

## **Terminal plan should consider environment**

**Regarding the proposed Canadian Pacific Railway Intermodal Terminal (“Consultation meeting on CP terminal plan,” Gazette, Oct. 4):**

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Although the adjacent Canadian Tire distribution centre is not intimately linked with the CPR project in Les Cèdres, Canadian Tire ships domestic containers and trailers on CP trains. As Canadian Tire decided to build its new terminal in Côteau du Lac’s Alta Industrial Park, CPR logically followed suit.

The transcontinental container trains out of Lachine IMS Terminal not only carry Canadian Tire goods, but also merchandise from The Bay/Zellers, Sears and others.

Both the train service and the domestic and the west coast maritime shipping container services would be switched over to the new yard (which currently has eight daily departures/arrivals).

It wouldn’t be surprising to see Sears Canada or Hudson’s Bay wanting to set up shop in the Soulanges area, as well.

The construction of Highway 30 as a circumferential bypass was probably a crucial factor in CP’s decision. Canadian Pacific Railway has supported Highway 30 as a more direct route to Eastern Canada.

This highway will not only provide the impetus for the further destruction of hectare upon hectare of natural space in the most fertile area of Quebec, it has the potential to undermine economic activity on Montreal Island. The promise of congestion relief will be temporary, at best. Also, very little has been said of the potential of a South Shore circumferential railway to relieve highway traffic.

As for the project itself, the Quebec Liberals and the ADQ seem intent to favour economic activity over the environment. The Green Coalition is all in favour of more freight on railways and less trucks on highways: Trains are more energy efficient for the long haul and leave less of an ecological footprint.

However, should CP succeed in getting permission to build its terminal, several issues, such as environmental protection, must be resolved.

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