

Feb. 12th, 2025

ISLAND RAIL CORP.

EXECUTIVE SUMMARY

A PATH FORWARD IN SUPPORT OF FOURTEEN FIRST NATIONS

Since the inception of the Island Corridor Foundation (ICF) they stated:

The Island Corridor Foundation (ICF) is a federally registered charity established for the purposes of owning and managing the former E&N Corridor on Vancouver Island. The foundation recognizes the importance of this corridor as a link that connects communities economically, socially, and spiritually, today, and for all time. In short, it connects the places we live, work, learn and play.

The foundation represents First Nations and Local Governments adjacent to the corridor. ICF has been working diligently to secure a stable and prosperous future for the Island Corridor for the benefit of all Vancouver Island Residents”

Dr. Judith Sayers and Jack Peake need to be acknowledged for their leadership and vision for having founded the Island Corridor Foundation. Now is the time to transition the ICF from a non-profit to for profit corporation via Island Rail Corp., while meeting the needs of the Indigenous Communities on whose land rail was placed without consent.

Island Rail Corp. is privately held and was incorporated after detailed due diligence to consider the financial and socio-economic benefits in working with all fourteen Indigenous Communities on whose land the E&N Railway was placed without consent.

The conclusion of the Founders of Island Rail Corp, (IRC) was to request the support of all fourteen Indigenous Communities to Partner with IRC as the fifty-one percent joint venture partner of the corridor lands and to recognize the IRC Founders as the Operating Partner (OP) with forty-nine percent ownership of a contemporary railway.

The vision of IRC is to build, own and operate the future of transportation for the next 7-Generations, one that meets with the needs of all the Peoples of Vancouver Island and within the context of UNDRIP.

To achieve this objective the clear path forward will be the execution of Section VI of the ICF s – Letter Patent, which states:

It is specifically provided that in the event of liquidation or winding up of the Corporation, the assets of the Corporation, after payment of all liabilities, shall be distributed to one or more

qualified donees as defined in the Income Tax Act, having the capacity to administer the assets of the Corporation and for purposes as close as possible to the Corporation, or to the Crown in Right of British Columbia and/or Local Governments and/or First Nations Governments if the transfer can be effected on terms which will, in the reasonable opinion of the Directors, result in the accomplishment of the objects of the Corporation. The recipients shall be chosen by resolution of two-thirds of the Directors of the Corporation and ratified by a vote of two-thirds of the Members at a General Meeting of the Members.”

The above measure will result in an historical wrong being righted and providing fourteen Indigenous Communities with the opportunity to own and operate Vancouver Island’s largest socio-economic and environmentally safe intermodal transportation infrastructure and related enterprises.

The projected capital costs for rebuilding Vancouver Island s railway will be \$1.7 Billion Dollars, while creating thousands of direct and indirect jobs. The final costs will be bases on a detailed Triple Bottom Line Business Plan with funding coming from a range of corporate investment, Canadian Infrastructure Capital, projected cashflows from cargo, passenger and tourism rail and conventional debit financing.

IRC can confirm projected revenues for the first full year of operation at \$530,000,000 dollars, NET before interest and tax.

IRC confirms a five percent surcharge on all cargo has been established within our business model that will reflect a projected annuity during the first full year of operation of \$30,000,000 dollars, to be shared by those Indigenous Communities on whose land the current rail line runs through. It needs to be noted that as additional rail corridor is expanded to Lake Cowichan and North to Campbell River, revenue sharing will occur amongst the Indigenous Communities on which rail is operating. The annuity will grow year-to-year in perpetuity.

IRC will be incorporating Hydrogen powered passenger/tourism rail; Green Diesel power; and the opportunity to integrate a solar powered rail grid for the generation of GREEN Power. As such IRC railway will qualify for Carbon Credits and become noted as a Global Leader in rail infrastructure.

Alstom s Hydrogen Powered Railway – Quebec City



Solar Panels Between Tracks – CLEAN-TEC & PROFITABLE

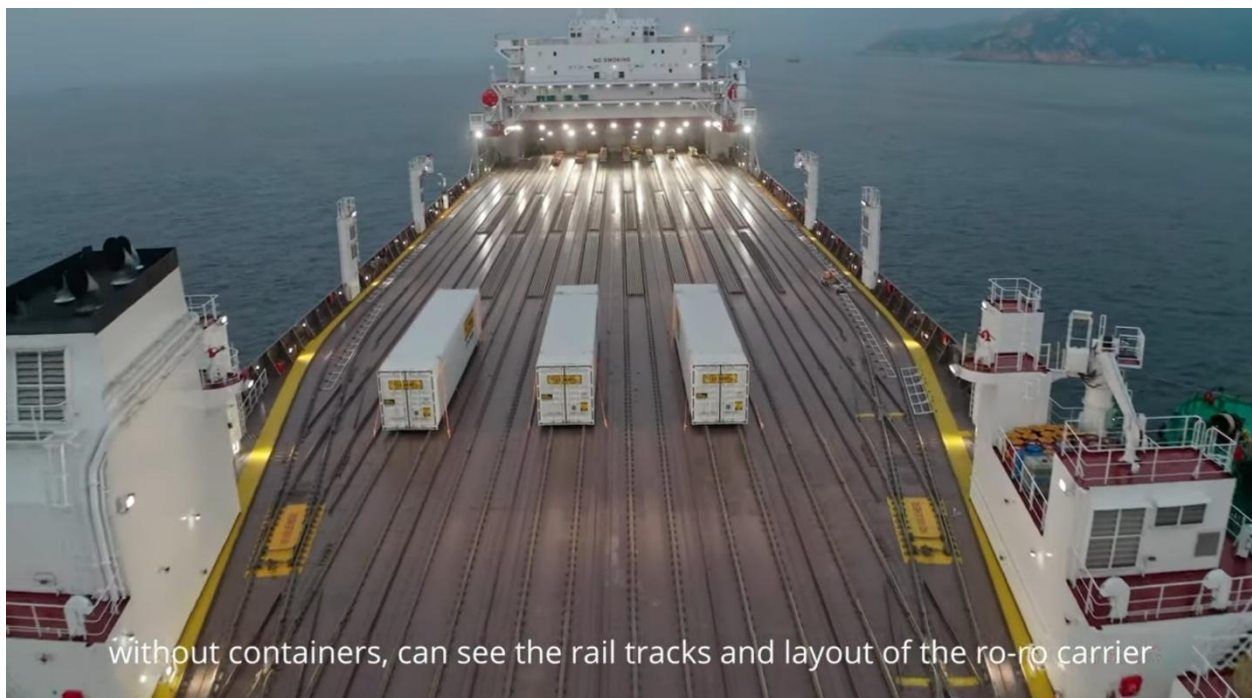


Island Rail Corp. s project to rebuild Vancouver Island s railway end-to-end will create a diverse range of needs, supplies and trained skilled sets. These include fourteen million tonnes of 1.25” crushed rock; 470,000 railway ties; all new 136 lb. rail (currently 85 lb. rail); transload facilities; state-of-the-art marine operations complete with custom rail barges and/or self-propelled vessels to move IRC cargos via its Iron Hwy between Port-to-Port-to-Port.





Wester Marine Express – Teak Spiller/Owner & Strategic Partner in IRC will be overseeing the Marine Operations of related cargo movements.



without containers, can see the rail tracks and layout of the ro-ro carrier

Island Rail Corp. has over twenty-five stakeholders that make up our international consortium of companies looking to support and benefit from this mega project.

The BC Government's Ministry of Transportation set aside eighteen million dollars to assist the ICF in defining a Path Forward. They turned it down, which led to five Regional Governments creating five independent studies on the future of the rail corridor. Studies we understand won't be presented until sometime in 2025, and studies that will not have looked at the overall benefits of the rail corridor meeting the needs of all fourteen First Nation communities, nor the full potential of what contemporary rail has to offer the people of Vancouver Island and Canada.

Overview & Summary:

Since the incorporation of the E&N Railway in 1883 by Dunsmuir the Indigenous Peoples of Vancouver Island, on whose land the railway was placed without consent, have yet to receive any direct benefit.

Since the incorporation of the Island Corridor Foundation, whose mandate was to preserve the rail corridor for the future of rail, no direct benefits have been received by the Indigenous communities, nor its Regional Partners within the ICF.

Island Rail Corp. has identified a Path Forward that rights a wrong, one that places fourteen Indigenous communities in control of the ICF corridor lands/assets and continued benefits for the next 7-Generations and beyond.

For the Founding Partners in Island Rail Corp., we bring the expertise and have identified the capital to completely rebuild the rail corridor, one that benefits all the peoples of Vancouver Island & Canada.

For all fourteen Indigenous communities, a range of business opportunities that will encompass commercial, industrial, residential, recreational, and institutional opportunities that will contribute to the sustainable futures we all strive for.

Island Rail Corp. is seeking the support and participation of all fourteen First Nation communities in expressing their willingness to Partner with us in achieving the benefits the proposed Path Forward has to offer. With your support and leadership, a Joint Venture Partnership of the ICF rail corridor and related assets and our expertise will ensure its success and all that it can become.

We will welcome meeting formally with all stakeholders to present a detailed outline of our company and its vision that embodies the aspirations of all First Nations on whose land rail was placed without consent.



Island Rail Corp. has presented the Path Forward. We are requesting the favorable consideration of the First Nations communities to provide the Leadership needed to ensure your futures, those of your community members, and those of Vancouver Island and Canada can be realized with contemporary rail being re-established on Vancouver Island. The next 7-Generations are dependent on this.

Huy ch q u

David Hayden

Mr. Dave Hayden, P. Eng. MBA

President/CEO