



Reference: 383629

*December 15, 2021*

Mark Roberts  
Chief Administrative Officer  
City of Pitt Meadows  
12007 Harris Road  
Pitt Meadows BC V3Y 2B5

Sent via email: [mroberts@pittmeadows.ca](mailto:mroberts@pittmeadows.ca)

Dear Mark Roberts:

Thank you for your letter of October 20, 2021, regarding the Canadian Pacific Railway's (CP Rail) proposed Logistics Park Vancouver. We are aware that CP Rail is actively engaging on this project and appreciate the City of Pitt Meadows raising concerns about the proposal.

I understand the federal Minister of Environment and Climate Change Strategy has recently declined to designate the project as reviewable. Based on currently available information, the proposed project does not appear to meet any threshold specified in the B.C. Reviewable Project Regulation of the *Environmental Assessment Act*.

The Ministry of Agriculture, Food and Fisheries will be offering comments to CP Rail on this project and will be including staff in my ministry as part of their review. Should the project move forward, it may be possible my ministry will become directly involved if the Hazardous Waste Regulation, the Waste Discharge Regulation and/or the Petroleum Storage Regulation of the *Environmental Management Act* are deemed applicable.

The ministry contact is Cassandra Caunce, Director of South Operations, Regional Operation Branch in the Environmental Protection Division. She can be reached by email at [Cassandra.Caunce@gov.bc.ca](mailto:Cassandra.Caunce@gov.bc.ca)

Thank you again for taking the time to write and for bringing this to my attention.

Sincerely,

George Heyman  
Minister



INQUIRY OF MINISTRY  
DEMANDE DE RENSEIGNEMENT AU GOUVERNEMENT

PREPARE IN ENGLISH AND FRENCH MARKING "ORIGINAL TEXT" OR "TRANSLATION"  
PRÉPARER EN ANGLAIS ET EN FRANÇAIS EN INDIQUANT "TEXTE ORIGINAL" OU "TRADUCTION"

QUESTION NO./N° DE LA QUESTION Q-262	BY / DE Mr. Dalton (Pitt Meadows—Maple Ridge)	DATE December 14, 2021
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Reply by the Minister of Health  
Réponse de la ministre de la Santé

Signed by Mr. van Koeverden

PRINT NAME OF SIGNATORY  
INSCRIRE LE NOM DU SIGNATAIRE

SIGNATURE  
MINISTER OR PARLIAMENTARY SECRETARY  
MINISTRE OU SECRÉTAIRE PARLEMENTAIRE

QUESTION

With regard to health concerns related to the rail industry: (a) what is Health Canada's role regarding human health concerns in relation to the rail industry; (b) what specific powers does Health Canada have to ensure that noise and vibration levels in Pitt Meadows, British Columbia, do not continue to exceed Health Canada guidelines; (c) what emissions monitoring is currently in place in Pitt Meadows; and (d) what was the range of emission levels recorded in Pitt Meadows in (i) 2018, (ii) 2019, (iii) 2020, (iv) 2021 to date?

REPLY / RÉPONSE

ORIGINAL TEXT  
TEXTE ORIGINAL



TRANSLATION  
TRADUCTION



Health Canada

- (a) Health Canada's role in relation to human health concerns of proposed major resource and infrastructure projects (including the rail industry) is fulfilled through the impact assessment process. In accordance with the *Impact Assessment Act*, Health Canada provides technical expertise (e.g., regarding air quality, noise, drinking water quality, social determinants of health) to support the assessment of impacts on human health from projects, on the request of the decision-making authorities or impact assessment reviewing body(ies) (e.g., Impact Assessment Agency of Canada, review panels, and/or provinces and territories).

The Act does not provide the Minister of Health the authority to designate projects or make a health assessment a requirement for federally funded projects. Furthermore, Health Canada does not have a regulatory function or a role in the approval or funding of projects. The decision-making authorities or impact assessment reviewing body(ies) determine how the expertise provided by Health Canada will be used in the impact assessment process.

- (b) On November 4, 2021, the Minister of Environment and Climate Change determined that the Pitt Meadows Road and Rail Improvement and the Logistics Park Vancouver Projects do not warrant designation under the *Impact Assessment Act*. The details of these decisions can be found here: (1) <https://iaac-aeic.gc.ca/050/evaluations/document/141737?culture=en-CA>; (2) <https://iaac-aeic.gc.ca/050/evaluations/document/141661?culture=en-CA>.

In the absence of a designation under the *Impact Assessment Act*, Health Canada remains available to consider specific concerns within the Department's areas of expertise (as described above), if requested by the responsible jurisdiction (e.g., a province or territory).

Setting standards or guidelines for environmental noise or vibration levels, and regulating noise and vibration levels fall outside of Health Canada's purview. Noise may be managed by different levels of government. It may be regulated directly through federal, provincial and territorial legislation and guidelines, or through municipal by-laws, which may apply broadly or only to specific situations or sectors.

Health Canada's *Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise (2017)* provides general information on acceptable noise levels for resource and infrastructure projects including all project phases. This guidance describes Health Canada's preferred approach for assessing noise-related health effects.

- (c) Health Canada does not have information regarding air pollutant emissions monitoring for Pitt Meadows since Health Canada does not conduct air pollutant emissions monitoring. Air pollutant emissions monitoring is under the purview of Environment and Climate Change Canada.
- (d) Health Canada does not have information regarding the range of emission levels recorded since Health Canada does not conduct air pollutant emissions monitoring. Air pollutant emissions monitoring is under the purview of Environment and Climate Change Canada.



## INQUIRY OF MINISTRY DEMANDE DE RENSEIGNEMENT AU GOUVERNEMENT

PREPARE IN ENGLISH AND FRENCH MARKING "ORIGINAL TEXT" OR "TRANSLATION"  
PRÉPARER EN ANGLAIS ET EN FRANÇAIS EN INDIQUANT "TEXTE ORIGINAL" OU "TRADUCTION"

QUESTION NO./N° DE LA QUESTION Q-262	BY / DE M. Dalton (Pitt Meadows—Maple Ridge)	DATE Le 14 décembre 2021
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Reply by the Minister of Health  
Réponse de la ministre de la Santé

Signé par M. van Koeverden

PRINT NAME OF SIGNATORY  
INSCRIRE LE NOM DU SIGNATAIRE

SIGNATURE  
MINISTER OR PARLIAMENTARY SECRETARY  
MINISTRE OU SECRÉTAIRE PARLEMENTAIRE

### QUESTION

En ce qui concerne les questions sanitaires liées à l'industrie ferroviaire : a) quel est le rôle de Santé Canada à l'égard des préoccupations que soulève l'industrie ferroviaire au chapitre de la santé humaine; b) quels sont précisément les pouvoirs dont dispose Santé Canada pour veiller à ce que les niveaux de bruit et de vibrations à Pitt Meadows (Colombie-Britannique), ne continuent pas de dépasser les valeurs recommandées par Santé Canada; c) quelles mesures de surveillance des émissions sont actuellement en place à Pitt Meadows; d) quelle était la fourchette des niveaux d'émissions enregistrés à Pitt Meadows (i) en 2018, (ii) en 2019, (iii) en 2020, (iv) à ce jour en 2021?

### REPLY / RÉPONSE

ORIGINAL TEXT  
TEXTE ORIGINAL

☐

TRANSLATION  
TRADUCTION

☒

### Santé Canada

- a) Le rôle de Santé Canada en ce qui concerne les préoccupations relatives à la santé humaine des grands projets de ressources et d'infrastructures proposés (y compris l'industrie ferroviaire) est rempli par le biais du processus d'évaluation d'impact. Conformément à la *Loi sur l'évaluation d'impact*, Santé Canada fournit une expertise technique (p. ex. à propos de la qualité de l'air, du bruit, de la qualité de l'eau potable, des déterminants sociaux de la santé) pour appuyer l'évaluation des impacts que peuvent avoir les projets sur la santé humaine, et ce, à la demande des autorités décisionnelles ou des organismes d'examen des évaluations d'impact (p. ex. l'Agence d'évaluation d'impact du Canada, comités d'examen et/ou provinces et territoires).

La Loi ne confère pas au ministre de la Santé le pouvoir de désigner des projets ou d'exiger une évaluation de la santé pour les projets financés par le gouvernement fédéral. De plus, Santé Canada n'a pas de fonction de réglementation ni de rôle dans l'approbation ou le financement des projets. Les autorités décisionnelles ou les organismes d'examen des évaluations d'impact déterminent comment l'expertise fournie par Santé Canada sera utilisée dans le processus d'évaluation d'impact.

- b) Le 4 novembre 2021, le ministre de l'Environnement et du Changement climatique a déterminé que les projets d'amélioration routière et ferroviaire de Pitt Meadows et d'agrandissement d'un parc logistique à Vancouver ne méritaient pas d'être désignés en vertu de la *Loi sur l'évaluation d'impact*. Les détails de ces décisions se trouvent sur le site Web de l'AEIC : (1) <https://iaac-aeic.gc.ca/050/evaluations/document/141737?&culture=fr-CA>; (2) <https://iaac-aeic.gc.ca/050/evaluations/document/141661?&culture=fr-CA>.

En l'absence d'une désignation en vertu de la *Loi sur l'évaluation d'impact*, Santé Canada demeure disponible pour examiner des préoccupations précises dans les domaines d'expertise du Ministère (décrits ci-dessus), à la demande de l'administration responsable (p. ex., une province ou un territoire).

L'établissement de normes ou de lignes directrices relatives au niveau de bruit ou de vibration dans l'environnement, et la réglementation relative au niveau de bruit et de vibration ne relèvent pas de la compétence Santé Canada. Le bruit peut être géré par différents niveaux de gouvernement. Il peut être réglementé directement par des lois et des lignes directrices fédérales, provinciales et territoriales, ou par des règlements municipaux, de portée générale ou applicable à des types de projets ou des secteurs particuliers.

Les « Conseils pour l'évaluation des impacts sur la santé humaine dans le cadre des évaluations environnementales : Le bruit » de Santé Canada fournissent des renseignements généraux sur les niveaux de bruit acceptables pour les projets de ressources et d'infrastructures, y compris toutes les phases du projet. Ces lignes directrices décrivent l'approche préférée par Santé Canada pour évaluer les effets du bruit sur la santé.

- c) Santé Canada ne dispose pas d'information concernant la surveillance des émissions de polluants atmosphériques pour Pitt Meadows puisque Santé Canada n'effectue pas de surveillance des émissions de polluants atmosphériques. La surveillance des émissions de polluants atmosphériques relève de la compétence d'Environnement et de Changement climatique Canada.
- d) Santé Canada ne dispose pas d'information concernant la gamme des niveaux d'émission enregistrés puisque Santé Canada n'effectue pas de surveillance des émissions de polluants atmosphériques. La surveillance des émissions de polluants atmosphériques relève de la compétence d'Environnement et de Changement climatique Canada.

October 20, 2021

File: 16-8640-01/21

Honourable George Heyman  
Minister of Environment and Climate Change Strategy  
Government of British Columbia  
Rm 112, Parliament Buildings  
Victoria, BC V8V 1X4  
Sent via email: ENV.Minister@gov.bc.ca

Dear Minister Heyman:

**Re: Request for Comment on the Proposed CP Logistics Park: Vancouver**

The City of Pitt Meadows ("City") is reaching out to affected government agencies to help raise awareness of the negative impacts associated with Canadian Pacific Railway's ("CP") proposed Logistics Park: Vancouver ("LPV")<sup>1</sup>. The City has substantial concerns about the proposed LPV and encourages the Ministry of Environment and Climate Change Strategy to provide written feedback detailing the potential impacts of the proposed LPV with respect to your agency's mandate, plans, and policies to:

- Environment and Climate Change Canada
- Transport Canada
- Impact Assessment Agency of Canada ("IAA")
- Canada Transportation Agency ("CTA")
- CP
- City of Pitt Meadows

Contact information can be found in Appendix A.

**Proposed CP Logistics Park: Vancouver Project Description**

CP is proposing to construct an industrial transloading and logistics facility on 101 acres of protected agricultural land within a floodplain and is bisected by a watercourse which is culturally significant to the Katzie First Nation. Proposed facilities include storage tanks for approximately 12,000,000 litres of liquid transportation fuel, 29 silos for agricultural products, and large vehicle staging and storage lots with electric vehicle charging facilities.

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<sup>1</sup> CP project overview: <https://vancouverlogisticspark.ca/about-the-project/> and City of Pitt Meadows opposition: <https://www.pittmeadows.ca/node/7703>

The transportation and storage of such large quantities of high hazard products creates many health, safety, quality of life, environmental, and transportation concerns that, in the City's opinion, have not adequately been identified or mitigated by CP. It is the City's position that when considering the overwhelming drawbacks to local environment, watercourses, wildlife, fish, agriculture, infrastructure, quality of life, and other areas, the logical conclusion is that neither the LPV nor the proposed location within Pitt Meadows are justified. Additional detail on the City's concerns related to the LPV can be found in Appendix A.

### Permitting and review process

CP is federally regulated and, therefore, operates outside the jurisdiction of multiple local, regional, and provincial regulations intended to cohesively guide growth and protect the health and well-being of communities and the environment. The City is concerned that the relevant federal regulations may not adequately consider a project's context or account for local vision and values.

Under the federal statutes, CP's LPV proposal will need to follow one of two permitting pathways:

1. Reviewed under the *Impact Assessment Act* ("Act"), if the Minister of Environment and Climate Change determines the LPV meets the threshold requirements in the Act, followed by Canadian Transportation Agency review; or,
2. Reviewed solely by the Canadian Transportation Agency.

CP claims the LPV project is under the threshold required by the Act; however, the City and Katzie First Nation disagree and have asked the Minister of Environment and Climate Change to review the project<sup>2</sup>.

Regardless of the project's permitting pathway, the City is committed to ensuring the responsible federal decision-makers are well-informed about the project's risks and adverse impacts, plus its degree of incompatibility with the proposed location, relevant plans and policies. To help ensure this, the City respectfully requests the Ministry of Environment and Climate Change Strategy review CP's LPV proposal<sup>3</sup> and advise the federal authorities identified above of any concerns with its alignment to your agency's mandate, plans, and regulations prior to CP anticipated submission date of December 2021.

On behalf of the City of Pitt Meadows, thank you very much for your attention to this matter. If your staff have any questions or require additional information, please have them contact Colin O'Byrne at [Cobyrne@pittmeadows.ca](mailto:Cobyrne@pittmeadows.ca).

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<sup>2</sup> Impact Assessment Agency of Canada; Request for Designation; Reference number 82818; <https://www.iaac-aeic.gc.ca/050/evaluations/proj/82818?culture=en-CA>

<sup>3</sup> CP Logistics Park: Vancouver; Engagement; <https://vancouverlogisticspark.ca/consultation-and-engagement/>

Sincerely,



Mark Roberts  
Chief Administrative Officer  
CPA, AAT; CPA, CPM

Encl: **Appendix A** – City Concerns with the Proposed CP Logistics Park: Vancouver Project

cc: City of Pitt Meadows Council  
Chief Grace George, Katzie First Nation  
Hon. Lisa Beare, MLA, Pitt Meadows/Maple Ridge  
Samantha Maki, Director of Engineering & Operations, City of Pitt Meadows  
Anne Berry, Director of Planning & Development, City of Pitt Meadows  
Colin O'Byrne, Project Manager – Community Development, City of Pitt Meadows  
Justin Hart, Project Manager – Major Projects, City of Pitt Meadows



## Appendix A – City Concerns with the Proposed CP Logistic Park: Vancouver Project

As stated, the City of Pitt Meadows has identified numerous areas of concern associated with the proposed CP Logistics Park: Vancouver (“LPV”) project. These concerns are briefly summarized below:

Area of Concern	Summary of Concerns
Safety & Emergency Services Access	<ul style="list-style-type: none"> <li>Transport and storage of large quantities of high hazard agricultural products, electric vehicles, liquid fuels and ethanol creates substantial safety concerns</li> <li>The City’s fire department does not have the capacity, resources, infrastructure, or training to respond to fires, spills, or other risks of magnitude posed by the proposed LPV</li> </ul>
Agriculture	<ul style="list-style-type: none"> <li>The LPV site is located on provincially, regionally, and locally designated and protected agricultural land</li> <li>This land is among Canada’s most valuable agricultural soil and growing conditions, which would be removed by CP to implement the LPV</li> <li>The proposed LPV could adversely impact adjacent agricultural land by changing surface and subsurface drainage, releasing harmful dust and contaminants, give rise to land speculation, and introduce invasive species</li> </ul>
Local and Regional Roadways, Highways, and Infrastructure	<ul style="list-style-type: none"> <li>The quantity of trucking associated with the import/export of preload material for the proposed LPV is estimated at 306,750 tandem trucks</li> <li>The quantity of trucking associated with the daily operation of the LPV is estimated at 746 trucks per day (268,560 per year)</li> <li>Introducing such a substantial quantity of trucks to the intersection at the already failing (LOS F) Lougheed Highway and Kennedy Road intersection would lead to further congestion and safety concerns</li> <li>The addition of such a high quantity of trucks would likely require expansion of existing infrastructure capacity, increase maintenance costs, and expedite the future replacement of local and regional roadways / associated infrastructure</li> </ul>
Environment and Habitat	<ul style="list-style-type: none"> <li>The LPV site is bisected by Katzie Slough, which connects to the Pitt River approximately 300m west of the site</li> <li>The LPV, even with riparian setbacks and mitigation measures, could undermine all past and future efforts to remediate Katzie Slough by creating new possible contaminant sources and hazard risks for the slough and connecting watercourses</li> <li>The LPV has the potential to impact two major salmon-spawning rivers: the Pitt River and Fraser River. Risks include significant fuel spills, increased storm water run off carrying contaminants, and trains carrying in invasive plant species</li> </ul>

	<ul style="list-style-type: none"> <li>The proposed LPV site currently includes lands and riparian habitat located within the Pacific Flyway, a major north-south bird migration route. The LPV will result in a loss of 101 acres of potential habitat, with additional riparian and offsite impacts (i.e., due to light spill, noise, dust, diminished riparian water quality, and other factors).</li> </ul>
Health - Air Quality	<ul style="list-style-type: none"> <li>CP has indicated older diesel and diesel electric engines will likely be used as terminal switchers. Additional emissions from locomotive engines, particularly fine particulate emissions that are hazardous to humans at any level, will impact local and regional air quality.</li> <li>CP's proposal could introduce an additional 746 heavy truck trips to local and regional roads per day. Emissions due to staging, idling and movement will likely impact local and regional air quality.</li> <li>CP has indicated the proposed liquid fuel tank farm will serve, on average, approximately 284 tanker trucks each day. Considering the number of fuel transfers involved, a potentially large volume of fugitive emissions could escape into the local environment each day.</li> </ul>
Health – Noise and Light	<ul style="list-style-type: none"> <li>CP has identified the LPV site will be elevated which, in combination with a flat topography of the surrounding area, means noise produced on site and light from floodlights has the potential to impact a very large area. This additional noise and light spill will have the potential to disrupt the well-being of wildlife and community members</li> </ul>
Drainage	<ul style="list-style-type: none"> <li>The Katzie Slough, which functions as the primary run-off tributary for the surrounding agricultural, commercial, residential, and industrial land, and the Kennedy Pump Station, which regulates the water level of the Kennedy drainage catchment, would likely not be able to manage the increased run-off associated with the implementation of the LPV</li> </ul>
Geotechnical	<ul style="list-style-type: none"> <li>Preloading and raising an area of this size could result in subsidence, uplift, or other impacts to nearby properties, homes, utilities, roads, bridges, the banks of Katzie and Cook Sloughs.</li> </ul>

Further detail of the City's concerns can be found at the following links:

- [Request for Designation under the \*Impact Assessment Act\* & City of Pitt Meadows Assessment of the Draft Terms of Reference \("TOR"\) – CP Logistics Park: Vancouver](#)
- [CP Logistics Park: Vancouver – City of Pitt Meadows Assessment of Comparative Site Evaluation](#)

Contact Information:

- **Environment and Climate Change Canada**  
Minister of Environment and Climate Change: [ec.ministre-minister.ec@canada.ca](mailto:ec.ministre-minister.ec@canada.ca)  
Associate Deputy Minister: [Martine.Dubuc@canada.ca](mailto:Martine.Dubuc@canada.ca)
- **Transport Canada**  
Assistant Deputy Minister, Pacific: [Robert.Dick@tc.gc.ca](mailto:Robert.Dick@tc.gc.ca)  
Regional Director, Surface Branch: [Jasmir.Basi@tc.gc.ca](mailto:Jasmir.Basi@tc.gc.ca)  
General Inquiries: [questions@tc.gc.ca](mailto:questions@tc.gc.ca)
- **Impact Assessment Agency of Canada (IAA)**  
Pacific & Yukon Office: [iaac.vancouver.aeic@canada.ca](mailto:iaac.vancouver.aeic@canada.ca)  
CP Logistics Park Project: [CPPittMeadows@iaac-aeic.gc.ca](mailto:CPPittMeadows@iaac-aeic.gc.ca)
- **Canada Transportation Agency (CTA)**  
Chair and CEO: [France.Pegeot@otc-cta.gc.ca](mailto:France.Pegeot@otc-cta.gc.ca)  
Director, Rail & Marine Determinations: [Luc.Chamberland@otc-cta.gc.ca](mailto:Luc.Chamberland@otc-cta.gc.ca)
- **CP**  
Principal LPV Contact: [Joe.VanHumbeck@cpr.ca](mailto:Joe.VanHumbeck@cpr.ca)  
LPV Project Team: [engage@cplogisticspark.ca](mailto:engage@cplogisticspark.ca)  
Assistant Vice President: [Jeff\\_Edwards@cpr.ca](mailto:Jeff_Edwards@cpr.ca)
- **City of Pitt Meadows**  
Mayor, Council, and CAO: [Council.Inc.Mayor&CAO@pittmeadows.ca](mailto:Council.Inc.Mayor&CAO@pittmeadows.ca)  
Project Manager – Community Development: [Cobyne@pittmeadows.ca](mailto:Cobyne@pittmeadows.ca)  
Project Manager – Major Projects: [jhart@pittmeadows.ca](mailto:jhart@pittmeadows.ca)



## INQUIRY OF MINISTRY DEMANDE DE RENSEIGNEMENT AU GOUVERNEMENT

PREPARE IN ENGLISH AND FRENCH MARKING "ORIGINAL TEXT" OR "TRANSLATION"  
PRÉPARER EN ANGLAIS ET EN FRANÇAIS EN INDIQUANT "TEXTE ORIGINAL" OU "TRADUCTION"

QUESTION NO./N° DE LA QUESTION  
Q-263

BY / DE  
Mr. Dalton (Pitt Meadows-Maple Ridge)

DATE  
December 14, 2021

Reply by the Minister of Environment and Climate Change  
Réponse du ministre de l'Environnement et du Changement climatique

The Honourable Steven Guilbeault

PRINT NAME OF SIGNATORY  
INSCRIRE LE NOM DU SIGNATAIRE

SIGNATURE  
MINISTER OR PARLIAMENTARY SECRETARY  
MINISTRE OU SECRÉTAIRE PARLEMENTAIRE

### QUESTION

With regard to the Minister of Environment and Climate Change's response to the request for designation of the Road and Rail Project in Pitt Meadows (IAAC reference # 82818) where he indicates that adverse effects will be managed through existing legislative mechanisms: which specific mechanisms is he referring to relating to diesel emissions exposure for residents?

### REPLY / RÉPONSE

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TEXTE ORIGINAL



TRANSLATION  
TRADUCTION



The Impact Assessment Agency of Canada provided advice to the Minister of Environment and Climate Change with respect to the potential for existing legislative mechanisms to address adverse effects from the Pitt Meadows Road and Rail Project. The Agency understands that diesel emissions resulting from the Project would be managed through the following provincial and federal legislation:

- The Province of British Columbia's *Environmental Management Act, 2021* - Part 6—Clean Air Provisions;
- The federal *Locomotive Emissions Regulations, 2017*, under the *Railway Safety Act*; and
- The federal *Sulphur in Diesel Fuel Regulations, 2002*, under the *Canadian Environmental Protection Act, 1999*.



INQUIRY OF MINISTRY  
DEMANDE DE RENSEIGNEMENT AU GOUVERNEMENT

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QUESTION NO./N° DE LA QUESTION Q-263	BY / DE M. Dalton (Pitt Meadows-Maple Ridge)	DATE Le 14 décembre 2021
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Reply by the Minister of Environment and Climate Change  
Réponse du ministre de l'Environnement et du Changement climatique

L'honorable Steven Guilbeault

PRINT NAME OF SIGNATORY  
INSCRIRE LE NOM DU SIGNATAIRE

SIGNATURE  
MINISTER OR PARLIAMENTARY SECRETARY  
MINISTRE OU SECRÉTAIRE PARLEMENTAIRE

QUESTION

En ce qui concerne la réponse du ministre de l'Environnement et du Changement climatique à la demande de désignation du projet routier et ferroviaire à Pitt Meadows (no de référence 82818 de l'AEIC) dans laquelle il dit que les effets négatifs potentiels seront gérés par les mécanismes législatifs existants : de quels mécanismes parle-t-il exactement en ce qui concerne l'exposition des résidents aux émissions de moteurs diesel?

REPLY / RÉPONSE

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TEXTE ORIGINAL

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TRANSLATION  
TRADUCTION

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L'Agence d'évaluation d'impact du Canada a fourni des conseils au ministre de l'Environnement et du Changement climatique en ce qui concerne le potentiel des mécanismes législatifs existants de traiter les effets négatifs du projet d'amélioration routière et ferroviaire à Pitt Meadows. L'Agence comprend que les émissions de diesel découlant du projet seraient gérées par les lois provinciales et fédérales suivantes :

- La *Environmental Management Act, 2021 – Part 6 – Clean Air Provisions* (Loi sur la gestion de l'environnement, 2021 – Partie 6 – Dispositions relatives à l'air pur) de la province de la Colombie-Britannique;
- Le *Règlement sur les émissions des locomotives (2017)* du gouvernement fédéral, en vertu de la *Loi sur la sécurité ferroviaire*;
- Le *Règlement sur le soufre dans le carburant diesel (2002)* du gouvernement fédéral, en vertu de la *Loi canadienne sur la protection de l'environnement (1999)*.



March 9, 2021

File: 0280-30  
Ref: 193975

Shannon Roberts, Farmer Florist  
Blooming Meadows  
Email: [bloomingmeadows.ca@gmail.com](mailto:bloomingmeadows.ca@gmail.com)

Dear Shannon Roberts:

Thank you for your email dated January 5, 2021, expressing your concerns regarding the Canadian Pacific Railway's (CP Rail) expansion plans in Pitt Meadows. You have clearly invested a lot of physical and emotional effort into your farm, and I understand your frustration regarding this unexpected development.

As you correctly identified, CP Rail is federally regulated and therefore is not bound by the provincial legislation and local government authorities regulating the Agricultural Land Reserve. That said, CP Rail is required to undergo an extensive federal review process that examines potential impacts of the facility, including possible ramifications for nearby agriculture. I understand that CP Rail will be seeking public input in the next stage of planning, which will be commencing this spring. I encourage you to raise your concerns directly with CP Rail through this process. You can share your concerns by email at [engage@cplogisticspark.ca](mailto:engage@cplogisticspark.ca) and, if you have not already done so, you can sign up for project updates at the CP Rail Consultation and Engagement page of the website: <https://vancouverlogisticspark.ca/consultation-and-engagement/>.

Thank you again, for your contributions to agriculture in this province. Small, sustainable farms such as yours are important for a diverse and thriving agricultural sector. Thank you again for sharing your concerns.

Sincerely,

Lana Popham  
Minister



Fisheries and Oceans  
Canada

Pêches et Océans  
Canada

Fish and Fish Habitat  
Protection Program  
Ecosystem Management Branch  
Pacific Region  
200 – 401 Burrard Street  
Vancouver, BC  
V6C 3S4

Programme de protection du poisson  
et de l'habitat du poisson  
Gestion des écosystèmes  
Région du Pacifique  
Pièce 200 – 401 rue Burrard  
Vancouver (C.-B.)  
V6C 3S4

April 9, 2021

s.22

Dear s.22

Thank you for your correspondence of December 28, 2020, addressed to the Honourable Bernadette Jordan, Minister of Fisheries, Oceans and the Canadian Coast Guard, regarding Canadian Pacific (CP) Rail's project plans for the community of Pitt Meadows, British Columbia. I have been asked to respond on behalf of the Minister and regret the delay in responding.

Fisheries and Oceans Canada (DFO) understands that CP Rail proposes to undertake an expansion adjacent to its existing facility in Pitt Meadows. DFO takes the protection of fish and fish habitats very seriously. If CP Rail's proposal included works that affect fish or fish habitat, they would be required to engage with DFO's Fish and Fish Habitat Protection Program (FFHPP).

FFHPP is responsible for reviewing projects that may impact fish and fish habitat to ensure proponents avoid, mitigate and, where necessary, offset the death of fish or the harmful alteration, disruption, or destruction of fish habitat. DFO works with the proponent to identify appropriate avoidance and mitigation measures, and should there be residual impacts, the Department will require offsetting to counterbalance those impacts.

Although FFHPP has not yet received this proposal from CP Rail, DFO appreciates the time that you have taken to share your concerns with us, and we will keep them in mind when the time comes for our review.

As you have some concerns that fall outside of DFO's jurisdiction, we have taken the liberty of sharing your correspondence with the British Columbia provincial ministries responsible for transportation, agricultural lands, and land management, as well as Environment and Climate Change Canada and Health Canada, for their information.

Thank you again for writing and expressing your concern for the protection of aquatic species and their environments.

Sincerely,

Brad Fanos  
Director  
Fish and Fish Habitat Protection Program  
Ecosystems Management  
Pacific Region

c.c.:   The Office of the Honourable Patty Hajdu, P.C., M.P.  
          Minister of Health  
          The Office of the Honourable Jonathan Wilkinson, P.C., M.P.  
          Minister of Environment and Climate Change  
          The Office of the Honourable Lana Popham, M.L.A  
          British Columbia's Minister of Agriculture, Food and Fisheries  
          The Office of the Honourable Katrine Conroy, M.L.A  
          British Columbia's Minister of Forests, Lands, Natural Resource Operations  
          and Rural Development  
          The Office of the Honourable Rob Fleming, M.L.A  
          British Columbia's Minister of Transportation and Infrastructure