



CN Richmond Joint Autoport and Intermodal Facility

Overview

In 2019, CN announced its intent to construct an auto unloading facility adjacent to HWY64 in Richmond, Wisconsin. The 58-acre facility will allow US auto manufacturers to use a safe, efficient and environmentally friendly rail network to distribute their vehicles to customers in the upper Midwest.



Autoport in Halifax, Nova Scotia

Since CN's autoport announcement, shippers of other goods have approached CN about the potential to use the facility to handle intermodal containers. The location of the site provides convenient access for consumer goods destined for the growing region while also creating an efficient option for regional agricultural producers to reach export markets. The infrastructure required to handle intermodal containers is similar to that used for the autoport. With a few minor changes, the facility can be easily adapted to support the intermodal operations.

Intermodal is a form of freight movement that utilizes more than one mode of transportation. Modern transportation techniques now involve shipping the majority of goods purchased in everyday life inside shipping containers. These 40 ft. long steel boxes are loaded onto ships, trains and truck to get the goods to your local big-box store or grocery store from where your local shelves are stocked.

Updated Operational Overview

The 58-acre site will include an asphalt surface to allow for the processing and handling of new automobiles and intermodal containers. The facility will be served by the existing train service currently schedule – twice a day, 5-7 times a week. A track mobile will be used to position the auto racks and intermodal rail cars eliminating the need for a switching locomotive. Once



Mobile cranes at the CN Chippewa Falls Intermodal

the auto racks and intermodal railcars are in position, a crew will drive the automobiles to an onsite parking. A separate crew will offload the intermodal containers. The joint autoport and intermodal facility will operate seven days per week, although the majority of the traffic will be on weekdays. The new automobiles will be loaded onto auto carriers for regional delivery. The facility is targeting 4–5 auto carriers and 4–5 container carriers per hour. This will result in a relatively low volume of site traffic affecting County A/BUS 64 during peak hours. The facility will be fenced, lighted and monitored by security 24/7. CN Police will have an increased presence in the community and will conduct a security assessment for the facility in cooperation with local law enforcement.

For questions/concerns to CN:

1-888-888-5909
contact@cn.ca

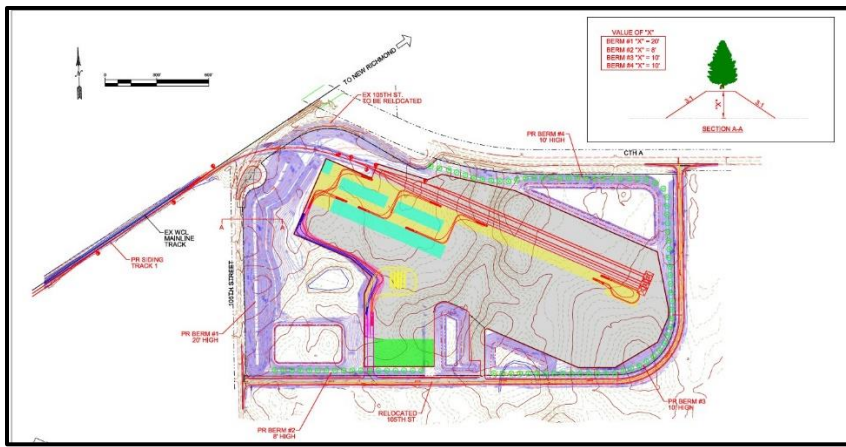
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Public Benefits

- The facility will create 20-22 new jobs (up from 10-12 for the autoport alone), that will be marketed locally. These jobs will primarily be shuttle drivers and equipment operators with commensurate salaries and benefits.
- CN has asked the Town of Richmond to reroute 105th Street, at CN's expense, to the east side of the facility. The recommended alignment will improve the intersection and thus increase the safety of drivers entering and exiting County A/BUS 64. It will also eliminate the need for an at grade rail crossing and reduce the need for the train to sound its horn.
- Construction of the facility and rerouting 105th Street will create opportunities for construction contractors from across the region.
- Our Stronger Communities Fund could be utilized to support eligible community projects in the Richmond-New Richmond area that fall within our community investment focus areas of Health and Safety for Young People, Transportation Education, Environmental Sustainability and Diversity.



Autoport in Windsor TWP, MI

Mitigation Measures

Incorporating feedback from the community, CN is including a range of measures to assist the facility's integration within the community. CN has oriented the facility to minimize its visual impact to its neighbors and commuters. For example, placing storm-water ponds at the periphery of the facility increases the distance between the key operating areas and the adjoining residences. Existing trees and vegetation will remain whenever possible, including the on-site wetland. Earth berms and additional trees will be placed along certain areas of the perimeter. CN will also use directional, LED lighting to prevent the light footprint from extending outside of the facility's perimeter.



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