

LttE Re: "Highway 30 Spinoffs: Coming Full Circle -- To An Inland Port; Coteau Du Lac -- Five Centuries After European Explorers first came searching for a Northwest Passage to China, a reverse sort of passage through Canada from China is taking shape.", and "Sheer scale of projects means more noise, traffic.", David Johnston, The Gazette, Saturday, February 16, 2008.

Dear Editor,

It is very telling that Highway 30 will not relieve road congestion and will do just the opposite. Indeed, it has not been shown beyond a reasonable doubt that truck traffic will decrease on Montreal Island itself. Many of the shipments destined for the current CPR yard in Lachine serve Montreal area businesses.

It is unfortunate that CPR and all levels of government are working hand in hand to encourage sprawl and destroy valuable farmland and marshland. Although more noise, vibration, and toxic Diesel emissions will be created by this project, the 40 metre buffer as proposed by CP does not even follow the minimum 300 metre setback guidelines for freight yards and new residential developments as endorsed by the Railway Association Of Canada and the Federation of Canadian Municipalities. (See: "Les mémoires oubliés", par Mélanie Meloche-Holubowski , <http://www.journalpremiereedition.com/article-175898-Les-memoires-oublies.html> ). Setbacks rules are put into daily practice in Ontario and Edmonton, Alberta and will be used in Vancouver's Pacific Gateway Project. (See: [www.proximityissues.ca](http://www.proximityissues.ca). Proximity Guidelines and Best Practices, "Recommendations for Moving Forward", RAC/FCM, Chapter 2, Pages 8-9.) Canadian National and Canadian Pacific have strongly suggested that these proximity measures be made the law of the land. One has to wonder what CPR's policy precisely is: Is it do as I say and not as I do?

Our transportation system can truly be environmentally friendly. Rolling highways of trailers, containers and trucks can be efficiently shipped on an electric ring railway from Coteau Station and the South Shore via Valleyfield. Switzerland is doing just that for the handling of transalpine freight. But the willingness to do it here is sorely lacking.

Yours Sincerely,

Avrom David Shtern,  
Montreal, Quebec,