

Fjord Consulting Ltd.

23 Lynx Meadows Drive NW
Calgary, AB
T3L 2M1

Supplemental Report

The purpose of this letter is to provide additional context regarding Exhibit 10 – Preliminary Submission Development Authority Report, “Nearby Rail Line Accidents & Derailments”.

Exhibit 10 features five (5) Railway incidents on a portion of the Three Hills Subdivision from approximately Mile 92 through Mile 105 (a distance of approximately 21 kilometres). The incidents cover a time period of 20 years or 2 decades. None of the incidents are indicative of any risk that is relevant to Ms. Landry’s proposed development. I address these incidents below.

Accidents at level Crossings:

Three of the incidents are labelled “Accident – struck vehicle” which means they were accidents at level crossings (at-grade crossings) where trains collided with vehicles. Level crossings represent a significantly greater risk for train accidents as shown by the train accident data collected by the Transportation Safety Board each year.

The [RAC Canadian Rail Atlas](#),¹ identifies the location of level crossings on railway lines across Canada, including crossings on CN’s Three Hills subdivision. It provides the following information:

- The first crossing accident location noted (north of the Landry property), is a crossing at Mile 92.02. (It is the only crossing at this location). The crossing is located in the Town of Beiseker, and the Rail Atlas identifies the CN mainline plus several sidings at that location. The presence of sidings generally represents an increased level of rail activities such as customer facilities and railway operations and maintenance.
- The second crossing accident location (south of the Landry property), appears to be the crossing at Mile 99.18. This crossing is located where Highway 567 crosses the CN railway line. The highway would likely generate significant volumes of traffic each day.
- The third crossing accident location (south of the Landry property) is a crossing at approximately Mile 105, with limited information. However, this location is approximately 16 kilometres away from the Landry property.

There are no crossings at the Landry property that represent a risk of crossing accidents.

¹Railway Association of Canada, Canadian Rail Atlas, Three Hills Subdivision at <https://rac.jmaponline.net/canadianrailatlas/>

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Derailments:

Of the two “derailments” noted, one is from over 20 years ago and the second occurred more than 10 years ago. However, there are no Transportation Safety Board (“TSB”) investigations or reports in the TSB database for either derailment.² The absence of such a report indicates that the derailments did not have any fatalities or serious injuries associated with the incidents.

The TSB investigates occurrences when there is a “high probability that it can advance transportation safety and reduce risks to persons, property or the environment.”³ In determining whether to investigate a railway accident (such as a derailment), the TSB looks at a number of factors including: whether there were fatalities or serious injuries, number of people affected (directly or indirectly), if dangerous goods have been released, and if it involves TSB “Watchlist” issues (safety issues such as operator fatigue management).⁴ If the TSB does not investigate, it can be assumed that the derailment did not involve these factors.

Respectfully submitted on July 4, 2025,



Janice Erion, B.A. (Hons), JD

²See www.tsb.gc.ca/eng/rapports-reports/rail/index.html

³ Transportation Safety Board of Canada website at www.tsb.gc.ca/eng/qui-about/enq-inv.html.

⁴ Ibid., Appendix B.