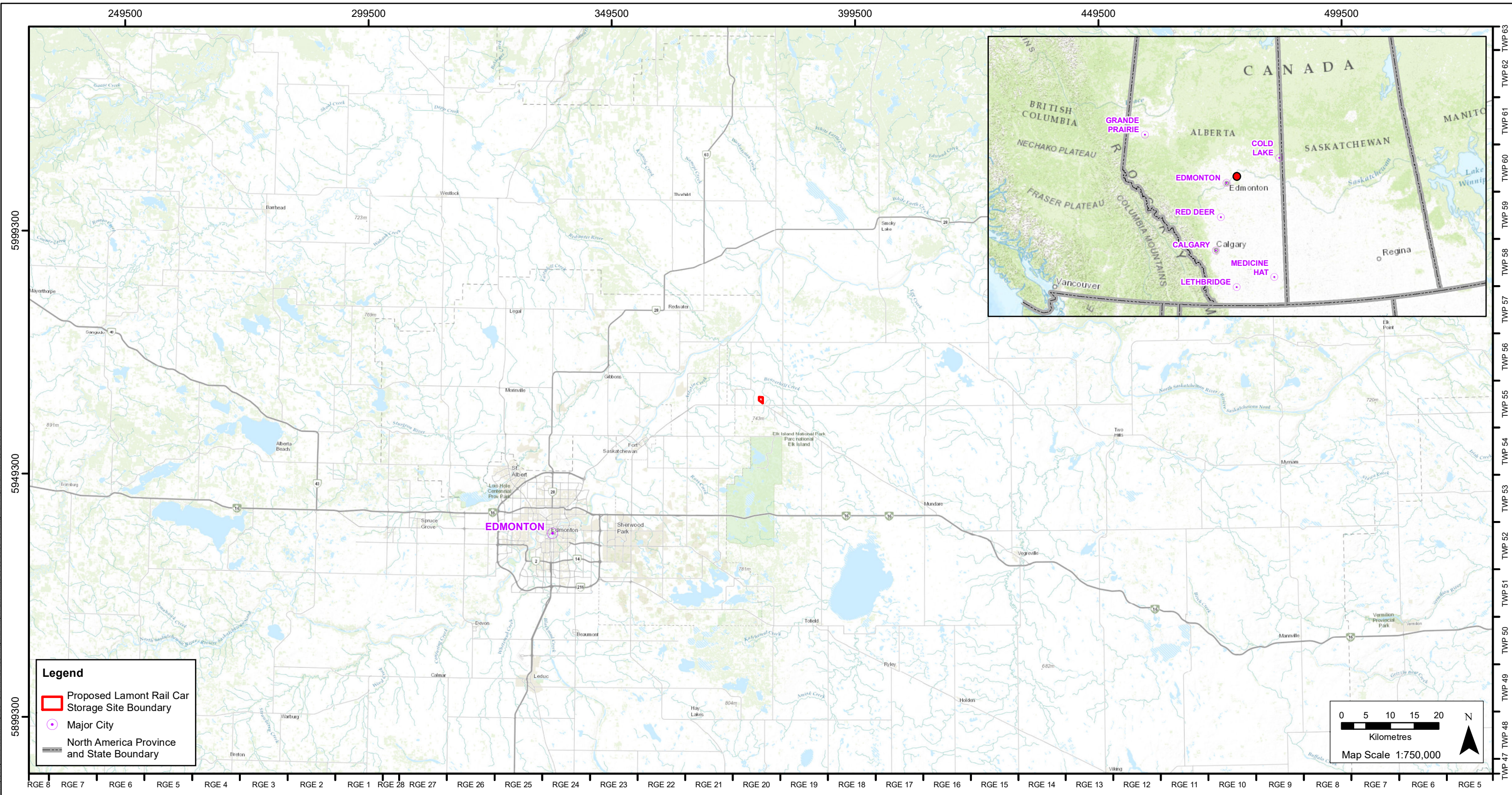
**Proposed Lamont Rail Car Storage Project
NW and SW 25-55-20 W4M
Wildlife and Sensitive Areas**



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Projection: NAD 83 UTM Zone 12N
When printed on 11" X 17" sheets, scale is 1:550,000

Figure Number	3	IEL Project Number	16424
Revision	00	Date	20 Jan 2016
		Created by	JC

Sources: Parks: AltaLIS 2008; Hydrology: AltaLIS 2014; Railroad: Natural Resources Canada 2013; Highways, Municipal Boundary, Hamlets, Populated Area: AltaLIS 2015



Document Path: U:\Projects\16424 Alberta Rail - Fort Saskatchewan Rail Facility\Geospatial\Products\Map\00 - Overview\00-1334-Regional Project Location\00-20160120000-1334-Regional Project Location\00-20160120.mxd

Legend

- Proposed Lamont Rail Car Storage Site Boundary
- Major City
- North America Province and State Boundary

0 5 10 15 20
Kilometres
Map Scale 1:750,000



**Proposed Lamont Rail Car Storage Project
NW and SW 25-55-20 W4M
Regional Project Location**



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Projection: NAD 1983 UTM Zone 12N
When printed on 11" X 17" sheets, scale is 1:750,000

Figure Number	4	IEL Project Number	16424
Revision	Date	Created by	
00	20 Jan 2016	JC	

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APPENDIX C Site Photographs



Photo 1: North facing view of a seasonal graminoid marsh wetland in LSD 14-25-55-20-W4M



Photo 2: East facing view of a temporary graminoid marsh wetland located in LSD 12-25-55-20-W4M.



Photo 3: East facing view of ephemeral water body located in LSD 12-25-55-20-W4M.



Photo 4: West facing view of temporary marsh wetland located in LSD 6-25-55-20-W4M.



Photo 5: View of the 14-25-55-20 W4M wellsite, facing south.



Photo 6: View of the cut and capped Husky Oil Operations Ltd. wellhead at the 14-25 wellsite.

APPENDIX D Land and Mineral Titles



LAND TITLE CERTIFICATE

M
LINC SHORT LEGAL TITLE NUMBER
0024 364 549 4;20;55;25;NW 142 317 686

LEGAL DESCRIPTION

*ALL MINES AND MINERALS EXCEPT COAL WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 20 TOWNSHIP 55
SECTION 25
QUARTER NORTH WEST
CONTAINING 64.7 HECTARES (160 ACRES) MORE OR LESS
EXCEPTING THEREOUT: 0.696 HECTARES MORE OR LESS TAKEN FOR RAILWAY
RIGHT-OF-WAY OF THE CANADIAN NORTHERN RAILWAY AS SHOWN ON RAILWAY
PLAN 4217S

ESTATE: FEE SIMPLE

MUNICIPALITY: LAMONT COUNTY

REFERENCE NUMBER: 198P218

 REGISTERED OWNER(S)
REGISTRATION DATE (DMY) DOCUMENT TYPE VALUE CONSIDERATION

142 317 686 24/09/2014 TRANSMISSION OF
 LAND

OWNERS

AUDREY ELIZABETH SCHULTZ
OF BOX 696
LAMONT
ALBERTA T0B 2R0
EXECUTOR FOR LYDIA SCHULTZ

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION
NUMBER DATE (D/M/Y) PARTICULARS

5631JJ 19/09/1953 CAVEAT
 CAVEATOR - COMPUTERSHARE TRUST COMPANY OF CANADA.
 700,530 8 AVE SW
 (CONTINUED)

REGISTRATION

NUMBER DATE (D/M/Y) PARTICULARS

CALGARY

ALBERTA T2P3S8

"M & M AS DESC"

(DATA UPDATED BY: CHANGE OF ADDRESS 972130014)

(DATA UPDATED BY: TRANSFER OF CAVEAT

032167456)

902 093 405 03/04/1990 ORDER

"ENDORSED BY 962100368 ON 19960429"

082 122 391 19/03/2008 CAVEAT

RE : MINES AND MINERALS LEASE INTEREST

CAVEATOR - HUSKY OIL OPERATIONS LTD.

BOX 6525, STATION "D" 707 - 8 AVENUE S.W.

CALGARY

ALBERTA T2P3G7

(DATA UPDATED BY: TRANSFER OF CAVEAT

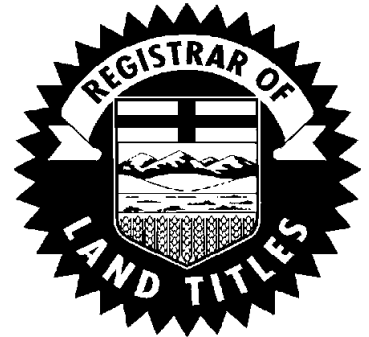
102063973)

TOTAL INSTRUMENTS: 003

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN
ACCURATE REPRODUCTION OF THE CERTIFICATE OF
TITLE REPRESENTED HEREIN THIS 6 DAY OF
NOVEMBER, 2015 AT 02:24 P.M.

ORDER NUMBER: 29600363

CUSTOMER FILE NUMBER:



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THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED
FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER,
SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM
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PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M		
LINC	SHORT LEGAL	TITLE NUMBER
0025 529 646	4;20;55;25;NW	142 317 687

LEGAL DESCRIPTION

ALL MINES AND MINERALS EXCEPT COAL WITHIN UPON OR UNDER:

MERIDIAN 4 RANGE 20 TOWNSHIP 55
SECTION 25
ALL THAT PORTION OF THE NORTH WEST QUARTER
TAKEN FOR RIGHT OF WAY OF THE CANADIAN NATIONAL RAILWAY COMPANY
AS SHOWN ON RAILWAY PLAN 4217S, CONTAINING 0.696 HECTARES MORE OR
LESS.

ESTATE: FEE SIMPLE

MUNICIPALITY: LAMONT COUNTY

REFERENCE NUMBER: 962 143 406

REGISTERED OWNER(S)				
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
142 317 687	24/09/2014	TRANSMISSION OF LAND		

OWNERS

AUDREY ELIZABETH SCHULTZ
OF BOX 696
LAMONT
ALBERTA T0B 2R0
EXECUTOR FOR LYDIA SCHULTZ

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION		
NUMBER	DATE (D/M/Y)	PARTICULARS
5631JJ	19/09/1953	CAVEAT CAVEATOR - COMPUTERSHARE TRUST COMPANY OF CANADA. 700,530 8 AVE SW CALGARY

REGISTRATION

NUMBER DATE (D/M/Y) PARTICULARS

ALBERTA T2P3S8

"M. & M. AS DESC."

(DATA UPDATED BY: CHANGE OF ADDRESS 972130014)

(DATA UPDATED BY: TRANSFER OF CAVEAT

032167456)

902 093 405 03/04/1990 ORDER

"ENDORSED BY 962100368 ON 19960429"

082 122 391 19/03/2008 CAVEAT

RE : MINES AND MINERALS LEASE INTEREST

CAVEATOR - HUSKY OIL OPERATIONS LTD.

BOX 6525, STATION "D" 707 - 8 AVENUE S.W.

CALGARY

ALBERTA T2P3G7

(DATA UPDATED BY: TRANSFER OF CAVEAT

102063973)

TOTAL INSTRUMENTS: 003

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN
ACCURATE REPRODUCTION OF THE CERTIFICATE OF
TITLE REPRESENTED HEREIN THIS 6 DAY OF
NOVEMBER, 2015 AT 02:24 P.M.

ORDER NUMBER: 29600363

CUSTOMER FILE NUMBER:



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PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M

LINC	SHORT LEGAL	TITLE NUMBER
0024 364 689	4;20;55;25;NW	142 198 377 +22
0024 364 697	4;20;55;25;NE	

LEGAL DESCRIPTION

FIRST

*ALL COAL WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 20 TOWNSHIP 55
SECTION 25
QUARTER NORTH WEST
CONTAINING 64.7 HECTARES (160 ACRES) MORE OR LESS
EXCEPTING THEREOUT: 0.696 HECTARES MORE OR LESS FOR RAILWAY RIGHT
OF WAY AS SHOWN ON PLAN 4217S

SECOND

*ALL COAL WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 20 TOWNSHIP 55
SECTION 25
QUARTER NORTH EAST
AREA: 64.7 HECTARES (160 ACRES) MORE OR LESS

ESTATE: FEE SIMPLE

MUNICIPALITY: LAMONT COUNTY

REFERENCE NUMBER: 27W241

REGISTERED OWNER(S)				
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
142 198 377	26/06/2014	ORDER		SEE INSTRUMENT

OWNERS

PRAIRIESKY ROYALTY LTD.
OF PO BOX 780, STATION M
CALGARY
ALBERTA T2P 2J6

(CONTINUED)

REGISTRATION

NUMBER DATE (D/M/Y) PARTICULARS

NO REGISTRATIONS

TOTAL INSTRUMENTS: 000

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN
ACCURATE REPRODUCTION OF THE CERTIFICATE OF
TITLE REPRESENTED HEREIN THIS 6 DAY OF
NOVEMBER, 2015 AT 02:24 P.M.

ORDER NUMBER: 29600363

CUSTOMER FILE NUMBER:



END OF CERTIFICATE

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED
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APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS
PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M
LINC SHORT LEGAL TITLE NUMBER
0026 274 969 4;20;55;25;SW 142 031 063

LEGAL DESCRIPTION

*ALL MINES AND MINERALS EXCEPT COAL WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 20 TOWNSHIP 55
SECTION 25
QUARTER SOUTH WEST
CONTAINING 64.7 HECTARES (160 ACRES) MORE OR LESS
EXCEPTING THEREOUT: 2.19 HECTARES (5.14 ACRES) MORE OR LESS
AS SHOWN ON RAILWAY PLAN 4217S.

ESTATE: FEE SIMPLE

MUNICIPALITY: LAMONT COUNTY

REFERENCE NUMBER: 942 386 202

REGISTERED OWNER(S)
REGISTRATION DATE (DMY) DOCUMENT TYPE VALUE CONSIDERATION

142 031 063 28/01/2014 TRANSFER OF LAND \$233,000 NOMINAL

OWNERS

1789585 ALBERTA LTD.
OF 200078A HWY 15
BRUDERHEIM
ALBERTA T0B 0S0

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION
NUMBER DATE (D/M/Y) PARTICULARS

112 042 189 14/02/2011 CAVEAT
RE : MINES AND MINERALS LEASE INTEREST
CAVEATOR - HERITAGE FREEHOLD SPECIALISTS & CO. LTD.
P.O. BOX 56040, AIRWAYS R.P.O.
CALGARY

(CONTINUED)

REGISTRATION

NUMBER DATE (D/M/Y) PARTICULARS

ALBERTA T2E8K5
AGENT - YOULA PAIKOS

TOTAL INSTRUMENTS: 001

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN
ACCURATE REPRODUCTION OF THE CERTIFICATE OF
TITLE REPRESENTED HEREIN THIS 6 DAY OF
NOVEMBER, 2015 AT 02:24 P.M.

ORDER NUMBER: 29600363

CUSTOMER FILE NUMBER:



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PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M
LINC SHORT LEGAL TITLE NUMBER
0026 274 647 4;20;55;25;SW 942 385 955

LEGAL DESCRIPTION

ALL MINES AND MINERALS EXCEPT COAL WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 20 TOWNSHIP 55
SECTION 25
ALL THAT PORTION OF THE SOUTH WEST QUARTER
CONTAINING 2.19 HECTARES MORE OR LESS, AS SHOWN ON RAILWAY
PLAN 4217S.

ESTATE: FEE SIMPLE

MUNICIPALITY: LAMONT COUNTY

REFERENCE NUMBER: 124X164

REGISTERED OWNER(S)				
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
942 385 955	15/12/1994	AMENDMENT-LEGAL DESCRIPTION		

OWNERS

WILLIAM ARNDT
OF BRUDERHEIM
ALBERTA

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
------------------------	--------------	-------------

NO REGISTRATIONS

TOTAL INSTRUMENTS: 000

(CONTINUED)

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN
ACCURATE REPRODUCTION OF THE CERTIFICATE OF
TITLE REPRESENTED HEREIN THIS 6 DAY OF
NOVEMBER, 2015 AT 02:24 P.M.

ORDER NUMBER: 29600363

CUSTOMER FILE NUMBER:



END OF CERTIFICATE

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PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M
LINC SHORT LEGAL TITLE NUMBER
0024 364 507 4;20;55;25;SW 142 212 720 +17

LEGAL DESCRIPTION

*ALL COAL WITHIN, UPON OR UNDER:
MERIDIAN 4 RANGE 20 TOWNSHIP 55
SECTION 25
QUARTER SOUTH WEST
AREA: 64.7 HECTARES (160 ACRES) MORE OR LESS

ESTATE: FEE SIMPLE

MUNICIPALITY: LAMONT COUNTY

REFERENCE NUMBER: 792 071 889

REGISTERED OWNER(S)					
REGISTRATION	DATE (DMY)	DOCUMENT	TYPE	VALUE	CONSIDERATION
142 212 720	08/07/2014	ORDER			SEE INSTRUMENT

OWNERS

PRAIRIESKY ROYALTY LTD.
OF PO BOX 780, STATION M
CALGARY
ALBERTA T2P 2J6

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION	DATE (D/M/Y)	PARTICULARS
NUMBER		

NO REGISTRATIONS

TOTAL INSTRUMENTS: 000

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN
ACCURATE REPRODUCTION OF THE CERTIFICATE OF
TITLE REPRESENTED HEREIN THIS 6 DAY OF
NOVEMBER, 2015 AT 02:24 P.M.

ORDER NUMBER: 29600363

CUSTOMER FILE NUMBER:



END OF CERTIFICATE

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED
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APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS
PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M
LINC SHORT LEGAL TITLE NUMBER
0024 364 531 4;20;55;25;SW 142 218 106 +27

LEGAL DESCRIPTION

ALL MINES AND MINERALS EXCEPT COAL WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 20 TOWNSHIP 55
SECTION 25
QUARTER SOUTH WEST
TAKEN FOR RIGHT OF WAY OF THE CANADIAN NORTHERN RAILWAY COMPANY
AS SHOWN ON RAILWAY PLAN 4217S CONTAINING 2.19 HECTARES MORE OR LESS

ESTATE: FEE SIMPLE

MUNICIPALITY: LAMONT COUNTY

REFERENCE NUMBER: CPR2706

REGISTERED OWNER(S)
REGISTRATION DATE (DMY) DOCUMENT TYPE VALUE CONSIDERATION

142 218 106 11/07/2014 ORDER SEE INSTRUMENT

OWNERS

PRAIRIESKY ROYALTY LTD.
OF PO BOX 780, STATION M
CALGARY
ALBERTA T2P 2J6

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION
NUMBER DATE (D/M/Y) PARTICULARS

102 194 232 07/06/2010 CAVEAT
RE : MINES AND MINERALS LEASE INTEREST
CAVEATOR - HUSKY OIL OPERATIONS LTD.
BOX 6525 STN D
CALGARY
ALBERTA T2P3G7

REGISTRATION

NUMBER DATE (D/M/Y) PARTICULARS

AGENT - CAROL VEALS

TOTAL INSTRUMENTS: 001

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN
ACCURATE REPRODUCTION OF THE CERTIFICATE OF
TITLE REPRESENTED HEREIN THIS 6 DAY OF
NOVEMBER, 2015 AT 02:24 P.M.

ORDER NUMBER: 29600363

CUSTOMER FILE NUMBER:



END OF CERTIFICATE

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OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).

**APPENDIX E CONTACT INFORMATION FOR ABORIGINAL GROUP
NOTIFICATIONS**

Name	Address/ Box	City, Province	Postal Code
Alexander First Nation Administration	Box 3419	Morinville, AB	T8R 1S3
Enoch Cree Nation	PO Box 29	Enoch, AB	T7X 3Y3
Ermenskin First Nation	PO Box 219	Maskwacis, AB	T0C 1N0
Paul First Nation	PO Box 89	Duffield, AB	T0E 0N0
Whitefish Lake First Nation	PO Box 271	Goodfish Lake, AB	T0A 1R0
Chipewyan Prairie Dene First Nation	GD	Chard, AB	TOP 1G0
Fort McMurray First Nation	PO Box 6130	Fort McMurray, AB	T9H 4W1
Foothills Ojibway First Nation	51111, Highway 40, Lots A,B,C	Hinton, AB	T7Y 1X5
Blood Tribe	PO Box 60	Standoff, AB	T0L 1Y0
Piikani Nation	PO Box 70	Brocket, AB	T0K 0H0
Siksika Nation	PO Box 1100	Siksika, AB	T0J 3W0
Stoney Tribe	PO Box 40	Morley, AB	T0L 1N0
Tsuu T'ina Nation	9911 Chiila Boulevard	Tsuu T'ina, AB	T2W 6H6
Metis Nation of Alberta, Region 4	11724, 95 Street	Edmonton, AB	T5G 1L9
Buffalo Lake Metis Settlement	17203, Buffalo Lake Drive	Caslan, AB	T0A 0R0
Kikino Metis Settlement	GD	Kikino, AB	T0A 2B0
Saddle Lake Cree Nation	PO Box 100	Saddle Lake, AB	T0A 3T0
Kehewin Cree Nation	PO Box 220	Kehewin, AB	T0A 1C0
Samson Cree Nation	PO Box 159	Maskwacis, AB	T0C 1N0
Louis Bull Tribe	PO Box 130	Maskwacis, AB	T0C 1N0
Gunn Metis Local 55	PO Box 2057	Stoney Plain, AB	T7Z 1X6
Beaver Lake Cree Nation	PO Box 960	Lac La Biche, AB	T0A 2C0
Alexis Nakota Sioux Nation	PO Box 7	Glenevis, AB	T0E 0X0
Montana First Nation	PO Box 70	Maskwacis, AB	T0C 1N0
Metis Nation of Alberta, Region 1	10104 102 Ave	Lac La Biche, AB	T0A 2C0
Metis Nation of Alberta, Region 2	PO Box 6497	Bonnyville, AB	T9H 2H1