November 21, 2025

RESPONSES PREPARED BY THE APPLICANT
TO COMMENTS SUBMITTED IN THE CONTEXT OF THE CTA PUBLIC CONSULTATION
ON THE APPLICATION FOR AUTHORIZATION OF THE LAC-MÉGANTIC RAIL BYPASS PROJECT

NOVEMBER 12 TO DECEMBER 23, 2025

In the context of the Canadian Transportation Agency's ("**CTA**") public consultation on the application for authorization of the Lac-Mégantic Rail Bypass Project (the "**Project**"), Canadian Pacific Railway Company, doing business as Canadian Pacific Kansas City ("**CPKC**"), as the operating railway company and on behalf of Central Maine and Quebec Canada Railway Inc. (the "**Applicant**"), submits the following responses to questions and comments received between November 19 and November 21, 2025.

To promote clarity and avoid duplication, the Applicant has consolidated its responses by thematic category. When appropriate, a single response has been prepared to address multiple questions or comments that fall within the same category.

General Comments
The following is in response to comments submitted by Vincent Spica, Nancy Roy, Georgette Lavoie Louise, Réal Grondin, Sophie Bilodeau and Annie Charbonneau. Several of the communications submitted between the response dates listed above did not pose any questions and were in the form of comments in favour or opposed to the Lac-Mégantic Bypass project for various reasons. We wish to thank the individuals who took the time to review the Application and formulate these comments, which are important to be raised before the CTA in this consultation process.
Groundwater and Potable Water
The following is in response to comments submitted by Georgette Lavoie Louise and Pierre-Luc Bureau. The Hydrogeology Study (Appendix 2-7) was completed to calculate the rate at which water is expected to flow into the project area during construction so that the contractor can have appropriate plans in place. As part of this Study, the consultant presented a high level (order of magnitude) projection of the area where the groundwater might be lowered and by how much it could potentially be lowered by. There is no underground cavern full of water ("underground lake") which can collapse leading to a train accident. The ground water moves through the pore space in the rock and other sediment underlying the project area. To mitigate uncertainty surrounding the potential impacts to the regional groundwater and the risk to drinking water, Transport Canada has committed to implement the Groundwater and Potable Water Well Monitoring Plan ("**GPWWMP**") (see Appendix 5-7). As part of the GPWWMP, potable water wells located within the assessment area will be monitored during the construction period, the post-

construction period, and until the water table stabilizes. Transport Canada has made a commitment to ensure a constant and safe supply of drinking water for residents (mitigation measures TC-SG-08 to TC-SG-10). Section 7.1 of the GPWWMP details the steps TC will take in the event of a shortage of potable water as follows: (1) Emergency drinking water supply by means of bottled potable water and potable water available through a temporary outdoor tank, while a permanent solution is being put in place; (2) Deepening an existing well or construction of a new well; and (3) Connecting to a municipal aqueduct network when previous options have been considered and tested or deemed not applicable. According to the experts consulted by Transport Canada, such as the Geological Survey of Canada (see Appendix 3-2 – Communications on Potential Additional Studies), the proposed approach based on existing studies, continuous monitoring, and adaptive response is considered a sound risk management strategy as it relates to the potable water wells, that is proportionate and consistent with recognized best practices in the field of hydrogeology.
Contamination
The following is in response to comments submitted by Pierre-Luc Bureau. As further developed in Appendix 3-1 – Environmental Effects Evaluation (“**EEE**”), there is a risk of contamination to the soil and groundwater during both the construction phase (Section 6.3.3 EEE) and operation phase (Section 6.4.3 EEE) of the proposed bypass. With the implementation of mitigation measures during construction (including amongst others, daily equipment inspections, reporting and clean-up of spills, and the use of clean materials in construction) the residual effect will be insignificant. With the implementation of mitigation measures during operations (including, amongst others, maintaining equipment in good working order and spill reporting and clean-up) the residual effects will also be insignificant.
Noise
The following is in response to a comment submitted by Pierre-Luc Bureau. Services and volume capacity of the Lac-Megantic Bypass are expected to remain materially similar to current operations (although it should be noted this may change in the future based on shippers’ needs). Currently, there are between two and four through freight trains each day and one local service train. Appendix 3-6 – Noise and Vibration Assessment, Appendix 5-1 – Construction Noise Monitoring Plan and Appendix 5-2 Construction Vibration Monitoring and Building Survey Plan demonstrate there were a few residences that would see noise increases (without mitigation) above accepted thresholds. Anti-noise barriers comprised of anti-noise walls and earth berms will be constructed at specific locations to keep the noise increase experienced at these properties within accepted limits. Tables 6-8 and 6-20 of Appendix 3-1 – Environmental Effects Evaluation provide a noise and vibration effect assessment of the construction and operation phases of the project, and present recommended mitigation measures for each potential effect as well as the classification and significance rating of the residual effect. The implementation of recommended mitigation measures for the construction and operation phases of the

Project is expected to render the residual effects on noise and vibration insignificant.
Water Direction
The following is in response to comments submitted by Georgette Lavoie Louise. As can be seen on the Plan and Profile drawings (as well as the Cross-Section drawings) included in Appendix 2-2, any water which enters the new right-of-way will be collected in ditches which run parallel to the tracks and directed to receiving waterbodies. These receiving waterbodies include the Chaudière River and the tributary streams which flow into the river and Lac Megantic.
Property Value
The following is in response to a comment submitted by Pierre-Luc Bureau. The question of property value was raised during Transport Canada's Fall 2024 public consultation, and Transport Canada responded as follows, as detailed in Section C-7 of Appendix 4-2 – Stakeholder Engagement Report: If a property owner believes that damage resulting in a permanent depreciation of the value of their residence is directly related to the construction or operation of the bypass, despite the mitigation measures implemented by Transport Canada, it would be the owner's responsibility to provide evidence demonstrating the impacts of the bypass on their residence to Transport Canada. In the event that these losses are deemed valid, Transport Canada would engage in dialogue with the owner to analyze the situation, precisely identify the source of the issues raised, and, if necessary, determine the measures required to address them. Given the unique nature of this project, which is a federal initiative and a funding priority of the Government of Canada, and given CPKC is only serving as the railway applicant for the purpose of this project, this is a commitment of Transport Canada that is not related to the Applicant.
Mental Health
The following is in response to a comment submitted by Pierre-Luc Bureau. The health, including the mental health, of people living in the region is assessed in section 6.4.13 on Appendix 3-1 – Environmental Effects Evaluation. The potential for the Project to affect the psychological health of the population located close to the new railway could be associated with a possible decrease in sense of safety and an increase in stress for those nearby and/or affected by the Project. The presence of tracks, related infrastructure, and train circulation could cause concern and stress to some residents, and some people, notably those opposed to the Project, could take time to adapt to it. Concurrently, the Project has the potential to result in positive psychological aspects for other residents, including an increased sense of safety, as the trains will avoid the densely populated downtown area of Lac-Megantic.