CP Logistics Park: Vancouver Community Consultation — Round 2 Discussion Guide

June 1, 2021 – June 30, 2021

Provide your feedback from June 1, 2021 to June 30, 2021

CP wants to hear from you

From June 1, 2021 to June 30, 2021, we are seeking your input on the proposed CP Logistics Park: Vancouver. Information about the planned technical and environmental studies and the proposed facility design is included in this discussion guide. This is the second round of consultation about the proposed project.

Visit the project website at **cplogisticspark.ca** to:

- Learn more about the proposed project
- Submit an online feedback form
- Sign up for a virtual open house
  - Tuesday, June 8, 2021 6 p.m. – 7 p.m.
  - Wednesday, June 16, 2021 1 p.m. – 2 p.m.
  - Thursday, June 24, 2021 6 p.m. – 7 p.m.

CP will carefully consider the input you provide during the community consultation process.

Table of contents

Previous engagement and next steps

The first round of public engagement about the proposed CP Logistics Park: Vancouver took place between December 2, 2020 and January 15, 2021. During this time, CP introduced the proposed project and sought feedback on valued components (VCs) of importance to the community. A summary report and a consideration memo for the first round of consultation are posted on the project website at **cplogisticspark.ca**.

During the first round of consultation, community members expressed interest or concerns in the following areas:

- Environment: air quality, wildlife protection, water management
- Community: amenities, light, noise, vibration, visual impacts, agriculture
- Safety
- Traffic: truck and rail traffic

Throughout the spring of 2021, CP's project team considered community feedback and continued to progress with site analysis and project development. CP's environmental experts have defined the scope and objectives of the technical studies, which can be found on pages 7–21 of this discussion guide.

This round of public engagement seeks feedback on the identified study objectives and potential mitigation approaches. A third round of public engagement will take place prior to the submission of CP's application to the Canadian Transportation Agency (CTA), and will focus on the results of the Environmental Effects Evaluation (EEE) as well as proposed mitigation approaches.

Artist's rendering looking southeast from Kennedy Rd. (subject to change)

What is the CP Logistics Park: Vancouver?

CP is proposing to construct a multi-modal, multi-commodity transload and logistics facility adjacent to its Vancouver Intermodal Facility in Pitt Meadows, B.C., to better service CP's rail customers and meet increased rail demand in Canada's largest trade gateway. The expansion will be named the CP Logistics Park: Vancouver and is subject to regulatory approval.

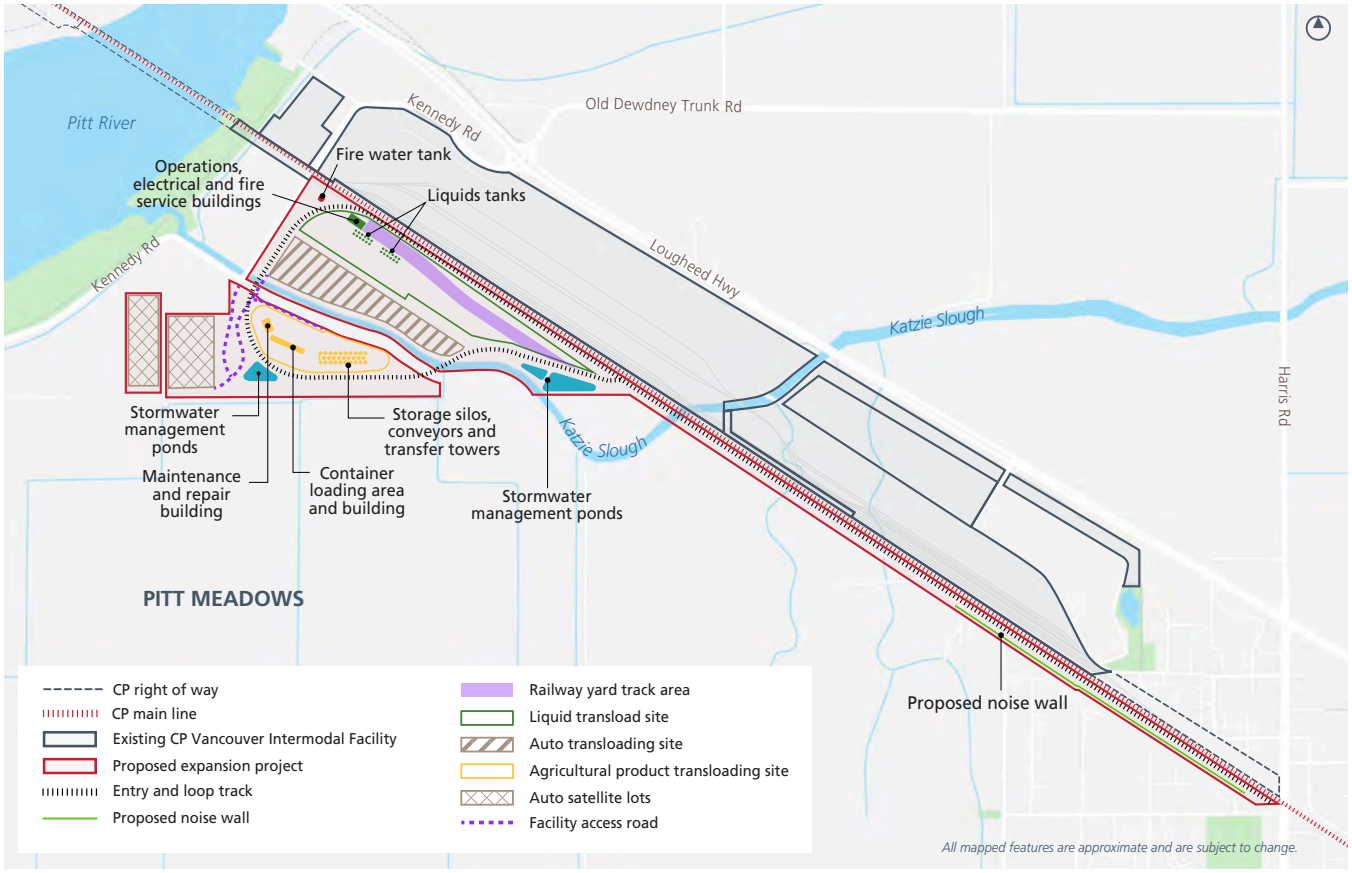
With CP's existing facilities nearing capacity, this proposed project would create a critical piece of rail infrastructure to keep Canadian goods moving, create and sustain jobs and build confidence in Canada as a strong and sustainable global trading partner. A modern facility will also be better equipped to address the needs of nearby communities.

The proposed project is located on 41 hectares of CP-owned land on the south side of CP's existing Vancouver Intermodal Facility, east of Kennedy Road, and is directly accessible to a major highway. An important feature of the proposed facility is its proximity to the Metro Vancouver market. It is also within 40 kilometres of the Port of Vancouver, which minimizes the distance that goods are required to travel by train or truck once containerized. Reducing the distance rail cars need to travel is more efficient, requires less fuel to transport, reduces greenhouse gas emissions and reduces the impact on communities along the rail corridor.

Did you know?

As a federally regulated railway, CP is subject to "common carrier" obligations as defined in sections 113 to 115 of the Canada Transportation Act. Under its common carrier obligations, CP is required to meet the transportation needs of all rail shippers, including those operating in the agricultural, automotive and transportation fuel sectors.

Project components and requirements



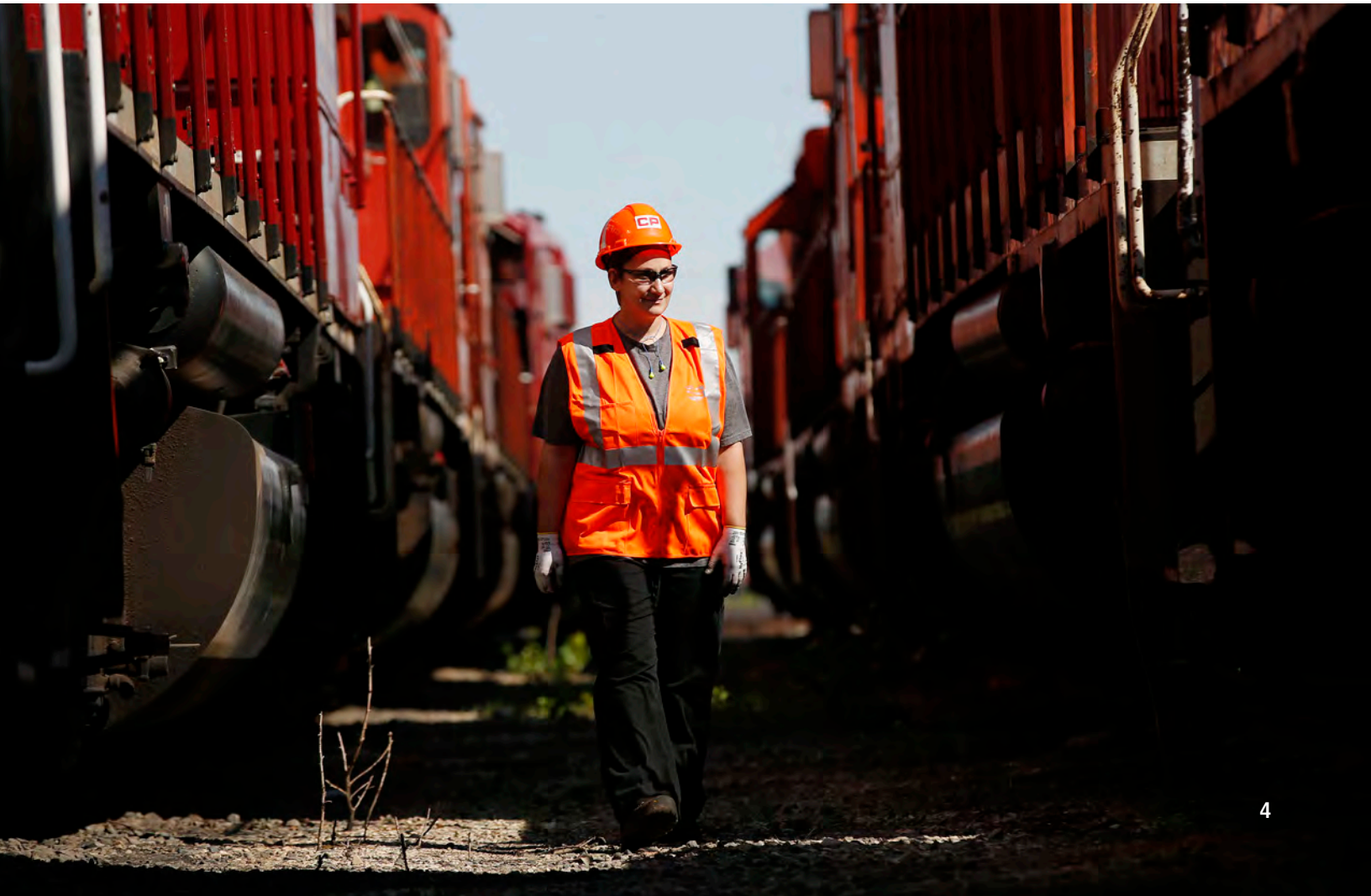
During the first round of consultation, CP shared a basic project map with the major components of the project identified at a high level. Below, more details are provided about the detailed elements of the three main project components. The proposed project has the following major rail and transload components:

1. Agricultural hub where Canadian agricultural products will be received by rail and transloaded to shipping containers for distribution in custom allotments around the world. This hub will consist of:
   - A loop track to facilitate the unloading of 8500-foot-long grain unit trains
   - An enclosed railcar unloading building to allow the emptying of railcars
   - Approximately 30 grain silos (1250 tonne) to allow the efficient handling of the product
   - A container loading building to permit the loading of shipping containers while they remain on truck chassis
2. Auto lot to receive North American-made automobiles destined for local distributors and specifically designed to accommodate electric vehicles. This hub will consist of:
   - Rail unloading tracks where the vehicles will be driven off of the autocarriers
   - Truck loading lanes where vehicles are lined up and driven on to local delivery trucks
   - Approximately 2000 vehicle staging stalls

3. Liquids transload and rail facility for transportation fuels (including ethanol) and other liquid commodities to serve demand in Metro Vancouver. This hub will consist of:
    - Two fixed infrastructure unloading pods
        - Each pod will have a dual sided unloading rack, twelve 3000-barrel temporary buffering tanks, a truck loading area capable of loading three trucks at a time.
    - Two direct railcar-to-truck loading lanes
4. Railway support infrastructure consisting of:
    - Arrival / departure trackage extending east of the facility within CP's existing right of way
    - Railcar sorting and staging tracks
5. Other supporting infrastructure consisting of:
    - Office buildings and utility services
    - Security and lighting infrastructure
    - Stormwater management infrastructure
    - Internal road network and employee parking areas

CP purchased this site a number of years ago because it is close to our existing facilities and it fits other important technical requirements, including:

- West of the District of Mission;
- A minimum of 40 hectares with a minimum length of 1,250 metres;
- Parallel and adjacent to CP's existing mainline; and
- Flat topography (Slope ≤ 0.5 %).



The need for the project

Growth in Canadian trade

Growth in Canadian trade is driving the need for transportation infrastructure, including the proposed project. For example, CP is seeing continuous increased demand for the shipping of agriculture products, as demonstrated by consecutive record-breaking crop shipping years.

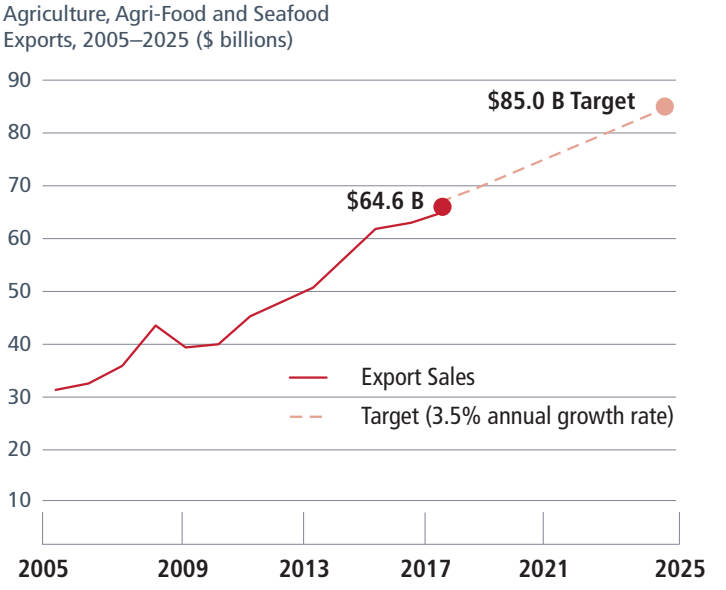
Legislative mandate

Canada's west coast ports are growing to handle rising demand, and the proposed CP Logistics Park: Vancouver will help maintain a strong supply chain. CP has a legislated mandate to move the goods and products offered to them, and providing this critical service is a core value to CP.

Population Growth

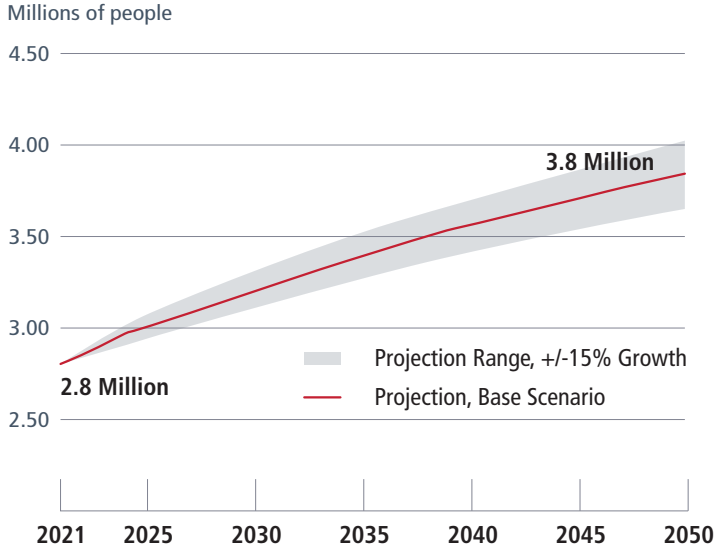
Metro Vancouver's population is projected to grow by one million residents over the next 30 years. More infrastructure capacity is needed to continue supplying the regional market with goods and generating high-quality employment opportunities. Moving more goods by rail and removing trucks from local roads will also help alleviate congestion and reduce emissions. This project will increase efficiencies across the trade network and enable CP to meet the future needs of shippers.

Agriculture exports growth forecast



Source: Statistics Canada and Agriculture and Agri-Food Canada (AAFC) calculations

Metro Vancouver 2050 population growth forecast



Source: Metro Vancouver Regional District

Project benefits

This proposed project would create critical infrastructure to keep Canadian goods moving, create and sustain jobs and build confidence in Canada as a strong and sustainable global trading partner.

The proposed project will result in a variety of economic, environmental and community benefits, including:

Economic benefits

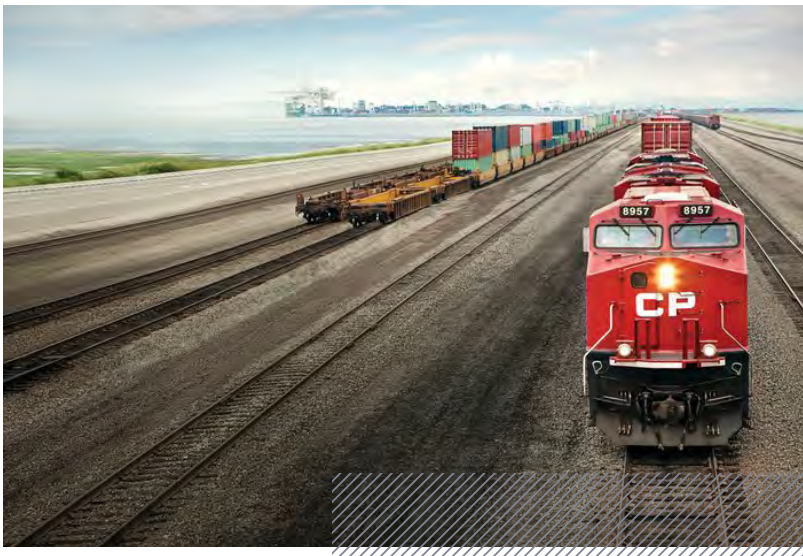
- Increasing market access for inbound and outbound shipments;
- Helping Canadian farmers access markets in Asia, including for specialty products;
- Creating quality direct and indirect jobs in transportation, agriculture and other industries;
- Adding capacity to support Canadian and provincial trade goals;
- Strengthening Canada's economic competitiveness by improving the efficiency of railways; and
- Contributing to economic growth following the COVID-19 downturn.

Environmental benefits

- Cutting emissions by reducing the number of empty containers being shipped to Asia and increasing supply chain efficiency;
- Reducing greenhouse gas emissions by shifting goods movement from truck to rail, reducing the number of truck movements on regional highways; and
- Adding a modernized auto lot that includes electric vehicle charging stations to help suppliers meet anticipated growth in demand for electric vehicles in British Columbia.

Community benefits

- Providing approximately 150–250 direct jobs as well as contracting opportunities for local residents and businesses;
- Creating hundreds of jobs during construction and supporting indirect employment throughout the community; and
- Contributing $4.1 million annually towards local and provincial taxes once the proposed project is complete, combined with existing taxes.



Environmental Effects Evaluation

What is the Environmental Effects Evaluation?

The Environmental Effects Evaluation (EEE) is being undertaken to consider potential changes to the natural environment and the impact of these changes on the local community, interested Indigenous communities and on the local health, social and economic conditions.

The EEE is a requirement of the Canadian Transportation Agency (CTA) approval process and will assist CP in identifying potential effects of the project and mitigation approaches. The scope of the issues considered in the EEE includes biophysical, socio-economics, heritage-cultural, and human health interests, referred to as valued components (VCs).

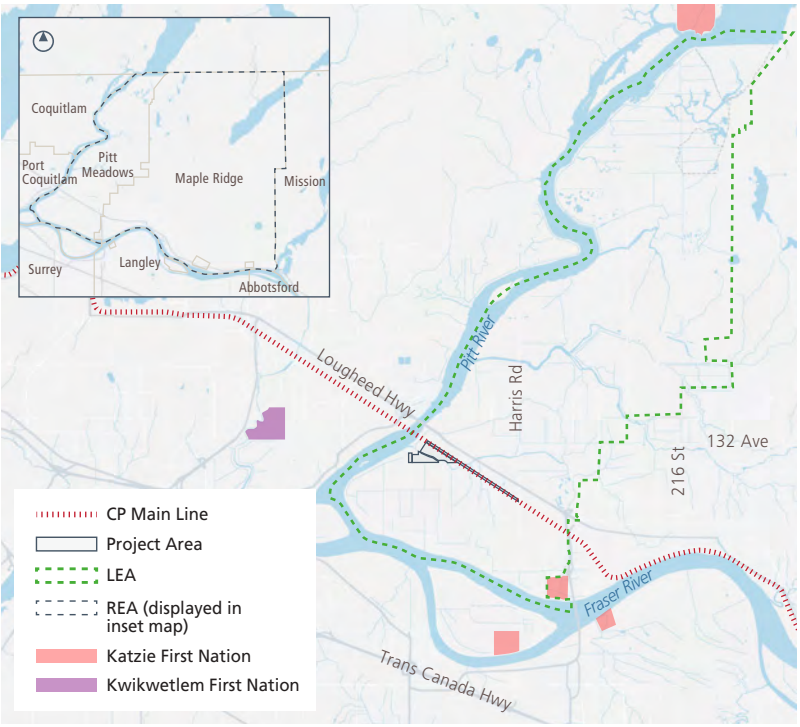
What are valued components (VCs)?

Valued components are components of the natural and human environment that are considered by the proponent (CP), the public, Indigenous communities, technical specialists and government agencies to have scientific, ecological, economic, social, cultural, archaeological, historical or other importance.

Evaluation Areas

The evaluation of environmental effects in the EEE is supported by VC-specific local and regional evaluation areas. Evaluation areas are spatial areas over which effects on a specific VC may occur and include effects that may extend beyond the project footprint.

As an example, the Local Evaluation Area (LEA) and Regional Evaluation Areas (REA) for the socio-economic VC are shown in the map below. LEAs and REAs for other VCs are described in the Terms of Reference.



What is the Project Area?

The Project Area encompasses the area that will be occupied by the project components and activities.

What is Local Evaluation Area?

The Local Evaluation Area (LEA) is defined as the area where there may be measurable changes to the natural and human environment resulting from the proposed project and proposed activities. LEAs are VC specific and include the area where there is a reasonable potential for the project-related activities to interact with and potentially affect the VC.

What is Regional Evaluation Area?

The Regional Evaluation Area (REA) includes areas where there could be interactions between project-related residual effects (i.e., effects not completely eliminated by mitigation approaches) and residual effects from other regional projects and activities. The establishment of the REA supports the assessment of potential cumulative effects of the project.

Environmental Effects Evaluation Continued

What is the status of the Environmental Effects Evaluation?

The EEE is still under development and the results will be available in next round of community consultation. CP is currently in Phase 2 (Scoping) of the Project Assessment and Review Process. In this phase, engagement is being undertaken to gain a detailed understanding of key issues and interests raised by the public so that the issues can be meaningfully considered in the EEE.

The following sections of the discussion guide outline the various subjects addressed in the ongoing EEE. For each section, the discussion guide shares information regarding the existing conditions in the area, EEE study objectives and potential mitigation approaches being considered by CP.

Topics from the EEE addressed in the following pages include:

Environment (pages 9–13)

- Air quality
- Wildlife
- Fish and fish habitat
- Vegetation and wetlands
- Surface drainage and groundwater

Community (Pages 14–17)

- Agriculture
- Noise, vibration and light
- Utilities and community services
- Human health

Culture (Pages 18–19)

- Archaeological and heritage resources
- Current use of lands and resources for traditional purposes

Safety (Page 20)

Transportation (Page 21)

Artist's rendering looking east from Trans Canada Trail (subject to change)

Environment – Air quality

Round 1 – What we heard:

- Concerns about:
  - effects to local air quality and human health
  - an increase in greenhouse gas emissions
  - dust from preloading and construction

Air quality is integral to the health and wellbeing of people living in the local and regional airshed, and also plays an important role in economic activities such as agriculture, recreation and tourism. The EEE is undertaken to understand what project activities have the potential to interact with air quality during site preparation, construction and operation. The air quality effects evaluation results will be used to support other evaluations including agriculture and human health.

Existing conditions:

- Air quality in the Metro Vancouver region has improved over the past decade and remained below the relevant air quality criteria in 2019; and
- Key contaminants of concern in the Pitt Meadows area are particulate matter and nitrogen dioxide which are projected to rise even without the proposed project.

Study objectives:

The key objectives are to determine the potential effects of the proposed project on local and regional air quality, including:

- Describing project-related sources of air emissions (i.e., particulate matter, nitrogen dioxide, sulphur dioxide, volatile organic compounds and greenhouse gases) that may be generated as a result of construction and operation of the proposed project; and
- Evaluating potential changes in air quality (i.e., ambient concentrations of air contaminants) as a result of project-related air emissions.

Potential mitigation approaches:

Pending completion of the EEE, approaches to mitigate potential effects on air quality that may be applied include:

- Implement construction management protocols to minimize emissions from construction equipment and fugitive dust emissions from construction activities; and
- Implement dust collection systems at the agricultural products site and vapour recovery units at the liquids transload site during operation.

Environment – Wildlife

Round 1 – What we heard:

- Concerns that the facility might lead to effects on wildlife, including loss of habitat

Wildlife and wildlife habitat is of interest to local and regional communities including Indigenous communities as they support cultural practices as well as recreational and conservation activities. Project activities have the potential to interact with wildlife and their habitat during pre-construction, construction and operation of the proposed project.

Existing conditions:

Pitt Meadows has an abundance of wildlife habitat including watercourses, grassland and treed areas. These areas provide a range of habitat values (i.e., breeding, foraging, nesting) for a variety of wildlife types including birds, small mammals and amphibians. The Project Area is known to support valuable wildlife species including bats, great blue herons, barn swallows, common nighthawks, beavers and black-tailed deer.

Study objectives:

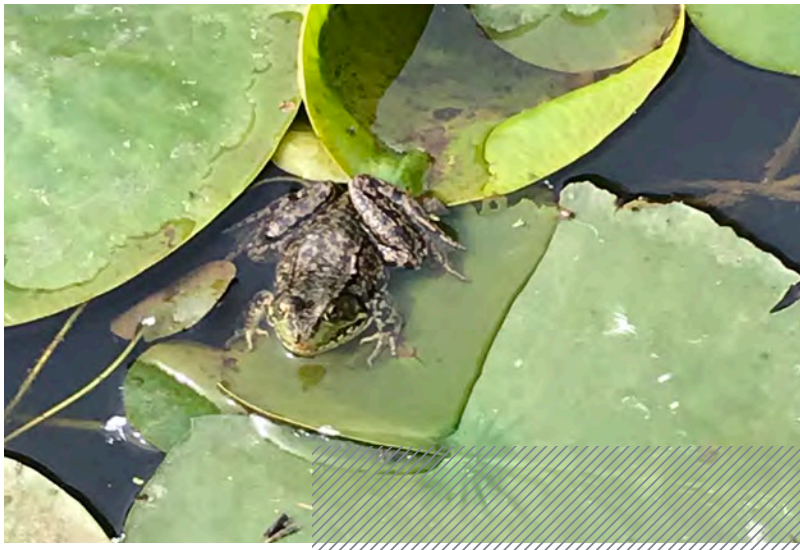
The key objectives are to determine the potential effects of the proposed project on wildlife and wildlife habitat through:

- Confirming the presence of specific wildlife species and wildlife habitat in the Project Area;
- Identifying direct effects (i.e., mortality risk and reductions in area of specific habitat types) on wildlife and wildlife habitat as a result of footprint effects of the proposed project; and
- Identifying potential indirect effects on wildlife such as increased sensory disturbance and changes in habitat quality as a result of project-related noise and light.

Potential mitigation approaches:

Pending completion of the EEE, approaches to mitigate potential effects on the wildlife and wildlife habitat may include:

- Limiting vegetation clearing and soil stripping to the minimum required;
- Performing clearing or stripping activities outside of the wildlife breeding windows;
- Reducing noise and light disturbance on habitat during construction;
- Re-establishing vegetative cover in disturbed areas following construction; and
- Implementing habitat offsetting including habitat creation or restoration and establishing nesting structures.



Environment – Fish and fish habitat

Round 1 – What we heard:

- Concerns about how the facility might affect waterways including Fraser River, Pitt River, Katzie Slough and Cook Slough
- Comments about preservation of the natural environment, including concern about potential habitat loss

Watercourses in the project area, including those that support fish and fish habitat such as Katzie Slough, are valued by residents of Pitt Meadows, Maple Ridge and Indigenous communities. Project activities have the potential to interact with, and adversely effect, fish and fish habitat during both construction and operation.

Existing conditions:

Katzie Slough flows adjacent to agricultural and residential areas of Pitt Meadows and Maple Ridge and connects waterways and ditches between the Fraser River, Pitt River and the Alouette River. Riparian areas of Katzie Slough in the vicinity of the Project Area are directly adjacent to agricultural and residential development. While Katzie Slough does support aquatic life including fish, flood control structures limit access for fish and development on adjacent land adversely influences water quality. Baseline field surveys undertaken in support of the EEE indicate that the majority of fish within the Project Area are non-native, invasive species.

Study objectives:

The key objectives are to determine the potential effects of the proposed project on fish and fish habitat values through:

- Confirming the presence and absence of native fish species and the quality of fish habitat in the Project Area;
- Determining the extent and nature of effects on fish habitat as a result of project construction and operation; and
- Identifying opportunities for minimizing potential effects to fish habitat during the design of the project, including drainage-related infrastructure.

Potential mitigation approaches:

Pending completion of the EEE, approaches to mitigate potential effects on the fish and fish habitat VC that may be applied include:

- Reducing riparian disturbance and maintaining riparian setbacks;
- Implementing erosion and sedimentation control mitigation approaches during construction and operation;
- Conducting habitat restoration activities as part of project construction; and
- Completing habitat offsetting for areas of unavoidable footprint effects on habitat.

Environment – Vegetation and wetlands

Round 1 – What we heard:

- Concern related to wetlands and interconnected waterways
- Comments about the preservation of the natural environment, including effects on vegetation

Wetlands and interconnected waterways are valued by the community and Indigenous communities, and are also important to the maintenance of vegetated areas within the Project Area. Project activities have the potential to interact with vegetation and wetlands, including ecosystems and species of management concern, during construction and operation.

Existing conditions:

The Project Area is primarily comprised of land under agricultural production. Outside of agricultural lands, vegetation largely consists of non-native and invasive species including Himalayan blackberry and reed canarygrass. Some individual or small clumps of deciduous trees, including cottonwood and red alder, are present along the existing rail right of way and north of Katzie Slough.

Study objectives:

The key objectives are to determine the potential effects of the proposed project on vegetation and wetland values through:

- Confirming the presence and location of specific vegetation species and wetlands with a focus on species of management concern including: at-risk species listed under federal legislation, invasive plants and plants of Indigenous interest; and
- Identifying direct effects on vegetation and wetland values as a result of footprint effects of the proposed project.

Potential mitigation approaches:

Pending completion of the EEE, approaches to mitigate potential effects on the vegetation and wetland VC that may be applied include:

- Minimizing removal and edge effects to native vegetation and ecological communities and retaining riparian vegetation;
- Proper handling of noxious weeds and revegetation of temporarily disturbed areas; and
- Restoring and offsetting habitat loss as part of offsetting approaches focused on addressing effects on fish and fish habitat and wildlife and wildlife habitat.

Environment – Surface drainage and groundwater

Round 1 – What we heard:

- Concerns about:
  - construction pollutions/sediments entering the surface drainage system, and potential effects on ecosystem;
  - ditches being blocked and the risk of flooding in adjacent agricultural lands;
  - high runoff flow from the developed lands and the risk of flow into adjacent agricultural lands.

Surface and ground water quality, and efficient surface water drainage in lowlands and floodplains such as Katzie Watershed, are important features for ecosystems and agricultural activities adjacent to the Project Area. Project activities have the potential to alter surface and groundwater water quality in the event that harmful substances enter the surface water or groundwater. Also, there is potential for construction and operation activities to directly and indirectly influence the quantity of water and drainage capacity within waterways in, and adjacent to, the Project Area.

Existing conditions:

Land use in the Project Area is primarily agricultural and is supported by drainage infrastructure including tillage lines and nearby ditches and channels including Katzie Slough and Cook Slough. Hydrogeological conditions in the areas are defined by the low permeability of soils (leading to run off to adjacent drainage features) as well as a sand aquifer that supports existing water wells and is likely hydraulically connected to Pitt River.

Study objectives:

The key objectives are to determine the potential effects of the proposed project on hydrology and groundwater values through:

- Confirming existing hydrology and groundwater conditions within the Project Area, including describing how the existing drainage system operates;
- Describing how hydrology and groundwater conditions, including water quality, might be impacted by construction and operation;
- Modelling potential changes in hydrology that may result in effects on drainage conditions and agricultural operations within and adjacent to the Project Area; and
- Identifying potential opportunities for drainage enhancements that could be integrated into the proposed project design.

Potential mitigation approaches:

Pending completion of the EEE, approaches to mitigate potential effects on hydrology, drainage and groundwater values that may be applied include:

- Implementing erosion and sediment control and spill prevention and response approaches during construction to mitigate surface runoff and contaminant pathways to protect water quality; and
- Integration of infrastructure into the proposed project design to mitigate potential effects on hydrology and groundwater during operations including: stormwater retention ponds, ditches/ culverts to control rate of release and discharge and the use of oil/water separators to protect water quality in adjacent water courses and drainage features.

Community – Agriculture

Round 1 – What we heard:

- Concerns about loss of agricultural land from the Agricultural Land Reserve, and potential effects on local farms
- Questions about drainage, potential flooding, nearby watercourses and other factors that have the potential to influence agricultural operations
- Balancing the importance of rail to get agricultural products to market with the importance of preserving farmland

Agriculture has economic and biophysical importance to Pitt Meadows and the broader Metro Vancouver region. Pitt Meadows is an important contributor to food security in the Lower Mainland, and is recognized for its favourable climate and soil. The EEE is being undertaken to understand what project activities have the potential to interact with agricultural use during construction and operational phases.

Existing conditions:

The Project Area is primarily agricultural, used for blueberry and forage production. The agricultural capability of lands in the proposed project footprint is influenced by soil moisture and drainage conditions. Lands within the proposed project footprint are primarily Class 2 (minor limitations to production) and 3 (moderate limitations to production), with a small area that is Class 4 (limitations that require special management or can support a restricted range of crops).

Study objectives:

The key objectives are to determine the potential effects of the proposed project on biophysical values and infrastructure that support agriculture including:

- Agricultural drainage and irrigation systems, both in terms of quantity and quality;
- Soil quality and quantity available for farming; and
- The transportation of agricultural goods and services.

Potential mitigation approaches:

Pending completion of the EEE, approaches to mitigate or offset potential effects on agriculture that may be applied include:

- Considering options for re-use of topsoil;
- Stormwater management approaches to protect local drainage and irrigation capability; and
- Spill prevention and response approaches to avoid water or soil contamination.

Artist's rendering from the corner of McTavish Rd. and Green Rd. looking northwest (subject to change)

Community – Noise, vibration and light

Round 1 – What we heard:

- Concerns about:
  - light spill from the facility onto nearby properties, and any human health implications
  - the introduction of infrastructure into the existing view scape
  - noise from CP's existing operations, and whether the proposed project would lead to an increase
  - vibration at nearby properties from existing operations, and whether the proposed project would lead to an increase

Minimizing potential noise, vibration and light is a priority in order to limit potential disturbance effects on adjacent communities and residents. The EEE is being undertaken to understand what project activities have the potential to cause noise, vibration and light during site preparation, construction and operation and determine how avoid or minimize disturbance effects.

Existing conditions:

Existing conditions in the Project Area reflect the current land use and are influenced by the existing rail operations, adjacency to regional transportation networks and existing agricultural activities. Noise levels in the local community vary by location depending on directly adjacent land uses. Vibration levels near the Project Area are below levels that would be detectable, while existing light conditions are strongly influenced by operations at the existing railyard, industrial lands to the west (across Pitt River) and residential communities to the east.

Study objectives:

The key objectives are to determine the potential effects of the proposed project on conditions in adjacent areas, and identify opportunities to mitigate such effects through:

- Confirming existing noise, vibration and light conditions adjacent to the Project Area;
- Estimating daytime and nighttime noise levels at sensitive receptors during construction and operational phases and comparing estimates to existing levels and applicable criteria;
- Estimating vibration levels at sensitive receptors to identify risk of disturbance impacts on nearby infrastructure; and
- Identifying areas of potential light spill and sky glow in comparison to recommended values, with consideration for light design to minimize effects.

Potential mitigation approaches:

Artist's rendering of noise wall (looking northwest) from corner of Advent Rd. and 188th St, which extends to the east (subject to change).

Pending completion of the EEE, approaches to mitigate potential effects associated with noise, light and vibration, that may be applied include:

- Constructing permanent noise walls at locations where noise levels are anticipated to result in substantial increases in noise and disturbance to adjacent land uses;
- Developing construction plans including best practices to minimize noise and light effects on adjacent areas; and
- Selecting lighting designs to minimize trespass to neighbouring residences and sky glow.

Community – Utilities and community services

Round 1 – What we heard:

- Comments about community amenities near the project, including the walking and cycling paths, the BMX park and the West Coast Express

Utilities and community services were selected for the EEE because of the presence of important community infrastructure in the project area that has the potential to be impacted by proposed project activities. The operation of this infrastructure is important to the well-being of adjacent residents and communities, Indigenous communities, as well as businesses. During construction and operation, project activities have the potential to affect community services including outdoor recreation and local utilities, potentially resulting in disruption to services.

Existing conditions:

Utilities, infrastructure and community services associated with the Project Area include those developed and operated by local municipalities, as well as utility providers such BC Hydro and FortisBC. Pitt Meadows and Maple Ridge have an extensive system of public utilities that provide local residents with waste and recycling systems, as well as water and sewage. Utility providers deliver electricity and gas distribution infrastructure to support local residents and businesses. Community services also include access to recreational activities associated with community infrastructure including the TC Trail, Ridge Meadows BMX Track, and the Pitt Meadows Gun Club. The proposed project is also located in close proximity to Pitt Meadows Regional Airport.

Study objectives:

The key objectives are to determine the potential effects of the project on utilities and community services through:

- Identifying existing municipal infrastructure, utilities and community services within the Project Area;
- Describing how construction and operational activities can have a direct effect on the operation of existing infrastructure;
- Describing where construction and operational activities have the potential to affect the delivery of community services, as well as access to/ quality of recreational activities supported by local infrastructure; and
- Identifying opportunities, through project design refinements, to avoid impacts to utilities and community services.

Potential mitigation approaches:

Pending completion of the EEE, approaches to mitigate potential effects associated with utilities and community services that may be applied include:

- Working with municipalities to develop plans to avoid, or mitigate, potential impacts on infrastructure and comply with applicable engineering standards;
- Working with emergency response providers to develop plans for ensuring response times during construction and operations are maintained;
- Implementing mitigation to avoid or minimize disturbance effects, such as light and noise, that can impact recreational activities on adjacent land;
- Coordinating with utility providers to determine ways to minimize impacts to existing utilities and facilitate new connections required by the project; and
- Developing access management plans, including community advisories on pre-construction and construction activities, to minimize impacts to recreational activities on adjacent lands.

Community – Human health

Round 1 – What we heard:

- Concerns about potential human health effects related to air quality
- Concerns about potential human health effects from noise, vibration and light on neighbouring residences

Human health may be affected by changes in environmental quality, including changes to air quality, noise and vibration, light, water quality and soil quality. The EEE is being undertaken to understand how project activities may interact with environmental quality and affect human health during site preparation, construction and operation.

Existing conditions:

Human health in the Project Area is influenced by local and regional land use and associated trends in the physical environment such as air quality, water quality and exposure to noise. Current land uses, including the existing intermodal yard, agricultural lands and local and regional transportation infrastructure, influence air quality, water quality and noise, which has the potential to influence human health risk.

Study objectives:

The key objectives are to determine potential effects of the proposed project on human health through potential changes in the physical environment by:

- Considering changes in the physical environment (i.e., air quality, noise, water quality etc.) and the extent to which such changes could result in adverse effects to human health;
- Comparing potential changes in health risk associated with the project with established thresholds; and
- Evaluating the anticipated effectiveness of mitigation proposed, to address changes in the physical environment, and avoid or minimize adverse effects on human health.

Potential mitigation approaches:

Pending completion of the EEE, approaches to mitigate potential effects on human health will include:

- Mitigation associated with the evaluation of air quality, noise, accidents and malfunctions; and
- Additional mitigation approaches that may emerge through ongoing engagement activities.

Culture – Archaeological and heritage resources

Round 1 – What we heard:

- Concerns about the preservation of Pitt Meadows' neighbourhood character and heritage, including heritage buildings

Archaeological and heritage resources represent the tangible components of past human groups and are culturally meaningful in understanding the past and supporting cultural continuity.

Existing conditions:

Preliminary archaeological studies indicate that there are previously recorded archaeological resources within two km of the Project Area. However, none of the recorded resources were within the proposed Project Area.

Study objectives:

The key objectives related to the archaeology study are to:

- Confirm the presence or absence of previously unrecorded archaeological and heritage resources within the Project Area; and
- Determine how project-related activities might interact with archaeology or heritage resources that are confirmed to be present.

Potential mitigation approaches:

Pending completion of the EEE, approaches to avoid or mitigate potential effects on archaeology and heritage resources that may be applied include:

- Implementation of an archaeological and heritage management plan during construction, including an archaeological chance find procedure;
- Archaeological monitoring during construction should areas of high archaeological potential be identified; and
- Project design changes be reviewed by a qualified archaeological professional.

Culture – Current use of lands and resources for traditional purposes

Historically, Indigenous Peoples used the areas around the proposed Project Area for traditional use activities including fishing, plant harvesting, hunting, trapping and ceremonial purposes. This is validated by previously recorded archaeological resources located within two km of the Project Area. CP is currently engaging with Indigenous communities who have overlapping interests with the project to determine current use of the proposed Project Area for traditional use activities.

Existing conditions:

Indigenous communities still practice many of their traditional use activities. Existing agriculture, commercial/industrial and residential land uses in and around the Project Area provides limited opportunities for Indigenous People to practice traditional use activities.

Study objectives:

The objectives of the current use of lands and resources for traditional purposes chapter in the EEE are to consider and incorporate any Indigenous Knowledge and traditional use information provided by potentially affected Indigenous communities into the EEE and to identify mitigation and enhancement approaches to address any potential project-related effects to Indigenous current use.

Potential mitigation approaches:

CP continues to work with Indigenous communities to discuss potential mitigation approaches to address any potential project-related effects to current use.

Safety

Round 1 – What we heard:

- Concerns about:
  - the safe storage of fuels, grains and other dangerous goods
  - capacity of local fire department to address fire events at the proposed facility
- Comments about the importance of safety in general

Accidents and equipment malfunctions are being evaluated to understand potential hazards and risks during construction and operation of the proposed project. The EEE will inform minimum safeguards required to prevent accidents and malfunctions, in addition to informing contingency procedures such as emergency preparedness and response systems in the event of an accident or malfunction event. Pitt Meadows and Maple Ridge share health care facilities and each also has its own dedicated fire and rescue services.

Evaluation objectives:

The assessment will identify plausible accident and malfunction scenarios, both major and minor. Scenarios identified as being major will undergo a quantitative risk assessment, while a minor scenario would be assessed qualitatively. Accidents and malfunction scenarios being contemplated include spills, train or truck accidents, and fire emergency events.

The risk assessment will assess the likelihood of the scenario occurring, consequence in the event of the scenario occurring and the overall level of risk to environmental and community receptors. It will also identify the safeguards and procedures in place to prevent, minimize, contain and respond to different scenarios.

The assessment will also identify existing emergency services within the Project Area and describe where construction and operational activities have the potential to affect the delivery of emergency services.

Potential mitigation approaches:

- Engineering safeguards (eg. secondary containment for tanks, vapour control and capture);
- Operational procedures (eg. maintenance, training, on site traffic control);
- Engagement and agreements with local emergency service providers on the development of an Emergency Response Plan and the provision of training;
- CP Community Emergency Planning Guide – A guide to assist local emergency organization to plan and respond to incidents and to supplement the Emergency Response Plan; and
- CP Integrated Contingency Plan – Emergency Preparedness and Response – Primary response tool, explains the framework and procedures in place to CP's operations to respond to emergencies.

Transportation

Round 1 – What we heard:

- Concerns about:
  - an increase in local vehicle and truck traffic
  - an increase in train traffic and impacts to local roadways
  - increased wait times for vehicles on adjacent roads
- Questions about road design and impacts to local intersections
- Comments about capacity of supporting transportation infrastructure

Efficient vehicle and traffic movement on local roads in proximity to the Project Area is important to residents and business that use the local and regional road network. Proposed project activities have the potential to affect local and regional transportation by causing temporary and permanent changes to vehicle volumes, levels of congestion, traffic patterns and property access.

Existing conditions:

The existing road network surrounding the Project Area consists of a provincial highway, some major municipal roads and smaller rural municipal roads. There are also some multi-use pathways in the area for cycling and pedestrian use. In addition, there are a number of critical signalized intersections in the local community including at Lougheed Highway/Kennedy Road and Lougheed Highway/Harris Road that are currently experiencing traffic delays, especially during peak hours in the day.

Study objectives:

The key objectives are to determine the potential effects of the proposed project on conditions on the local and regional road network, and identify opportunities to mitigate such effects through:

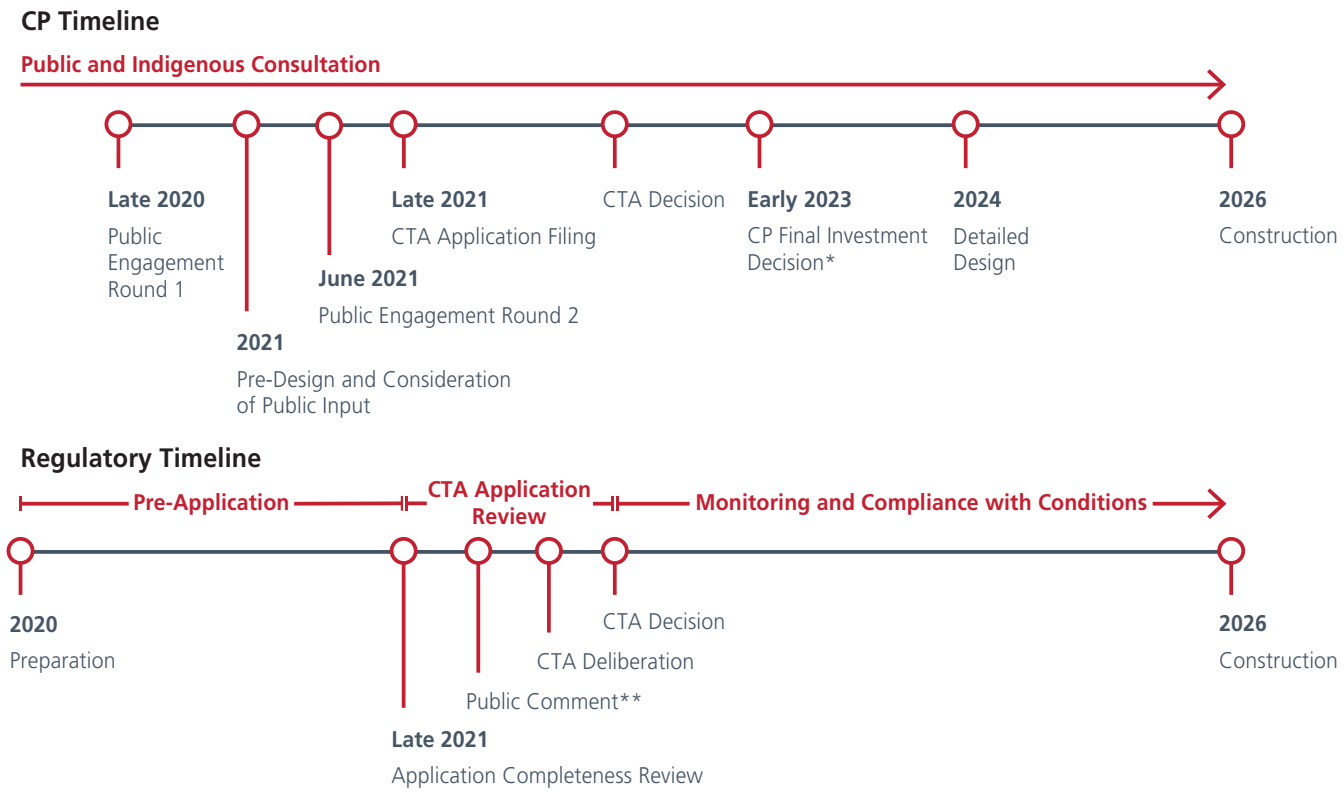
- Confirming existing conditions on the local road network adjacent to the Project Area, including identifying areas of existing congestion;
- Confirming how proposed project operations will change traffic volumes on the local and regional road network for future forecasted years.
- Identifying potential effects of the proposed project on active transportation infrastructure adjacent to the Project Area;
- Modelling how estimated traffic volumes will influence future conditions on local road networks (e.g., travel times and congestion); and
- Estimating traffic associated with the construction phase of the proposed project.

Potential mitigation approaches:

Pending completion of the EEE, approaches to mitigate potential effects associated with transportation may include:

- Implementing robust traffic management plans during construction to reduce effects to local traffic;
- Optimizing traffic crossing signals in the area in time for proposed project operation; and
- Proactively communicating project-related road use with local community to avoid adversely affecting local traffic.

Engagement and regulatory timeline



* subject to CTA application approval

** the CTAs public comment period is a minimum of 30 business days

CP anticipates a multi-year planning and consultation process for the proposed CP Logistics Park: Vancouver. The input you provide during the community consultation process will be carefully considered as CP prepares its project design and submits its regulatory application to the **CTA**.

CP will continue community and Indigenous engagement throughout 2021 and prior to the submission of CP's regulatory application.

CP anticipates the CTA review process will be initiated in 2021 with a potential decision expected sometime in 2022.

CP – Who we are

What is CP and what do we do?

Incorporated in 1881, Canadian Pacific Railway was formed to physically unite Canada and Canadians from coast to coast. Today CP delivers rail transportation and transload solutions that connect North America and the world. By doing this safely and efficiently, CP creates long-term sustainable value for our shareholders and the broader economy. CP employs 12,000 railroaders across North America. Locally, CP has a long history of partnership with Pitt Meadows, having operated in the community since 1886.

CP in the community:

CP celebrates with the community each year when the CP Holiday Train stops in Pitt Meadows, drawing thousands of residents. CP believes in giving back to the communities where it operates. In 2020, due to the COVID-19 pandemic, CP donated to foodbanks along its network and hosted a virtual concert in lieu of its regular Holiday Train program.

Forward Looking Statement

This discussion guide contains certain forward-looking information and forward-looking statements (collectively, "forward-looking information") within the meaning of applicable securities laws. Forward-looking information includes, but is not limited to, statements concerning expectations, beliefs, plans, goals, objectives, assumptions and statements about possible future events, conditions, and results of operations or performance. Forward-looking information may contain statements with words or headings such as "financial expectations", "key assumptions", "anticipate", "believe", "expect", "plan", "will", "outlook", "should" or similar words suggesting future outcomes. This discussion guide contains forward-looking information relating, but not limited to, the outcome of environmental studies, First Nations and community engagement and regulatory approval processes, the completion of the design and construction of the CP Logistics Park: Vancouver in accordance with its currently proposed design and timeline, including with respect to its anticipated size and capabilities, the anticipated impacts of the CP Logistics Park: Vancouver on our business, our operations, priorities and plans, on the environment and greenhouse gas emissions by us and third parties, on the Canadian economy and perceptions by third parties of Canada's status as a global trade partner, and on our anticipated financial and operational performance.

The forward-looking information contained in this discussion guide is based on current expectations, estimates, projections and assumptions, having regard to CP's experience and its perception of historical trends, and includes, but is not limited to, expectations, estimates, projections and assumptions relating to: foreign exchange rates, effective tax rates, land sales and pension income; greenhouse gas emissions; North American and global economic growth; commodity demand growth; sustainable industrial and agricultural production; commodity prices and interest rates; performance of our assets and equipment; sufficiency of our budgeted capital expenditures in carrying out our business plan; our ability to complete our capital and maintenance projects, including completion of the proposed CP Logistics Park: Vancouver in accordance with the specifications and timelines anticipated; applicable laws, regulations and government policies, including required regulatory approvals; the availability and cost of labour, services and infrastructure; market demand for CP's services; First Nations engagement; environmental approvals; our ability to maintain our relationships with key third parties; anticipated actions by third parties in response to changes in our business, operations, priorities and plans; and the satisfaction by third parties of their obligations to CP. Although CP believes the expectations, estimates, projections and assumptions reflected in the forward-looking information presented herein are reasonable as of the date hereof, there can be no assurance that they will prove to be correct.

Undue reliance should not be placed on forward-looking information as actual results may differ materially from those expressed or implied by forward-looking information. By its nature, CP's forward-looking information involves inherent risks and uncertainties that could cause actual results to differ materially from the forward looking information, including, but not limited to, the following factors: changes in business strategies; general North American and global economic, credit and business conditions; risks associated with agricultural production, such as weather conditions and insect populations; the availability and price of energy and agricultural commodities; the effects of competition and pricing pressures; industry capacity; shifts in market demand, including market demand for autos, agricultural and energy commodities; changes in commodity prices; uncertainty surrounding timing and volumes of commodities being shipped via CP; inflation; geopolitical instability; changes in laws, regulations and government policies, including regulation of rates; changes in taxes and tax rates; potential increases in maintenance and operating costs; changes in fuel prices; uncertainties of investigations, proceedings or other types of claims and litigation; labour disputes; risks and liabilities arising from derailments; transportation of dangerous goods; timing of completion of capital and maintenance projects; currency and interest rate fluctuations; regulatory approvals and timing of regulatory approvals; results of engagement with First Nations and other communities; effects of changes in market conditions and discount rates on the financial position of pension plans and investments; trade restrictions or other changes to international trade arrangements; climate change; our inability to complete the design and construction of the CP Logistics Park: Vancouver in accordance with the specifications and on the timelines anticipated; the failure by third parties to respond to changes in our business, operations, priorities and plans in the manner we anticipate or at all; and various events that could disrupt operations, including severe weather, such as droughts, floods, avalanches and earthquakes, and cybersecurity attacks, as well as security threats and governmental response to them, and technological changes. The list of factors noted is not exhaustive. These and other factors are detailed from time to time in reports filed by CP with securities regulators in Canada and the United States. Reference should be made to "Risk Factors" and "Management's Discussion and Analysis of Financial Condition and Results of Operations - Forward-Looking Information" in CP's annual and interim reports on Form 10-K and 10-Q.

The forward-looking information contained in this discussion guide is made as of the date hereof. Except as required by law, CP undertakes no obligation to update publicly or otherwise revise any forward-looking information, or the foregoing assumptions and risks affecting such forward-looking information, whether as a result of new information, future events or otherwise.