March 11, 2025

Director, Environmental Approvals Branch Manitoba Environment and Climate 14 Fultz Blvd Winnipeg, Manitoba R3Y 0L6

Subject: Notice of Alteration (Environmental Effects Altered)

Dear Director:

New Flyer Industries Canada ULC is requesting an alteration to the existing Environment Act Licence 2528 E RR to permit the final assembly of buses for Canadian contracts at a leased warehouse space at 630 Kernaghan Avenue, Winnipeg, MB. The final assembly processes conducted at this location will include the installation of engine and drive train components, interior finish items such as seats and interior lighting. The project will include an 80 foot long paint booth incorporated into the process to facilitate finish painting of 60 foot articulated buses that cannot be painted in the existing paint booths in the Main Plant at 711 Kernaghan.

The Canadian Full Build operation will support the completion of diesel, electric and hydrogen fuel cell vehicles that are currently in demand. To support these different vehicle configurations, fueling/charging stations will be incorporated into the operations at 630 Kernaghan. The diesel vehicles will be fueled from a 3500 liter above ground diesel fuel storage tank and pump. The electric vehicles will be supported by several different types of chargers that are required to commission the buses to ensure they are compatible with the various charging infrastructure currently in use across Canada. The hydrogen fueling station has a fixed location that is supported by portable fuel tankers that are delivered by overland transport.

The painting operations are required to support the Customer Acceptance and Delivery (CAD) component of our process and represent a minor increase in the total paint usage associated with our Manufacturing Operations. The facility at 630 Kernaghan is a minimum of 450 meters from the closest residential receptor as compared to the 50 meters at the 711 Kernaghan facility. Based on the physical distance alone, the probability of odour impacts from the new paint booth on the surrounding residential communities is extremely low.

The project timeline requires the installation and commissioning of the paint booth to begin in June/July of 2025 to support the facility beginning production in

October/November of 2025. The anticipated weekly production rate in the Canadian Full Build facility is targeted for 4 vehicles per week through 2026 and based on market demand, it could increase to rates as high as 8 vehicles per week in future years. The main production facility normally operates at a rate of 20 vehicles per week with all these vehicles currently being transported to our Crookston, Minnesota facility for final build. The vehicles being finished in the Canadian Full Build process will come from the current weekly production at the main plant and do not represent an increased total vehicle production rate.

The details of this project have been discussed with the members of the New Flyer Community Liaison Committee (CLC) during the June 26, 2024 and November 26, 2024 meetings.

If you have any questions or require further information, please contact me.

Sincerely,

Eric St. Pierre EHS Manager Eric_St.Pierre@newflyer.com New Flyer Industries Canada ULC

- Encl: Notice of Alteration Form and Supporting Documents
- Cc: Randi Kozak, Senior Manager SEC Kent Davis, Director SEC

Notice of Alteration Form



File No. :	Enviro	onment Act Licence No. : 2528 E RR
Legal name of the Licencee: New	Flyer Industrie	es Canada ULC
Name of the development: Cana	dian Full Bu	ıs Build
Category and Type of development p	er Classes of D	Development Regulation:
Manufacturing		Manufacturing and industrial plants
Licencee Contact Person: Eric St.	Pierre	
Mailing address of the Licencee: 71	1 Kernaghan	Avenue
City: Winnipeg Phone Number: (204) 792-1619 F	Provin ^F ax:	ice: Manitoba Postal Code: R2C 3T4 Email: eric_st.pierre@newflyer.com
Name of proponent contact person f None	for purposes of	the environmental assessment (e.g. consultant):
Phone:	Mailin	ig address:
Fax:		
Email address:		
Short Description of Alteration (max	90 characters):
Expanding operations to support a	a full Canadiar	າ Bus Build.
Alteration fee attached: Yes: 🗸	No:	
lf No, please explain:		
Date: 2025-01-14	Signature:	
	Printed name:	Eric St. Pierre, EHS Manager
A complete Notice of Alteration (No consists of the following componen Cover letter Notice of Alteration Form 1 hard copy and 1 electronic detailed report (see "Informa Alteration to Developments with Environment Act Licence \$500 Application fee, if app payable to the Minister of Fi	oA) hts: copy of the N tion Bulletin - es") blicable (Cheq nance)	Submit the complete NoA to: Director, Environmental Approvals Branch Manitoba Environment and Climate 14 Fultz Blvd Winnipeg, Manitoba R3Y 0L6 EABDirector@gov.mb.ca For more information: Phone: (204) 945-8321 Fax: (204) 945-5229 https://www.gov.mb.ca/sd/ permits_licenses_approvals/eal/licence/index.html
Note: Per Section 14(3) of the E submission of an Environment A Proposal Report Guidelines")	Act Proposal F	orm (see "Information Bulletin – Environment Act

March 11, 2025

Director, Environmental Approvals Branch Manitoba Environment and Climate 14 Fultz Blvd Winnipeg, Manitoba R3Y 0L6

Subject: Notice of Alteration (Environmental Effects Altered)

Project Summary

New Flyer Industries Canada ULC is requesting an alteration to the existing Environment Act Licence 2528 E RR to permit the final assembly of buses for Canadian contracts at a 60,000 square foot leased warehouse space at 630 Kernaghan Avenue, Winnipeg, MB. The final assembly processes conducted at this location will include the installation of engine and drive train components, interior finish items such as seats and interior lighting. The project will include an 80 foot long paint booth incorporated into the process to facilitate finish painting of 60 foot articulated buses that cannot be painted in the existing paint booths in the Main Plant at 711 Kernaghan.

The Canadian Full Build operation will support the completion of diesel, electric and hydrogen fuel cell vehicles that are currently in demand. To support these different vehicle configurations, fueling/charging stations will be incorporated into the operations at 630 Kernaghan.

Production Rates

The main production facility at 711 Kernaghan Avenue (Building 1 - B1) is currently operating at a line rate of 16 buses per week and that is scheduled to increase to 20 buses per week over the duration of 2025. A production rate of 20 buses per week optimizes our efficiency while also satisfying market demand. The buses that will be finished at the 630 Kernaghan facility (Building 2 - B2) come from our total production rate and do not represent an increase in the total number of vehicles produced. The buses that will be finished at B2 are simply diverted from the stream of buses that are normally routed to our Crookston, Minnesota facility.

Beginning in October 2025 the planned production rate for the B2 facility will be 2 buses per week, ramping up to 4 buses per week at the beginning of 2026. Based on the current Canadian Market demand it is projected that the production rate at B2 could increase to a maximum of 10 buses per week over the duration of the project. In 2025 and 2026 the majority of the vehicles being produced will be electric buses with some diesel vehicles being required to support the current demand from the Canadian market. Over the course of 2026 the facility will prepare for the production of hydrogen fuel cell vehicles with commissioning currently scheduled for late 2026.

The following sections provide additional technical details for the project parameters.

Paint Booth Specifications

The painting operations are required to support the Customer Acceptance and Delivery (CAD) component of our process and represent a minor increase in the total paint usage associated with our Manufacturing Operations. The painting operations at B2 represent the finish painting required to repair any damage incurred during vehicle commissioning and to prepare the vehicles for final acceptance prior to delivery to our customers.

The paint booth that will be constructed at B2 will be 80 feet in length to accommodate 60 foot articulate buses. The paint booths at B1 can only accommodate a 40 foot bus. The details of the paint booth specifications are included in Appendix A. Appendix B provides a Site Layout drawing that shows the relative positions of the paint booth and other equipment required as part of the Canadian Bus Build operations.

We will be using the same paint system that is described in our Environment Act Licence 2528 E RR. Our painting processes require 2 finish painters working simultaneously to meet the cure time requirements of our finish paint system. The application rate in the paint booth at B2 will be exactly the same as in any individual paint booth operating at B1. The high-volume low pressure (HVLP) paint guns are calibrated on a daily basis to ensure consistent application rates which support our first time quality objectives.

The B1 location has a total of 6 liquid paint booths that are used to paint 3 to 4 buses per day for a total of up to 24 paint cycles per day. By comparison, it is anticipated that the paint booth at B2 will complete 2 to 3 paint cycles per week during the first year of production and increase to a maximum of 10 cycles per week (2 per day) in subsequent years. Based upon the line rates and painting requirements at B2 it can be conservatively estimated that the maximum VOC emissions from the painting processes at B2 will be <10% of the emissions from the existing B1 facility.

The paint booth will have four exhaust stacks with each stack exhausting 20,000 cubic feet per minute (cfm) for a total flow rate of 80,000 cfm. This large volume of air is required to support laminar air flow inside of the paint booth which further supports our

first time quality objectives. The increased volumetric air flow will also reduce the volatile organic compound (VOC) concentration within the exhaust plume. Based on the current exhaust rate of 40,000 cfm in the paint booths at B1, it is anticipated that the exhaust plume VOC concentration at B2 will be approximately 50% of the concentration.

The exhaust stacks will extend 20 feet above the building roof for a total exhaust height of 46 feet. The spiral steel exhaust stacks will be 42 inches in diameter and will be supported by guy wires anchored to the building roof. The structural design of the B2 building will not permit the use of higher exhaust stacks without significant structural modifications to the building.

While the total VOC emission rate from the paint booth at B2 will be the same as each individual paint booth at B1, it is important to note that increased volumetric flow rate and the physical separation distance from the exhaust stacks to the residential receptors is considerably different. The B2 paint booth exhaust stacks are approximately 450 meters from the closest residential receptor as compared to the 50 meters at the B1 facility. Based on the physical distance alone, the probability of odour impacts from the new paint booth on the surrounding residential communities is extremely low. An aerial view of the B1 and B2 facilities in relation to the surrounding residential community is included in Appendix C.

The fans used in the paint booth generate sound pressure levels of 82 dBA and are not anticipated to have any appreciable impact on the surrounding community.

Electric Vehicle Charging Stations

The electric vehicles will be supported by several different types of chargers that are required to commission the buses to ensure they are compatible with the various charging infrastructure currently in use across Canada. There will be a combination of indoor and outdoor chargers. The chargers are all designed for commercial use in public spaces and meet the applicable Electrical Code requirements. New Flyer has an internal Infrastructure Solutions groups that works with local Utilities to ensure the safe installation and operation of this equipment. The location of the electric bus chargers is included in the Site Layout drawing contained in Appendix B. We do not believe this equipment is within the scope of our Environment Act Licence, but if you require any additional information, we can supply the necessary technical data.

Hydrogen Fueling Station

The hydrogen fueling station has a fixed location that is supported by portable fuel tankers that are delivered by overland transport. DGH Engineering will be working with the manufacturer of the HySpenser 1 fueling station to ensure compliance with all regulatory requirements. The fueling station will be equipped with flame and gas sensors which are integrated with fuel shut off controls. The hydrogen used in the fueling process will be supplied by 2 portable fuel tankers that are Transport Canada and US Department of Transportation (DOT) licensed. The tanker trucks are protected by bollards and the fueling station is enclosed by chain link fencing and remains closed and locked when the station is not actively fueling a vehicle. The Site Layout drawing supplied in Appendix B shows the location of the hydrogen fueling station. The specifications for the HySpenser 1 fueling station are provided in Appendix D.

Diesel Fueling Station

The diesel vehicles will be fueled from a 3500 liter above ground diesel fuel storage tank (AST) and pump. Because the AST is <5000 liters in capacity it will be registered with Manitoba Environment and Climate under the requirements of the The Dangerous Goods Handling and Transportation Act M.R. 98/2018. The required support pad and spill containment measures are incorporated into the design of the diesel fueling station. The Site Layout drawing supplied in Appendix B shows the location of the diesel fueling station.

Water Test Station

Completed buses are subjected to water testing to check for potential leaks prior to shipping to our customers. The water testing system is designed to reproduce a heavy rainfall event with a 30-minute duration. A water capture and recycle system will be used to minimize water use. An above ground tank with an approximate capacity of 5,000 gallons will be used to supply the required volume of water. Discussions have already been conducted with City of Winnipeg Water and Waste personnel and it has been indicated that no additional licensing is required for this system.

Equipment Decommissioning

To support the bus commissioning processes being incorporated into B1, it is necessary to remove one of the Undercoating Booths that apply the waterborne anti-chip and sound proofing product that is applied to the underside of the bus. The north Undercoating Booth has not been in use since we moved to a single line production process in 2014. This booth will be dismantled and removed from the facility to support the new Canadian Full Build production stations in B1. The south Undercoating Booth will remain in service.

Site Security and Control Measures

New Flyer has contracted Jensen Hughes Engineering to assess the current fire suppression equipment and the necessary system upgrades required to support electric and hydrogen vehicle production and commissioning at the B1 and B2 facilities. New Flyer is also engaged in discussions with the City of Winnipeg Fire and Paramedic Services to ensure a comprehensive control and emergency response plan in the event of an incident at either of these facilities. While the fire suppression and detection equipment will be compliant with the Manitoba Fire Code, the system is being designed to be compliant with US National Fire Protection Association (NFPA) standards because these represent current best practices as indicated and requested by our Insurance Broker.

The interior spaces of the B1 and B2 facilities will be equipped with optical fire sensors and hydrogen gas detectors to provide early warning in the event of a leak from the hydrogen fuel cells installed on the buses. If a hydrogen gas leak is detected an auxiliary ventilation system is actuated to maintain gas concentrations below the lower explosive limit (LEL).

A camera system will be deployed to provide 24-hour monitoring of the interior and exterior spaces at B2. This system will be monitored by the Security personnel that are stationed at the B1 site, 24 hour per day, 7 days a week, 365 days per year.

Project Timeline

The project timeline requires the installation and commissioning of the paint booth to begin in June/July of 2025 to support the facility beginning production in October/November of 2025. Electric vehicle chargers and the diesel fueling station will

follow the same timeline to coincide with the summer construction season. A copy of the lease agreement for 630 Kernaghan Avenue is included in Appendix E.

The hydrogen fueling station installation is scheduled to begin in the spring of 2026.

Consultations with Community Liaison Committee

The details of this project have been discussed with the members of the New Flyer Community Liaison Committee (CLC) during the June 26, 2024 and November 26, 2024 meetings. The residents inquired about the volume of painting that would be conducted at the new location and they understand that the separation distance between the new paint booth and the residential community greatly minimizes the chance of odour impacts.

If you have any questions or require further information, please contact me.

Sincerely,

Eric St. Pierre EHS Manager Eric_St.Pierre@newflyer.com New Flyer Industries Canada ULC Encl: Notice of Alteration Form and Supporting Documents Cc: Randi Kozak, Sr. Manager SEC, Kent Davis, Director SEC

Appendix A

Paint Booth Specifications

Nothart Finishing Equipment Breakdown

(1) Paint Booth		
Туре	Indoor	ETL Listed
Paint Booth Air Flow Style	Full Down draft	
- Interior Width	20	Feet
- Working Length	80	Feet
- Interior Height	20	Feet
- Overall Width	28'-4"	Feet
- Overall Length	80'-4"	Feet
- Overall Height	24'	Feet
(2) Entry/Exit Doors		
- Width	14	Feet
- Height	18	Feet
- Quantity	2	EA
(3) Personnel Door	•	
- Width	3	Feet
- Height	7	Feet
- Number	6	EA
(4) Construction	•	
- Cabin Material	18GA Galvanized	
lateries Finish	White Strippable booth	
- Interior Finish	coating	
- Exterior Finish	Galvanized steel	
(5) Air Flow - Exhaust	•	
- Туре	Tube Axial	
- Number of Exhaust	4	Unit
Height	20'	
	7.5	HP
- Fan Capacity	20,000	CFM unit
	80,000	CFM Total
(6) Air Flow - Supply	•	
- Туре	Heated AMU	
- Number of MUAs	2	
	40,000	CFM/Unit
Constant Supply Air Volume	80,000	CFM Total
	· · · · ·	
(7) Heating		
- Type	Direct Fired Gas	
- Number of MUAs	2	
DTU		
BIUS	9.68 million	
	110 Degrees Temp Rise	
Heating Capacity	170F	
(8) Filter		
- Type(for Heaters)	Merv 8	

-	KochFilter Diffusion Panel	
- Type(for Booth Ceiling)	(wire supported)	
- Type(for Booth Exhaust)	Paint pockets roll media	
(9) Lighting		
- Sidewall & Gable	64	EA
	115-277V	V
	16,060	Lumens
	LED	True LED
		ETL Listed
(10) 3-Axis Personnel Lifts - Quant	tity 2	
Туре	LDPI	
Guard Rail Height	Will be Retro fitted	
(12) Exhaust Duct		
- Duct Diameter	42	Inch
- Туре	Spiral	Stacked
- Gauge	20	Gauge
(13) Heater Duct		
- Duct Diameter	72" x 132"	Inch
- Туре	Galvanized metal	
- Gauge	20	Gauge

(14) Preb Bay		
Туре	Draped curtain style	
Paint Prep Air Flow Style	Manual dust collection	
- Interior Width	35	Feet
- Working Depth	100	Feet
- Interior Height	24	Feet
- Overall Width		Feet
- Overall Length		Feet
- Overall Height		Feet
(15) Industrial Curtain Walls	S	
- Length	100	Feet
- Height	24	Feet
- Color	White Vinyl	Top/Middle/Bottom
(16) Construction		
- Cabin Material	Roof Hanging	
- Interior Finish	Roof Hanging	
- Exterior Finish	Roof Hanging	
(17) Air Flow - Exhaust		
- Туре	Dust Collector	
- Number of Exhaust	1	Unit
Fon Consoity	TBD	CFM/Unit
- Fan Capacity	TBD	CFM Total

(18) Paint Mixing Room	าร	
- Туре	Indoor	
Air Flow Style	Corner to Corner	
- Interior Width	9	Feet
- Working Depth	15	Feet
- Interior Height	8	Feet
- Overall Width	9'-4"	Feet
- Overall Length	15'-4"	Feet
- Overall Height	8'-2"	Feet
(19) Personnel Door		
- Width	36	Inch
- Height	84	Inch
- Number	1	EA
(20) Construction		
- Cabin Material	18 GA Galvanized steel	
- Interior Finish	White Powder Coat	
- Exterior Finish	White Powder Coat	
(21) Air Flow - Exhaust		
- Туре	10" Direct Drive	
- Number of Exhaust	1	Unit
Ean Canacity	1,217	CFM/Unit
- Tan Capacity	1,217	CFM Total
(22) Exhaust Duct		
- Duct Diameter	20	Inch
- Туре	Vertical external corner	
- Gauge	-	Gauge
(23) Exclusions		

Appendix B

Site Layout Drawing

630 Kernaghan Avenue





	OTHER TEN	IEMENS 150KW CHAF	OTHER TEN	FORKLIFT ARE DWAY	TOTAL	CAD	QA FINAL	INSTALLS	WATER TEST BAY	POST ROAD TEST	PRE-ROAD TEST	ALIGNMENT STATION	DECALS	PAINT BOOTH	PAINT PREP	COMMISSIONING	STATION
	VANT YARD	RGER	ANT YARD		160.767	10.5	40	21.76	6		37.26	1		32		34	STANDARD HOURS
													TOTAL	DIRECT	SALARY	INDIRECT	EN
-))				A TENA								-	56	26	18	12	LABOR COUNT
													60	26	20	14	LABOR COUNT AS PER SEATS

Appendix C

Aerial View of B1 and B2

In Relation to the Residential Community



Appendix D

Hydrogen Fueling Station Specifications

compressers

HySpenser 1

"The hydrogen world needs starter kits..."



The HySpenser-1 is an innovative filling solution for all fuel cell-based vehicles. Combining a compact, high-capacity compressor with a 350bar dispenser on to a portable skid, makes the Hyspenser-1 the perfect temporary or semi-permanent filling station for most applications. As an easy to install solution, customers can easily deploy the Hyspenser-1 with minimal permitting and infrastructure. The HySpenser-1 can be used as stand-alone solution or integrated with a ground or mobile bulk hydrogen storage system for faster filling. HySpenser provides inter-stage cooling which may eliminate the need for an external chiller and integrates with H2 Compressor's line of safety products for NFPA compliance.





Buses • Medium/Heavy Duty Trucks • Forklifts • Port Vehicles • Maritime Vessels

Systems for Sale or Lease

	proce	rc
COIL	ipress	15

HySpenser 1

Compressor Manufacturer:	H2 Compressors	Dispenser Performance Spec	ificati
Aodel:	Hyspenser-1	Elem Data (Canadita)	1-2k
T	4-Stage, 5-Cylinder Radial	Flow Rate (Capacity):	stora
ompressor Type:	Reciprocating	Discharge Standards	J260
rea Classification:	NFPA 70 Class 1, Division 2, Groups B	Optional Wireless Accessorie	s
Compressor Performance Sp	ecifications	Emergency Shutdown System Infrared Flame Detection Syste Gas Detection System	(ESD) em
Flow Rate (Capacity):	30 SCFM @ 150 PSIG [10.3 Bar] Inlet Pressure	Control and Safety Features	
Maximum Discharge Pressure:	6500 PSI [448.2 Bar]	control and Safety Features	PLC
Suction PressureRange:	75-150 PSIG [5.1-10.3 Bar]	Control System:	Resi
Electrical Requirements	1	Telemetry System (std):	Real A lar
Power Supply:	480VAC, Three-phase, 60A, 60Hz	SCADA Abilities	TCP
Drive Motor Power:	25HP [18.65kW]	Serior romas	Sate
Standby Power Veight and Dimensions	106"W x 92"D" x 106"H" (265cm x	Temperature Monitoring Lower and Upper Oil Tempera Minimum: 60 Deg. F., Maxim Cylinder 5 Head Temperature	ature um: 16:
Dimensions (D x W x H):	230cm x 265cm)	Pressure Monitoring	
Weight:	3000 lbs. (1,364 kg)	Lower and Upper Oil Pressure	•
avinen mental Conditions		Discharge Pressure	
Ambient Temperature Range:	40 - 114°F [4.5 - 45.5°C]	Warranty and Maintenance	
Altitude:	10.000' (3.080meters)	Standard	1 ye
Noise Level:	60dB at 3' (1 meter)	Extended Warranty Available	Yes
		Optional Maintenance Program	Yes
Compliance and Certification	ns		
Compliance:	UL Certification, NEMA, NFPA2		
Dispenser Features			
Mass Flow Meter	Rheoniks model: RHM10 (±1%)		

Wireless, cellular

Flow Rate (Capacity):	1-2kgs/min avg, depending upon H2 storage selection and cylinder type				
Discharge Standards	J2601				
Optional Wireless Accessor	ries				
Emergency Shutdown Syste	em (ESD) modules				
Infrared Flame Detection Sy	stem				
Gas Detection System					
	2				
Control and Safety Featur	es				
Control System:	PLC (Logic: IEC 61131-3), HMI (7.0"				
Control System:	Resistive Touchscreen)				
	Realtime Status, Remote Configuration				
Telemetry System (std):	Alarms				
noerdeen	TCP/IP Modbus, Cellular LTE,				
SCADA Abilities	Satellite (Optional)				
Compressor Monitoring (real	time and data logged)				
Temperature Monitoring					
Lower and Upper Oil Temp	erature				
Minimum: 60 Deg. F., Max	imum: 165 Deg. F. (Field Adjustable)				
Cylinder 5 Head Temperatur	re				
Pressure Monitoring					
Lower and Upper Oil Press	ure				
Inlet Pressure					
Discharge Pressure					
Warranty and Maintenan	10				
Standard	1 year				
Extended Wementy Aveilable	Nes				

H2 Compressors LLC may be a new company, but its team has over 100 years of experience in compressors and hydrogen. Combined, Η2 Compressors intends to become a leader in providing hydrogen specific compressors with its innovative designs and features while focusing on what the market needs: low cost, short lead times, and topnotch customer support. As true hydrogen enabler, H2 Compressors also integrates a line of hydrogen safety equipment that wirelessly integrate into the HySpenser-1 for NFPA compliance; we truly want to make it easy on the customer to adopt hydrogen as the fuel of the future.

Communications

As part of the H2 Strategics LLC family, H2 Compressors plays a key part in our mission to provide hydrogen enabling products and services. Our sister companies include: GTL Leasing LLC and NorAm Cylinders LLC. Call us to see how we can assist in advancing your hydrogen projects.

