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**Law**

**Rachel Heft**  
Counsel

1 Rideau Street, Suite 110  
Ottawa, ON, Canada  
K1N 8S7  
Telephone: (613) 791-9732  
Facsimile: (613)-562-9324  
E-mail: Rachel.Heft@cn.ca

**Affaires juridiques**

**Rachel Heft**  
Avocate

1, rue Rideau  
Ottawa, ON Canada  
K1N 8S7  
Téléphone : (613) 791-9732  
Télécopieur : (613)-562-9324  
Courriel : Rachel.Heft@cn.ca

**WITHOUT PREJUDICE**

January 30, 2020

Delivered by Email

Canadian Transportation Agency  
Office of the Secretariat  
SECRETARIAT@OTC-CTA.GC.CA

Attn.: Jason Tsang

Dear Mr. Tsang:

**Subject:** CN Application for Approval to construct a railway line between milepoint 2.67 and 4.16 of its Champlain Spur, in the City of Quebec, province of Quebec

The following is further to your correspondence seeking additional clarification in order to complete CN's application pursuant to Section 98 of the *Canada Transportation Act* (CTA), for an order approving the construction of the above-noted railway line (the Application).





You will find, sent with this correspondence, a letter and 2 attachments of information provided directly by the CCNQ. Given that the vast majority of your questions delve into the details of the CCNQ's construction of the new Boulevard, or relate to aspects of the project which are under the management of the CCNQ, they are better positioned to respond to those questions. This includes a detailed summary of the consultation activities undertaken as part of the provincial BAPE process, as requested in your January 10, 2020 letter.

After due consideration, CN and the CCCNQ agreed that CN would respond only to your letter's "Appendix A – Summary of Deficiencies for Railway Operations and Services" item 2 and item 4 as it regards CN's portion of the project.

**Item 2 – Proposed infrastructure – “switches, frogs and other cross-overs”**

CN hereby confirms that there will be no switches, frogs or other cross-overs between the new milepoints 2.67 to 4.16 of the Champlain Spur.

**Item 4 – Construction details –**

- Infrastructure staging ... including a description of
  - on site / off-site temporary staging
- Construction methods, including warning devices, truck haul routes, pile driving, and blasting activities

As noted in our application of June 12, 2019, in the context of CN's role in the realignment of the Champlain Spur, CN will be responsible for dismantling the existing track, the placement of the rail and ties on the new alignment, as well as the final track lift (ballast). The dismantling of the existing track will proceed in accordance with the federal regulations in force. While the exact method for track removal is not yet defined, it will either be undertaken by rail or by truck. Given the relatively limited amount of rail to be removed and the short distance of the haul, it is not anticipated that any disturbances will arise or any measures will need to be taken with respect to roads, truck haul routes or detours.

The rail will be brought in on railcars the length of the Champlain Spur, and delivered to the project site as close as possible to the construction activities. They will be staged along the existing track within the portion of the Champlain Spur right of way

outside of the project limits, as the line will not otherwise be in operation during the time of construction and as is done in the context of regular maintenance work throughout CN's network from time to time. From this point, the rail will be brought by equipment travelling within the Spur right-of-way to the installation site as construction of the new track progresses.

The ties and other track materials will similarly be delivered by railcar as close as possible to the construction site. The ties are expected to be delivered to CN's rail yard at Sainte-Foy and will then be brought to the construction site by truck using customary road access. These trucks will be staged within the right of way. The triage of these trucks will occur in Ste-Foy such as to minimize the volume of trucks in the area of the realignment at any one time. Given the low volume of trucks, it is not anticipated that any disturbances will arise or any measures will need to be taken with respect to roads, truck haul routes or detours.

Ballast required for the final "lift" will be brought in by rail on the new track, as is customary practice with new track construction.

The construction methods for which CN is responsible will not include warning devices, truck haul routes, pile driving or blasting activities.

We trust that the above has addressed your questions in terms of determining whether the location of the line is reasonable and providing approval for CN's realignment of the line to support the CCNQ's Promenade Samuel de Champlain, Phase III project.

Yours truly,

A handwritten signature in blue ink, appearing to read "Rachel Heft".

Rachel Heft  
Counsel