RAIL & POWERLINE

TENAS PROJECT

Train

- 116 car unit trains with 2 to 3 locomotioves.
- Rail Loop is designed to accommodate trains of this length, while keeping the main line clear of Project trains.
- Average rail car capacity is 108 tonnes.
- 62 and 66 trains per year or 1.20 to 1.25 trains per week.
  - Based on train capacity estimates, and proposed mine production rate.

Train Loading

- Area for loading will be on a straight section of the Rail Loop to allow truck, and loader operations.
- Processed coal is loaded onto trains by front end loader.
- A chemical agent is applied to the top of rail cars to manage dust before the train departs for Prince Rupert.
- A chemical agent will be added to rail cars prior to loading in winter to assist with unloading coal cars at Prince Rupert.
- Rail cars are loaded and weighed prior to leaving.
- Water from the loading area is collected and sediments are settled before the water is released from the Rail Infrastructure Sedimentation Pond to the Bulkley River.

Rail Infrastructure Specifications

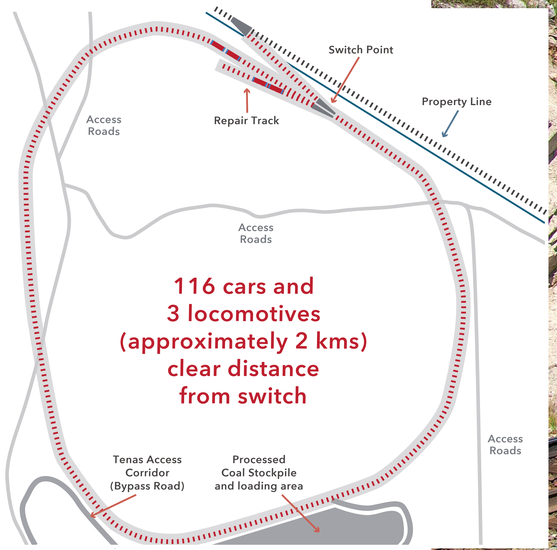
- Maximum Curve of 8%.
- Maximum Grade of 0.3%.
- Dedicated signals on the CN main line to enable more efficient main track operation.
- Repair track for storing cars that are not in working order.
- Length of Rail Infrastructure sufficient to allow rail car loading while keeping the main rail line free of rail cars.

Processed Coal Transport

- Transporting processed coal from the Project to the port requires both road and rail transport.
  - Processed coal is moved by truck from the Coal Processing Plant via the Tenas Access Corridor to Rail Infrastructure.
  - At Rail Infrastructure, processed coal will be loaded onto rail cars for the journey to Ridley Terminals in Prince Rupert.

Powerline/Transmission Line

- A 3.6-kilometre 25 kilovolt (kV) powerline is connected to the existing BC Hydro 25 kV distribution system located to the North of the Tenas Open Pit on the East side of the Goathorn Creek Valley.
- Powerline follows existing Telkwa Mining private road and spans across the Goathorn Creek, heading west to the top of the the Goathorn valley and then south to the Project's Mine Infrastructure Complex.
- At Rail Infrastrucutre, a 25 kV powerline will be extended from the existing BC Hydro 25 kV powerline distribution system.
- All Project powerlines follow BC Hydro standards for spans, pole configurations, wire types, guide wires, and pole materials.
- 67 power pole structures.
- Coal Processing Plant and associated buildings (eg: Maintenance Facility) require a maximum load of 4,000 kilovolt-amps, well within both the Project powerline's design capacity and the existing BC Hydro 25 kV network.
- Periodic monitoring of the power poles will be conducted and maintenance activities carried out as required.




Front End Loader Loading Processed Coal


Power / Transmission Line and Road

There will be approximately one train per week

TELKWA MINING LIMITED