

Classement CCEK

Titre Infrastructures maritimes

Type Dossiers Environnementaux

Date D'ouverture 1987

Notes Novembre 1987: Rapport préliminaire de consultation concernant la construction d'une plate-forme (VA)

15 février 1988: Débarcadères à Salluit, Quaqtaq et Kangiqsujuaq

avril 1988: Quais-débarcadères en milieu nordique (VA, VF)

8 avril 1988: Quais en milieu nordique (VA)

20 avril 1988: Ministère des Transports (projet): débarcadères dans les municipalités nordiques

25 avril 1988: Aménagement des débarcadères et des installatins portuaires dans les communautés du Nouveau-Québec

13 décembre 1988: Comité de gestion de l'entente auxiliaire Canada-Québec sur le développement des transports
Sous-comité- infrastructures maritimes nordiques, réunion no.1

25 janvier 1989: Canada-Québec Inuit, négociations pour l'implantation du JBNQA, projet du secteur des Transports, position du Canada (sans préjudice) (VA)

Document non daté: Sommaire de la consultation et des informations à propos des communautés inuits du Nord québécois (VA)

16 mars 1989: Groupe de travail sur les infrastructures maritimes du Nord (VA)

6 octobre 1989: Programme des infrastructures maritimes du nord du Québec: récents développements (VA)

MEMORANDUM

To: Michael Barrett and Philippe Dipizzo
From: Me Gilles Gagné
Date: October 6, 1989
RE: Northern Québec Marine Infrastructure Program

This is to inform you of recent developments in this file.

Willie Makiuk and myself met on September 26, 1989 with Mr. Maurice Pitre, the Regional Coordinator of Provincial-Federal Agreements on transport at the Dorval Airport headquarters. His assistant, Mr. Jean Beaubien, was also present.

The Agreement-in-principle signed by Messrs. Croll and Lemieux was shown to them and they were given a photocopy of the extracts relevant to the Marine Infrastructure Program. This was the first time they heard about this although they are the people responsible for implementing and carrying out this type of work. Mr. Pitre is the federal co-chairman of the ERDA Agreement on transport under which the airstrips are being currently built and under which the talks about marine infrastructure were being carried out...

They noticed that Transport Canada is to appoint its member on the Working Group no later than October 31, 1989 and they were shocked. Every time we read another paragraph, they learned something new. Like the provision whereby within twelve months after the approval of the agreement by Cabinet, a draft agreement between Canada, Québec, Makivik and K.R.G. is to have been finalized and submitted to the parties. They found this to be very little time.

I will not go through every detail but let us simply say that they feel that they need some full-time staff to work on this, and not only one member but rather a team of experts in different field headed by a senior Transport Canada negotiator. They were all excited because it is a refreshing thought for them to start initiating a new program.

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They recommended that we keep this entire issue outside of the ERDA Agreement on transport which may not survive March 30th 1990. Also an ERDA agreement involves various other departments such as D.R.I.E., Intergovernmental Affairs, etc. while the carrying out of the Marine Infrastructure Program could be done simply between Transport Canada and Transport Québec, like the airstrip program was carried out in the beginning.

We had a fairly long discussion as to what type of individuals would be best suited to work with Québec. We also discussed the extent of the involvement that Transport Canada could hope for, given the constant pressure of Transport Québec to run everything and simply have Canada contribute a cost percentage. We discussed strategy as to how to approach the new Deputy Minister of Transport, Mr. Jean-Marc Bard, with this issue in order to get Québec to participate without fear into this new program, despite Mr. Coulombe.

I informed them that Charlie Watt is to meet Mr. Bard on the 13th of October in Montreal for this very purpose.

I suggested that it may be a good idea if both Mr. Pitre and Mr. Beaubien came along to Wakeham Bay and Salluit with me on the 19th and 20th of October for the inauguration of the Wakeham Bay and Salluit airstrips respectively. There is room on the Québec Government F-27 airplane departing from Québec City very early on the morning of the 19th. I know the people who schedule those flights and I quickly got two seats reserved for Messrs. Pitre and Beaubien. Since then, I have contacted the office of Mr. Bard and he has agreed to come along as well.

In addition, it would appear that Charlie Watt will fly from Chisasibi (where the Makivik Board Meeting will be held that week) to Salluit on the 19th of October. Since it is foreseen that the group will overnight in Salluit, it will be a good occasion for Charlie, Messrs. Pitre, Beaubien, Bard, Tremblay, myself and perhaps you guys and/or Tikile to come to a practical understanding and a handshake deal on this. I am being assured that both Mr. Bard and Mr. Pitre are willing players and I count on a relaxed evening in Salluit to come to an understanding with these people.

If Tikile is to be in Montreal on the 13th of October, I would suggest that he contacts Charlie if he wants to attend the meeting. This meeting appeared impossible to obtain if it was not for the fact that Charlie is a Senator. As soon as Mr. Bard heard this, he made up his mind in thirty seconds.

It will be glad to hear your comments and suggestions.



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Administration Régionale KATIVIK Regional Government
P.O. Box 9, KUJJUAQ (Fort Chimo), Quebec J0M 1C0

MEMO

TO: MICHAEL BARRETT

FROM: PHILIPPE DI PIZZO

DATE: MARCH 16, 1989

SUBJECT: NORTHERN MARINE TRANSPORT INFRASTRUCTURES

The Working group on Northern Marine Infrastructures carried out preliminary consultations with the Nunavik communities from February 14 to 24, 1989, with the participation of representatives from the Kativik Regional Government and the Makivik Corporation. The main objectives of these consultations were to consult Inuit communities on a series of preliminary issues in order to create an adequate data base which would guide the work of the Sub-committee on Northern Marine Transport Infrastructures. This new sub-committee was created to integrate both section 29.0.36 of the J.B.N.Q.A. and the (Canada-Québec) Economic and Regional Development Agreement on Transport, and following the now defunct Transport-Québec Landing Pads Construction Program.

Ports and harbors are essential parts of a marine transportation system and involve the infrastructures normally associated with marine terminals for cargo handling, storage, berthing, etc. To date in Northern Québec, ports have generally been located in natural harbors such as bays or tidal estuaries where the land features give a certain protection from the wind, tides, currents, waves, and ice movement.

Transport Québec and Transport Canada are looking into facilities with multi-users functions (moorage for small canoes and commercial fishing vessels, loading, unloading and handling of general or bulk cargo from barges, etc.), unlike the structures already built by Transport-Québec in Kangirsuk and Inukjuak in 1985-1986.

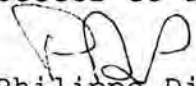
Information on all existing marine transportation equipments, infrastructures and marine activities in the communities were collected in an comprehensive manner. Community representatives were asked to describe the various problems occurring with the present use of canoes, community boats and sea-lift activities (general and liquid cargo); participants also identified possible solutions for the existing problems. Some possible solutions may

include: construction of a large earthwork structure composed of a landing area and an unloading platform (geared to accommodate sealift activities and to provide an area for grounding small canoes and storing material outside sealift operations), construction of breakwaters or similar protection structures, installation of wooden floating docks for canoes and small fishing vessels, to be removed in the winter time, digging of a trench from the high tide mark out towards the low tide, removal of boulders, etc. Each community site will also be equipped with a lighting system and storage/warehouse facilities. In some cases, the project will take into consideration potential commercial fishing activities and other commercial development such as tourism/outfitting. Besides improvements to marine transport infrastructures, the Coast Guard will survey all existing navigational aids and make the appropriate improvements or modifications as required.

The next step to be undertaken by the Sub-committee members is to prepare a brief examining the validity of the various suggestions made by the communities; this evaluation will be based on the technical feasibility and the funds available in regards with the seriousness of the needs expressed by each community. Engineering studies will then be carried out when specific projects are determined for each community. Some improvement work could be done at the landing pad and platform in Kangirsuk as early as this summer (repairs to the earthwork structure and replacement of the pad floor with pre-fab concrete slabs), but this will be considered a pilot-project.

Admittedly, this is a long-term program, taking anywhere between 5 and 10 years before the actual construction depending on where the community stands in the priority list to be eventually established by (I suppose) the Sub-committee. In few straightforward cases preliminary studies could however start as soon 1990, and construction could be scheduled for 1991. There are many uncertainties (technical feasibility, federal-provincial agreement, program funding, etc.) but the government officials seem confident in the realization of the program.

In my opinion, this whole consultation exercise was more a formality than a consultation. Both Transport-Québec and Transport-Canada know exactly what they are prepared to give away to the communities. They are certainly willing to spend money, but only on pre-defined projects and at the lowest cost; for example, potential sites for community harbors (in some instances different from the ones desired by the community) and the types of project (wharf, dock, beach clean-up, etc.) had previously been identified for each village. In the end, a majority of communities (probably with the exception of Povungnituk) will gladly accept whatever they get from the program because it is better to accept something you partially want than nothing at all.


Philippe Di Pizzo

SUB-COMMITTEE - NORTHERN MARINE TRANSPORT INFRASTRUCTURE

SUMMARY OF CONSULTATION AND INFORMATION THEMES IN
INUIT COMMUNITIES OF NORTHERN QUÉBEC

Proposed Typical Agenda

I PRESENTATION OF PARTICIPANTS

Identification of all participants (Inuit and visitors) and their respective roles.

II BACKGROUND

Visitors to give background information on the Management Committee of Canada-Québec Subsidiary Agreement on Transport Development, and in particular on the Sub-Committee on Northern Marine Transport Infrastructure.

Such information to include:

- a) sources: section 29.0.36 of J.B.N.Q.A. as well as the Economic and Regional Development Agreement on Transport;
- b) aborted project on landing pads construction;
- c) creation of the new sub-committee and presentation of minutes of two first meetings;
- d) preliminary warnings on exploratory nature of this consultation and the diversity of possible solutions.

III EXPLANATIONS ON THE OBJECTIVES OF THE CONSULTATION

In addition to providing the above-mentioned information, the objective of the visit is to consult Inuit on a series of preliminary issues in order to create an adequate data base which will guide the work of the sub-committee. This data collection will touch upon the following items:

- a) preparation of an up-dated and detailed survey of all marine transportation equipments presently located in each community, particularly the number, type and specifications of various boats and watercrafts;

- b) preparation of an up-dated and detailed survey of all existing marine transport infrastructures;
- c) preparation of an up-dated and detailed survey on all activities of the population, identifying groups of individuals practising such activities, as well as periods and places where such activities are undertaken. We expect that these activities will include:
 - commercial and subsistence hunting and fishing;
 - camping and outdoors activities;
 - municipal work;
 - data on all sealift operations (Québec, Hudson Bay Company, Oil Exploration);
 - circulation within and around the community;
 - towing and dry dock operations.
- d) description of operations and of various problems occurring with the use of canoes, fishing boats and sealift.

IV PROSPECTIVE CONSULTATION

The members of the sub-committee consult the Inuit on the following components:

- a) specific relevant local needs;
- b) explanation of the local master-plan and its philosophy;
- c) long-term local planning of fishing, coasting and tourism activities;
- d) collecting of proposed solutions to meet the above mentioned local and planing needs by providing specific information in order to identify the best site(s); this include elements such as:
 - sea-beds
 - marine and land access
 - currents
 - ice
 - tides

- nature and load capacity of soil
- surrounding wildlife resources
- present use
- winds
- landmarks
- nature, quantity and movements of boulders

e) suggestions on the operation and maintenance of marine transport infrastructures after their construction, with particular focus on prior training of required staff

V INFORMATION ON FUTURE STEPS

The members of the sub-committee inform the Inuit on future steps expected before the program is implemented, with particular emphasis on the need to conduct studies in order to determine the nature of soil through land survey and the nature of marine approaches through bathymetric surveys. In addition, it will be necessary to conduct environmental impact and feasibility studies, to design plans, to estimate costs, to negotiate a deferal-provincial framework agreement, to prepare submissions for Treasury Boards and Cabinets, to establish a schedule and a priority list, to conclude specific agreements on each site, to prepare calls for tenders, to sign contracts and, finally, to undertake construction.

MAKIVIK CORPORATION

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6th Floor

LeSapin, Quebec

H8T 1Y4

(514) 634-6091

TRANSMISSION SHEET

TO: MIKE BARRETT

FROM: GILLES GAGNE

DATE: 6-2-89

NO. PAGES TO FOLLOW: 3

Special Instructions:

CANADA - QUEBEC INUIT
NEGOTIATIONS FOR IMPLEMENTATION OF THE JBNQA
ISSUE NO. 10

TRANSPORTATION SECTOR PROJECT
IN NORTHERN QUEBEC

CANADA'S POSITION
(WITHOUT PREJUDICE)

JANUARY 25, 1989

1. Issue

Section 29.0.36 of the JBNQA stipulates that Canada and Quebec, in co-operation with the communities concerned and the Kativik Regional Government (KRG), shall undertake studies respecting the establishment of docking and airport facilities in each community.

In a proposal dated December 1, 1988, the Makivik Corporation stated that the docking facilities infrastructure studies have not been carried out. In the same document, the Northern Québec Inuit propose that the governments of Canada and Québec and the KRG reach immediate agreement on such studies in order to begin construction of the docking facilities in 1991, at a rate of three communities per year. They also propose that the two governments pay the costs of the position of a regional transportation services co-ordinator. Lastly, as signatories to all relevant agreements, they ask to have a real involvement in this transportation program and to be consulted on a regular and ongoing basis.

2. Background

Historically, Northern Québec has always been supplied by sea. When the ice cleared, the arrival of ships from the south used to be the event of the year, involving every available person.

During World War II, the Americans built a major airstrip at Kuujuaq (then Fort Chimo) for aircraft arriving from or departing for Europe. During the cold war in the early fifties, the Canadian army built another runway at Kuujjuarapik (Poste de la Baleine), which played a major role during construction of the MID Canada radar line.

Although marine service still continued, the Inuit communities then began to be served by air at these two locations -- in summer by hydroplane and in winter by the ice runway. The seasons of freeze-up and thaw were when the communities were isolated. The Inuit Community Councils, assisted financially and technically by the Department of Indian and Northern Affairs, built small runways to accommodate short take-off and landing aircraft.

By the time the JBNQA was signed, every community was equipped with a runways able to accommodate Twin Otter aircraft. These runways did not have navigation aids.

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In 1983, the two governments signed an agreement in which they committed themselves to build fully equipped 3500-foot runways in all Inuit communities. Canada promised to add the community of Emiujuaq to this construction program. (See our position paper #2).

With regard to marine transportation, the "Canada-Quebec Supplemental Agreement on Transportation Development 1985-90" stipulates as follows:

2. Marine services to communities in Northern Quebec

These services will be studied with a view to proceeding by way of a main wharf at Chisasibi (Fort George) on James Bay which is at the end of the road from Malagami. Complementary wharves to receive provisions at the various villages to be served would complete the planned service.

Implementation

The Government of Canada will be responsible for the implementation of projects 1a, b and e(i) and assume all their costs.

The Government of Quebec will be responsible for projects 1c, d, e(ii), 2 and 3 and assume all their costs.

It is thus the Government of Québec that is responsible for marine service to the Northern Québec communities. Construction of the Chisasibi wharf has not yet begun, but studies are under way. In 1986 Québec began to install ramps in Northern Québec villages. The objectives of this project are to improve the conditions and costs of supplying the communities and to make it easier to handle merchandise when ships are unloaded.

This project has encountered a number of technical problems. At the request of the KRG, Quebec has temporarily suspended operations. A planning committee, under the responsibility of Transport Quebec and co-chaired by Transport Canada, has been set up to determine, in consultation with the KRG, the best technical solutions for improving marine service to Northern Quebec communities.

g. Relevant Sections of the Agreement

29.0.2 Programs, funding and technical assistance presently provided by Canada and Quebec, and the obligations of the said governments with respect to such programs and . . . /3

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funding shall continue to apply to the Inuit of Québec on the same basis as to other Indians and Inuit of Canada in the case of federal programs, and to other Indians in Québec in the case of provincial programs, subject to the criteria established from time to time for the application of such programs, and to general parliamentary approval of such programs and funding.

The foregoing terms, conditions, obligations and criteria will apply to all federal programs referred to in this Section.

- 29.0.3 Subject to paragraph 29.0.2, Canada and Québec shall continue to assist and promote the efforts of the Inuit of Québec and more specifically undertake, within the terms of such programs and services as are established and in operation from time to time, to assist the Inuit of Québec in pursuing the objectives set forth herein in paragraphs 29.0.4 to 29.0.43.
- 29.0.36 Canada and Québec shall, together with the respective Inuit communities, undertake, as soon as possible, and in accordance with the funds available, studies respecting the establishment of seaplane bases and public wharfs, airstrips, navigational aids and docking facilities, including access road and streets in each community. Such studies shall involve the Regional Government as soon as it is established.

4. Canada's Position

a) Legal Obligation

It is the obligation of the Government of Canada to participate in the marine infrastructure studies.

b) Non-legal Obligation

Transport Canada's policy is to participate in funding port infrastructures on a purely commercial basis, specifically when such infrastructures act as a trans-shipment point and for the storage of commercial merchandise. This does not include supply activities. Transport Canada charges user fees to cover its investments.

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The Department of Fisheries and Oceans may intervene to build fishing wharves in the case of substantial commercial fishing activities exist (fish processing plant or major fishing fleet).

c) Spirit of the Agreement

Although their respective areas of responsibility are not defined, the commitment of the parties to study a number of infrastructures provides hope that they will eventually be built.

d) Québec's Participation

In the latest Canada-Québec agreement on transportation development, Québec confirmed its responsibility for marine services for Northern Québec and its commitment to assume all related costs.

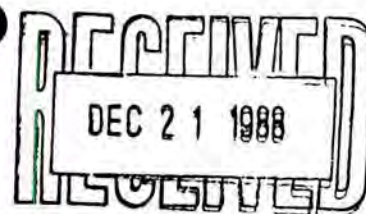
Québec reconfirmed its intention to keep and to assume this responsibility at the last meeting of the planning committee (December 1988).

5. Action Plan

Canada (Transport Canada) will continue to participate in the planning committee, which is now at work and whose mandate is to define new parameters for developing a port infrastructure building program. More specifically, the Government of Canada's participation in the planning committee will be limited to defining study specifications, selecting consultants and evaluating their studies.

Canada does not intend to assume any responsibility for the Northern Québec marine services improvement project because this has been assumed by Québec.

Should port infrastructures in Northern Québec at some time become necessary for commercial reasons (for instance, mines) or for commercial fisheries, the existing programs of Transport Canada and the Department of Fisheries and Oceans will apply.



COMITE DE GESTION DE L'ENTENTE AUXILIAIRE CANADA-QUEBEC
SUR LE DEVELOPPEMENT DES TRANSPORTS
SOUS-COMITE - INFRASTRUCTURES MARITIMES NORDIQUES
REUNION # 1

DATE: 13 Décembre 1988
HEURE: 10:30 heures
LIEU: 700, boul. St-Cyrille est, 30e, Québec

Etaient présents:

Administration régionale Kativik:	Michael Barrett
Société Makivik:	Gilles Gagné Paul Bussière
Transport Canada - Garde Côtière Hâvres et Ports:	Denis Galarneau
Transport Québec - Direction du transport aérien, ferroviaire et maritime:	Jacques Therrien Jacques Girard
Bureau du sous-ministre:	Jacques Brouard Clément Tremblay

Le représentant du Québec, M. Tremblay, ouvre la réunion et souhaite la bienvenue à tous. Il fait ensuite un historique du dossier des "Débarcadères". Il propose que les travaux du sous-comité s'attachent à l'avenir en utilisant l'expérience du programme de construction des aéroports nordiques comme toile de fond.

La Société Makivik se propose d'être active et de contribuer aux travaux du sous-comité jusqu'à la conclusion des ententes. Elle ne juge pas de son mandat de s'impliquer dans la phase construction, mise en oeuvre... Elle s'appuie sur la Convention de la Baie James et du Nord Québécois, chapitre 29. Elle souhaite aussi mener de front le dossier des structures maritimes et les discussions du Comité de la révision de la mise en oeuvre de la Convention de la Baie James et du Nord Québécois.

De par la disposition de l'article 29.0.36 de la Convention de la Baie James et du Nord Québécois, les 2 gouvernements doivent travailler en étroite collaboration avec l'Administration Régionale Kativik et avec les communautés nordiques. M. Barrett voit une participation importante - fondamentale - de l'Administration Régionale Kativik tout au long des travaux du sous-comité et bien sûr jusqu'à la fin des constructions, ne serait-ce qu'à cause de son mandat territorial, juridiction sur les dossiers à envergure régionale, et son activité sectorielle - développement économique, aménagement, protection de l'environnement, exploitation des ressources.

Transport Canada - Garde Côtière, Hâvres et Ports M. Galarneau voit son rôle comme celui d'un expert... mais se garde bien de prétendre que son bureau connaît bien la région nordique du Québec - Nunavik n'est pas son territoire. Tous croient que la Garde Côtière sera un acteur majeur tout au cours des travaux du sous-comité. Monsieur Galarneau offre toute sa collaboration. Il faut bien se rappeler qu'il s'agit d'un sous-comité dirigé par deux co-coordonnateurs ou représentants .

Transport Québec assumera la permanence du sous-comité... secrétariat, coordination, et logistique des rencontres, discussions, visites et négociations.

Toutes les parties reconnaissent que les données fondamentales, nécessaires à toutes discussions et planification, n'existent pas sous une forme utilisable.

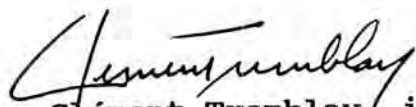
Tous s'entendent pour commencer par la compilation d'une banque de données:

- 1) les caractéristiques physiques de l'environnement des villages: marées, glaces, courants, fonds marins, vents, sol, roc. Il semble que le ministère fédéral Pêches et Océans est l'organisme tout désigné pour faire les études pertinentes. M. Galarneau fera, dans les délais utiles, les démarches pour s'enquérir des possibilités d'obtenir la collaboration de Pêches et Océans.

- 2) Les besoins des villages, les attentes des populations, les équipements existants et les caractéristiques vitales des villages devront aussi être compilés et rassemblés sous une forme de document de travail facile à utiliser et pouvant être à la base des études éventuellement nécessaires pour la poursuite des travaux du sous-comité.

Au cours du mois de février, une visite de tous les villages sera effectuée par des membres du sous-comité.

Les coûts de cette première activité sur le terrain seront comptabilisés au crédit du sous-comité (Québec) étant donné que Transport Québec en assumera la logistique via le bureau du sous-ministre.


Clément Tremblay, ing.
Co-coordonnateur

QUEBEC, LE 13 DECEMBRE 1988.



Québec, le 25 avril 1988

Monsieur Tikile Kleist
Président
Administration Régionale Kativik
Casier Postal 9
Kuujjuaq, Qc
JOM 1CO

**OBJET: Aménagement de débarcadères &
d'installations portuaires dans
les communautés du Nouveau-Québec**

Monsieur,

La lettre que vous m'adressiez le 22 février dernier, dans laquelle vous élaboriez une position très nette relativement aux infrastructures portuaires au Nouveau-Québec, a amené le ministère des Transports à procéder à une remise en question du programme de construction de débarcadères dans le cadre de l'Entente Auxiliaire Canada-Québec sur le Développement des Transports (1985-1990).

Dans les circonstances, il est de mon devoir de vous informer, que selon votre demande, le ministère des Transports suspend immédiatement le programme de construction des débarcadères.

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Des démarches sont entreprises auprès de Transports Canada afin de mettre sur pied un groupe de travail qui aura la tâche de définir avec l'Administration Régionale Kativik, les villages nordiques et les autres organismes concernés des nouveaux paramètres pour l'élaboration d'un programme de construction d'infrastructures portuaires tenant compte de tous les éléments spécifiques et particuliers du territoire et de ses habitants.

J'espère que cette action vous conviendra et je vous prie d'accepter, Monsieur Kleist, mes salutations distinguées.

Le ministre,

Marc-Yvan Côté

Marc-Yvan Côté

*Copie Envoyé à la C.E.K. pour Info.
à/s Philippe Di Pizzo*

*J.P. Paul
12 mai 88*



Bureau du sous-ministre

Sainte-Foy, le 20 avril 1988

Monsieur Tommy Grey
Président, Comité consultatif de
l'environnement Kativik
Administration régionale Kativik
B.P. #9
KUUJJUAQ (QUÉBEC)
JOM 1CO

OBJET: Débarcadères dans les municipalités nordiques

Monsieur,

Suite à votre lettre de février dernier, je vous informe que le ministère des Transports m'a déjà soumis ses projets de débarcadère dans les municipalités nordiques. Après recommandation de la Commission de la qualité de l'environnement Kativik, je lui ai d'ailleurs fait parvenir des directives d'études des répercussions sur l'environnement et le milieu social.

Les études d'impact produites par le ministère des Transports du Québec devraient donc permettre de dégager les meilleures options, et de proposer les mesures nécessaires afin d'assurer l'intégration la plus harmonieuse possible des débarcadères dans les municipalités.

Pour ce qui est des infrastructures déjà en construction, j'ai demandé au ministère des Transports du Québec de produire une étude des répercussions pour chacune d'entre elles, en s'inspirant des directives mentionnées plus haut. Ces études, dès que disponibles, seront soumises à la Commission de la qualité de l'environnement Kativik pour analyse et décision.

Veillez agréer, Monsieur, l'assurance de mes sentiments les meilleurs.

Le sous-ministre

JEAN-CLAUDE DESCHÊNES



88-9190-001
30 351 000

April 8, 1988

Mr. Jean Pierre Panet
255 est. boul. Cremazie, 9th etage
Montreal, QC
H2M 1L5

Dear Mr. Panet:

ARCTIC WHARFS

Thank you for the package you recently sent us which contained the plans of some of your wharf projects.

Perhaps this would be a good time to explain our program. The Community Wharves Program, administered by the Department of Public Works and Highways, has the objective of providing safe, convenient moorage for small boats and pontoon aircraft operated by residents of or visitors to the waterside communities throughout the N.W.T.

To date, our work has included projects all over the Northwest Territories and really can be classified into: 1) inland lake docks and 2) coastal structures.

It is in the design and construction of the coastal structures where I feel our departments have a common interest.

To date we have constructed dock/breakwaters in Pond Inlet and Arctic Bay on Baffin Island; and in Baker Lake and Chesterfield Inlet on the west coast of Hudson Bay.

Our docks and wharves are not geared to accommodate sealift facilities, but for docking of small crafts. Still the design forces are formidable having to accommodate large tides (+ 2 metres), strong wave action and large ice forces.

To date our response has been to build large earthwork structures with a cover of armor rock rip rap (0.90 metre diameter). Getting this size of rock has not been too difficult as most communities have an Air-trac drill, so a bedrock source has been drilled and blasted to produce the armor rock. However, it is expensive since the blasting material has to be chartered into the community, and special storage procedures are required. This

RECU
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type of structure is currently being built in Chesterfield Inlet and Pond Inlet.

In Iqaluit, a different approach was taken to allow increased access time to the shore, a trench was dug from the high tide mark out towards the low tide. The idea was that the local people would be able to float their crafts into shore rather than have to leave them grounded offshore as the tide ran out.

Currently we are looking at the possibility of constructing a floating dock, to be removed in the winter time (and hence avoid the ice problem). Also we are considering constructing a Breakwater or dock out of sea ice.

The major problems associated with the construction of wharves in these isolated communities include:

- i) a very short construction season
- ii) limited equipment and personnel available in each community
- iii) Equipment breakdowns which cause project delays as the replacement parts have to be brought into town on a bi-weekly flight.

I would be particularly interested in learning more about the Pre-Design work you carry out at each site. I expect you carry out community consultations and an area survey. However, I would like to know what sort of geotechnical work you carry out and how you assess what effect the structure will have on shoreline. I am also interested in what design ice forces you consider and how you decide on what the design wave height will be.

I would certainly be interested in discussing the design of docks with you further. I believe someone in our Program will be passing through Montreal in the next few months on the way up to Baffin Island, and hopefully a meeting can be arranged then.

In the meantime if you have any questions or comments please do not hesitate to contact me at (403) 920-6467 or write to me at the following address:

Peter Deutsch
 Transportation Engineering,
 Dept. of Public Works & Highways
 Government of the N.W.T.
 Box 1320
 Yellowknife, N.W.T.
 X1A 2L9

Yours sincerely,

Peter Deutsch,
A/Project Officer,
Transportation Engineering.

Copies to: J. Brundage }
 C. Trumbly }
 N. Lemay }
 Dan Taylor
 Project File -



Montréal, le

88-04

CONFIDENTIEL

A : Monsieur Claude Girard, économiste-urbaniste
Chef de la Division du contrôle de la pollution
et recherche

DE : Jean-Pierre Panet, ing.
Chargé de projet

SUJET: Quais-Débarcadères en milieu nordique

Le lundi 11 avril, nous avons eu une réunion à Québec concernant les débarcadères en milieu nordique.

Etaient présents à la réunion:

MM. Jacques Girard, Dir. aérien, ferroviaire et maritime
Jacques Ménard, Programmation
C. Tremblay, Affaires autochtones
J. Brouard, " "
J.-P. Panet, Service de l'environnement
Jean Normand, Région 3-1
Michel Boivin, " "
Maurice Boucher, Programmation
Mme Noelle Lemos, Service de l'environnement

1. Quai de Chisasibi

2. Débarcadères en milieu inuit

Trois projets sont prévus pour l'été 1988, soit Salluit, Kangiqsujaq et Quaqaq. Le projet de Salluit doit être abandonné car, le contracteur à Salluit a demandé plus de 1.3 Millions alors que le projet est évalué à 600 000,00\$ par le Ministère.

.../2

Les personnes présentes conviennent d'abandonner le projet des débarcadères dans sa forme actuelle pour les raisons suivantes:

- a) Récemment, l'administration régionale Kativik écrivait au Ministre que les projets de Débarcadères ne répondaient pas aux attentes des communautés.
- b) Les villages de Kangiqsujaq et Quaqaq demandent de réviser la localisation du projet car, ils n'acceptent pas les sites proposés. Il ne serait pas possible de construire cet été, compte tenu de l'avancement de la saison.
- c) Les parties s'entendent pour reconnaître que le projet des débarcadères a démarré trop rapidement et que des études préliminaires devraient être effectuées.

Il est proposé de former un comité afin qu'il consulte les organismes concernés et qu'il recommande au Ministère des projets de quai qui correspondent aux infrastructures telles que décrites dans la Convention de la Baie-James.

3. Les projets de Kangirsuk et Inukjuak

Ces projets ont été construits sans autorisation du M.Env.Q. Dans sa lettre du 25 mars 88, le ministère de l'Environnement nous demande de produire une étude environnementale pour ces deux projets.

Mme Lemos demande qu'il soit possible de modifier ces projets si l'Etude d'impact identifie des modifications nécessaires pour corriger des impacts négatifs. Cette suggestion est adoptée et les fonds nécessaires pour des ajouts au projet seraient pris à même les budgets prévus à l'Entente fédérale-provinciale. La région 08 (Rouyn) participera à l'élaboration des études prévues pour ces deux projets.

J.P. Panet

Jean-Pierre Panet, ing.
Division du contrôle de la pollution et recherche

JPP/rd

c.c.: MM. Denis Roy, archéologue
Division des études environnementales-est
Robert Montplaisir, biologiste
Division du contrôle de la pollution et recherche
Traian Constantin, technicien de la faune
Division du contrôle de la pollution et recherche
Daniel Waltz, écologiste
Chef, Service de l'environnement
Mme Noelle Lemos, Service de l'environnement ✓



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Administration Régionale KATIVIK Regional Government
P.O. Box 9, KUJJUAQ (Fort Chimo), Quebec J0M 1C0

22 February 1988

Mr. Marc-Yvan Côté
Minister of Transport
700 St-Cyrille Boulevard East
30th Floor
Québec, Quebec
G1R 5A9

SUBJECT : CONSTRUCTION OF PUBLIC WHARVES AND DOCKING FACILITIES
IN NORTHERN QUEBEC COMMUNITIES

Dear Sir:

Pursuant to the signing of the James Bay and Northern Quebec Agreement, the Kativik Regional Government, a supramunicipal administration, was legally constituted by virtue of the Act respecting Northern villages and the Kativik Regional Government (RSQ, ch. V-6.1) in August 1978.

For the territory located north of the fifty-fifth parallel in Quebec, the Kativik Regional Government acts as a municipal corporation in respect of any part of the territory not erected into a municipality. It has jurisdiction over the following areas: local government; transportation and communications; justice; health and social services; education; economic development; environment and resources; and land use planning.

Hence, legally, the acknowledged proponent for the development of transportation infrastructures in the Kativik region is the Kativik Regional Government and, in this capacity, it must be involved in all transportation projects from the preliminary phases onward.

Québec and Ottawa's obligations ensue in part from the James Bay and Northern Quebec Agreement. According to section 29.0.36 of the Agreement, Canada and Quebec shall undertake as soon as possible studies respecting the establishment of public wharves and docking facilities, for example, in each community with the respective Inuit communities and the Regional Government.

In 1986 and 1987, the Quebec Ministry of Transport built "quasi-wharves" in the communities of Inukjuak and Kangirsuk without previously consulting the Kativik Regional Government. Transports Québec's infrastructures were never the object of a study by the Kativik Environmental Quality Commission nor were they authorized by the Quebec Ministry of the Environment.

Similar infrastructures are planned by Transports Québec in eight other Northern Quebec communities, over three years, concomitantly with the construction of northern airports in the communities. According to the Ministry's program, construction is slated to begin during the summer of 1988 in Salluit, Quaqtaq, and Kangiqsujaq. The Ministry did conduct a hasty "consultation" in these three communities in February 1988, but we deem it invalid because it was conducted only a few months before construction is scheduled to begin and reflected the absence of planning in the elaboration of projects. Furthermore, the consultation clearly demonstrated that Transports Québec does not intend to take into consideration the actual socio-economic needs and priorities of the respective communities.

According to recent conversations with representatives from the Quebec Ministry of Transport, the construction of these facilities falls under a *Canada-Quebec Subsidiary Agreement of Transportation Development (1985-1990)*. However, the terms and conditions of this agreement which affects Northern Quebec were not the object of consultation with the organizations and communities directly concerned. We therefore believe that this agreement and the budget set aside for its realization should immediately be revised by Canada, Quebec, and the Kativik Regional Government to account for the interests and socio-economics of Northern Quebec.

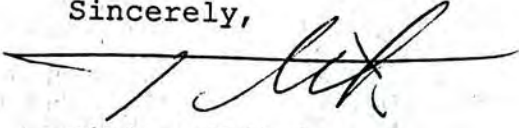
Furthermore, we request immediate suspension of Transports Québec's program for the construction of wharves, which may prove useless or inadequate. The construction of wharves and docking facilities can go ahead only once Transports Québec has met with the Kativik Regional Government and Transport Canada and exhaustive studies have been conducted into this matter, with our co-operation and that of the other organizations concerned.

The responsibilities of both governments evidently extend beyond this program. Consequently, an additional study and general planning are imperative since the objective, in transportation, is to provide the Inuit villages with adequate docking facilities.

We believe representatives from the provincial and federal governments must meet as soon as possible with the Kativik Regional Government to design an adequate plan of action.

In closing, we look forward to receiving a prompt reply to this correspondence.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tikile Kleist', with a long horizontal flourish extending to the left.

Tikile Kleist
Chairman

TRADUCTION A.R.K.

Le 22 février 1988

Monsieur Marc-Yvan Côté
Ministre
Ministère des Transports
700 est, boul. St-Cyrille
30e étage
QUÉBEC (Québec)
G1R 5A9

OBJET: Aménagement de débarcadères et d'installations
portuaires dans les communautés du Nouveau-Québec

Monsieur le ministre,

L'Administration régionale Kativik est un organisme supramunicipal légalement constitué en vertu de la *Loi sur les villages nordiques et l'Administration régionale Kativik* (L.R.Q. c. V-6.1) en août 1978 et découlant de la Convention de la Baie James et du Nord québécois.

Elle possède, sur tout le territoire situé au nord du 55e parallèle de la province de Québec non constitué en municipalité, la compétence sur les matières suivantes: l'administration locale; les transports et communications; la justice; les services de santé et services sociaux; l'éducation; le développement économique et l'environnement, les ressources et la gestion de l'affectation des terres.

L'Administration régionale Kativik est légalement, dans le cas présent, l'organisme privilégié pour le développement d'infrastructures dans le domaine des transports, et à ce titre devrait être impliquée dès la phase préparatoire de tout développement proposé dans ce domaine.

Les obligations des gouvernements du Québec et du Canada dans le domaine des transports découlent en partie de la Convention de la Baie James et du Nord québécois. L'article 29.0.36 de la Convention prévoit entre autres que les gouvernements du Canada et du Québec entreprendront aussitôt que possible des études concernant, entre autres, l'aménagement de débarcadères et d'installations portuaires dans chaque communauté inuit, avec la collaboration des communautés inuit intéressées et la participation de l'Administration régionale.

Or, en 1986 et en 1987, le ministère québécois des Transports procédait à la construction de "quasi-débarcadères" dans les communautés d'Inukjuak et de Kangirsuk sans consultation préalable avec l'Administration régionale Kativik. Ces infrastructures n'ont de plus jamais fait l'objet d'un examen par la Commission de la qualité de l'environnement Kativik et leur construction n'a pas été autorisée par le ministère de l'Environnement du Québec.

Le ministère des Transports projette également la construction d'infrastructures du même genre dans huit autres communautés du Nouveau-Québec sur une période de 3 ans correspondant au calendrier de construction des aéroports nordiques dans ces communautés. Selon le programme du ministère, la construction débutera au cours de l'été 1988 à Salluit, à Quaqaq et à Kangiqsujaq. Le ministère a d'ailleurs entrepris une tournée de consultation "à la sauvette" dans ces trois communautés au cours du mois de février 1988, consultation que nous estimons non valable car elle se fait quelques mois seulement avant la construction, ne démontre aucune planification dans l'élaboration des projets et n'a en aucun cas l'intention de tenir compte des besoins socio-économiques réels et prioritaires des communautés concernées.

Selon nos discussions récentes avec les représentants du ministère des Transports du Québec, la construction de ces infrastructures s'inscrit dans le cadre de l'*Entente auxiliaire Canada-Québec sur le développement des transports 1985-1990*. Cependant, les modalités particulières à cette entente touchant le Nouveau-Québec n'ont vraisemblablement fait l'objet d'une consultation avec les organismes et communautés directement intéressés, et nous croyons que cette entente et le budget affecté à sa réalisation devraient immédiatement être révisés par le Canada, le Québec et l'Administration régionale Kativik de façon à tenir compte des intérêts et du contexte socio-économique propre au Nouveau-Québec.

Plus encore, nous demandons au ministère des Transports du Québec de suspendre immédiatement le programme de construction de débarcadères, lequel pourra s'avérer avoir été inutile ou insuffisant, et de ne procéder à l'aménagement de débarcadères et d'installations portuaires qu'après avoir rencontré l'Administration régionale Kativik et Transport Canada, et effectué des études sérieuses sur le sujet avec notre collaboration et celle d'autres organismes responsables. Il est clair que les responsabilités des deux gouvernements sont beaucoup plus vastes que le programme entrepris. En conséquence, un examen plus approfondi et une planification plus générale s'imposent. L'objectif dans ce domaine demeure la dotation des villages inuit d'installations portuaires adéquates.

Nous estimons donc que les représentants des gouvernements provincial et fédéral doivent au plus tôt rencontrer l'Administration régionale Kativik afin d'élaborer un plan d'action adéquat.

Dans l'attente d'une prompt réponse, nous vous prions d'agréer, Monsieur le ministre, l'expression de nos sentiments distingués.

Le Président,

Tikili Kleist



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Administration Régionale KATIVIK Regional Government
P.O. Box 9, KUUVJUAQ (Fort Chimo), Quebec J0M 1C0

22 February 1988

Mrs. Monique Vézina
Minister of State (Transport)
Transport Canada
Transport Canada Building
330 Sparks Street
Tower C, 25th Floor
Ottawa, Ontario
K1A 0N5

SUBJECT : CONSTRUCTION OF PUBLIC WHARVES AND DOCKING FACILITIES
IN NORTHERN QUEBEC COMMUNITIES

Dear Madam:

Pursuant to the signing of the James Bay and Northern Quebec Agreement, the Kativik Regional Government, a supramunicipal administration, was legally constituted by virtue of the Act respecting Northern villages and the Kativik Regional Government (RSQ, ch. V-6.1) in August 1978.

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Québec and Ottawa's obligations ensue in part from the James Bay and Northern Quebec Agreement. According to section 29.0.36 of the Agreement, Canada and Québec shall undertake as soon as possible studies respecting the establishment of public wharves and docking facilities, for example, in each community with the respective Inuit communities and the Regional Government.

In 1986 and 1987, the Quebec Ministry of Transport built "quasi-wharves" in the communities of Inukjuak and Kangirsuk without previously consulting the Kativik Regional Government. Transports Québec's infrastructures were never the object of a study by the Kativik Environmental Quality Commission nor were they authorized by the Quebec Ministry of the Environment.

Similar infrastructures are planned, over three years, by Transports Québec in eight other Northern Quebec communities concomitantly with the construction of northern airports in the communities. According to the Ministry's program, construction is slated to begin during the summer of 1988 in Salluit, Quaqtaq, and Kangiqsujuaq. The Ministry did conduct a hasty "consultation" in these three communities in February 1988, but we deem it invalid because it was conducted only a few months before construction is scheduled to begin and reflected the absence of planning in the elaboration of projects. Furthermore, the consultation clearly demonstrated that Transports Québec does not intend to take into consideration the actual socio-economic needs and priorities of the respective communities.

According to recent conversations with representatives from the Quebec Ministry of Transport, the construction of these facilities falls under a *Canada-Quebec Subsidiary Agreement of Transportation Development (1985-1990)*. However, the terms and conditions of this agreement which affects Northern Quebec were not the object of consultation with the organizations and communities directly concerned. We therefore believe that this agreement and the budget set aside for its realization should immediately be revised by Canada, Quebec, and the Kativik Regional Government to account for the interests and socio-economics of Northern Quebec.

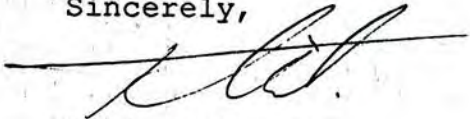
Furthermore, we have asked the Quebec Ministry of Transport to immediately suspend its program for the construction of wharves, which may prove useless or inadequate. Transport Québec can only go ahead with the construction of wharves and docking facilities once it has met with the Kativik Regional Government and Transport Canada and exhaustive studies have been conducted into this matter, with our co-operation and that of the other organizations concerned.

The responsibilities of both governments evidently extend beyond this program. Consequently, an additional study and general planning are imperative since the objective, in transportation, is to provide the Inuit villages with adequate docking facilities.

We believe representatives from the provincial and federal governments must meet as soon as possible with the Kativik Regional Government to design an adequate plan of action.

In closing, we look forward to receiving a prompt reply to this correspondence.

Sincerely,

A handwritten signature in black ink, appearing to be 'T. Kleist', written over a horizontal line.

Tikile Kleist
Chairman

TRADUCTION A.R.K.

Le 22 février 1988

Madame Monique Vézina
Ministre d'État aux transports
Ministère des Transports
Édifice de Transport Canada
Place de Ville
tour C, 25e étage
330, rue Sparks
OTTAWA (Ontario)
K1A 0N5

OBJET: Aménagement de débarcadères et d'installations
portuaires dans les communautés du Nouveau-Québec

Madame la ministre,

L'Administration régionale Kativik est un organisme supramunicipal légalement constitué en vertu de la *Loi sur les villages nordiques et l'Administration régionale Kativik* (L.R.Q. c. V-6.1) en août 1978 et découlant de la Convention de la Baie James et du Nord québécois.

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Le ministère des Transports projette également la construction d'infrastructures du même genre dans huit autres communautés du Nouveau-Québec sur une période de 3 ans correspondant au calendrier de construction des aéroports nordiques dans ces communautés. Selon le programme du ministère, la construction débutera au cours de l'été 1988 à Salluit, à Quaqtaq et à Kangiqsujaq. Le ministère a d'ailleurs entrepris une tournée de consultation "à la sauvette" dans ces trois communautés au cours du mois de février 1988, consultation que nous estimons non valable car elle se fait quelques mois seulement avant la construction, ne démontre aucune planification dans l'élaboration des projets et n'a en aucun cas l'intention de tenir compte des besoins socio-économiques réels et prioritaires des communautés concernées.

Selon nos discussions récentes avec les représentants du ministère des Transports du Québec, la construction de ces infrastructures s'inscrit dans le cadre de l'*Entente auxiliaire Canada-Québec sur le développement des transports 1985-1990*. Cependant, les modalités particulières à cette entente touchant le Nouveau-Québec n'ont vraisemblablement fait l'objet d'une consultation avec les organismes et communautés directement intéressées, et nous croyons que cette entente et le budget affecté à sa réalisation devraient immédiatement être révisés par le Canada, le Québec et l'Administration régionale Kativik de façon à tenir compte des intérêts et du contexte socio-économique propre au Nouveau-Québec.

Plus encore, nous avons demandé au ministère des Transports du Québec de suspendre immédiatement le programme de construction de débarcadères, lequel pourra s'avérer avoir été inutile ou insuffisant, et de ne procéder à l'aménagement de débarcadères et d'installations portuaires qu'après avoir rencontré l'Administration régionale Kativik et Transport Canada, et effectué des études sérieuses sur le sujet avec notre collaboration et celle d'autres organismes responsables.

Il est clair que les responsabilités des deux gouvernements sont beaucoup plus vastes que le programme entrepris. En conséquence, un examen plus approfondi et une planification plus générale s'imposent. L'objectif dans ce

domaine demeure la dotation des villages inuit
d'installations portuaires adéquates.

Nous estimons donc que les représentants des
gouvernements provincial et fédéral doivent au plus tôt
rencontrer l'Administration régionale Kativik afin d'élaborer
un plan d'action adéquat.

Dans l'attente d'une prompt réponse, nous vous prions
d'agréer, Madame la ministre, l'expression de nos sentiments
distingués.

Le Président,

Tikile Kleist

comité consultatif de l'environnement KATIVIK
KATIVIK environmental advisory committee
C.P. 9, KUUJJUAQ, QUÉBEC, J0M 1C0 • TÉL.: (819) 964-2941

Le 15 février 1988

Monsieur Jean-Claude Deschênes
Sous-ministre
Ministère de l'Environnement
3900, rue Marly
SAINTE-FOY (Québec)
G1X 4E4

OBJET: Débarcadères à Salluit, Quaqaq et Kangiqsujuaq

Monsieur le sous-ministre,

Le 11 février dernier, le Comité consultatif de l'environnement Kativik rencontrait les représentants du ministère des Transports du Québec à Kuujjuaq concernant le sujet mentionné en rubrique.

Cette rencontre a permis aux membres du Comité consultatif d'aborder ce dossier dans son ensemble, mais aussi de clarifier certains aspects de ce développement en relation avec les préoccupations des trois communautés affectées par ce projet. Vous trouverez ci-dessous les recommandations du Comité consultatif suite à cette rencontre.

Nous aimerions d'abord souligner le fait que le ministère des Transports a déjà réalisé des projets similaires à Kangirsuk et à Inukjuak sans les soumettre au ministère de l'Environnement ou à la Commission de la qualité de l'environnement pour examen et recommandations. Les membres du Comité consultatif jugent la situation inacceptable et espèrent que les installations proposées dans les autres communautés nordiques seront soumises en bonne et due forme à la procédure d'évaluation et d'examen des impacts sur l'environnement et le milieu social. Nous croyons également que le ministère de l'Environnement devrait prendre les mesures qu'il juge appropriées pour les installations déjà construites sans autorisation.

Nous comprenons les problèmes pratiques que peut causer l'absence d'installations adéquates pour la desserte maritime dans les communautés du Nouveau-Québec, et nous apprécions la volonté du ministère des Transports de tenter de le résoudre. Cependant, nous croyons que ce problème, bien réel d'ailleurs, ne correspond pas à un besoin urgent exprimé par les communautés, d'autant plus que le type d'installations proposées par Transports Québec fait preuve d'un manque de polyvalence marqué.

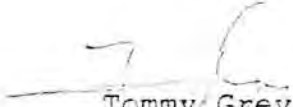
Or, ce programme d'amélioration de la desserte maritime du Nouveau-Québec s'insère dans le cadre de l'Entente auxiliaire Canada-Québec sur le développement des transports. Toutefois, l'approche du promoteur semble ne pas prendre en considération les besoins réels des communautés autochtones face au développement économique et social. A ce sujet, nous aimerions que le ministère de l'Environnement amorce une révision de cette entente et de ses objectifs principaux.

Le Comité consultatif comprend les contraintes financières auxquelles fait face le ministère des Transports, mais considère que le promoteur du projet devrait présenter plusieurs options, autant pour le genre d'infrastructure proposée que sur le choix d'un site approprié pour construire ces infrastructures. A ce sujet, nous suggérons que le promoteur obtienne la collaboration d'autres organismes ou ministères comme Transport Canada et Pêches et Océans Canada, en particulier le service Ports et petits bateaux.

Nous espérons que vous serez en mesure de donner suite à ces recommandations afin que les installations proposées par le ministère des Transports répondent autant aux besoins particuliers de la desserte maritime qu'à ceux des communautés inuit du Nouveau-Québec.

Nous vous prions d'agréer, Monsieur le sous-ministre, l'expression de nos sentiments distingués.

Le Président,


Tommy Grey

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comité consultatif de l'environnement KATIVIK
KATIVIK environmental advisory committee

C.P. 9, KUUJJUAQ, QUÉBEC, J0M 1C0 • TÉL.: (819) 964-2941

Le 22 janvier 1988

Monsieur Clément Tremblay
Ministère des Transports
700 est, boulevard St-Cyrille
Place Hauteville
30e étage
QUÉBEC (Québec)
G1R 5H4

Monsieur Tremblay,

Le Comité consultatif de l'environnement Kativik tiendra sa quarantième assemblée à Kuujjuaq le 10 février prochain. Vous trouverez sous pli un exemplaire de l'ordre du jour de cette réunion.

Dans le cadre du projet de construction de débarcadères dans les villages nordiques par le ministère des Transports, les membres du Comité consultatif aimeraient vous rencontrer afin d'obtenir de plus amples détails sur ce projet et de discuter de sa planification par le ministère des Transports et de son intégration au développement communautaire des villages concernés.

Veillez communiquer avec le soussigné pour confirmer votre présence à cette rencontre.

Dans l'attente d'une réponse positive, nous vous prions d'agréer, Monsieur Tremblay, l'expression de nos sentiments les plus distingués.

Le Secrétaire,


Philippe Di Pizzo

p.j.

PRELIMINARY REPORT

CONSULTATION REPORT CONCERNING THE CONSTRUCTION
OF A "RAMP" FOR THE SEALIFT

QUAQTAQ

Noëlle Lemos
Social Impact Studies

Service de l'Environnement

Ministère des Transports
du Québec

November 1987

INTRODUCTION

The consultation held to establish this preliminary report on the future construction of a "ramp" for the sealift has been carried out between November 3 and November 8. As agreed with local authorities and in the absence of a meeting with the just elected new Municipal Council, the results of the interviews made were to serve as a basis during a second visit to the village of Quaqtaq, for presentation to the population, discussion amongst hunters and formal meeting with the Municipal Council, Landholding and concerned Committees (Wildlife...).

The present report is made on the basis only of the interviews made in the village. It does not take into account comments made by other people interviewed on the subject, or on published information. This is a preliminary report whose conclusions may be modified depending on the results of the second visit and further information.

METHODOLOGY

This consultation has been carried out by means of interviews with fourteen residents, heads of a family. These were mostly chosen, as agreed with local authorities, amongst the most representative, most knowledgeable and most concerned by such a project, that is older hunters. Fifteen people altogether were to be interviewed, two declined the interview, two other were out hunting at the time of our visit, one wasn't reached during our stay. To the ten that could be reached we added three occasional hunters and the mayor. The results can be considered as quite representative of the opinion of the community on the matter.

The interviews were preceded by a detailed verbal description of the project, supplemented by maps and areal photos as well as pictures of a similar project already built in Inukjuak for better comprehension of what it will, more or less, look like.

The interviews, carried out for the majority in the company of a translator, Mr. Sammy Putulik, were relatively unstructured, although every important question was submitted to all interviewees.

RESULTS AND CONCLUSIONS

The following lines summarize the relevant results of the study. Those results support the following, preliminary conclusions :

- (1) The community strongly feels the project could be good but doesn't think that, as it is, it will be usefull for them. Half of them say it right from the beginning (Group 1), others make serious comments about the design of the project later on during the interview (Group 3). and solidity
- (2) As for the choice of the site, the community thinks it is good, but here again a majority wonders about the possible benefit that hunters may get from the project if the design stays the same or if they are not reassured about its solidity (Group 2).
- (3) The community has a realistic view of the probable beneficial and adverse conditions surrounding the construction of such a project in this specific area . Ice seems a major factor that threatens its solidity, not forgetting tides waves and winds; big rocks and gravel may not stand their strength or their importance (Group 3). The usefullness of the project especially at low tide makes it however quite appealing for harvesting purposes (Group 5).
- (4) Interviewees don't think the project will have any impact on wildlife worth mentionning (Group 4). They don't think either that transportation of rocks through town is an important matter (Group 6).

RECOMMENDATION : Future needs of the community concerning harvesting should be emphacized during this second visit. The final comments and suggestions could serve as a basis for further discussion.

GROUP 1

QUESTIONS DESIGNED TO DETERMINE WHETHER THE COMMUNITY ACTUALLY WANTS THE PROJECT

"Is it a good or a bad idea to have such a project ? In what way can it be considered good or bad for the community?"

Answers :

	<u>Number</u>	<u>Per cent</u>
Probably good	1	7,1
Good	2	14,3
Good (but later asked for important changes)	4	28,5
Good, but if built as planned won't be good for the community	6	42,8
Bad	1	7,1
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	14	99,9

Comments :

Probably good : good for the community and the outsiders, but doesn't know if it will be strong enough (1 reply).

Good : Good for sealift because the sand is soft, good for the canoes when the barge is away (1reply); people have asked for it (1 reply).

Good with later comments : If slope hardened perfect (2 replies); good if slope hardened and sand excavated before putting on the rocks (1 reply); good for loading and unloading canoes at low tide, if slope hardened and if bottom hardened to prevent it from sinking. Plan it right so that it lasts, otherwise not worthwhile. If well planned, future generations will have something that was not there at his time (1 reply).

Good but if built as planned won't be usefull for the community:

As it is the community won't be able to do anything with it, design and material should be changed (1 r ply), beach will get smaller and Tuvaaluk won't benefit from it (2 replies); wants concrete and no rocks showing (1 reply).

Good for the barge because the sand is soft, usefull for the community, but alterations should be made for the protection of canoes in case of bad weather. Wants a project for the future (1 reply).

Good but will have to be made for our beach because of sea and weather conditions. Big rocks are dangerous for the canoes (1 reply). Will help when the weather is bad, slope good for canoes, but will be a waste of money if not well planned (1 reply).

Bad : The project blocks the beach. There will be more and more hunters in the future and they will need space, a natural area for landing. The project may affect their activities ,there will be rocks all over the place. It is important to keep a sandy beach for future generations in front of the village. The sealift project is good but can be built further away(1 reply).

GROUP 2

QUESTIONS DESIGNED TO ASCERTAIN THE COMMUNITY'S PREFERENCE TO THE SITE OF A FUTURE "WHARF" FOR THE SEALIFT.

"If you had a preference for a site where would you have it?" or "If there were a suitable site other than the suggested site, would you prefer to have the project on that site?"

Note : The second question is an alternative to the first one. Each interviewee answered to at least one of the questions.

Answers :

	<u>Number</u>	<u>Per cent</u>
The projected site is good	4	28,5
The projected site is good if	6	42,8
The projected site is possibly good	1	7,1
The projected site is not good	2	14,2
Will support the community in its choice	1	7,1
	14	99,7

Comments :

Good : Uses this beach although lives on the other (1 reply); that's where people have asked for it (1 reply).

Good if : designed for the use of the community (3 replies)
designed for better protection of the canoes (1 reply)
well planned (2 replies).

Possibly good : doesn't know if it is strong enough (1 reply).

Not good : would prefer the spot on another bay, but if people want the proposed site it's OK (1 reply); Would accept having a ramp for the sealift but not there. Could be near the village though, for those who want to use it (1 reply).

GROUP 3

QUESTIONS DESIGNED TO ELICIT A BETTER UNDERSTANDING OF THE REPLIES TO THE QUESTIONS IN GROUP 2.

"From what you know of sea (tides, waves, ice...) and weather conditions (winds, storms...) is the proposed site good?"

Note : Not every interviewee attached the same importance to every element . The answers are the result of the importance given to each of them: ice, tides and currents, waves, winds... Percentage is calculated on the total of the people who dealt with each subject.

Answers : ICE

ICE : Important information concerning the importance of ice and of its movements in the area has been given (which will appear in the final report).

	<u>Number</u>	<u>Per cent</u>
Ice will affect big rocks	7	58,3
Ice affects rocks but if project well planned should be OK	2	16,6
Ice shouldn't affect the rocks	2	16,6
Ice will affect gravel on top	1	8,3
	<u>12</u>	<u>99,8</u>

Comments :

Ice will affect big rocks : will lift rocks (3 replies); will lift rocks if sides not cemented (1 reply); will carry rocks away for sure, no matter how big (1 reply); will take rocks away, flatten and crush the project (1 reply); will make pressure on rocks, they will start moving after two years, and as they spread may block the entrance for the Tuvaaluk (1 reply).

Ice affects rocks but if well planned should be OK : ice will pick up rocks, but if big enough shouldn't move (1 reply); ice will pick up rocks but if bottom well designed, project shouldn't be eroded fast, only after the first break up should the effects of ice on the project be seen (1 reply).

Ice shouldn't affect rocks : ice may be will affect the project but not big rocks (1 reply); ice shouldn't affect the project because doesn't pick up sand (1 reply).

Ice will affect gravel on top : in early spring ice comes and goes, it will scrape the bottom and gravel will go (1 reply).

TIDES AND CURRENTS

TIDES AND CURRENTS :Important information was given concerning the importance of tides and currents in the area (which will appear in the final report).

	<u>Number</u>	<u>Per cent</u>
Tides will affect gravel	4	40
Tides will wash sand away, rocks will sink	3	30
Tides may affect gravel	1	10
Tides will smash canoes against rocks	1	10
Tides shouldn't have any effect on the project	1	10
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	10	100

Comments:

Tides will affect gravel : small gravel will be eaten and require maintenance, water is always moving (1 reply); every time tide comes in, it will erode the project gradually (1 reply); the part not reached by water will be OK, not the part that will be submerged: gravel won't last (1 reply).

Tides will wash sand away, rocks will sink : If project not hardened, since the bottom is soft, rocks will sink mainly where it's sandy (1 reply); water movement will make the project sink and spread (1 reply).

WAVES

	<u>Number</u>	<u>Per cent</u>
Waves are a major factor that will affect the project	1	16,7
Waves will wash gravel away	3	50,0
Rocks will sink because of sand and waves	1	16,7
Waves will make rocks sink where there is mud and sand because bottom is soft	1	16,7
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	6	100,1

WINDS

	<u>Number</u>	<u>Per cent</u>
Winds and waves are a major factor in the project	1	20
Winds and waves will pick up rocks lifted by the ice if design stays the same	1	20
Canoes and big boats will smash against rocks because of winds	1	20
Winds when high will wash the gravel away	1	20
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	5	100

GROUP 4

QUESTIONS DESIGNED TO EVALUATE THE IMPACT OF THE PROJECT ON WILDLIFE

"Is the area proposed for the project important for fish, mussels or any collection of any kind" or "Do you know any one who goes collecting mussels (or other species) in the area of the proposed project" or "Do you think that the activities around the ramp will affect wildlife in the area?"

Note : Each question is an alternative to the other. Every interviewee answered to at least one of them. One woman who picks up mussels has been added to the initial group of people.

Answer :

	<u>Number</u>	<u>Per cent</u>
No effect	15	100

Comments : Not far enough to bother anything (2 replies); not the only place (1 reply); won't really affect, a few mussel picking only (1 reply); not much, very little mussels, a few ugly fish (1 reply); not an important place for anything (1 reply); a few mussels and ugly fish but prefers to go further where the water is deeper and cleaner (woman).

GROUP 5

QUESTIONS DESIGNED TO PERMIT AN EVALUATION OF THE IMPACT OF THE NEW PROJECT ON THE HARVESTING ACTIVITIES.

"Would the proposed project interfere with any routes that you or other people you know take to leave or return to the community on hunting or fishing trips?" or "Would the project make fishing or hunting trips easier or more difficult, in what way?"

Note: Both questions were asked. answers deal with both generally.

Answers :

	Number	Per cent
The project will be usefull	10	71,4
The project could be usefull but not as it is	3	21,4
The project may help some people but will make life more difficult for the majority	<u>1</u>	<u>7,1</u>
	14	99,9

Comments :

Usefull : Will be particularly usefull at low tide because now they have to pull the canoes through rough terrain, will be faster, will make life easier to bring stuff (5 replies), also for gas refill at low tide (1 reply). Good to carry canoes (1 reply); perfect at high or low tide (1 reply); slope will help in case of bad weather (1 reply); perfect for hunters and canoes, will always manage when barge there or in case of bad weather(1 reply); but won't be usefull for the Tuvaaluk add two of them.

Usefull but not as it is : the area is used continually to go in and out. As it is the project may be on the way, the space left is full of rocks. Could be usefull if better designed. As for the Tuvaaluk the project doesn't help in any way almost (2 replies); if made as planned and not out of concrete the project will be on the way. If rocks won't show will be usefull (1 reply).

... GROUP 5

The project will make life difficult for the majority:The project will block the road for canoes especially as the number of hunters will increase with time, as for Tuvaaluk it will make the passage too narrow (1 reply).

Skidoo route

	<u>Number</u>	<u>Per cent</u>
Right to go fishing in the spring by skidoo	1	33,3
Project will make the ice thicker and life harder for skidoos	2	66,6
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	3	99,9

GROUP 6

QUESTIONS DESIGNED TO ENQUIRE ABOUT PEOPLE'S CONCERNS AND IDEAS RELATED TO THE TRANSPORTATION OF BIG ROCKS THROUGH TOWN FROM THE QUARRY TO THE SITE OF THE PROJECT.

"There will be between 500 to 600 travels of rock through town carried by big 35 ton trucks. Which concerns or solutions come up to your mind for safety purposes?"

Answers:

	<u>Number</u>	<u>Per cent</u>
No problem, already experienced it (but carefull with dropped rocks(1reply)	3	21,4
No problem	3	21,4
Doesn't matter since the project is for the community	1	7,1
Municipal Council or Landholding will take care of it	1	7,1
Will be a little dangerous	1	7,1
Have a service to watch	1	7,1
Have people watching or up to people	2	14,2
Water road to protect from dust	1	7,1
Water road and drive carefully	1	7,1
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	14	99,6

FINAL COMMENTS AND SUGGESTIONS

Note : These comments made during the interviews appear like important contributions to the matters already discussed and we thought they would fit better as a conclusion to the enquiries as final propositions, or concerns.

- BEACH SMALLER OR BIGGER?

	<u>Number</u>	<u>Per cent</u>
Beach will get smaller	3	75
Beach will get bigger	1	25
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	4	100

Comment :

Beach will get bigger since the tide won't cover the platform (1 reply).

Beach will get smaller since design not adapted to the needs of the community (2 replies); because the number of hunters will increase with time, not all of them will be able to use it and the project will finally be on their way (1 reply).

- TO PREVENT GRAVEL FROM BEING WASHED OUT :

Top should be hardened or cemented (7 replies)

Project should be built out of concrete(1 reply)

- TO PREVENT ROCKS FROM SINKING:

Bottom should be sufficiently excavated before putting rocks(2 replies)

Project should be better planned (1 reply)

Project needs a pillar of cement or wood to keep rocks together, they will all have to be anchored together (1 reply).

FINAL COMMENTS AND SUGGESTIONS...

- TO PREVENT ROCKS FROM BEING TAKEN AWAY BY ICE:

Doesn't think rocks will cause any problem (1 reply)

Doesn't like rocks at all (1 reply)

Don't like rocks on the side (4 replies)

Make suggestions to prevent rocks from being taken away by ice (9 replies):

- sides should be cemented (1 reply)
- design and material should be changed (1 reply)
- design should be changed (1 reply)
- project should be strong enough (6 replies)

- TO PREVENT CANOES OR BIGGER BOATS FROM SMASHING AGAINST THE ROCKS:

Material should be changed (2 replies)

Rocks should be smaller (1 reply)

Rocks shouldn't show (1 reply)

- TO MAKE PROJECT USEFULL FOR THE COMMUNITY :

Design should be changed (4 replies)

Water break should be built further down and higher (5 replies)
(Comment : if not the project will have a negative impact on the community)

Want the project to be designed so that Tuvaaluk can unload (3 replies}

FINAL COMMENTS AND SUGGESTIONS...

- TO MAKE THE PROJECT USEFULL FOR THE COMMUNITY

Bolders on the beach should be scrapped or cleaned (3 replies)

Rock on the beach should be (partly or totally) dynamited (6 replies)

- to make beach bigger (1 reply)
- for the protection of Tuvaaluk (3 replies)
- to make less rock transportation through town(1 reply)
- because road behind is too narrow (1 reply)
- because is on the way (1 reply)

The access road should be built and as it is no one is responsible for its construction (1 reply)

Maintenance shouldn't be at the expense of the community, this question is still not clear (4 replies)

Beach on the side should be protected, no alteration should occur during construction (3 replies)

Note : Demmands concerning the sealift, the tug or the barge were not included in this study since a meeting already took place with one representative of two companies concerned.