CN seeks approval from Canadian Transportation Agency

By Melanie Hennessey
SPECIAL TO THE CHAMPION

CN has taken the next step in its bid to build a \$250-million intermodal terminal in south Milton, this time filing an application for approval with the Canadian Transportation Agency (CTA).

The rail company announced last Friday that it has submitted documentation to the federal body seeking authorization to construct rail lines for the 400-acre facility, dubbed by CN as the Milton Logistics Hub. Letters of support from businesses across Canada and chambers of commerce, including the Milton Chamber of Commerce, were also forwarded to the CTA.

The application comes on the heels of CN's recently-filed Environmental Impact Statement (EIS) and a multitude of appendices, including technical reports that studied the intermodal's potential impact on air quality, animal habitat, human health, truck traffic and more. The EIS is now in the hands of the Canadian Environmental Assessment

Questions:



CN has plans to build a \$250-million intermodal terminal in south Milton.

Agency (CEAA) for review and soon, public consultation.

Mayor Gord Krantz said it's important the proposal be put through its due process and estimated that a decision won't be made on the intermodal for three to five years.

"There'll more than likely be a legal challenge as well, regardless of winners or losers," predicted the head of council.

should be in sooner than later.

"CN is anticipating the CTA and the CEAA will approve the Milton Logistics Hub in time to commence early terminal construction in early 2018," said CN spokesperson Mark Hallman. "The CTA process will complement the CEAA process already underway, ensuring a comprehensive review of the Milton project and an additional opportunity for public

The facility would be located on lands bordered by Tremaine Road to the west, Britannia Road to the north and Lower Base Line to the south and would operate 24/7, with an estimated 800 trucks coming and going from the site each day (1,600 truck trips) at full operation and four intermodal trains.

In the application to the CTA, CN says that "the location selected for the construction of the railway lines is reasonable, taking into consideration the requirements for railway operations and services and the interests of the localities."

It also details the site selection process, which set CN's sights on four potential locations for the intermodal: south Milton, north Milton, Halton Hills and north Brampton.

"The south Milton site is considered the most feasible amongst the alternatives, as it meets the engineering requirements, requires the least environmental mitigation and is compatible with the existing land use," states the application.

While Krantz said it's not his style to have a not-in-my-backyard atti-

tude, he pointed out "it was never in Milton's long-range planning and never in Halton's long-range planning to have an intermodal."

"It's one of those things that grates on me a bit," he said. "CN had every right to purchase a property, but then to propose what they're proposing just doesn't fit with the short-term or long-range planning for Milton or Halton."

He noted the proposed intermodal would affect all four local municipalities, with Halton Region taking the lead in addressing the issue.

The Region will be participating in the federal environmental assessment panel review process of CN's plans, said Halton Director of Planning Services and Chief Planning Official Ron Glenn.

"The Region continues to be concerned about the potential for the project to adversely impact public safety, traffic congestion, the region's transportation network, number and type of jobs, surrounding land uses, environment and overall management of growth in the region," he said.



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