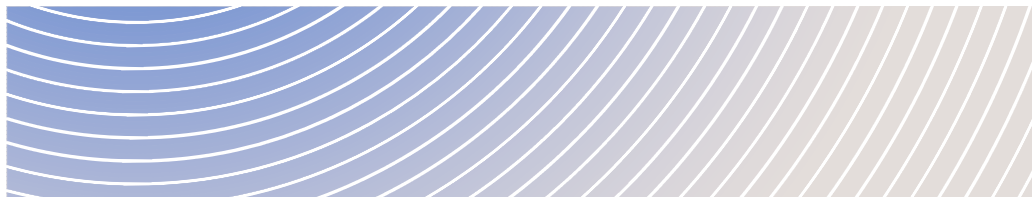


Analysis Report



WHETHER TO DESIGNATE THE CP LOGISTICS PARK:
VANCOUVER AND PITT MEADOWS ROAD AND RAIL
IMPROVEMENTS PROJECTS IN BRITISH COLUMBIA
PURSUANT TO THE *IMPACT ASSESSMENT ACT*

November 2021



Impact Assessment
Agency of Canada

Agence d'évaluation
d'impact du Canada

Canada



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Purpose

The Impact Assessment Agency of Canada (the Agency) prepared this report for consideration by the Minister of Environment and Climate Change (the Minister) in deciding whether to designate the CP Logistics Park: Vancouver (the Logistics Park Project) and the Pitt Meadows Road and Rail Improvements Project (the Road and Rail Project) (collectively, the Projects) pursuant to section 9 of the *Impact Assessment Act* (IAA). The Agency carried out this analysis in a manner consistent with its Internal Operational Guide: Process for Assessing Designation Requests under the IAA.

Projects

Logistics Park Project

The Canadian Pacific Railway Company (CP) has proposed the Logistics Park Project to address capacity constraints of intermodal and railyard facilities in Metro Vancouver. It consists of the expansion of the existing Vancouver Intermodal Facility in Pitt Meadows, British Columbia (B.C.), to add a new transload centre and supporting infrastructure designed to distribute agricultural, automobile, and liquid products.

Road and Rail Project

The Vancouver Fraser Port Authority (VFPA) and CP have proposed the Road and Rail Project to address current and future road and rail traffic congestion in Pitt Meadows, B.C. The Road and Rail Project consists of the removal of rail crossings and the construction of associated road and rail infrastructure. The Road and Rail Project is proposed by the VFPA, who is leading all road-related components and providing overall project management activities and CP, who is leading the construction and operation of rail components. The City of Pitt Meadows is also a partner in the Road and Rail Project as it will maintain the road infrastructure once construction activities have concluded.

Context of Request

On July 12, 2021, the Minister received a letter requesting to designate the Projects from Qícəy (Katzie First Nation). The letter included a request for either a federal impact assessment of the Logistics Park Project together with the rail components of the Road and Rail Project, or for a federal impact assessment of the Logistics Park Project only. In the letter, Qícəy (Katzie First Nation) expressed support for the road components of the Road and Rail Project. The request expressed the following concerns:

- potential adverse impacts on Qícəy (Katzie First Nation) rights and interests related to the protection, restoration, and stewardship of Sq̓ə́ycəyaʔl státləw (Katzie Slough), and potential downstream effects on the Pitt River and Fraser River;

- potential adverse impacts of the Logistics Park Project on Qícəy (Katzie First Nation) current use of lands and resources for traditional purposes, citing CP's assumptions made in project documents and lack of consideration of Qícəy (Katzie First Nation) input;
- potential adverse cumulative effects of the Projects in combination with historic, existing, and reasonably foreseeable industrial development near Sqəycəyaʔl státləw (Katzie Slough) and critical off-channel salmon rearing habitat in the Lower Fraser River;
- the adequacy of the regulatory process of the Canadian Transportation Agency under section 98 of the *Canada Transportation Act*, specifically citing concerns that the regulatory process does not meaningfully assess the potential cumulative effects, and does not allow for the timelines and processes needed for collaboration and relationship building to address the potential deterioration of Sqəycəyaʔl státləw (Katzie Slough);
- the scale of the Logistics Park Project in relation to the thresholds in the *Physical Activities Regulations* (the Regulations); and
- the extent of public concerns related to the Projects.

On July 22, 2021, the Agency sent letters to CP and the VFPA notifying them of the designation request and requesting information about the Projects. In addition, the Agency requested advice and/or input from the City of Pitt Meadows, Environment and Climate Change Canada, Fisheries and Oceans Canada, Transport Canada, the Canadian Transportation Agency, Innovation, Science and Economic Development Canada, and potentially affected Indigenous groups.

Both CP and the VFPA responded on August 16, 2021, with information about the Projects, their potential adverse effects, proposed design and mitigation measures, and their view that the Projects should not be designated.

Advice on applicable legislative mechanisms and potential effects due to the Projects was received from Environment and Climate Change Canada, Fisheries and Oceans Canada, Transport Canada, and the Canadian Transportation Agency.

The Agency received responses from Cowichan Tribes, Tsawwassen First Nation, and Tsleil-Waututh Nation. The Agency also received submissions from stakeholders and the public, including the City of Pitt Meadows and 52 individuals.

Project Context

Project overview

The Logistics Park Project and the Road and Rail Project are two distinct projects. While the Projects are geographically proximate, they are independent, as either can proceed in the absence of the other. Furthermore, the Projects have distinct proponents, with the Logistics Park Project being proposed by CP, and the Road and Rail Project being proposed by VFPA and CP.

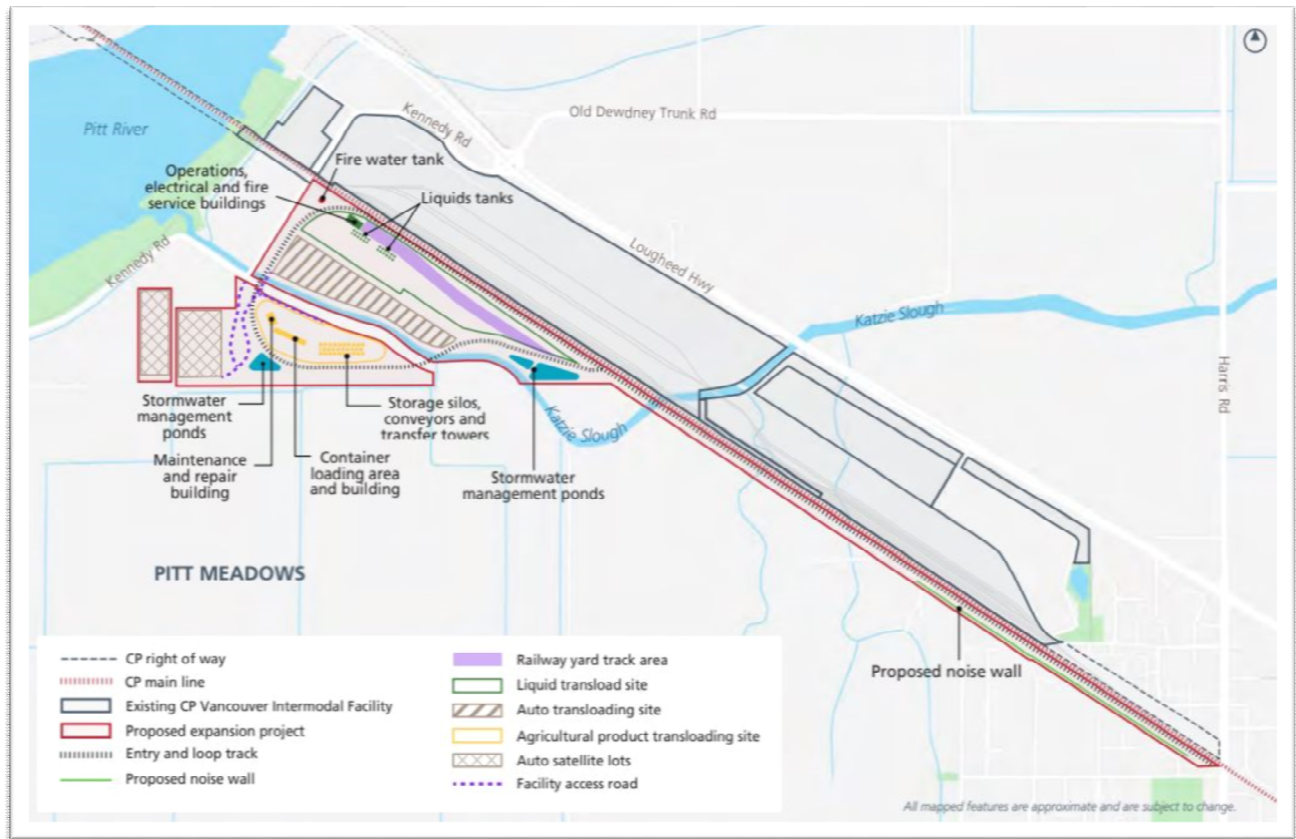
Logistics Park Project

The purpose of the Logistics Park Project is to construct a multi-commodity transloading and logistics facility to alleviate capacity concerns at the nearby Vancouver Intermodal Facility and Coquitlam Railyard and increase trade network efficiencies by reducing the circulation of empty containers and creating capacity to alleviate impacts from disruptions and outages. This is aligned with CP's legislated mandate to move goods and products produced and consumed in North America.

The Logistics Park Project will expand CP's existing Vancouver Intermodal Facility and construction of additional track in its existing mainline rail corridor. It will include the expansion of the existing 89-hectare railway yard by 41 hectares and the construction of a new transload centre to distribute agricultural, automobile, and liquid products. Subject to applicable approvals, construction is scheduled for 2026 – 2028, with operations occurring indefinitely thereafter.

The Logistics Park Project is located in Pitt Meadows, B.C. on CP owned lands. The site extends from Kennedy Road to Harris Road, directly south of the existing CP owned and operated Vancouver Intermodal Facility (Figure 1). This site is bisected by Sq̓ə́y̓cəyaʔl státləw (Katzie Slough) and the Pitt River is located approximately 500 metres west.

Figure 1: Logistics Park Project location and layout



(Figure source CP Logistics Park: Vancouver Community Consultation Round 2 Discussion Guide, June 2021)



Road and Rail Project

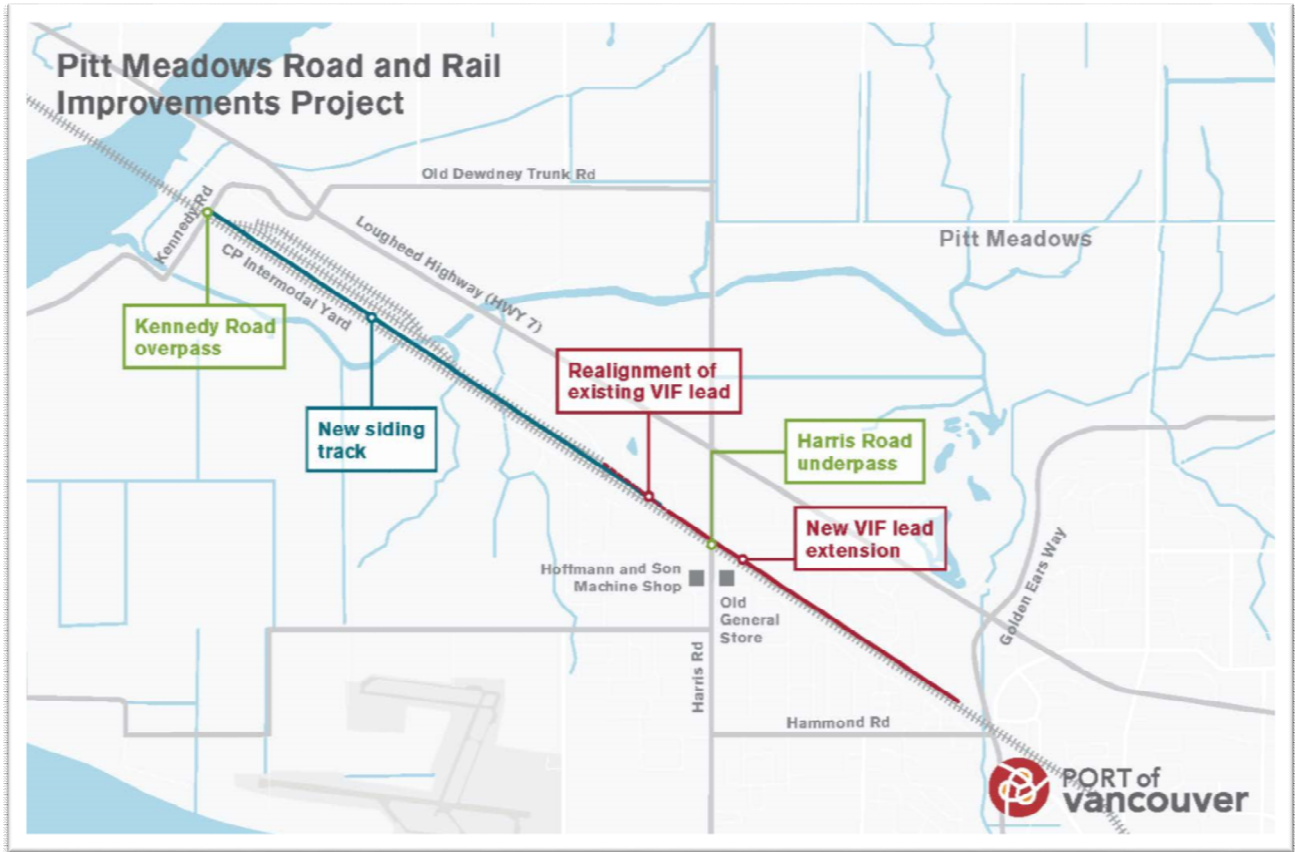
The purpose of the Road and Rail Project is to improve efficiency of road and rail movement in Metro Vancouver. According to the VFPA, both the Kennedy Road and Harris Road rail crossings are some of the busiest in the region, with Kennedy Road being blocked by trains for an average of one hour and 45 minutes a day and Harris Road for three hours and 30 minutes. The Road and Rail Project is part of the broader Greater Vancouver Gateway 2030 strategy, developed by the Gateway Transportation Collaboration Forum which consists of the VFPA, TransLink, the B.C. Ministry of Transportation and Infrastructure, the Greater Vancouver Gateway Council, and Transport Canada. The objective of the strategy is to serve as a roadmap for infrastructure investment for the region to ensure the road and rail networks meet growing trade needs to the year 2030. The total cost of the Road and Rail Project is anticipated to be \$141.1 million, \$48.8 million of which is funded by the National Trade Corridors Fund.

The Road and Rail Project includes the removal of rail crossings at Kennedy and Harris Roads and the construction of a four-lane underpass and rail bridge at Harris Road and a two-lane overpass at Kennedy Road. It will include the construction of a track extension leading to the Vancouver Intermodal Facility and new rail siding track on the north side of the existing CP mainline. By replacing at grade crossings with underpasses, the Road and Rail Project will increase public safety by reducing collisions, improve emergency response time, reduce road congestion, eliminate vehicle wait times at crossings, and improve rail freight capacity. Subject to applicable approvals, construction is scheduled for 2023-2026.

The Road and Rail Project is located in Pitt Meadows, B.C. The road components are located where the CP mainline bisects both Kennedy Road and Harris Road and the rail components are on CP owned land between Kennedy and Harris Roads (Figure 2).



Figure 2: Road and Rail Project location and layout




(Figure source VFPA submission to IAAC information request for the Road and Rail Project, August 2021)

Project components and activities

Logistics Park Project

The Logistics Park Project is proposed to operate as a conventional rail transload facility, expanding the existing Vancouver Intermodal Facility in Pitt Meadows, B.C. The Logistics Park Project includes the construction of:

- Rail track: 5.3 kilometre loop track from the mainline to provide connections between existing track and the expanded transload facility.
- Agricultural products transload subsite:
 - An area with capacity to unload one 2,591 metre unit train (a train containing all of the same commodity) at a time in 24 hours; and
 - 13 storage silos for the temporary storage of approximately 15,600 tonnes of agricultural products.
- Automobile transload subsite:
 - two unloading auto tracks, with 12 rail car spots each;
 - temporary storage lot; and

- 
- truck loading area.
 - Liquid transload subsite:
 - staging yard with capacity for 40 train cars to receive ethanol and transportation fuels;
 - 11 storage tanks with five days capacity of liquid storage (2 tanks each for ethanol, premium gasoline, and diesel and 5 tanks for regular gasoline);
 - a blending building;
 - truck loading pumps;
 - fire access road;
 - firefighting infrastructure; and
 - truck queuing area.
 - Administrative buildings with staff lockers, washrooms, and lunchroom facilities.

Road and Rail Project

The Road and Rail Project has road components proposed by the VFPA and rail components proposed by CP and includes the construction of:

- Road components:
 - two-lane overpass at Kennedy Road; and
 - four-lane underpass at Harris Road.
- Rail components:
 - 3,048 metres siding track on the north side of the existing two mainline tracks east of Kennedy Road and west of Harris Road;
 - rail bridge over S̓q̓ə́y̓cəyaʔł státləw (Katzie Slough) with abutments outside of the high water mark;
 - 1,829 metres extension of the existing lead track accessing the Vancouver Intermodal Facility; and
 - protection wall for the existing overhead pedestrian bridge.



Analysis of Designation Request

Authority to designate the Projects

The *Physical Activities Regulations* (the Regulations) of the IAA identify the physical activities that constitute designated projects. The Projects are each described below including their size in relation to the relevant thresholds in the Regulations.

Under subsection 9(1) of IAA the Minister may, by order, designate a physical activity that is not prescribed in the Regulations. The Minister may do this, if, in the Minister's opinion, the physical activity may cause adverse effects within federal jurisdiction or adverse direct or incidental effects, or public concerns related to those effects warrant the designation. While contemplating designation, under subsection 9(2) of the IAA, the Minister may consider adverse impacts that a physical activity may have on the rights of Indigenous peoples.

Logistics Park Project

The Logistics Park Project includes a 41-hectare expansion of the existing Vancouver Intermodal Facility, which has a current footprint of 89 hectares. The increase in the area of the railway yard is therefore 46% for a total area after the expansion of 130 hectares. The Logistics Park Project is not captured in the Regulations due to the fact that the expansion does not result in an increase of the total area by 50% or more, as cited in item 55 of the Regulations:

- *"The expansion of an existing railway yard, if the expansion would result in an increase of its total area by 50% or more and a total area of 50 ha or more".*

The carrying out of the Logistics Park Project has not substantially begun and no federal authority has exercised a power or performed a duty or function that would permit the Logistics Park Project to be carried out, in whole or in part.¹ Given this understanding of the Logistics Park Project, the Agency is of the view that the Minister may consider designating the Logistics Park Project pursuant to subsection 9(1) of the IAA.

Road and Rail Project

The Road and Rail Project includes the construction of 3.8 kilometres of new rail siding track and a 1.8-kilometre extension of the existing lead track. The Road and Rail Project is not captured in the Regulations due to the fact that the new rail tracks are less than 50 kilometres in length, as cited in item 54(a) of the Regulations:

¹ The Minister must not make the designation if the carrying out of the physical activity has substantially begun, or a federal authority has exercised a power or performed a duty or function in relation to the project (subsection 9(7) of the IAA).

- *“The construction, operation, decommissioning and abandonment of a new railway line that is capable of carrying freight or of carrying passengers between cities and requires a total of 50 km or more of new right of way”.*

The carrying out of the Road and Rail Project has not substantially begun and no federal authority has exercised a power or performed a duty or function that would permit the Road and Rail Project to be carried out, in whole or in part.

Given this understanding of the Road and Rail Project, the Agency is of the view that the Minister may consider designating the Road and Rail Project pursuant to subsection 9(1) of the IAA.

Potential adverse effects within federal jurisdiction

Logistics Park Project

The potential for adverse effects within federal jurisdiction, as defined in section 2 of the IAA, would be limited through project design, by application of standard mitigation measures, and managed through existing legislative mechanisms. Annex I provides the analysis of potential adverse effects for the Logistics Park Project, mitigation measures proposed by CP, and anticipated legislative mechanisms that would address the effects identified.

No federal lands are expected to be affected by the Logistics Park Project.

Road and Rail Project

The potential for adverse effects within federal jurisdiction, as defined in section 2 of the IAA, would be limited through project design, by application of standard mitigation measures, and managed through existing legislative mechanisms. Annex I provides the analysis of potential adverse effects for the Road and Rail Project, mitigation measures proposed by the VFPA and CP, and anticipated legislative mechanisms that would address the effects identified.


No federal lands are expected to be affected by the Road and Rail Project.

Potential adverse direct or incidental effects

Direct or incidental effects refer to effects that are directly linked or necessarily incidental to a federal authority's exercise of a power or performance of a duty or function that would permit the carrying out, in whole or in part, of a project, or to a federal authority's provision of financial assistance to a person for the purpose of enabling that project to be carried out, in whole or in part.

Logistics Park Project

The Logistics Park Project, as described, requires the exercise of the following federal powers, duties, or functions:

- 
- approval from the Canadian Transportation Agency under section 98 of the *Canada Transportation Act*;
 - authorization by Fisheries and Oceans Canada under paragraphs 34.4(2)(b) and 35(2)(b) of the *Fisheries Act* may be required for works, undertakings or activities that would result in death of fish or harmful alteration, disruption, or destruction of fish habitat;
 - permit from Environment and Climate Change Canada under sections 32, 33, and subsection 58(1) of the *Species at Risk Act* may be required if there are impacts to a species at risk, any part of their critical habitat, or the residences of their individuals, in a manner which is prohibited;
 - approval from Transport Canada under the *Canadian Navigable Waters Act* may be required for activities to construct, place, alter, rebuild, remove or decommission a major work that is on any navigable water that may interfere with navigation. Further, a notification of work may be required for minor work that is on any navigable waterways;
 - permit from Environment and Climate Change Canada under the *Migratory Birds Convention Act, 1994* may be required for all activities affecting migratory birds, including killing, harming, or collecting adults, young, and eggs;
 - permit from Transport Canada under the *Railway Safety Act* may be required for operation activities on a federally regulated railway track; and
 - approval from Environment and Climate Change Canada pursuant to subsection 332(1) of the *Canadian Environmental Protection Act, 1999* for the storage of petroleum products or allied petroleum products.

The potential direct or incidental effects related to the aforementioned powers duties or functions would be limited or addressed through the due diligence of the federal authority.


Road and Rail Project

The Road and Rail Project, as described, requires the exercise of the following federal powers, duties or functions:

- authorization by Fisheries and Oceans Canada under paragraphs 34.4(2)(b) and 35(2)(b) of the *Fisheries Act* may be required for works, undertakings or activities that would result in death of fish or harmful alteration, disruption, or destruction of fish habitat;
- permit from Environment and Climate Change under sections 32, 33 and subsection 58(1) of the *Species at Risk Act* may be required if there are impacts to a species at risk, any part of their critical habitat, or the residences of their individuals, in a manner which is prohibited; and
- approval from Transport Canada under the *Canadian Navigable Waters Act* may be required for activities to construct, place, alter, rebuild, remove or decommission a major work that is on any navigable water that may interfere with navigation. Further, a notification of work may be required for minor work that is on any navigable waterways.

The potential direct or incidental effects related to the aforementioned powers duties or functions would be limited or addressed through the due diligence of the federal authority.

Public concerns



Between July 12, 2021, and August 16, 2021, 52 letters were received from members of the public expressing concern with both the Logistics Park Project and the Road and Rail Project. The public concerns known to the Agency include those noted in the letters and from information in local media outlets, online, and in House of Commons petition e-3037 that speak to community concerns regarding the Projects. The concerns raised include:

- effects on fish and fish habitat, migratory birds, and federally listed species at risk;
- effects on wildlife and vegetation;
- health effects related to noise and vibration and air quality;
- effects on the current use of land and resources for traditional purposes;
- cumulative effects on fish and fish habitat in the Fraser River and its tributaries;
- greenhouse gas emissions and climate change;
- loss of agricultural land; and
- inadequate Indigenous consultation and public engagement.


In addition, the public has noted other concerns beyond federal jurisdiction, including that the Logistics Park Project is out of character with the City of Pitt Meadows' natural beauty, that local emergency services may not be adequate to address fire concerns, and that the Logistics Park Project will adversely impact local property values and farmlands.

The City of Pitt Meadows stated their opposition to the Logistics Park Project and their support for the Road and Rail Project, via a letter dated August 13, 2021. The City of Pitt Meadows asserts that the Logistics Park Project is captured within the Regulations when considering the expansion related to the Logistics Park Project in combination with the development of the Maersk Transload and Distribution Facility, another CP owned project located nearby and already under construction. The City of Pitt Meadows asserts that CP is mischaracterizing the Logistics Park Project by separating out components related to the Maersk Transload and Distribution Facility.

The concerns expressed relating to potential adverse effects within federal jurisdiction include fish and fish habitat, migratory birds, and federally listed species at risk. However, the Agency is of the view that these concerns can be addressed through the application of standard mitigation measures and existing legislative and regulatory mechanisms (see Annex I).

Potential adverse impacts on the rights of Indigenous peoples

The Agency considered potential impacts to, and sought comments from: Tsawwassen First Nation, Musqueam Indian Band, Tsleil-Waututh Nation, Stz'uminus First Nation, Cowichan Tribes, Halalt First Nation, Ts'uubaa-asatx (Lake Cowichan First Nation), Lyackson First Nation, Penelakut Tribe, Semiahmoo First Nation, S'ólh Téméxw Stewardship Alliance, Kwikwetlem First Nation, Squamish First Nation, Kwantlen First Nation, Seabird Island First Nation, Leq'á:mél First Nation, Shxwowhamel First Nation, Matsqui First Nation, Peters First Nation, Popkum First Nation, Sts'ailes Band (Chehalis), Union Bar First Nation, and Métis Nation BC.



In addition to Qícəy's (Katzie First Nation) designation request, the Agency received comments from Cowichan Tribes, Tsawwassen First Nation, and Tsleil-Waututh Nation, all in support of the Qícəy (Katzie First Nation) request to designate the Projects under subsection 9(1) of the IAA. The designation request from Qícəy (Katzie First Nation) included a letter of support from the Lower Fraser Fisheries Alliance, an affiliation of First Nations from Yale, B.C. to the mouth of the Fraser River.

Logistics Park Project

Qícəy (Katzie First Nation) has expressed that the Logistics Park Project has the potential to result in impacts to Qícəy (Katzie First Nation) rights. Qícəy (Katzie First Nation) asserts that their rights and interests have already been significantly impacted by cumulative effects in their territory and that the Logistics Park Project must be considered through a cumulative lens. Qícəy (Katzie First Nation) further asserts that the IAA process would consider how the Projects might further entrench existing barriers to fish habitat, productivity, and habitat quality in their territory, and how those impacts can be effectively mitigated with the goal of the future restoration of the territory, and the future meaningful exercise of their rights in the sacred place.

Qícəy (Katzie First Nation) has expressed that the Canadian Transportation Agency's section 98 process would not address these impacts. Qícəy (Katzie First Nation) argues that the federal IAA process offers a viable alternative to ensure meaningful assessment of the potential impacts of the Logistics Park Project on Qícəy (Katzie First Nation) rights. Notwithstanding the IAA's requirement to consider a project's impacts to rights, the Agency recognizes that the federal regulatory processes applicable to the Logistics Park Project require the departments to consult and, where appropriate, accommodate, for the impacts associated with their powers, duties, or functions. Specifically, the Canadian Transportation Agency's determination through the section 98 application process triggers the Crown's duty to consult, and this duty must be discharged in a manner consistent with the honour of the Crown and the objectives of reconciliation between Indigenous peoples and other Canadians. The Canadian Transportation Agency is guided by the policy on Consultation with Indigenous Peoples, and the Accommodation of the Rights and Interests in the Context of the Canadian Transportation Agency Determinations. This policy states that the Crown has a duty to consult Indigenous peoples when it contemplates an action, such as a project authorization, that may adversely affect established or asserted Indigenous rights or interests. The Canadian Transportation Agency is a government entity whose authorizations trigger the Crown's duty to consult and accommodate, and holds the responsibility to ensure that this duty is fully and honourably discharged before issuing an authorization that would be expected to affect Indigenous rights and interests. When finalizing its determination, the Canadian Transportation Agency takes into account all of the impacts and effects on Indigenous rights and interests that have been identified through the consultation process, and ensures that accommodation measures are implemented, if and as required.

Road and Rail Project

Qícəy (Katzie First Nation) indicated that the Road and Rail Project is related, geographically proximate, and should be assessed together with the Logistics Park Project because it supports the shared objectives to increase CP's rail capacity, and is related to the cumulative effects in the area. Qícəy (Katzie First Nation) has indicated that salmon is a sacred animal and a focal point of their culture, and that (in both past and present) salmon are being impacted by incremental development in their territory and cumulative effects, which is impacting Qícəy's (Katzie First Nation) ability to maintain this sacred relationship and their

cultural connections. Notwithstanding the IAA's ability to provide for an assessment of a project's impacts to rights, the Agency recognizes that the federal regulatory processes applicable to the Road and Rail Project require the departments to consult and, where appropriate, accommodate, for the impacts associated with their powers, duties, or functions.

Regional and strategic assessments

There are no regional or strategic assessments pursuant to sections 92, 93, or 95 of the IAA that are relevant to the Projects.

Conclusion

The Logistics Park Project and the Road and Rail Project are two distinct projects. While the Projects are geographically proximate, they are independent, as either can proceed in the absence of the other. Furthermore, the Projects have distinct proponents, with the Logistics Park Project being proposed by CP, and the Road and Rail Project being proposed by VFPA and CP.

Logistics Park Project

To inform its analysis, the Agency sought and received input from CP, relevant federal authorities, the City of Pitt Meadows, and potentially affected Indigenous groups. In addition, the Agency considered concerns in the letters sent to the Minister by the public.

The potential for adverse effects, as described in subsection 9(1) of the IAA, would be limited through project design, the application of standard mitigation measures and through existing legislative mechanisms (Annex I). The federal and provincial regulatory processes required pursuant to the *Canada Transportation Act*, *Railway Safety Act*, *Fisheries Act*, *Species At Risk Act*, *Canadian Navigable Waters Act*, *Migratory Bird Convention Act, 1994*, *Canadian Environmental Protection Act, 1999*, *BC Wildlife Act*, and the *BC Heritage Conservation Act* have the capacity to address the concerns expressed by Qícəy (Katzie First Nation) and those that are known to the Agency.

There is the potential for the Logistics Park Project to contribute to impacts on the rights of Indigenous peoples caused by urbanization and industrial development in the area. However, it is the Agency's view that existing legislative mechanisms will be adequate to address the anticipated magnitude of these adverse effects. These legislative mechanisms could include the consideration of cumulative effects within the scope of the section 98 application under the *Canada Transportation Act*, if the potential for cumulative effects from the Project is a public concern.

Road and Rail Project

To inform its analysis, the Agency sought and received input from CP, VFPA, relevant federal authorities, the City of Pitt Meadows, and potentially affected Indigenous groups. In addition, the Agency considered concerns in the letters sent to the Minister by the public.



The potential for adverse effects, as described in subsection 9(1) of the IAA, would be limited through project design, the application of standard mitigation measures and through existing legislative mechanisms (Annex I). The federal and provincial regulatory processes required pursuant to the *Fisheries Act*, *Species At Risk Act*, *Canadian Navigable Waters Act*, *BC Heritage Conservation Act*, and the *BC Water Sustainability Act* have the capacity to address the concerns expressed by Qícəy (Katzie First Nation) and those that are known to the Agency.

There is the potential for the Road and Rail Project to contribute to impacts on the rights of Indigenous peoples caused by urbanization and industrial development in the area. However, it is the Agency's view that existing legislative mechanisms will be adequate to address the anticipated magnitude of these adverse effects.

ANNEX I

Annex I: Analysis Table

Adverse Effect or Public Concern in Relation to subsection 9(1) of the <i>Impact Assessment Act</i>	Effects and Mitigation Proposed by the Proponent and Advice from Federal Experts	Relevant Legislative Mechanisms
<p>A change to fish and fish habitat, as defined in subsection 2(1) of the <i>Fisheries Act</i></p>	<p>Logistics Park Project</p> <p>Requester and Indigenous Concerns</p> <p>Qícəy (Katzie First Nation) in their designation request and the Lower Fraser Fisheries Alliance note that the Logistics Park Project bisects Sqəyčəyaʔl státləw (Katzie Slough) and would have the potential to impact critical off-channel rearing habitat in the Lower Fraser River, which has already experienced considerable cumulative effects that have degraded fish habitat quality.</p> <p>Proponent</p> <p>The proponent has indicated that fish habitat may be altered by causing changes in habitat structure, access, and water quality, and that Fish (as defined in the <i>Fisheries Act</i>) may be affected through mortality and changes in health.</p> <p>The proponent has stated that they will request review of their plans by Fisheries and Oceans Canada, acknowledging that a <i>Fisheries Act</i> authorization may be required.</p> <p>Federal Authorities</p> <p>Fisheries and Oceans Canada advised that as proposed, the Logistics Park Project could cause:</p> <ul style="list-style-type: none"> • death of fish from construction of the project; and • potential loss of productivity through harmful alteration, disruption, and destruction of fish habitat from project construction and operation. 	<p>Both the Logistics Park Project and the Road and Rail Projects are likely to require a <i>Fisheries Act</i> Authorization.</p> <p>Logistics Park Project requires a section 98 approval under the <i>Canada Transportation Act</i>.</p>



	<p>Fisheries and Oceans Canada further advised that these effects could likely be managed through issuance of a <i>Fisheries Act</i> authorization or letter of advice, which would include conditions to avoid, mitigate, and offset effects to fish and fish habitat.</p> <p>The Logistics Park Project requires a review under section 98 of the <i>Canada Transportation Act</i>. The section 98 review includes an environmental effects evaluation and it is expected that fish and fish habitat will be a valued component included in the evaluation. Cumulative effects are expected to be considered due to the fact that it has been raised as a public concern.</p> <p>Road and Rail Project</p> <p>Requester and Indigenous Concerns</p> <p>Qícəy (Katzie First Nation), in their designation request, and the Lower Fraser Fisheries Alliance note that the Road and Rail Project will impact Sq̓əy̓cəyaʔl státləw (Katzie Slough) and would have the potential to impact critical off-channel rearing habitat in the Lower Fraser River, which has already experienced considerable cumulative effects that have degraded fish habitat quality.</p> <p>Proponent</p> <p>VFPA has stated that, with mitigation, there would be no effects on fish or fish habitat as a result of the Harris Road underpass or the Kennedy Road overpass components. The rail improvement component is expected to require a <i>Fisheries Act</i> authorization because of anticipated harmful alteration, disruption, or destruction (HADD) of fish habitat as defined in the <i>Fisheries Act</i>. VFPA has stated that in initial conversations with Fisheries and Oceans Canada, CP committed to habitat offsetting of equal or greater value than the expected HADD for the Road and Rail Project.</p> <p>Federal Authorities</p> <p>Fisheries and Oceans Canada advised that, as proposed, the Project could cause:</p> <ul style="list-style-type: none"> • death of fish from construction of the project; and • potential loss of productivity through harmful alteration, disruption, and destruction of fish habitat from project construction and operation. <p>Fisheries and Oceans Canada further advised that these effects could likely be managed through issuance of a <i>Fisheries Act</i> authorization or letter of advice,</p>	
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	<p>which would include conditions to avoid, mitigate, and offset effects to fish and fish habitat.</p>	
<p>A change to aquatic species, as defined in subsection 2(1) of the <i>Species at Risk Act</i></p>	<p>Logistics Park Project Requester and Indigenous Concerns Qícəy (Katzie First Nation) and the Lower Fraser Fisheries Alliance, in their designation request, note that the Logistics Park Project bisects Sqə́ycəyaʔł státləw (Katzie Slough) and would have the potential to impact critical off-channel rearing habitat in the Lower Fraser River, which has already experienced considerable cumulative effects that have degraded fish habitat quality.</p> <p>Proponent CP has stated that the Logistics Park Project may affect aquatic species through mortality and changes in health. CP has indicated that they would work with Fisheries and Oceans Canada to determine whether a <i>Fisheries Act</i> authorization would be required, which would include a consideration of effects to aquatic species as defined in the <i>Species at Risk Act</i>.</p> <p>Federal Authorities Fisheries and Oceans Canada advised that they could provide specialist or expert information or knowledge on fish and fish habitat, marine mammals, and aquatic species at risk. The Logistics Park Project requires a review under section 98 of the <i>Canada Transportation Act</i>. The section 98 review includes an environmental effects evaluation and it is expected that fish and fish habitat, and vegetation and wetlands will be valued components included in the evaluation. Cumulative effects are expected to be considered due to the fact that it has been raised as a public concern.</p> <p>Road and Rail Project Requester and Indigenous Concerns Qícəy (Katzie First Nation), in their designation request, and the Lower Fraser Fisheries Alliance note that the Road and Rail Project will impact Sqə́ycəyaʔł státləw (Katzie Slough) and would have the potential to impact critical off-channel rearing habitat in the Lower Fraser River, which has already experienced considerable cumulative effects that have degraded fish habitat quality.</p>	<p>Both the Logistics Park Project and the Road and Rail Projects are likely to require a <i>Fisheries Act</i> Authorization.</p> <p>Logistics Park Project requires a section 98 approval under the <i>Canada Transportation Act</i>.</p>

	<p>Proponent</p> <p>Both the VFPA and CP have indicated that they would work with Fisheries and Oceans Canada to determine whether a <i>Fisheries Act</i> authorization would be required for the Road and Rail Project, which would include a consideration of effects to aquatic species as defined in the <i>Species at Risk Act</i>.</p> <p>Federal Authorities</p> <p>Fisheries and Oceans Canada advised that they could provide specialist or expert information or knowledge on fish and fish habitat, marine mammals, and aquatic species at risk.</p>	
<p>A change to migratory birds, as defined in subsection 2(1) of the <i>Migratory Birds Convention Act, 1994</i></p>	<p>Logistics Park Project</p> <p>Proponent</p> <p>CP has stated that it is currently unknown whether an authorization under the <i>Migratory Birds Convention Act</i> would be required for the Logistics Park Project.</p> <p>Federal Authorities</p> <p>Environment and Climate Change Canada noted that permits may be required under the <i>Migratory Birds Convention Act</i>, and that their department possesses expert knowledge in regards assessing potential effects to biophysical valued components, effectiveness of mitigation measures, methods for monitoring and follow up, and information regarding federal policies, standards, and regulations that may be relevant.</p> <p>The Logistics Park Project is expected to undergo a review under section 98 of the <i>Canada Transportation Act</i>. The section 98 review includes an environmental effects evaluation and it is expected that wildlife, which would include migratory birds, will be a valued component including in the evaluation.</p> <p>Road and Rail Project</p> <p>Proponent</p> <p>VFPA has stated that, with mitigation, there would be no effects on migratory birds as a result of the Harris Road underpass or the Kennedy Road overpass components and it is unlikely that a permit under the <i>Migratory Birds Convention Act, 1994</i> is required.</p>	<p>The Logistics Park Project is likely to require a permit under <i>Migratory Birds Convention Act, 1994</i>.</p> <p>The Road and Rail Project is not anticipated to require a permit under the <i>Migratory Birds Convention Act, 1994</i>.</p>

	<p>CP has stated that it is currently unknown whether an authorization under the <i>Migratory Birds Convention Act</i> would be required for the rail components of the Road and Rail Project.</p> <p>Federal Authorities</p> <p>Environment and Climate Change Canada noted that permits may be required under the <i>Migratory Birds Convention Act</i>, and that their department possesses expert knowledge in regards assessing potential effects to biophysical valued components, effectiveness of mitigation measures, methods for monitoring and follow up, and information regarding federal policies, standards, and regulations that may be relevant.</p>	
<p>A change to the environment that would occur on federal lands</p>	<p>No adverse environmental effects on federal lands are anticipated from either project. The nearest reserve (Katzie No. 1) is approximately three kilometres southeast of Harris Road.</p>	
<p>A change to the environment that would occur in a province other than the one in which the project is being carried out or outside Canada</p>	<p>No adverse transboundary effects in other provinces or outside Canada are anticipated from either the Logistics Park Project or the Rail and Road Project. The nearest provincial border is approximately 604 kilometres east, and the closest international border, to the United States, is 27 kilometres south.</p> <p>With respect to greenhouse gas emissions, the volume of emissions from the Projects is expected to be low in magnitude.</p> <p>Logistics Park Project Proponent</p> <p>CP asserts that the expanded transload facility will result in a net reduction of greenhouse gases by a modal shift in the transportation of goods from trucks to rail.</p> <p>Road and Rail Project Proponent</p> <p>VFPA have stated that rail transportation is the lowest impact method available with which to transport goods, and that the Road and Rail Project is the most effective (in terms of greenhouse gas emissions) method to address growing demand for transportation in the region.</p>	
<p>With respect to Indigenous peoples, an impact - occurring in Canada and</p>	<p>Logistics Park Project Requester and Indigenous Concerns</p>	<p>Logistics Park Project requires a section 98</p>



<p>resulting from any change to the environment - on physical and cultural heritage</p>	<p>Qícəy (Katzie First Nation) asserts that the scope of CP's assessment continues to be on their current use of lands and resources for traditional purposes, ignoring title, governance, self-determination, and cultural and environmental stewardship rights.</p> <p>Qícəy (Katzie First Nation) has indicated that salmon is a sacred animal and a focal point of their culture, and that (in both past and present) salmon are being impacted by incremental development in their territory and cumulative effects, which is impacting Qícəy (Katzie First Nation) ability to maintain this sacred relationship and their cultural connections.</p> <p>Cowichan Tribes noted that they rely on Food, Social and Ceremonial fisheries to support their Nation's cultural continuity.</p> <p>Tsawwassen First Nation stated that the Logistic Park Project could interact with their environmental, social, and cultural interests, and may have significant adverse effects on their community.</p> <p>Proponent</p> <p>CP has acknowledged the cultural significance of Sq̓ə́ycəyaʔl státləw (Katzie Slough) and the preference for Sq̓ə́ycəyaʔl státləw (Katzie Slough) to be utilized for fish habitat offsetting, rather than another waterway. CP has committed to work with Indigenous groups to investigate the potential to develop fish habitat offsets in Sq̓ə́ycəyaʔl státləw (Katzie Slough), but anticipates that at least some habitat offsets may be needed elsewhere.</p> <p>CP asserts that the process that the Canadian Transportation Agency will follow for soliciting and considering information provided by Indigenous communities in relation to the application for railway approval will provide a full and meaningful opportunity for Qícəy (Katzie First Nation) to communicate directly to the Canadian Transportation Agency its views on potential effects of the Logistics Park Project on its rights and interests, and for Qícəy (Katzie First Nation) perspectives on those effects on rights and interests to be given meaningful consideration by the Canadian Transportation Agency.</p> <p>Federal Authorities</p> <p>Transport Canada and Fisheries and Oceans Canada advised that the Logistics Park Project may require them to take an action, and that they would conduct Indigenous consultation activities related to any actions undertaken.</p> <p>The Logistics Park Project requires a review under section 98 of the <i>Canada Transportation Act</i>, which includes an evaluation on the current use of land and resources for traditional purposes and archaeological and heritage resources.</p>	<p>approval under the <i>Canada Transportation Act</i>.</p> <p>Both the Logistics Park Project and the Road and Rail Projects are likely to require a <i>Fisheries Act</i> Authorization.</p> <p>The Logistics Park Project is likely to require a permit under the <i>Railway Safety Act</i>.</p>
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	<p>The review also requires CP to consult with Qícəy (Katzie First Nation) and other potentially impacted Indigenous groups.</p> <p>Road and Rail Project</p> <p>Requester and Indigenous Concerns</p> <p>Qícəy (Katzie First Nation) has indicated that salmon is a sacred animal and a focal point of their culture, and that (in both past and present) salmon are being impacted by incremental development in their territory and cumulative effects, which is impacting Qícəy (Katzie First Nation) ability to maintain this sacred relationship and their cultural connections.</p> <p>Qícəy (Katzie First Nation) indicated that the Road and Rail Project is related, geographically proximate, and should be assessed together with the Logistics Park Project because it supports the shared objectives to increase CP's rail capacity, and is related to the cumulative effects in the area.</p> <p>Cowichan Tribes noted that they rely on food, social and ceremonial fisheries to support their Nation's cultural continuity.</p> <p>Tsawwassen First Nation stated that the Road and Rail Project could interact with their environmental, social, and cultural interests, and may have significant adverse effects on their community.</p> <p>Proponent</p> <p>VFPA has indicated there will be little change, if any, in land use within Qícəy (Katzie First Nation) territory. Rather, the Project will improve emergency service (ambulance, fire, etc.) access to areas south of Lougheed Highway in Pitt Meadows including Qícəy (Katzie First Nation) Indian Reserve 1 lands.</p> <p>VFPA has stated the Road and Rail Project and the Logistics Park Project are independent projects and either can advance without the other. The regulatory processes applicable to both projects are expected to consider potential effects, including cumulative effects, and impose mitigation through conditions.</p> <p>CP has acknowledged the cultural significance of Sqə́ycəyaʔl státləw (Katzie Slough) and the preference for Sqə́ycəyaʔl státləw (Katzie Slough) to be utilized for fish habitat offsetting, rather than another waterway. CP has committed to work with Indigenous groups to investigate the potential to develop fish habitat offsets in Sqə́ycəyaʔl státləw (Katzie Slough), but anticipates that at least some habitat offsets may be needed elsewhere.</p> <p>Federal Authorities</p>	
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	<p>Fisheries and Oceans Canada has advised that the Logistics Park Project may require them to take an action, and that they would conduct Indigenous consultation activities related to any actions undertaken.</p>	
<p>With respect to Indigenous peoples, an impact - occurring in Canada and resulting from any change to the environment - on current use of lands and resources for traditional purposes</p>	<p>Logistics Park Project</p> <p>Requester and Indigenous Concerns</p> <p>Qícəy (Katzie First Nation) has stated that the past, ongoing, and proposed CP activities have resulted in an exponential decrease in the availability of lands and resources for traditional sustenance and cultural practice. Qícəy (Katzie First Nation) also asserts that the Projects have the potential to result in impacts to Qícəy (Katzie First Nation) rights including cultural and environmental stewardship and their interests in the protection and restoration of their territory and the Lower Fraser River watershed for the protection of their salmon.</p> <p>Cowichan Tribes stated their support for Qícəy (Katzie First Nation) designation request and stated that the project(s) need to be assessed with appropriate timelines and with due attention to cumulative effects as it has the potential to significantly disrupt sensitive fish habitat, and has the potential to impact their section 35 rights.</p> <p>Proponent</p> <p>CP has stated that they will conduct an environmental effects evaluation to accompany their application to the Canadian Transportation Agency, which will include an assessment of potential adverse effects on Indigenous rights and interests including on the current use of lands and resources for traditional purposes.</p> <p>CP asserts that the process that the Canadian Transportation Agency will follow for soliciting and considering information provided by Indigenous communities in relation to the application for railway approval will provide a full and meaningful opportunity for Qícəy (Katzie First Nation) to communicate directly to the Canadian Transportation Agency its views on potential effects of the Logistics Park Project on its rights and interests, and for Qícəy (Katzie First Nation) perspectives on those effects on rights and interests to be given meaningful consideration by the Canadian Transportation Agency.</p> <p>Federal Authorities</p> <p>The Logistics Park Project requires a review under section 98 of the <i>Canada Transportation Act</i>, which includes an evaluation on the current use of land and resources for traditional purposes. The review also requires CP to consult with Qícəy (Katzie First Nation) and other potentially impacted Indigenous groups.</p>	<p>Logistics Park Project requires a section 98 approval under the <i>Canada Transportation Act</i>.</p>



	<p>Road and Rail Project</p> <p>Requester and Indigenous Concerns</p> <p>Qícəy (Katzie First Nation) indicated that the Road and Rail Project is related, geographically proximate, and should be assessed together with the Logistics Park Project because it supports the shared objectives to increase CP's rail capacity, and is related to the cumulative effects in the area, including impacts on current use of lands and resources from traditional purposes.</p> <p>Proponent</p> <p>VFPA has stated the Road and Rail Project and the Logistics Park Project are independent projects and either can advance without the other. The regulatory processes applicable to both projects are expected to consider potential effects, including cumulative effects, and impose mitigation through conditions.</p>	
<p>With respect to Indigenous peoples, an impact - occurring in Canada and resulting from any change to the environment - on any structure, site, or thing that is of historical, archaeological, paleontological, or architectural significance.</p>	<p>Logistics Park Project</p> <p>Requester and Indigenous Concerns</p> <p>Qícəy (Katzie First Nation) indicated that the Logistics Park Project will have impacts to Sǫə́yćəyaʔł státləw (Katzie Slough), which has cultural significance to Qícəy (Katzie First Nation).</p> <p>Proponent</p> <p>CP has stated that they have conducted an Environmental Effects Evaluation to accompany their application to the Canadian Transportation Agency, which will include an assessment of potential adverse effects on Indigenous rights and interests including on archaeological and heritage resources.</p> <p>Federal Authorities</p> <p>The Logistics Park Project requires a review under section 98 of the <i>Canada Transportation Act</i>, which includes an evaluation on archaeological and heritage resources. The review also requires CP to consult with Qícəy (Katzie First Nation) and other potentially impacted Indigenous groups.</p> <p>Road and Rail Project</p> <p>Requester and Indigenous Concerns</p> <p>Qícəy (Katzie First Nation) indicated that the Road and Rail Project is related, geographically proximate, and should be assessed together with the Logistics Park Project because it supports the shared objectives to increase CP's rail</p>	<p>Logistics Park Project requires a section 98 approval under the <i>Canada Transportation Act</i>.</p>

	<p>capacity, and is related to the cumulative effects in the area, including impacts on archaeological resources.</p> <p>Proponent</p> <p>VFPA has noted that Indigenous groups have expressed interest in protecting archaeological resources and having involvement in field studies. To date, an Archaeological Impact Assessment has been performed and the proponent has committed to facilitating an opportunity for Indigenous groups to review it and provide comments, including on mitigation.</p> <p>VFPA has stated the Road and Rail Project and the Logistics Park Project are independent projects and either can advance without the other. The regulatory processes applicable to both projects are expected to consider potential effects, including cumulative effects, and impose mitigation through conditions.</p>	
<p>Any change occurring in Canada to the health, social or economic conditions of Indigenous peoples</p>	<p>Logistics Park Project</p> <p>Requester and Indigenous Concerns</p> <p>Cowichan Tribes indicated that they rely on food, social and ceremonial fisheries to support their members' health.</p> <p>Proponent</p> <p>CP has stated that they will conduct an environmental effects evaluation to accompany their application to the Canadian Transportation Agency, which will include an assessment of potential adverse effects on Indigenous rights and interests including health, social or economic conditions.</p> <p>Federal Authorities</p> <p>The Logistics Park Project requires review under section 98 of the <i>Canada Transportation Act</i>, which includes an evaluation on current use of lands and resources for traditional purposes. The review also requires CP to consult with Qícay (Katzie First Nation) and other potentially impacted Indigenous groups.</p> <p>Road and Rail Project</p> <p>Requester and Indigenous Concerns</p> <p>Qícay (Katzie First Nation) has indicated that the Road and Rail Project is related, geographically proximate, and should be assessed together with the Logistics Park Project because it supports the shared objectives to increase</p>	<p>Logistics Park Project requires a section 98 approval under the <i>Canada Transportation Act</i>.</p>

	<p>CP's rail capacity, and is related to the cumulative effects in the area, including health and social impacts to Qícəy (Katzie First Nation).</p> <p>Proponent</p> <p>VFPA has stated that in their consultations with Indigenous groups to date, concerns regarding adverse impacts to health, social or economic conditions have not specifically been raised.</p> <p>They have further stated that should the project proceed, procurement and contracting opportunities would be made available to Indigenous group businesses or member-owned businesses.</p>	
<p>Adverse direct or incidental effects</p>	<p>No adverse direct or incidental effects are anticipated from either project, as the direct or incidental effects related to the described powers duties or functions would be limited or addressed through the due diligence of the federal authority.</p>	
<p>The public concerns known to the Agency include:</p> <ul style="list-style-type: none"> • Effects on fish and fish habitat, migratory birds, and federally listed species at risk; • Effects on wildlife and vegetation; • Health effects related to noise and vibration and air quality; • Effect on the current use of land and resources for traditional purposes; • Cumulative effects; 	<p>Between July 12, 2021, and August 16, 2021, 52 letters were received from members of the public expressing concern with the Logistics Park Project and the Road and Rail Improvement Project. Of those, 40 comments followed (or substantially followed) a template format addressed to Minister Wilkinson requesting designation of the projects and expressing concerns regarding potential effects.</p> <p>The public concerns known to the Agency include:</p> <ul style="list-style-type: none"> • effects on fish and fish habitat, migratory birds, and federally listed species at risk; • effects on wildlife and vegetation; • health effects related to noise and vibration and air quality; • effect on the current use of land and resources for traditional purposes; • cumulative effects; • greenhouse gas emissions and climate change; • loss of agricultural land; and • inadequate Indigenous consultation and public engagement. <p>The City of Pitt Meadows stated their opposition to the Logistics Park Project and their support for the Road and Rail Project, via a letter dated August 13, 2021. The City of Pitt Meadows asserts that the Logistics Park Project does fall within the scope of a reviewable project under the Regulations, when</p>	



<ul style="list-style-type: none"> • Greenhouse gas emissions and climate change; • Loss of agricultural land; • Inadequate Indigenous consultation and public engagement; and • Request for designation to the <i>Impact Assessment Act</i>. 	<p>considering the both the expansion are of both the proposed Logistics Park Project and the Maersk Transload and Distribution Facility, which is owned by CP and is already under construction. The City of Pitt Meadows asserts that CP is mischaracterizing the Projects by separating components from the main project.</p> <p>The concerns expressed relate to certain adverse effects within federal jurisdiction or adverse direct or incidental effects, including fish and fish habitat, migratory birds, and federally listed species at risk, and impacts to Aboriginal rights and the current use of land for traditional purposes.</p>	
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ANNEX II

Annex II: Potential Federal and Provincial Authorizations Relevant to the Project

Authorization	Description	Project
Federal Authorizations		
<i>Canada Transportation Act</i>	<p>Pursuant to section 98 of the <i>Canada Transportation Act</i>, a company shall not construct a railway line without the approval of the Canadian Transportation Agency.</p> <p>The Logistics Park Project will require a section 98 approval from the Canadian Transportation Agency. The Road and Rail Improvement Project is not anticipated to require a Section 98 approval from the Canadian Transportation Agency.</p>	Logistics Park Project
<i>Fisheries Act</i>	<p>Authorization under paragraphs 34.4(2)(b) and 35(2)(b) may be required for works, undertakings or activities that would result in death of fish or harmful alteration, disruption, or destruction of fish habitat. Conditions to avoid, mitigate and offset effects to fish and fish habitat would be included if an authorization is required.</p> <p>Prior to issuing an authorization, consultations with potentially impacted Indigenous groups would be undertaken and potential accommodation for adverse impacts could be considered as appropriate.</p> <p>Both the Logistics Park Project and the Road and Rail Project are likely to require a <i>Fisheries Act</i> Authorization.</p>	Logistics Park Project; Road and Rail Project
<i>Species at Risk Act</i>	<p>A permit may be required if there are impacts to a species at risk, any part of their critical habitat, or the residences of their individuals, in a manner which is prohibited under sections 32, 33 and subsection 58(1) of the <i>Species at Risk Act</i>.</p> <p>Prior to issuing a permit, consultations with potentially impacted Indigenous groups would be undertaken and potential accommodation for adverse impacts could be considered as appropriate.</p>	Logistics Park Project; Road and Rail Project



Authorization	Description	Project
	<p>Both the Logistics Park Project and the Road and Rail Project may require a <i>Species at Risk Act</i> permit.</p>	
<p><i>Canadian Navigable Waters Act</i></p>	<p>An Application for approval may be required for activities to construct, place, alter, rebuild, remove or decommission a major work that is on any navigable water that may interfere with navigation. A notification of work may be required for minor work that is on any navigable waterways.</p> <p>Prior to issuing an approval, consultations with potentially impacted Indigenous groups may be undertaken.</p> <p>The Logistics Park Project is likely required to seek an approval under the <i>Canadian Navigable Waters Act</i>. The Road and Rail Project may need to seek a notification of work under the <i>Canadian Navigable Waters Act</i>.</p>	<p>Logistics Park Project; Road and Rail Project</p>
<p><i>Migratory Birds Convention Act, 1994</i></p>	<p>A permit may be required under the <i>Migratory Birds Convention Act, 1994</i> for all activities affecting migratory birds, including killing, harming, or collecting adults, young and eggs.</p> <p>The Logistics Park Project is likely to require a permit under <i>Migratory Birds Convention Act, 1994</i>. The Road and Rail Project is not anticipated to require a permit under the <i>Migratory Birds Convention Act, 1994</i>.</p>	<p>Logistics Park Project</p>
<p><i>Railway Safety Act</i></p>	<p>A permit may be required under the <i>Railway Safety Act</i> for operation activities on a federally regulated railway track.</p> <p>Consultation with potentially impacted Indigenous groups is not anticipated.</p> <p>The Logistics Park Project is likely to require a permit under <i>Railway Safety Act</i>. The Road and Rail Project is not anticipated to require a permit under the <i>Railway Safety Act</i>.</p>	<p>Logistics Park Project</p>
<p><i>Canadian Environmental Protection Act, 1999</i></p>	<p>An approval may be required, pursuant to subsection 332(1) of the <i>Canadian Environmental Protection Act, 1999</i>, for the storage of petroleum products or allied petroleum products.</p> <p>Consultation with potentially impacted Indigenous groups is not anticipated.</p>	<p>Logistics Park Project</p>



Authorization	Description	Project
	<p>The Logistics Park Project may require a Liquid Storage Tank Approval under the <i>Canadian Environmental Protection Act, 1999</i>. The Road and Rail Project is not anticipated to require an approval under the <i>Canadian Environmental Protection Act, 1999</i>.</p>	
<p>Provincial Authorizations</p>		
<p><i>BC Wildlife Act</i></p>	<p>Permit or approval may be required for Fish collection under the <i>Wildlife Act, 1999</i>.</p> <p>Consultation with potentially impacted Indigenous groups are not anticipated.</p> <p>The Logistics Park Project may require a permit under the <i>BC Wildlife Act</i>. The Road and Rail Project is not anticipated to require a permit under the <i>BC Wildlife Act, 1999</i>.</p>	<p>Logistics Park Project</p>
<p><i>Heritage Conservation Act</i></p>	<p>Permits may be required for heritage inspection, investigation or alteration under the <i>Heritage Conservation Act</i>.</p> <p>Prior to issuing an approval, consultations with potentially impacted Indigenous groups will be undertaken.</p> <p>Both the Logistics Park Project and the Road and Rail Project are likely to require permits under the <i>Heritage Conservation Act</i>.</p>	<p>Logistics Park Project;</p> <p>Road and Rail Project</p>
<p><i>Water Sustainability Act</i></p>	<p>Permit, approval or notification may be required for changes in and about a stream and diversion of groundwater, under the <i>Water Sustainability Act</i>.</p> <p>Consultation with potentially impacted Indigenous groups are not anticipated.</p> <p>The Logistic Park Project is not anticipated to require a permit under the <i>Water Sustainability Act</i>. The Road and Rail Project may require a permit under the <i>Water Sustainability Act</i>.</p>	<p>Road and Rail Project</p>