

# Decision on environmental assessment expected tomorrow

Terminal requires an application because two of the six new service tracks that CN would have to build, as well as the mainline track, would be longer than 3 km, which is the length allowed by subsection 98(1) of the Canada Transportation Act. The agency also found that two of the other service tracks would fall outside the allotted 100 m of the existing mainline track. Hallman told the *Champion* that other projects similar in scope didn't need CTA approval,

including the VIA Rail Canada Inc. Kingston Subdivision project on CN's Toronto-Montreal main line, which required 41 miles of new mainline track. However, the CTA made it clear in its ruling that it wouldn't be bound by previous decisions. Tomorrow (Friday), the Canadian Environmental Assessment Agency (CEAA) — the other federal body that required an application from CN — is expected to have a decision regarding whether or not the rail company will have to undertake an environmental assessment. The CTA's decision will follow that of the CEAA. Hallman said he still expects hub construction to begin in 2016, with operations starting at the end of 2017. The proposed 400-acre intermodal terminal would be located on lands bordered by Tremaine Road to the west, Britannia Road to

the north and Lower Base Line to the south. It would operate 24/7 and see an additional 1,500 trucks and four trains a day. To review and comment on CN's project description, visit <http://www.ceaa-acee.gc.ca/050/details-eng.cfm?evaluation=80100>. Rachael Williams can be reached at [rwilliams@miltoncanadianchampion.com](mailto:rwilliams@miltoncanadianchampion.com) or on Twitter @MiltonReports.

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