

## Overview

Between December 2, 2020 and January 15, 2021, CP launched a first round of public engagement regarding the proposed CP Logistics Park: Vancouver. The purpose of the engagement was to introduce the project concept to the Pitt Meadows community to address questions and collect feedback on potential project mitigations, project benefits, and valued components which will inform CP's application to the Canada Transportation Agency (CTA).

Engagement included:

- Notification and early consultation with key stakeholders
- Three virtual open houses with 255 attendees
- Two meetings with the Council of Pitt Meadows; and
- 29 meetings with neighbours and other stakeholders

During the consultation period, CP shared information about the proposed Project, including a Discussion Guide, Draft Project Description, Environmental Effects Evaluation Scoping Document and Comparative Site Evaluation.

This Consideration Memo was developed to outline CP's consideration of input from this consultation period. This document should be read with reference to the *Community Consultation – Round 1 Summary Report*, available at [cplogisticspark.ca](http://cplogisticspark.ca).

In order to help organize the document, the table below has been divided into the following categories:

- Agricultural land
- Air quality
- Communication and community consultation and review process
- Environment
- Light, noise, vibration
- Project benefits
- Project components
- Purpose, need and location
- Safety
- Transportation and train traffic

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## Public consultation – next steps

CP will continue to consider feedback received throughout the public consultation process. Our plan is to hold three rounds of public consultation before submitting our application to the CTA.

Round 1 – December 2020 to January 2021 (complete)

- Issues and interested related to the proposed Project
- Feedback on draft Valued Components

Round 2 - Planned for late Spring 2021

- What we heard during Round 1
- Scope of studies for the Environmental Effects Evaluation

Round 3 - Planned for late Summer 2021

- Results of studies and proposed mitigations measures

Following these initial rounds of public consultation, CP will be submitting an application to the CTA. For more information about the CTA's review process, including opportunities for public input, please see our [fact sheet at cplogisticspark.ca](#) which includes links directly to the [CTA's Guide For Federally Regulated Railway Companies](#).

**Agricultural land**

Topics	CP consideration of input
<p><b>Loss of agricultural land</b></p> <ul style="list-style-type: none"> <li>• Loss of agricultural land from the Agricultural Land Reserve, and potential effects on local farms</li> <li>• Jurisdictional concerns regarding the ALC and CP</li> </ul>	<ul style="list-style-type: none"> <li>• CP is actively engaging with the agricultural community in Pitt Meadows to better understand their issues and interests related to the proposed Project.</li> <li>• While Canada’s farming community would benefit significantly from the facility, we recognize there will be localized effects on farming land.</li> <li>• CP is a federally regulated entity, and we take seriously our responsibility to listen to and consider input from those in the communities where we operate.</li> <li>• CP organized meetings with the City of Pitt Meadows Agricultural Committee as well as the Agricultural Land Commission (ALC).</li> <li>• These meetings allowed CP to better understand the concerns of the agricultural community in order to consider potential mitigation measures.</li> <li>• We expect to share more information about this important subject in a future round of consultation.</li> </ul>
<p><b>Potential effects on nearby farms</b></p> <ul style="list-style-type: none"> <li>• Whether the facility might have effects on nearby farms</li> </ul>	<ul style="list-style-type: none"> <li>• Topics such as drainage, nearby watercourses and other factors that have the potential to influence agricultural operations will be considered within CP’s comprehensive Environmental Effects Evaluation.</li> <li>• Our intention is to work with the community to limit potential effects on neighbours, and to address any potential effects through mitigation measures wherever possible.</li> </ul>

**Air quality and GHGs**

Topics	CP consideration of input
<p><b>Air quality</b></p> <ul style="list-style-type: none"> <li>• Whether the proposed project will lead to effects on local air quality</li> </ul>	<ul style="list-style-type: none"> <li>• CP is actively studying potential effects to air quality as a result of the proposed Project.</li> <li>• The Environmental Effects Evaluation is underway and will review all sources of emissions during construction and operation.</li> <li>• The scope of the air quality assessment will also consider potential reductions in regional air emissions, which are anticipated as a result of the Project facilitating a shift in some regional goods movement from trucks to rail.</li> <li>• We are committed to a comprehensive approach to identifying and mitigating Project-related air emissions.</li> </ul>



Topics	CP consideration of input
	<ul style="list-style-type: none"> <li>• As part of the assessment of air quality, CP is developing both a regional traffic model as well as a regional rail model to evaluate projected changes in fuel consumption (and associated GHGs and CACs) for both modes of transportation.</li> <li>• In a future round of consultation, CP will share more information and seek input from the community about the air quality study that is underway.</li> </ul>
<p><b>Greenhouse gas emissions</b></p> <ul style="list-style-type: none"> <li>• Whether the proposed facility would result in greenhouse gas (GHG) emissions</li> </ul>	<ul style="list-style-type: none"> <li>• A comprehensive study is underway to understand anticipated GHG emissions associated with the proposed Project, including anticipated reductions from shifting some regional goods movements from trucks to trains.</li> <li>• Moving more goods by rail presents a significant opportunity for Canada to reduce GHG emissions - the 2019 Federal Advisory Panel on Climate Action’s Final Report calls for the reduction of GHG emissions through a modal shift away from the movement of goods by truck and an increase in rail transportation.</li> <li>• Trains are more fuel efficient than trucks, producing 75% fewer GHG emissions, and a single freight train can remove 300-400 trucks from Canadian highways.</li> <li>• By providing transportation alternatives for goods movement that are less GHG-intensive than trucks, proposed projects like the CP Logistics Park: Vancouver can play a significant role in Canada’s efforts to combat climate change.</li> <li>• Without the capacity to move goods by rail, customers will need to turn to more expensive and more carbon intensive methods of moving their goods.</li> </ul>

**Communications, consultation and review process**

Topics	CP consideration of input
<p><b>Purpose of consultation</b></p> <ul style="list-style-type: none"> <li>• Purpose of the consultation, including how input will be considered</li> </ul>	<ul style="list-style-type: none"> <li>• During the first round of consultation, CP asked participants to share input and information about their interests related to the proposed Project.</li> <li>• As part of this round, CP shared a Discussion Guide, Draft Project Description, Environmental Effects Evaluation Scoping Document, and Comparative Site Evaluation.</li> <li>• The information and input received from the community is being actively considered as CP develops the Environmental Effects Evaluation and broader Project proposal.</li> <li>• Some examples of additional work underway after consideration of input from CP’s first round of consultation include:                         <ul style="list-style-type: none"> <li>○ Work to demonstrate anticipated changes in visual conditions/sight lines for public areas nearby the facility, including directly adjacent properties.</li> </ul> </li> </ul>

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Topics	CP consideration of input
	<ul style="list-style-type: none"> <li>○ Rail logistics study to help demonstrate how the Project will contribute to more efficient rail movements in the future.</li> <li>○ Undertaking CP-led drainage and hydrology studies for flood planning to help inform Project-related effects assessments and engagement with agricultural community on potential mitigations.</li> <li>○ Consideration regarding the size of tanks, including work to determine if the needs of CP’s customers can be met using a combination of smaller tanks (5000 barrel) and direct railcar – truck transloading.</li> <li>● CP will continue engaging with Pitt Meadows Council and City staff throughout the process, as well as the Pitt Meadows Fire &amp; Rescue Service and the City’s Agricultural Advisory Committee.</li> <li>● We look forward to continuing to engage with the community during future rounds of consultation.</li> </ul>
<p><b>More/longer open houses</b></p> <ul style="list-style-type: none"> <li>● Interest in seeing more open houses during the first round of consultation</li> </ul>	<ul style="list-style-type: none"> <li>● CP heard from members of the community who wanted additional or longer open houses to ask more questions and provide more feedback.</li> <li>● We also heard participants were pleased with the format, which allowed for questions to be answered directly by CP’s Project Team.</li> <li>● As a result of this feedback, CP added an additional Virtual Open House on January 13 as part of the first round of engagement, and will consider this feedback in the design of future rounds of engagement.</li> <li>● CP also extended the time at each session to accommodate more questions.</li> <li>● If COVID-19 restrictions are lifted prior to our future engagement sessions, CP is planning to facilitate in-person engagement opportunities as well.</li> </ul>
<p><b>More notice for consultation</b></p> <ul style="list-style-type: none"> <li>● Suggestion that CP should provide a longer notification period prior to beginning rounds of consultation</li> </ul>	<ul style="list-style-type: none"> <li>● When planning the development of new facilities, CP is committed to engaging host communities as early in the process as possible.</li> <li>● Once the decision was made by CP to enter the regulatory review process, we moved quickly to inform the community and begin a comprehensive process of community consultation.</li> <li>● We recognize that members of the community would like to see additional time to review materials, which is something we are planning to integrate for future rounds of consultation.</li> </ul>
<p><b>Timing of consultation</b></p>	<ul style="list-style-type: none"> <li>● Some members of the community expressed concerns about the consultation period being scheduled close to the December holiday season.</li> </ul>

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Topics	CP consideration of input
<ul style="list-style-type: none"> <li>Whether consultation was rushed or appropriate during COVID-19 or in December, close to holidays</li> </ul>	<ul style="list-style-type: none"> <li>Once the decision was made by CP to enter the regulatory review process, we felt it was important to move quickly to inform the community and begin a comprehensive process of community consultation.</li> <li>As a result of feedback from members of the community, CP added an additional Virtual Open House on January 13 as part of the first round of engagement.</li> <li>In order to ensure that we gave ample time and a variety of methods for feedback, we also had an online survey available from December 2, 2020 through January 15, 2021 – a period of over six weeks.</li> <li>It is important to CP that we are actively engaging with the community while the project is being planned to consider community feedback as early as possible in the process.</li> </ul>
<p><b>Environmental review process</b></p> <ul style="list-style-type: none"> <li>Whether CP should be covered by the Impact Assessment Agency of Canada’s process</li> </ul>	<ul style="list-style-type: none"> <li>The proposed Project falls below the thresholds to require a review by the Impact Assessment Agency of Canada.</li> <li>As a federally regulated railway, CP’s proposed Project falls under the regulatory authority of the Canadian Transportation Agency (CTA).</li> <li>The CTA has an extensive review process for rail facilities in Canada, which includes the requirement for an Environmental Effects Evaluation.</li> <li>CP is committed to ensuring the scope of issues considered in the Environmental Effects Evaluation are similar to the federal <i>Impact Assessment Act</i>, including a consideration of cumulative effects, potential effects of accidents and malfunctions and potential effects of the environment on the Project.</li> </ul>

**Environment**

Topics	CP consideration of input
<p><b>Katzie Slough, Pitt River and local waterways</b></p> <ul style="list-style-type: none"> <li>How the facility might affect the Katzie Slough</li> <li>How the facility might affect the Fraser and/or Pitt River</li> </ul>	<ul style="list-style-type: none"> <li>CP recognizes the importance of local waterways like the Katzie Slough, Pitt River and Fraser River, which support a range of ecological, cultural and socio-economic values.</li> <li>Based on the design of the Project and its location, we do not anticipate any direct effects on the Fraser River or Pitt River.</li> <li>Our environmental experts are studying the potential effects on local waterways and considering what mitigation measures may be required.</li> <li>This includes designing a stormwater management system to manage water and maintain appropriate water quality standards related to potential runoff.</li> </ul>

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	<ul style="list-style-type: none"> <li>• Project planning activities will also identify measures for avoiding or, if necessary, responding to the potential for spills that could impact local water ways.</li> <li>• Drainage, hydrology and aquatic studies currently underway will also identify potential opportunities to improve conditions for local water courses.</li> <li>• During future rounds of consultation, we will share more about how the proposed Project will manage stormwater and other events to mitigate potential effects on the Katzie Slough.</li> </ul>
<p><b>Flood management</b></p> <ul style="list-style-type: none"> <li>• Whether the facility might lead to flooding on nearby properties</li> </ul>	<ul style="list-style-type: none"> <li>• Management of stormwater is an important issue that is top of mind for many members of the community.</li> <li>• CP’s Project Team, which includes engineers and environmental experts, is designing a stormwater management system that is capable of handling significant storm events.</li> <li>• The City of Pitt Meadows’ standard for managing stormwater is to be able to handle at least a 1 in 10-year storm, and CP is designing our proposed Project to meet this threshold.</li> <li>• CP is further incorporating Metro Vancouver guidance on long term climate change, including the recommended 15% increase in design storm intensity.</li> </ul>
<p><b>Construction and effects from preloading</b></p> <ul style="list-style-type: none"> <li>• Whether the construction of the site might lead to effects on waterways</li> </ul>	<ul style="list-style-type: none"> <li>• CP recognizes that ‘preloading’ a site for construction can result in effects on surrounding areas.</li> <li>• Preloading means bringing large quantities of materials like sand onto a development site for a period of time to compress the land underneath to stabilize it for future construction.</li> <li>• As a result of this process, water that is contained in the land below the preload material is displaced.</li> <li>• This is a common practice in construction of many types of facilities and requires careful planning to manage the potential effects on nearby properties.</li> <li>• As part of our project design, CP’s engineers and environmental specialists are carefully planning the preloading process to avoid or minimize effects on our neighbours and adjacent ecological values.</li> <li>• During future rounds of consultation, CP will be able to provide more information about this process and how it has been factored into the Environmental Effects Evaluation.</li> </ul>
<p><b>Effects related to wildlife and species-at-risk (SAR)</b></p>	<ul style="list-style-type: none"> <li>• CP takes seriously our obligation to consider potential effects of our proposed Project on wildlife and wildlife habitat, including species-at-risk (SAR).</li> </ul>



Topics	CP consideration of input
<ul style="list-style-type: none"> <li>Whether the facility might lead to effects on wildlife, including loss of habitat</li> </ul>	<ul style="list-style-type: none"> <li>Our environmental specialists are studying local wildlife and SAR, including by surveying the surrounding area for wildlife, considering potential effects and identifying potential mitigation measures.</li> <li>We look forward to community feedback during future rounds of consultation once CP has provided more details about our plans to protect wildlife and SAR.</li> </ul>

**Light, noise, vibration**

Topics	CP consideration of input
<p><b>Light, noise, and vibration associated with the facility</b></p> <ul style="list-style-type: none"> <li>Light spill from the facility onto nearby properties</li> <li>Noise from CP’s existing operations, and whether the proposed Project could lead to an increase</li> <li>Vibration at nearby properties from existing operations, and whether the proposed Project could lead to an increase</li> </ul>	<ul style="list-style-type: none"> <li>CP made the decision to seek input from the community about the proposed Project as early as possible so that feedback could be considered, studied, and reflected in our planning.</li> <li>As a result, some of the specific details about the proposed Project, including detailed information about light, noise and vibration will be made available in future rounds of engagement.</li> <li>CP is working to collect information and conduct studies to understand the potential effects related to light, noise and vibration, as well as other community priorities.</li> <li>These studies will be undertaken by environmental professionals with expertise in relevant fields.</li> <li>Information gained from technical studies will help to guide the development of mitigation measures.</li> <li>Any potential effects, as well as CP’s proposed mitigations, will be presented to the community for their feedback in the coming months.</li> </ul>

**Project benefits**

Topics	CP consideration of input
<p><b>Taxes to the City</b></p> <ul style="list-style-type: none"> <li>Amount of taxes that would be paid by CP to the City if the Project were in operation</li> </ul>	<ul style="list-style-type: none"> <li>Currently, CP pays nearly \$2.8 million in total property taxes as part of our Pitt Meadows operation, and that number is estimated to increase to \$4.1 million annually with the proposed Project in place.</li> <li>This is a significant increase in property taxes that goes towards important local and regional priorities.</li> </ul>





Topics	CP consideration of input
<ul style="list-style-type: none"> <li>Class of taxation that the proposed facility would be covered by</li> </ul>	<ul style="list-style-type: none"> <li>During the consultation period, CP received some questions regarding the class of taxation for rail facilities in British Columbia.</li> <li>We are aware that the City of Pitt Meadows has submitted a resolution to the Lower Mainland Local Government Association (LMLGA) requesting a review of the current BC Assessment property tax rate for railway infrastructure in Pitt Meadows.</li> <li>The tax rate for railway infrastructure is set by the provincial government in British Columbia.</li> <li>CP will continue to engage with local governments and the province on this issue to ensure that there is an appropriate balance between property taxes on railway infrastructure and our ability to operate safely and efficiently as we deliver goods to, and on behalf of, Canadians in a cost-effective manner.</li> </ul>
<p><b>Jobs</b></p> <ul style="list-style-type: none"> <li>Interest in or support for the jobs that might be created by the proposed Project</li> </ul>	<ul style="list-style-type: none"> <li>The proposed Project is anticipated to result in 150-250 direct jobs, as well as contracting opportunities for local residents and businesses.</li> <li>This is in addition to the 106 jobs that are part of our existing Pitt Meadows operation.</li> <li>These are family-supporting jobs critical to Canada’s largest trade gateway.</li> <li>As the proposed Project moves ahead, we look forward to providing more information about the types of jobs that would be needed for the construction and operation of the facility.</li> </ul>

**Project purpose, need, and location**

Topics	CP consideration of input
<p><b>Proposed site of the project</b></p> <ul style="list-style-type: none"> <li>Location of the proposed project</li> <li>Whether alternative sites were considered</li> </ul>	<ul style="list-style-type: none"> <li>CP has operated in Pitt Meadows since 1886. The proposed site is located next to CP’s Vancouver Intermodal Facility (VIF) facility, 1km from our Port Coquitlam railyard, and has competitive advantages including proximity to key transportation infrastructure such as ports and highways.</li> <li>A Comparative Site Evaluation was done in anticipation of our public consultation to determine whether there was an alternative site that would drastically reduce the impacts of the proposed Project.</li> <li>CP purchased this site a number of years ago because it is close to our existing facilities, it is strategically located to serve the Lower Mainland’s population, which is forecasted to grow by over one million people over the next 20 years, and it fits other important technical requirements:</li> </ul>

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	<ul style="list-style-type: none"> <li>○ West of the District of Mission</li> <li>○ A minimum of 40 hectares with a minimum length of 1,250 metres</li> <li>○ Parallel and adjacent to CP’s existing mainline</li> <li>○ Flat topography (Slope ≤ 0.5 %)</li> <li>● The Comparative Site Evaluation compares the proposed location with similar sites that met the above technical requirements.</li> <li>● Additional criteria for the comparison includes:               <ul style="list-style-type: none"> <li>○ Utility crossings (Section 5.1.1)</li> <li>○ Road crossings (Section 5.1.2)</li> <li>○ Access to truck routes (Section 5.1.3)</li> <li>○ Access to regional road network (Section 5.1.4)</li> <li>○ Access to emergency services (Section 5.1.5)</li> <li>○ Presence of watercourses or wetlands (Section 5.2.1)</li> <li>○ Ecological attributes (Section 5.2.2)</li> <li>○ Distance from residential areas (Section 5.3.1)</li> <li>○ Proximity to community amenities (Section 5.3.2)</li> <li>○ Archaeology and cultural resources (Section 5.3.3)</li> <li>○ Presence of Crown tenures and Water Access (Section 5.3.4)</li> </ul> </li> </ul>
<p><b>Comparative Site Evaluation</b></p> <ul style="list-style-type: none"> <li>● Whether homes located immediately adjacent to the proposed Project were overlooked in the Comparative Site Evaluation</li> </ul>	<ul style="list-style-type: none"> <li>● Some people who live close to the proposed Project expressed concern that their properties were not included in the Comparative Site Evaluation.</li> <li>● The Comparative Site Evaluation was done in anticipation of our public consultation to determine whether there was an alternative site that would drastically reduce the impacts of the proposed Project.</li> <li>● As part of the evaluation, we examined potential alternatives to the proposed site against criteria, including proximity to land uses designated as residential primary or subdivisions (Pitt Meadows zoned as RS, R-1, R-2, RD, RM-1, RM-2, RM-3, RM-4, or RM-5).</li> <li>● While there is not a residential subdivision located within 1km of the proposed site, we recognize that there are a number of homes on agricultural properties nearby.</li> <li>● Homes within 1km of the proposed location will be considered in the detailed Environmental Effects Evaluation that is underway to ensure that any potential effects of the proposed Project are evaluated, considered, and that associated mitigation measures are developed.</li> </ul>



Topics	CP consideration of input
<p><b>Demand for fuels</b></p> <ul style="list-style-type: none"> <li>• The types of liquids that would be handled by the proposed facility</li> <li>• Where liquids (such as fuels) originate from, and whether there is sufficient local demand for a new facility</li> <li>• Quantity of liquids likely to be handled on site</li> </ul>	<ul style="list-style-type: none"> <li>• We received a number of questions from members of the community about demand for liquids like fuel in the Lower Mainland, including questions about the proposed quantities of liquids to be handled at the facility.</li> <li>• The proposed Project is being designed to provide the local market with liquids such as fuels and fuel additives to allow for a few days’ worth of buffering capacity.</li> <li>• This buffering capacity is required to manage potential disruptions to CP’s supply chain between Vancouver and our next closest hub in Kamloops, which can be caused by events such as inclement weather.</li> <li>• CP has heard the concern from the community regarding the size of tanks and is working to determine if the needs of CP’s customers can be met using a combination of smaller tanks and direct railcar – truck transloading.</li> <li>• As an example of what is driving demand for these liquids, changing renewable and environmental fuel standards have increased the requirement for ethanol as an additive to gasoline, which cannot be shipped via pipe because of its water content.</li> <li>• In addition, the Lower Mainland is one of Canada’s fastest growing regions, and as population continues to grow, so does demand for products like gasoline.</li> <li>• CP understands that members of the community are looking for more information on the quantities of liquids proposed to be handled at the facility, and this information will be shared in future rounds of engagement once the project plan has been finalized following consideration of input from the first round of consultation.</li> </ul>
<p><b>Demand for agricultural products</b></p> <ul style="list-style-type: none"> <li>• Why there is a need for additional capacity to move agricultural products</li> </ul>	<ul style="list-style-type: none"> <li>• Global demand for pulses (dried peas, lentils, beans and chickpeas) is on the rise due to their growing use as plant protein for meat substitutes, pasta, and other foods.</li> <li>• CP has seen a continuous increase in demand for the shipping of agricultural products in recent years, as demonstrated by consecutive record-breaking crop shipping years.</li> <li>• In fact, the federal government has set a target to grow Canadian agricultural exports to \$85 billion per year by 2025.</li> <li>• Canadian farmers who produce these specialty crops are increasingly experiencing bottlenecks to export their products to Asia through the Port of Vancouver.</li> <li>• The Port of Vancouver is anticipating the number of daily freight trains in the corridor to grow from 27-28 today, to 56-59 per day by 2030.</li> <li>• Our proposed Project is designed to help Canadian farmers export specialty agricultural products by moving the products by rail to the CP Logistics Park: Vancouver, where</li> </ul>

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	<p>they can be unloaded, moved, repackaged into containers, and then placed back onto rail for export through the Port of Vancouver.</p> <ul style="list-style-type: none"> <li>• Our proposal would create a critical piece of infrastructure to help Canadian farmers access markets in Asia, which will help Canada’s overall economy.</li> </ul>
<p><b>Visual impacts</b></p> <ul style="list-style-type: none"> <li>• Elevation of the proposed Project</li> <li>• Height of the proposed tankage</li> </ul>	<ul style="list-style-type: none"> <li>• CP made the decision to seek input from the community as early as possible so that feedback could be considered and reflected in our proposed Project.</li> <li>• We are undertaking efforts to demonstrate anticipated changes in visual conditions/sight lines for public areas nearby the facility, including directly adjacent properties, and anticipate being able to share this information in a future round of consultation.</li> <li>• In addition, CP is working to determine if the needs of CP’s customers can be met using a combination of smaller tanks (5000 barrel) and direct railcar – truck transloading.</li> <li>• More details about the exact elevation of the proposed Project and the height of the tanks for fuel buffering capacity will be made available in future rounds of engagement, prior to an application to the CTA.</li> </ul>
<p><b>Nearby property values</b></p> <ul style="list-style-type: none"> <li>• Whether nearby properties might see their property values change as a result of the proposed Project</li> </ul>	<ul style="list-style-type: none"> <li>• Property values are determined by a variety of factors, and have not been part of the analysis for this Project.</li> <li>• To inform project planning, and help to guide the development of mitigation, CP is undertaking work to understand anticipated changes in visual conditions/sight lines for directly adjacent properties.</li> <li>• This work will help with future design refinements and the development of mitigation.</li> </ul>
<p><b>Interaction with existing intermodal facility</b></p> <ul style="list-style-type: none"> <li>• The interaction between the proposed facility and the existing intermodal facility</li> </ul>	<ul style="list-style-type: none"> <li>• The CP Logistics Park: Vancouver and the existing VIF are separate facilities that would serve different purposes.</li> <li>• VIF is an intermodal facility that handles containerized goods, while the proposed CP Logistics Park: Vancouver is a multi-modal, multi-commodity transload and logistics facility.</li> <li>• In the case of some commodities, goods may be handled by both facilities in order to reduce the number of trucks on regional roads or highways.</li> <li>• For example, if the proposed Project was approved, agricultural goods such as pulses could arrive at the CP Logistics Park: Vancouver, be offloaded, stuffed into containers,</li> </ul>



Topics	CP consideration of input
	<p>and then transported to VIF to continue by rail to the Port of Vancouver for markets overseas.</p> <ul style="list-style-type: none"> <li>Without the CP Logistics Park: Vancouver facility, agricultural goods arriving from other parts of Canada would go to other facilities in Metro Vancouver, and would then need to be moved by truck to the port.</li> <li>In this way, the proposed facility helps remove trucks from regional roads and highways, reducing GHG emissions and helping British Columbia and Canada meet climate targets.</li> </ul>
<p><b>Port Coquitlam facility</b></p> <ul style="list-style-type: none"> <li>How the proposed Project is related to CP’s Port Coquitlam facility</li> <li>Whether the Port Coquitlam facility would be closed or sold</li> </ul>	<ul style="list-style-type: none"> <li>Port Coquitlam is home to one of CP’s busiest yards in Canada, and is a critical piece of infrastructure serving Canada’s largest trade gateway.</li> <li>CP has no intention of selling this property or closing this important facility.</li> <li>Currently, our Port Coquitlam yard is used for the transloading of liquids, where fuels and fuel additives like ethanol are moved from trains to trucks to serve demand at local gas stations.</li> <li>However, the facility is reaching capacity and is not able to serve the anticipated growth in demand over the coming decades.</li> <li>If approved, this function would be moved from the Port Coquitlam yard to the proposed Project.</li> <li>The Port Coquitlam yard would continue to handle large goods like lumber and pipe.</li> <li>As part of our proposed Project, CP is undertaking a rail logistics study to help demonstrate how the Project can result in more efficient rail movements in the future.</li> <li>As designed, the proposed Project would allow CP to continue to serve existing demand, as well as anticipated growth in demand in the Lower Mainland.</li> <li>The proposed facility would include buffering capacity to continue to serve the local market in the event that unforeseen events, such as weather, create disruptions on our rail lines between Vancouver and our next closest hub in Kamloops.</li> </ul>
<p><b>Community amenities</b></p> <ul style="list-style-type: none"> <li>Potential effects on community amenities, such as walking and cycling paths, BMX park</li> </ul>	<ul style="list-style-type: none"> <li>During the community consultation, CP received comments or questions about community amenities in the area, such as a local BMX park, the Pitt River Regional Greenway and the Trans Canada Trail along the Pitt River.</li> <li>Our Environmental Effects Evaluation is being designed to capture and consider potential effects on nearby infrastructure.</li> </ul>



Topics	CP consideration of input
	<ul style="list-style-type: none"> <li>• The proposed Project is also being designed to include mitigation measures to address potential effects on water quality, stormwater management, air quality and other important local priorities.</li> <li>• CP has offered to meet with members of Metro Vancouver’s Regional Park department as part of the engagement on the proposed Project.</li> </ul>

**Safety**

Topics	CP consideration of input
<p><b>Firefighters and firefighting resources</b></p> <ul style="list-style-type: none"> <li>• Resources for the number of firefighters needed, or for the equipment required to service the proposed Project.</li> <li>• Request for CP to provide additional direct funding to Pitt Meadows address firefighting resources.</li> </ul>	<ul style="list-style-type: none"> <li>• Operating safely is a responsibility CP takes very seriously; it is a core foundation of our operations.</li> <li>• CP heard from members of the community, as well as from the City of Pitt Meadows, about concerns regarding the ability of Pitt Meadows Fire and Rescue Service (PMFRS) to properly service the proposed facility.</li> <li>• During the first engagement period, CP reached out directly to the Fire Chief of the PMFRS to discuss the proposed Project and better understand the needs of the existing fire service.</li> <li>• We are still very early in the process of developing our plans for the CP Logistics Park: Vancouver - we anticipate the Project being in operation in 2027 or 2028.</li> <li>• CP will work with emergency response agencies to ensure the necessary training and procedures are in place before operation.</li> <li>• We are committed to engaging with the community, the City and the PMFRS as we move forward with our consultation process.</li> </ul>
<p><b>Movement and storage of fuels / grains / dangerous goods</b></p> <ul style="list-style-type: none"> <li>• Safe storage of fuels</li> <li>• Quantity of fuels proposed to be stored on site</li> <li>• Potential accidents or malfunctions</li> </ul>	<ul style="list-style-type: none"> <li>• Safety is a core value at CP.</li> <li>• We are already safely moving the goods being proposed for the CP Logistics Park: Vancouver through Pitt Meadows every day, as required by our common carrier obligation.</li> <li>• Liquid storage is a component of the proposed Project, to provide buffering capacity for fuels in demand by local consumers.</li> <li>• CP is retaining the services of a risk management professional (who is a holder of the Canadian Risk Management designation awarded by the Global Risk Management</li> </ul>



Topics	CP consideration of input
	<p>Institute) to complete a detailed technical risk assessment as part of our CTA application.</p> <ul style="list-style-type: none"> <li>• In the absence of the CP Logistics Park: Vancouver, as demand for these products grows, they would need to be shipped through the community and the region via truck.</li> <li>• The bulk of the liquids that would be stored are the same fuels found in lawnmowers, personal vehicles, and local gas stations.</li> <li>• The proposed Project would allow us to create a state-of-the-art liquid handling facility that incorporates cutting edge safeguards and spill containment systems.</li> <li>• Railroads continue to be the safest mode for transporting hazardous materials over land in North America, with more than 99.99% of all hazardous materials moved by rail reaching its destination without a release caused by a train accident according to the Association of American Railroads.</li> <li>• CP has operated the safest railway in North America for the last 15 years and has a comprehensive safety framework that includes broad ranging components such as education, training, auditing, reporting and response techniques.</li> </ul>

**Transportation and train traffic**

Topics	CP consideration of input
<p><b>Truck traffic on local roads</b></p> <ul style="list-style-type: none"> <li>• How the proposed Project would impact traffic on local roads, including Kennedy Road and Lougheed Highway</li> </ul>	<ul style="list-style-type: none"> <li>• Proximity to existing infrastructure such as the Port of Vancouver and our Vancouver Intermodal Facility will help to reduce the amount of truck trips required for the facility.</li> <li>• Detailed traffic studies are underway, and will consider localized effects on the road network immediately adjacent to the CP Logistics Park: Vancouver.</li> <li>• We are conducting a range of traffic studies including:                         <ul style="list-style-type: none"> <li>○ local traffic;</li> <li>○ regional traffic; and</li> <li>○ a rail efficiency study.</li> </ul> </li> <li>• These studies are part of our commitment to understand and address potential issues, and to consider longer term transportation planning objectives from the province and the City of Pitt Meadows.</li> <li>• CP has also reached out to the provincial Ministry of Transportation and Infrastructure to share information and contribute to ongoing regional transportation studies.</li> </ul>



Topics	CP consideration of input
	<ul style="list-style-type: none"> <li>When we have the results of these study, we will share them with the community during future rounds of consultation.</li> </ul>
<b>Train traffic</b>	<ul style="list-style-type: none"> <li>Growth in Canadian trade is driving the need for new transportation infrastructure, including the proposed Project</li> <li>This facility is not a driver of increased rail traffic, but rather is being proposed in response to the projection of increased rail traffic.</li> <li>The Port of Vancouver is anticipating the number of daily freight trains in the corridor to grow from 27-28 today, to 56-59 per day by 2030.</li> <li>As part of our proposed Project, CP is undertaking a rail logistics study to help demonstrate how the Project can result in more efficient rail movements in the future.</li> <li>Rail traffic is driven by market demand, and this proposal is designed to ensure we have adequate facilities in place to meet that projected demand in growth safely and efficiently.</li> <li>CP has seen a continuous increase in demand for the shipping of agricultural products in recent years, as demonstrated by consecutive record-breaking crop shipping years.</li> <li>It is difficult to predict the specific number of trains the new facility would accommodate, given that train traffic is largely reflective of fluctuating market demand.</li> <li>We are doing more work on this, and will have more information for the community at future rounds of engagement.</li> </ul>
<p><b>Pitt Meadows Road and Rail Improvements Project</b></p> <ul style="list-style-type: none"> <li>How the PMRRIP is related to the CPVan Logistics Park: Vancouver</li> </ul>	<ul style="list-style-type: none"> <li>The CP Logistics Park: Vancouver is not part of or dependent on the Pitt Meadows Road and Rail Improvements Project.</li> <li>The Vancouver Fraser Port Authority is leading the PMRRIP, in partnership with CP and the City of Pitt Meadows.</li> <li>Following the first round of consultation for the CP Logistics Park: Vancouver, CP has communicated with the City of Pitt Meadows and the Port of Vancouver to convey the continued interest from the community in the Pitt Meadows Road and Rail Improvements Project (PMRRIP).</li> <li>CP is working with the Port of Vancouver to ensure the next steps related to community consultation on the PMRRIP move forward as soon as practical.</li> <li>More information about the Pitt Meadows Road and Rail Improvements Project (PMRRIP) can be found on the <a href="http://cplogisticspark.ca">cplogisticspark.ca</a>.</li> </ul>





Topics	CP consideration of input
<p><b>Proposed entrances off Kennedy Road</b></p> <ul style="list-style-type: none"> <li>Where vehicles would enter and exit the facility from</li> </ul>	<ul style="list-style-type: none"> <li>Some members of the community had questions for CP around where the vehicle entrance / exit for the facility is proposed to be located.</li> <li>CP is progressing the facility design with the main entrance south of the Kennedy Road crossing of Katzie Slough.</li> <li>More information about the detailed design of the proposed Project will be available during future rounds of community consultation.</li> </ul>
<p><b>City’s plans for McTavish connector</b></p> <ul style="list-style-type: none"> <li>Concern regarding local road in City’s transportation plan being impacted</li> </ul>	<ul style="list-style-type: none"> <li>CP recognizes that the Official Transportation Plan for the City of Pitt Meadows includes a right of way for a road along the southern edge of the Katzie Slough, commonly referred to as the ‘McTavish Connector’.</li> <li>CP is taking this potential future transportation infrastructure into account as the Project is designed.</li> <li>The current right of way bisects CP’s property, running immediately adjacent to the Katzie Slough (a sensitive local waterway), and would also require a 90 degree turn to accommodate the road.</li> <li>CP has had preliminary conversations with the City of Pitt Meadows to consider a potential alternative that is designed to protect the Katzie Slough, accommodate a more gradual turn and create greater separation from the proposed Project by using property currently owned by CP.</li> <li>The alternative alignment would run along the western and southern edge of CP’s existing property, while maintaining the buffer from the Katzie Slough.</li> <li>This alternative would help the City meet its official transportation goals, protect an important local waterway and allow for a safer local roadway.</li> <li>This alternative is subject to further consideration by both CP and the City of Pitt Meadows.</li> </ul>

