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**New Cargo Project – Rail Operations Plan**
**Summary**

Westshore already receives trains from both Canadian National Railway (CN) and Canadian Pacific Railway (CP), the two railways being proposed by BHP to carry product from the mine is Saskatchewan to Westshore Terminals. The addition of potash trains to the existing system will not result in any changes to the operation of the existing system as described in the following paragraphs.

**1 Train Arrivals**

Train arrivals at Roberts Bank are coordinated by a combination of the carrier railways (CN, CP, and Burlington Northern Santa Fe Railway (BNSF)), BC Rail (BCR), and existing operators Westshore Terminals Limited Partnership (Westshore) and Global Container Terminals Canada (GCT). Access to the BCR railway, running from the CN mainline along the Fraser River to Deltaport (Figure 1 – Lower Mainland Rail), occurs just to the east of Fort Langley. All trains accessing and operating on the BCR track do so under the direction of the BCR traffic control located at the north end of the Deltaport causeway. This includes trains heading to Deltaport (Westshore, GCT), trains transiting the BNSF rail line to or from New Westminster, and Southern Railway of British Columbia (SRY) trains transiting the shared Interurban track. Train sequencing on the entire length of the BCR track, including shared track, is coordinated through BCR.

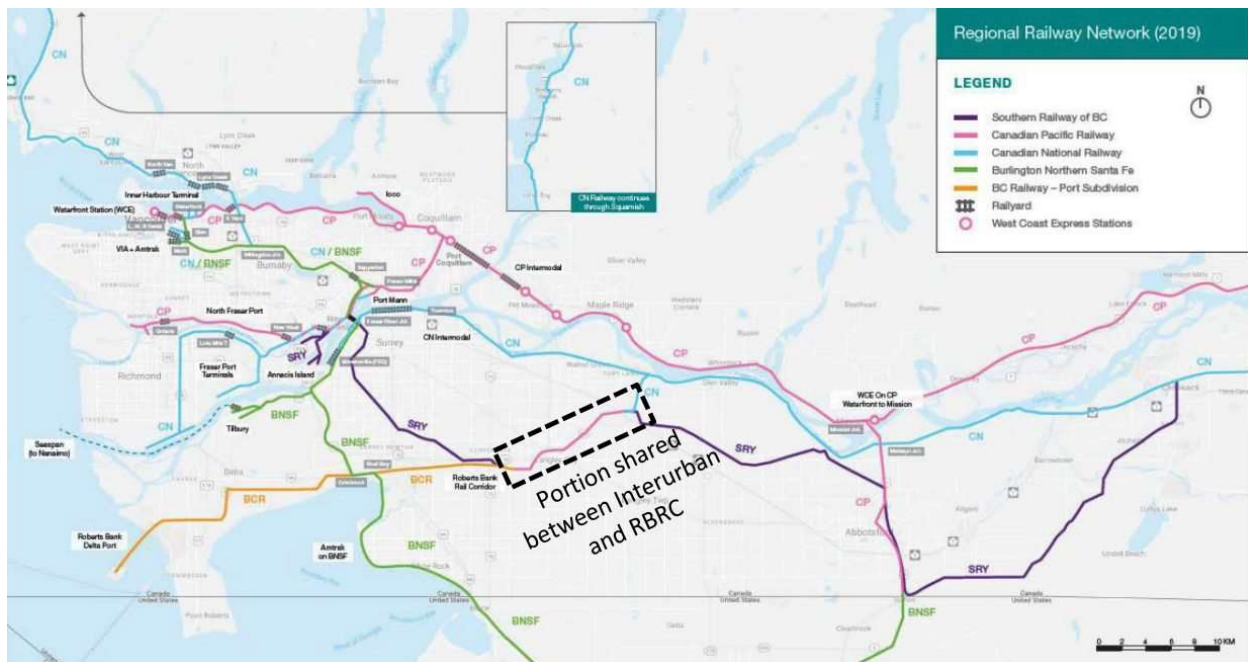


Figure 1 – Lower Mainland Rail

All three carrier railways (CN, CP and BNSF) and Westshore provide information (carrier, estimated time of arrival (ETA), train configuration (cars, locomotives) and product), to a shared database that tracks trains destined for Westshore and anticipated to arrive over approximately the subsequent 48 hours. Westshore reviews the information provided in the database and assigns priorities to trains that determine the train arrival sequence. Priorities assigned by Westshore are based on customer contracts, train ETA, concurrent terminal operations, etc. The train priorities are used by BCR to sequence the arrival of trains to Westshore's four storage tracks (Figure 2; N1 – N4) as well as to coordinate train arrivals and departures with GCT and track usage with SRY and BNSF trains arriving or departing from New Westminster. BCR ensures that trains do not arrive out of sequence or prior to their assigned arrival times as determined by their assigned priority. When the train arrives at the BCR Yard (shown in green in Figure 2) they are assigned a storage track by BCR traffic control.

## **2 Train Unloading**

Upon arrival in the designated storage track the rail crew park and leave the train. Westshore retains Blue Water Rail Services, an independent rail contractor, to bring the trains from the storage tracks on the causeway (N1 – N4) to Westshore's site where the trains are designated to one of the dumpers (either of the existing coal dumpers or the future potash dumper) and the dumping process begins. Westshore then provides update information to the common database indicating when the train dumping will be complete. Once dumping is complete BCR then directs Westshore's rail contractor, Bluewater, to move the train from the outbound side of the Westshore rail loop to a BCR designated storage track (N1 – N4).

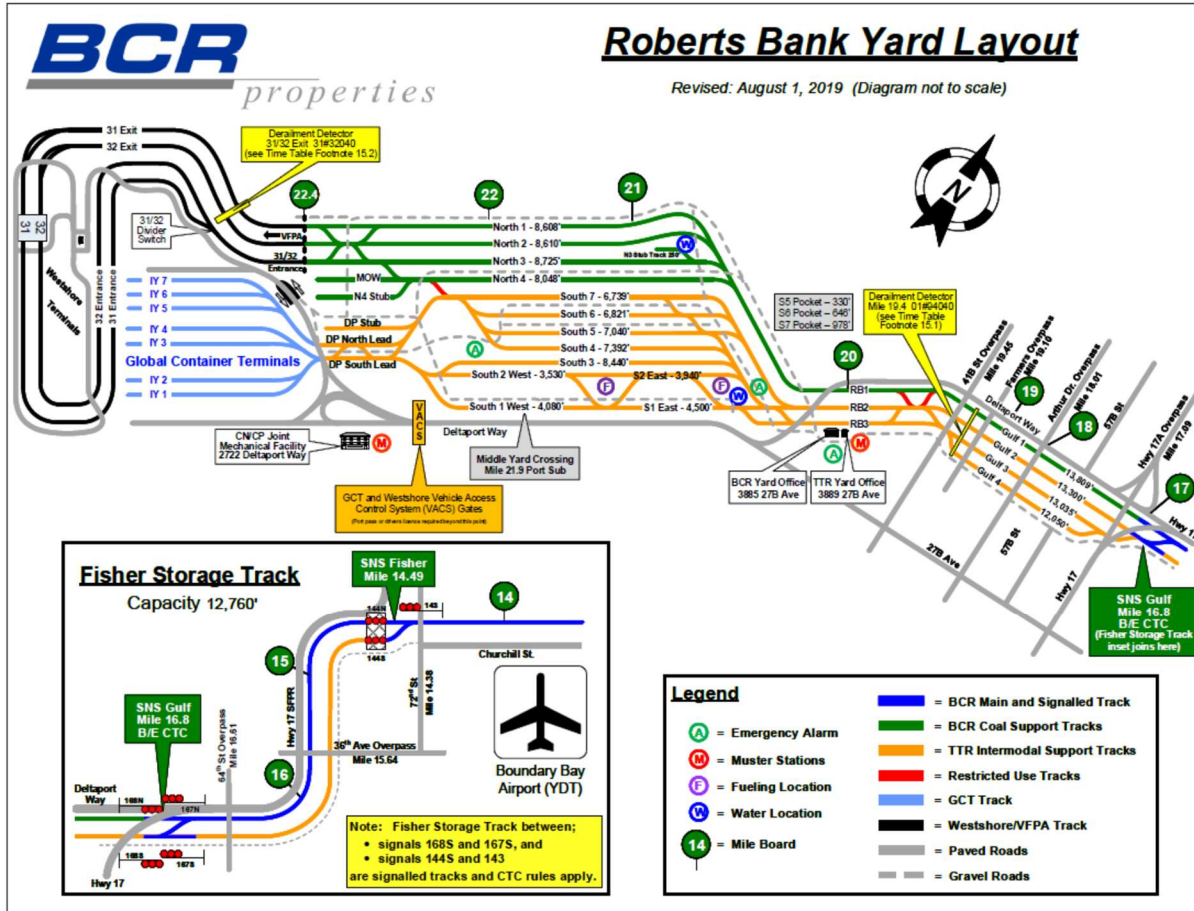


Figure 2 – Roberts Bank Rail Layout

### 3 Train Departure

The outgoing rail carrier uses the information from the common database to determine the arrival time of the train in BCR's yard following unloading and a rail crew will be available to board the train and leave the rail yard. Again, BCR traffic is in control of when the train can access the outbound rail system from Roberts Bank.

### 4 Conclusion

As Westshore receives trains from CN, CP and BNSF there will be no change to how trains destined for Westshore are handled with the inclusion of potash trains. All systems will continue to operate exactly as they do now without any modification.