



Breakfast briefing: CN's collaboration with municipalities in N.B.

UMNB

Oct. 4, 2025 | Saint John, NB



Agenda

1. CN IN NEW BRUNSWICK
2. FIRE MITIGATION
3. PROXIMITY & REGULATORY
4. AT-GRADE CROSSINGS

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Visit CN at booth W-1

CN in New Brunswick⁽¹⁾

362

employees (at end of year)

\$61M

capital investments

596

route miles

\$18M

taxes paid

\$55M

local spending

\$687K

community investments

Data is as at or for the year ending December 31, 2024, unless otherwise indicated.

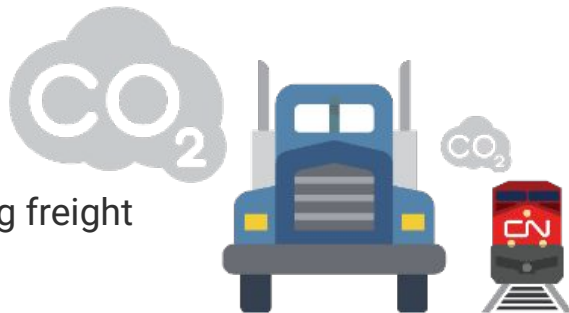
This non-GAAP measure does not have any standardized meaning prescribed by GAAP and therefore may not be comparable to similar measures presented by other companies. See the section entitled "Free cash flow" in the Q4 2024 Quarterly Review filed on January 30th, 2025, which are incorporated by reference herein, for an explanation of this non-GAAP measure.



Environmental benefits of shipping by rail

75%

GHG emissions reduction moving freight by rail instead of truck ¹



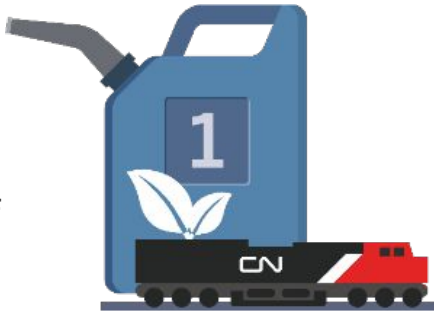
3-4x

Trains, on average, are three to four times more fuel efficient than trucks – Leveraging rail for the long haul and trucking over shorter distances reduces GHG emissions ¹



480 miles

The distance one train can move a ton of freight on one gallon of fuel ¹



300 trucks

A single freight train can replace over 300 big trucks ²



Source:
¹ The Association of American Railroads;
² The Railway Association of Canada

CN remains a leader in locomotive fuel efficiency among Class I North American railways, consuming approximately 15% less locomotive fuel per gross ton mile than the industry average



Fire mitigation



Fire Mitigation



20 tank cars filled with water strategically placed across our network



CN Fire Suppression Command and Control Car



CN Fire Mobile Trailers



CN Fire Mitigation Cars

CN proactively deploys to strategic locations according to fire risk





Proximity



Proximity Concerns



Conflicts arise when development and use of land occurs in proximity to railways leading to:

Safety concerns – Increased risk of trespassing on railway property.

Noise and vibration – Disputes over noise and vibrations.

Crossing safety and capacity challenges – New developments often increase traffic at railway crossings, requiring infrastructure improvements.

Drainage impacts – Changes in grading or stormwater patterns can cause flooding or erosion near railway tracks.

How can municipalities work with CN to address proximity issues?



Consult

Consult CN early in the planning process for developments near rail corridors in order for CN to provide its comments as early in the development process as possible to avoid conflicts.



Adopt

Adopt the FCM/RAC Guidelines into official plans, zoning bylaws, and planning policies. Incorporate CN’s comments into conditions of approval that the developer must satisfy.



Support

Support legislative changes to require CN to be circulated on applications in close proximity to CN’s operations.



At-Grade Crossings



Grade Crossing Regulations

In 2014 Transport Canada enacted the Grade Crossing Regulations.

The intention of the Regulations:

- Identify shared responsibilities
- Promote communication
- Establish compliance standards

What makes it unique:

- First regulation of its kind
- Applies to all crossings
- It is silent on costs

CANADA
CN CROSSINGS

6800

public crossings

720

road authorities

900

grade crossings in New Brunswick

Updated Feb 2025.

Anatomy of a Grade Crossing

Includes:

Crossing Surface (on top of track structure/tie)

– Ex. timber, concrete, rubber, asphalt

Road Approach (Outside of track structure)

– Ex. granular, asphalt

Supporting Structure

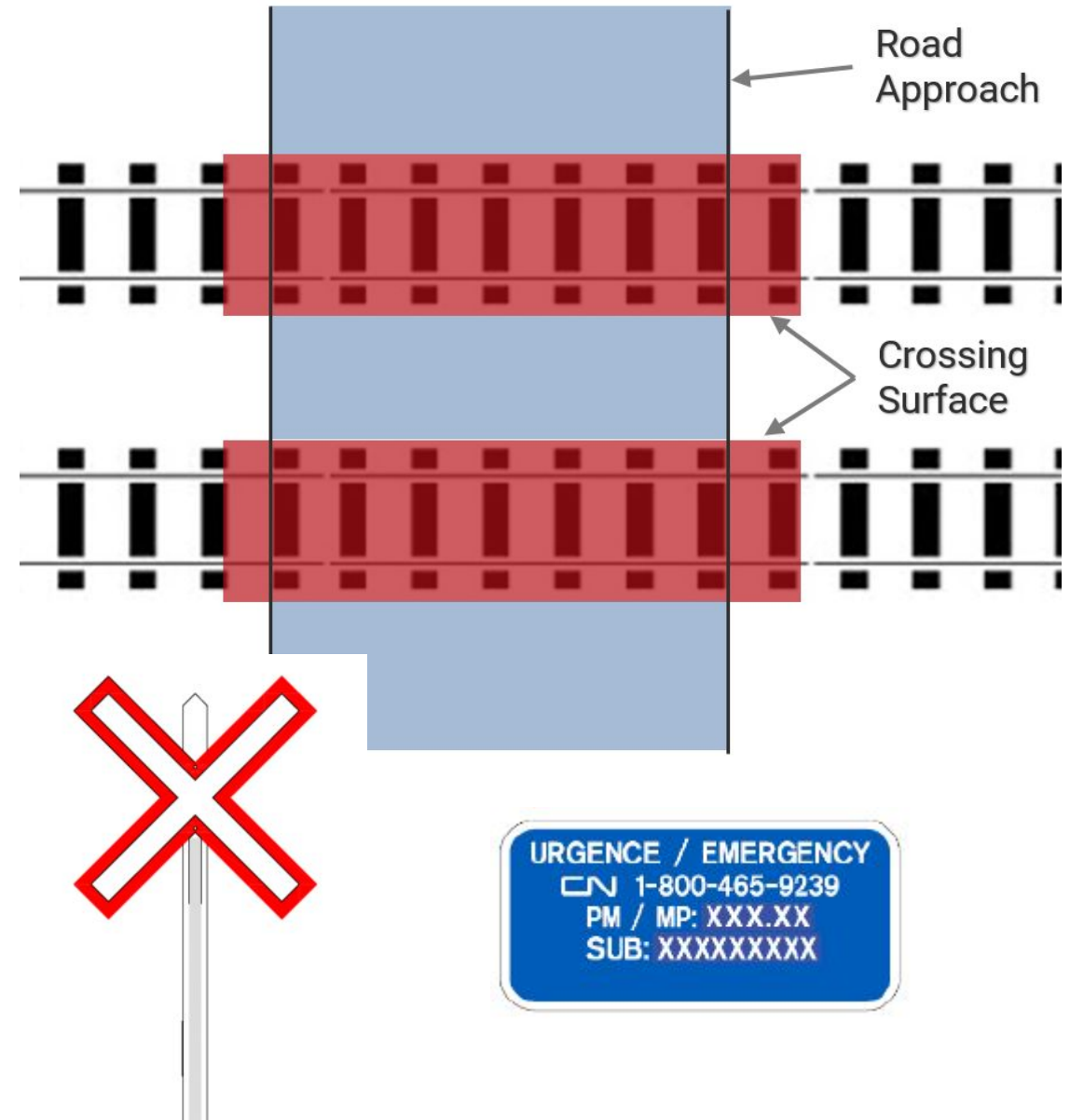
– ex. ballast, ties, rail, fasteners

Signage

– ex. Cross buck, Emergency Notification Sign, Stop Sign

Crossing Warning Devices

– ex. Flashing Lights, Bell and sometimes Gates



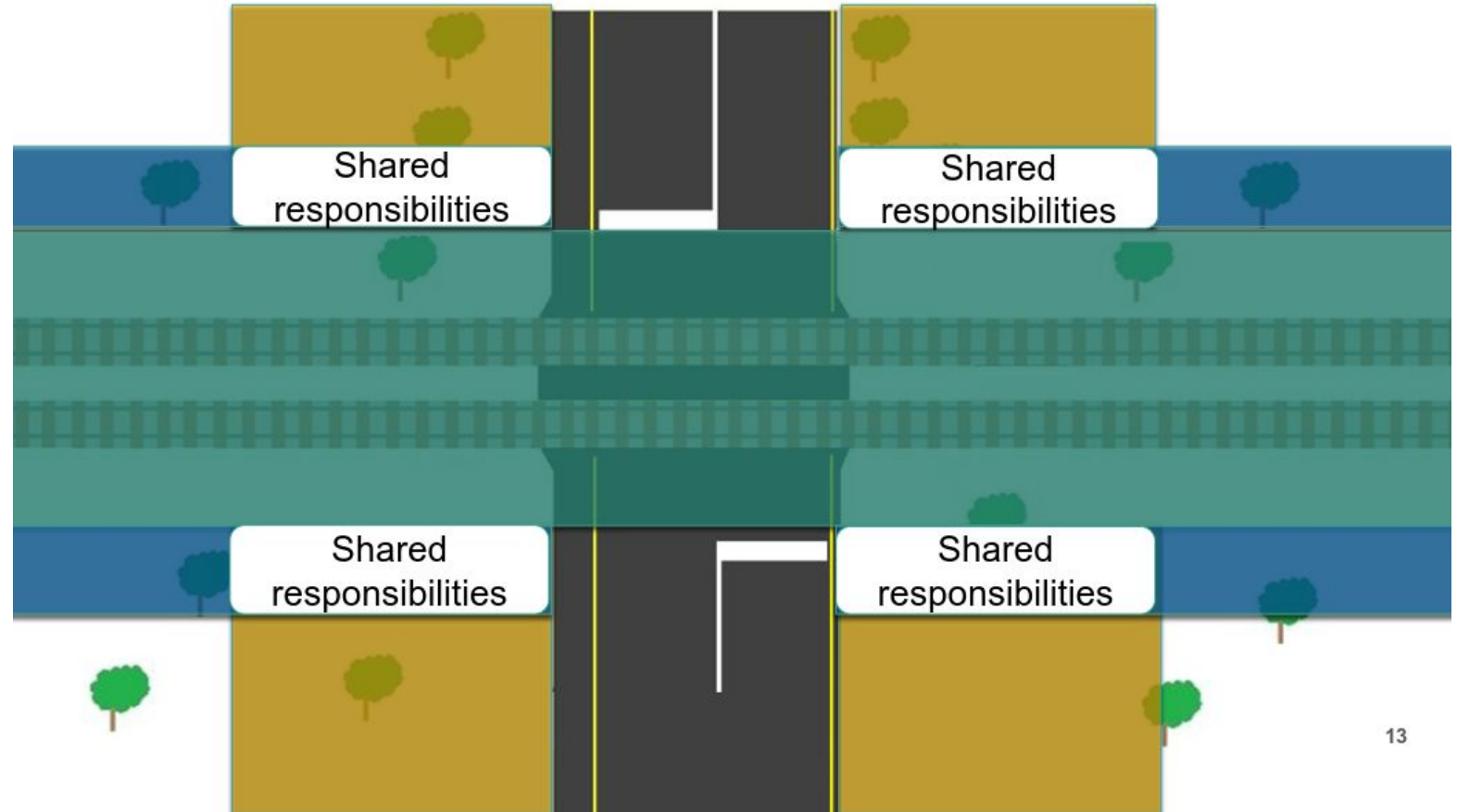
Crossing Regulations - Sightline

- Clearing sightlines is both a CN and Road Authority responsibility in their respective Right of Way.
 - Road Authority is responsible for clearing sightline of warning devices/signage

Compliance

Sightline area should be clear of

- brush/trees,
- stored material,
- earthwork/rocks,
- unattended railway equipment,
- Structure erected after 2014.



Key GCR Responsibilities

Road Authorities

GCR Section 3 (b) a **road authority** must ensure compliance:

- ✓ Keep updated the shared information
- ✓ Design / Construction and Maintenance of a **Road Approach**
- ✓ Traffic Control Devices (signage / advance lights)
- ✓ Design of the **Crossing Surface** (i.e. road geometry and surface type)
- ✓ Sightlines (Road Authority Property & Private Property)

CN (Railway)

GCR Section 3 (a) a **railway** must ensure compliance:

- ✓ Keep updated the shared information
- ✓ Signage at the crossing (crossbuck, ENS, stop sign on the same post)
- ✓ Warning System (ex. Flashing Lights and Bell)
- ✓ **Crossing Surface** (other than its design)
- ✓ Sightlines (Railway Property & Private Property)

Good resource is Transport Canada's *Grade Crossings Handbook*

Thank you.

