



March 28, 2018

Philippe Lemire
 Director General
 Northern Québec Coordination Office
 Ministère des Transports, de la Mobilité durable et
 de l'Électrification des transports
 26, Mgr Rhéaume East, 2nd Floor
 Rouyn-Noranda, QC
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SUBJECT: KEAC comments on the MTMDET sustainable mobility policy

Dear Mr. Lemire:

This letter is in response to a letter dated February 28, 2018, in which the Ministère des Transports, de la Mobilité durable et de l'Électrification des transports (transportation, sustainable mobility and transport electrification, MTMDET) invited the Kativik Environmental Advisory Committee (KEAC) to quickly provide feedback on the sustainable mobility policy due to be adopted shortly.

It is understood the policy covers all modes of transport of passengers and goods across Québec, including the Nord-du-Québec region and Nunavik. In the accompanying document, the MTMDET noted that two meetings were held with organizations and municipalities in 2017 to discuss the preparation of the policy and allow for comments and suggestions. Notwithstanding, as far as the KEAC is aware, no representatives of Nunavik communities, the Kativik Regional Government (KRG), the Makivik Corporation or the Naskapi Nation of Kawawachikamach were present at these meetings. This was a missed opportunity for Nunavik residents to better understand how the policy is to include the region and be implemented. Furthermore, in the section on government directions and strategies, the document notes that sectoral action plans will establish measures for the programs and the regions. The KEAC would like to know if Nunavik

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will be included in a sectoral action plan and, if applicable, how regional organizations will be enabled to contribute.

Considering Nunavik does not have access to the Québec road network and its different constraints regarding transportation and mobility, the KEAC would like to share the following observations on each of the themes outlined in the document used at the two above-mentioned meetings:

Reduction of Petroleum Consumption and Greenhouse Gas Emissions

The document notes that climate change and the recurrence of extreme weather events have a significant impact on transportation infrastructure and equipment. Nunavik faces coastal erosion, melting permafrost, rising sea levels, reduced ice cover, as well as unpredictable weather conditions, all of which make travel to and from communities and access to traditional subsistence harvesting grounds more complicated, and sometimes even hazardous. The sustainable mobility policy must take this context into account and contemplate funding for adaptation and modernization measures.

The document states that, to achieve the objectives set out in the 2013–2020 Climate Change Action Plan, the government must consider all types of clientele, including underprivileged areas and isolated regions. Nunavik depends greatly on air transportation for travel between communities and to other regions, and for the shipping of goods, with definitely impacts on total greenhouse gas (GHG) emissions. Considering the rapid population growth in the region, mobility demands will continue to increase, making it important to consider the most efficient transportation options or perhaps a carbon-offset program specific to isolated regions.

Economic Development, Transportation System Performance and Competitiveness

The economic development of Québec and its regions will require fluid mobility via a reliable and efficient multimodal transportation system that is responsive to the needs of individuals and businesses. Development in Nunavik continues to intensify, specifically in the mining industry. This industry, like other industries with activities in Nunavik, must be able to rely on roads constructed in fragile arctic and sub-arctic environments, airports located next to growing communities and practicable sea lanes for shipping. To improve competitiveness and attract investment, while reducing the environmental impacts of development projects and related infrastructure, the sustainable mobility policy must consider innovative alternatives and new technologies specific to such a unique and changing environment.

Public Health and Safety

Infrastructure integrity is compromised by the effects of climate change, which is producing erosion and permafrost melting. These effects are increasingly evident in northern regions such

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as Nunavik. The sustainable mobility policy must provide for infrastructure development adapted to these changing conditions and to the Inuit and Naskapi ways of life.

Improvement of Quality of Life and Mobility Serving the Public

The ability to travel and mobility choices help counter isolation, improve access to employment and contribute to social inclusion. Air transportation for passengers and perishable goods is essential. In addition to air travel, Nunavik residents use a variety of vehicles, such as all-terrain vehicles, snowmobiles and boats, to travel outside their communities or between the communities.

Passenger Transportation

Passenger transportation in Nunavik is very different than in most other regions. Personal vehicles are used by the general population move about their communities and travel to traditional subsistence harvesting grounds. However, beyond these destinations, residents must consider the costs and time involved in travelling long distances. Low availability of transportation services limits mobility choices. A renewed and improved mobility proposal for the region should include alternative solutions adapted to the context and to the Inuit and Naskapi ways of life.

In addition, each northern village currently possesses a minibus for public transportation. This means of transportation is particularly useful for elderly residents who may not possess personal vehicles. In larger villages, however, a single minibus is inadequate to respond to the needs of residents, especially young families and those experiencing reduced mobility. The lack of efficient public transportation options, even in the smallest communities, leads to more personal vehicles on the roads, more greenhouse gas emissions, increased traffic, and a higher number of accidents.

Freight Transportation

Nunavik communities receive a vast majority of personal and business goods via either air or marine transportation. Keeping transportation costs as low as possible contributes to affordable prices for residents and, in turn, to an improved quality of living in the north. The economic and efficient transportation of goods is essential for isolated regions such as Nunavik.

Integrated Land Use Planning and Sustainable Development in Québec

Québec possesses a vast territory with diverse bio-physical environments. It is therefore important that the sustainable mobility policy contemplate solutions adapted to regional contexts that allow land use planning to contribute to the vitality of Nunavik and take into account its distinct characteristics.

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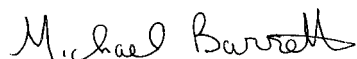
Regarding economic development, the sustainable mobility policy must consider the expansion of transportation infrastructure for development projects, such as mines, in order to contribute to the growth of the region and reduce negative impacts on the environment and residents.

Conclusion

The sustainable mobility policy will need to consider a wide array of geographic and demographic factors. For Nunavik, it will be important to consider the region's isolation and the distances between communities. It will also be important to consider the high cost of transportation in the north, both for passengers and goods. Finally, although the population is small in comparison to the size of the region, Nunavik is continuing to grow and the sustainable mobility policy must consider how the population's dependence on air travel impacts on GHG emissions and the environment.

The KEAC would have liked to be consulted much earlier in this process to develop a sustainable mobility policy. A two-week deadline to transmit feedback is entirely unacceptable. The KEAC would like to be kept informed upstream of any future consultations with Nunavik entities and developments regarding the preparation of the policy.

Respectfully yours,



Michael Barrett
Chairperson

c.c. Jennifer Munick, Chairperson, KRG