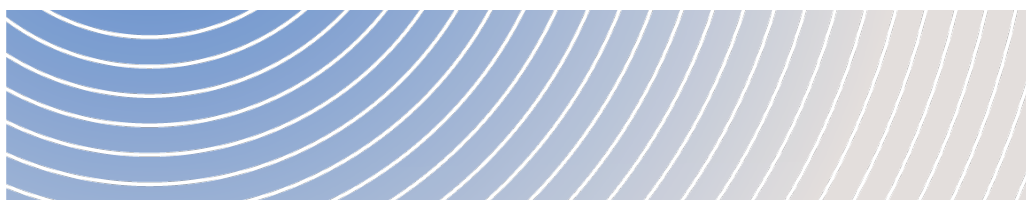




Analysis Report Supporting the Proposed Amendments to the Decision Statement for the Contrecœur Port Terminal Expansion Project



DRAFT

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1. Introduction

The Contrecoeur Port Terminal Expansion Project (the Project), as currently authorized, includes the development, construction, and operation of a port terminal on lands administered by the Montreal Port Authority (the Proponent) in Contrecoeur, Quebec. The Project involves the construction of a wharf designed to accommodate vessels with a deadweight tonnage (DWT) of up to 75,400 tonnes, as well as the development of a container storage yard, intermodal facilities, a rail classification yard, and truck inspection facilities. The port terminal is designed to handle up to 1.15 million containers per year.

The Project was assessed under the *Canadian Environmental Assessment Act, 2012* (CEAA 2012). On March 1, 2021, the former Minister of Environment and Climate Change issued a Decision Statement for the Project. The Decision Statement was amended on November 27, 2025, to reflect changes related to site preparation, the use of temporary facilities, in-water works, and the construction of the wharf.

On March 25, 2026, the Proponent notified the Impact Assessment Agency of Canada (IAAC) of proposed changes to the Project, in accordance with condition 2.16 of the Decision Statement (Canadian Impact Assessment Registry reference number 80116, document 289). Following this notification, IAAC assessed whether these changes would constitute a new or different designated Project under the *Physical Activities Regulations* and whether amendments to the Decision Statement were required. This report presents the results of that assessment and the proposed amendments to the Decision Statement. This report also supports the exercise of the authority delegated by the Minister to the President of IAAC on July 24, 2026, pursuant to subsection 68(1) of the *Impact Assessment Act*, to amend a decision statement where the amendment would not increase the extent to which the effects identified in the impact assessment report are adverse.

2. Proposed Project changes

The proponent informed IAAC of its intention to replace the 25kV/12.47 kV electrical substation initially planned with a 120 kV/25 kV substation. The proposed location of the new substation is shown in Figure 1. The new substation would be located within the Project footprint, in an area originally intended for the storage of dredged material. As a result, a portion of the vegetated berm planned along Route 132 would no longer be developed in that location.



Figure 1. Electrical substation location

3. Consultation and engagement

As part of its review of the Proponent's notice, IAAC considered the information provided by the Proponent regarding engagement activities with the W8banaki Nation (the Abenaki communities of Odanak and Wôlinak), the Wendat Nation and the Mohawk First Nation of Kahnawà:ke regarding the electrical substation.

A public comment period will be held from September 4 to 24, 2026, on this draft analysis report and the proposed amendments to the Decision Statement. Comments received will be taken into account in the preparation of the final analysis report and the amendments to the Decision Statement.

4. IAAC's analysis of the proposed changes

The *Physical Activities Regulations* under the *Impact Assessment Act* (IAA) identify the physical activities that constitute designated projects that may require an impact assessment by IAAC. Sections 52 and 53 of the *Physical Activities Regulations* apply to the construction of a new marine terminal and the expansion of an existing marine terminal, respectively. The changes proposed by the Proponent relate to the Project's power supply and would remain within the footprint of the Project as currently authorized. Consequently, IAAC is of



the view that these changes do not constitute a new or different designated project and do not require a new impact assessment under the IAA.

Condition 1.34 of the Decision Statement defines the Project by reference to sections 2.3 and 2.4 of the Environmental Assessment Report and section 2.1 of the 2025 Analysis Report on the proposed changes. Section 2.3 of the Environmental Assessment Report identifies the power supply as a component of the Project under the heading “Buildings, Services and Others”. Although the Proponent has proposed changes to the electrical substation, IAAC considers that the power supply infrastructure was already part of the Designated Project and therefore does not constitute a new Project component. This component was considered in the Project definition and assessed as part of the environmental assessment. In addition, the proposed changes relate to the location and capacity of the electrical substation; however, these characteristics are not specified in the description of the Designated Project. Consequently, IAAC is of the view that the proposed changes do not modify the Project description referred to in condition 1.34 and do not constitute a change to the Designated Project.

However, IAAC recommends adding a new schedule to the Decision Statement (Annex 1) to consolidate the Project description and align it with current practices, without changing the scope or nature of the Project as originally assessed. In light of this addition, IAAC also recommends amending the definitions of the Designated Project and the Designated Project Area to refer to this new schedule.

Furthermore, IAAC notes that the electrical substation would occupy a portion of the planned vegetated berm along Route 132. The Proponent indicated that the berm was intended to screen dredged sediments stored in that area and would no longer be required at that location, as those sediments would no longer be present. IAAC is therefore of the view that condition 10.2, which refers to the vegetated berm, should be amended to reflect the current configuration of the Project components.

5. Conclusion

Based on its analysis, IAAC has preliminarily concluded that the construction and operation of a 120 kV/25 kV electrical substation does not constitute a new or different designated project, does not require a new impact assessment under the IAA, and does not result in a change to the Project as it is defined in condition 1.34 of the Decision Statement.

IAAC recommends the amendments set out in Table 1 to update the Decision Statement. These amendments include:

- the addition of a new schedule (Annex 1) to consolidate the Project description and align it with current practices, as well as an update to the summary of the Designated Project at the beginning of the Decision Statement to ensure consistency with this new schedule;
- updates to conditions 1.7, 1.8 and 2.16 to refer to the new schedule and ensure consistency throughout the Decision Statement;
- an amendment to condition 10.2 to reflect the configuration of the vegetated berm;



- administrative amendments to ensure consistency in the translation and to correct typographical errors.



Table 1. Amendments to the Decision Statement recommended by IAAC

Latest Decision Statement Issued on November 27, 2025	Recommended Amendment to the Decision Statement	Amended Decision Statement
Description of the Designated Project: The Montreal Port Authority proposes the construction of a container port terminal with a maximum annual capacity of 1.15 million containers on its property located in Contrecoeur, approximately 40 kilometres downstream from Montreal. The project would include the construction of a 675-metre dock for two berths to accommodate vessels between 39,000 and 75,400 deadweight tonnage (DWT). The project would also include a seven track classification yard, a container storage and handling area, an intermodal rail yard, support facilities, rail and road accesses and a truck control area.	Description of the Designated Project: The Montreal Port Authority proposes the construction of a container port terminal with a maximum annual capacity of 1.15 million containers on its property located in Contrecoeur, approximately 40 kilometres downstream from Montreal. The <u>Contrecoeur Port Terminal Expansion Project (the Designated Project)</u> would include the construction of a <u>675-metre dock wharf designed to for two berths to accommodate vessels between 39,000 and 75,400 tonnes, as well as the development of a container storage yard, intermodal rail facilities, a</u> The project would also include a seven track classification yard, a container storage and handling area, an intermodal rail marshalling yard, support buildings facilities, rail and road accesses, infrastructure, and a truck control area facilities.	Description of the Designated Project: The Montreal Port Authority proposes the construction of a container port terminal with a maximum annual capacity of 1.15 million containers on its property located in Contrecoeur, approximately 40 kilometres downstream from Montreal. The Contrecoeur Port Terminal Expansion Project (the Designated Project) includes the construction of a wharf designed to accommodate vessels with a deadweight tonnage of up to 75,400 tonnes, as well as the development of a container storage yard, intermodal rail facilities, a rail marshalling yard, support buildings, rail and road access infrastructure, and truck control facilities.

Latest Decision Statement Issued on November 27, 2025	Recommended Amendment to the Decision Statement	Amended Decision Statement
Condition 1.7: <i>Designated Project</i> means the Contrecoeur Port Terminal Expansion Project as described in sections 2.3 and 2.4 of the environmental assessment report and section 2.1 of the analysis report prepared by the Impact Assessment Agency of Canada (Canadian Impact Assessment Registry, Reference Number 80116, document number 215).	Condition 1.7: <i>Designated Project</i> means the Contrecoeur Port Terminal Expansion Project as described in <u>Schedule 1 of this document</u> sections 2.3 and 2.4 of the environmental assessment report and section 2.1 of the analysis report prepared by the Impact Assessment Agency of Canada (Canadian Impact Assessment Registry, Reference Number 80116, document number 215).	Condition 1.7: <i>Designated Project</i> means the Contrecoeur Port Terminal Expansion Project as described in Schedule 1 of this document.
Condition 1.8: <i>Designated Project area</i> means the territory where the Designated Project infrastructures are located, including the area occupied by the new wharf, marshalling yard, intermodal yard, related buildings and road and rail facilities, as identified in Figure 2 of the analysis report prepared by the Impact Assessment Agency of Canada (Canadian Impact Assessment Registry, Reference Number 80116, document number 215).	Condition 1.8: <i>Designated Project area</i> means the geographic area occupied by the Designated Project as described in <u>Figure 1 of Schedule 1 of this document.</u> the territory where the Designated Project infrastructures are located, including the area occupied by the new wharf, marshalling yard, intermodal yard, related buildings and road and rail facilities, as identified in Figure 2 of the analysis report prepared by the Impact Assessment Agency of Canada (Canadian Impact Assessment Registry, Reference Number 80116, document number 215).	Condition 1.8: <i>Designated Project area</i> means the geographic area occupied by the Designated Project as described in Figure 1 of Schedule 1 of this document.

Latest Decision Statement Issued on November 27, 2025	Recommended Amendment to the Decision Statement	Amended Decision Statement
Condition 2.16: If the Proponent proposes to carry out the Designated Project in a manner other than described in condition 1.7, the Proponent shall notify the Agency in writing before carrying out the proposed activities. As part of this notice, the Proponent shall provide:	Condition 2.16: If the Proponent proposes to carry out the Designated Project in a manner other than described in <u>Schedule 1 of this document</u> condition 1.7, the Proponent shall notify the Agency in writing before carrying out the proposed activities. As part of this notice, the Proponent shall provide:	Condition 2.16: If the Proponent proposes to carry out the Designated Project in a manner other than described in Schedule 1 of this document, the Proponent shall notify the Agency in writing before carrying out the proposed activities. As part of this notice, the Proponent shall provide:
Condition 10.2: The Proponent shall develop, from the start of construction, and maintain, during operation, a vegetated slope on the northern edge of Route 132 within the boundaries of the Montreal Port Authority territory, and on the eastern edge of Stream 4, between Route 132 and the St. Lawrence River, except for a portion on the side of Route 132 east of Montée Lapierre, as indicated by the Proponent on Map 57-2 submitted in response to Information Request CEAA-2-57 (Canadian Impact Assessment Registry Reference Number 80116, Document Number 136), and at the road and rail access points associated with the Designated Project.	Condition 10.2: The Proponent shall develop, from the start of construction, and maintain, during operation, a vegetated <u>berm slope</u> on the northern edge of Route 132 within the boundaries of the Montreal Port Authority territory, and on the eastern edge of Stream 4, between Route 132 and the St. Lawrence River, except for a portion on the side of Route 132 east of Montée Lapierre, as indicated by the Proponent on Map 57-2 submitted in response to Information Request CEAA-2-57 (Canadian Impact Assessment Registry Reference Number 80116, Document Number 136), <u>within the area occupied by the 120 kV/25 kV electrical substation</u> and at the road and rail access points associated with the Designated Project.	Condition 10.2: The Proponent shall develop, from the start of construction, and maintain, during operation, a vegetated berm on the northern edge of Route 132 within the boundaries of the Montreal Port Authority territory, and on the eastern edge of Stream 4, between Route 132 and the St. Lawrence River, except for a portion on the side of Route 132 east of Montée Lapierre, as indicated by the Proponent on Map 57-2 submitted in response to Information Request CEAA-2-57 (Canadian Impact Assessment Registry Reference Number 80116, Document Number 136), within the area occupied by the 120 kV/25 kV electrical substation and at the road and rail access points associated with the Designated Project.



Description of the Designated Project

The Designated Project involves the development, construction and operation of a port terminal by the Montreal Port Authority located in Contrecoeur, approximately 40 kilometres downstream from Montreal, Quebec. The Designated Project includes the construction of a wharf with the capacity to accommodate vessels of up to 75,400 deadweight tonnes, as well as the development of a container storage yard, intermodal rail facilities, a rail marshalling yard, support buildings, rail and road access infrastructure, and truck control facilities. The port terminal is designed to handle up to 1.15 million containers per year.

The Designated Project Area covers approximately 285 hectares. It includes both marine and land areas, as shown in Figure 1. The Designated Project includes the following physical activities and components.

Physical activities

Construction

Construction would require the following physical activities:

- site preparation, including clearing, excavation, earthworks, grading and the installation of temporary facilities;
- in-water work, including dredging, as well as construction of the wharf and associated marine structures;
- construction of land-based port, intermodal, rail and road infrastructure; and
- construction of buildings, equipment and other support infrastructure.

Operation

Operation would require the following physical activities:

- berthing and unberthing of vessels;
- receiving, handling, storing and shipping of goods associated with the operation of the port terminal;
- operation of intermodal and rail facilities;
- circulation and management of trucks and trains associated with terminal activities;
- management of port facility water, including runoff and sanitary wastewater;
- management of waste snow, abrasives, residual materials and hazardous materials;
- periodic maintenance dredging of marine facilities; and
- maintenance of infrastructure and equipment.



Components

Marine area

The marine area shown in Figure 1 includes the following components:

- the wharf (approximately 675 metres) with two berths for accommodating vessels and port operations;
- the approach and berthing area created by dredging; and
- associated marine structures, including berthing and protective structures.

Land area

The land area shown in Figure 1 includes the following components:

- transshipment and handling equipment;
- container storage yard;
- intermodal facilities;
- rail marshalling yard;
- truck control facilities;
- rail and road infrastructure;
- buildings, including offices and garages;
- temporary and permanent facilities for water management and storage of dredged sediments;
- service infrastructure, including water supply, sanitary systems, power supply and electrical connections for the wharf, drainage ditches and permanent retention ponds; and
- support infrastructure, including parking areas and vegetated berms.

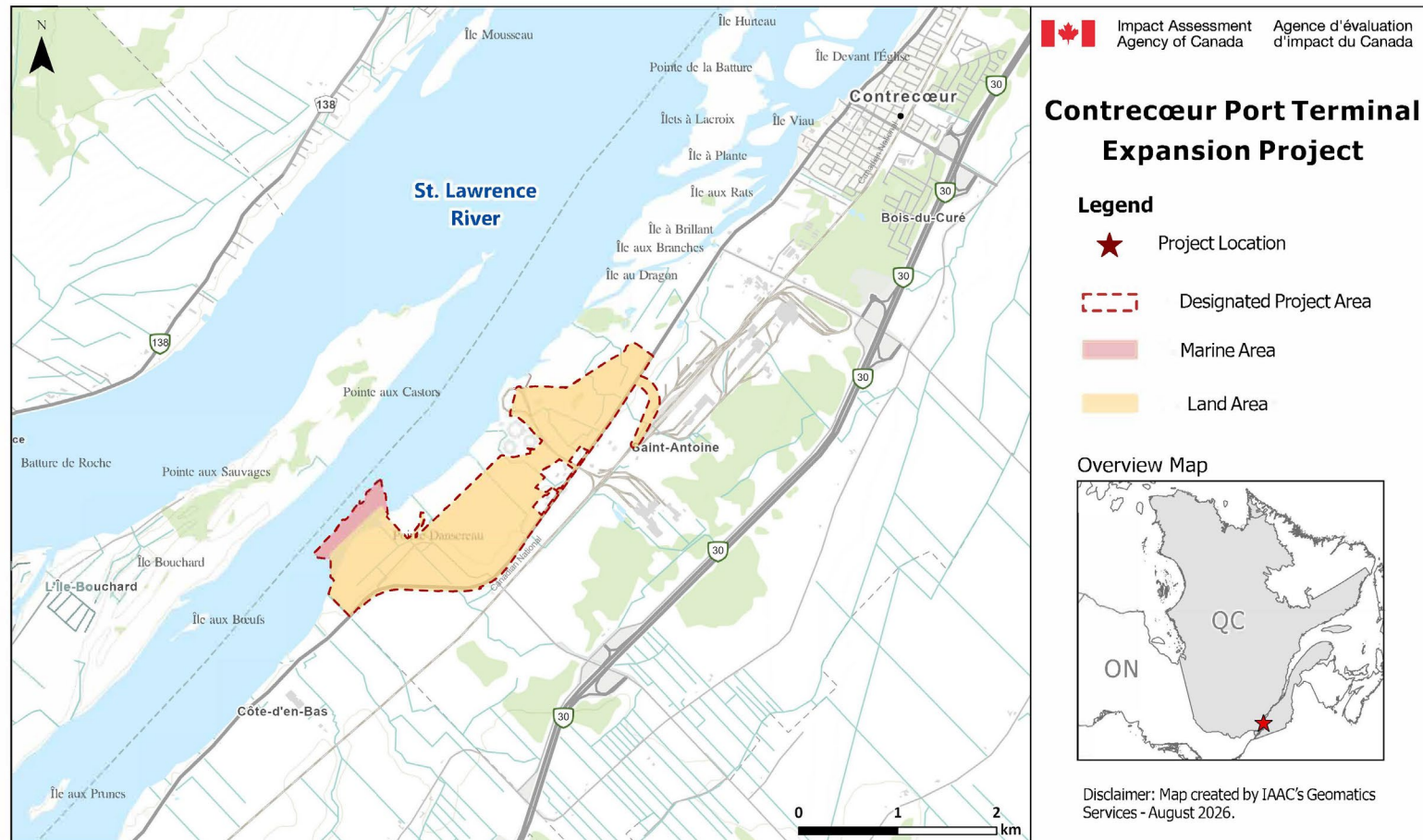


Figure 1. Designated Project Area