

# ***TRANSPORTATION PLAN OF NORD-DU-QUEBEC***

---

***PREANALYSIS***

Final work document

April 2002

Luc Adam, Service des liaisons avec les partenaires et usagers, DATNQ  
Adami Alaku, Administration régionale Kativik  
Luc Ampleman, agent de recherche, Services des inventaires et plan, DATNQ  
Josée Arseneault, coordonnatrice aux affaires autochtones, MTQ  
François Beaudry, secrétariat général, MTQ  
Michelle Bélanger, agente de bureau, DATNQ  
Denis Blais, chef de service, Services des inventaires et plan, DATNQ  
Andrée Champagne, agente de secrétariat, Services des inventaires et plan, DATNQ  
Martin Desgagnés, bureau du Grand Conseil des Cris  
Daniel Dorais, directeur, DATNQ  
Luc Ferland, Conseil régional de développement de la Baie James  
Mario Grenier, chef de service, Centre de services d'Amos  
Anick Guimond, agente de recherche, Services des inventaires et plan, DATNQ  
Marie Lalancette, agente de recherche, Services des inventaires et plan, DATNQ  
Josepi Padlayat, Conseil régional de développement Katutjinik  
Charles Roy, chef de service, Centre de services de Chibougamau

## **ACKNOWLEDGEMENTS**

The Transportation Plan team wishes to thank all those who, by their comments and suggestions, have contributed to the writing of this document. The document was prepared by the Service des inventaires et plan of Direction de l'Abitibi-Témiscamingue–Nord-du-Québec in cooperation with the Service des liaisons avec les partenaires et usagers of the Ministère des Transports. For any further information, please contact:

Ministère des Transports

Service des inventaires et plan

80, avenue Québec

Rouyn-Noranda (Québec) J9X 6R1

Telephone: (819) 763-3237

Fax: (819) 763-3493

E-mail: [www.mtq.qc.ca/regions/abitibi/plan\\_nord-en.html](http://www.mtq.qc.ca/regions/abitibi/plan_nord-en.html)

Website: [plantransportnord@mtq.gouv.qc.ca](mailto:plantransportnord@mtq.gouv.qc.ca)

## TABLE OF CONTENTS

<b>INTRODUCTION .....</b>	<b>1</b>
<b>1.0 BACKGROUND – CONSULTATION TOUR IN NORD-DU-QUEBEC .....</b>	<b>3</b>
<b>1.1 Goals of the consultation tour.....</b>	<b>3</b>
<b>1.2 Meetings.....</b>	<b>3</b>
<b>1.3 Participating Villages and Municipalities .....</b>	<b>4</b>
<b>1.4 Gathering and Integrating Information and Concerns .....</b>	<b>5</b>
1.4.1 Types of Information Gathered during the tour .....	5
1.4.2 Grouping of Information Types and Concerns Gathered during the tour .....	7
1.4.3 Information Processing .....	8
<b>1.5 Validation of the Preamalysis.....</b>	<b>9</b>
<b>2.0 RESULTS OF THE CONSULTATIONS .....</b>	<b>11</b>
<b>2.1 Values, Apprehensions and Aspirations.....</b>	<b>11</b>
<b>2.2 Regional Issues and Major Concerns.....</b>	<b>12</b>
2.2.1 Air Transport.....	12
2.2.2 Surface Transport.....	14
2.2.3 Marine Transport .....	17
2.2.4 Snowmobiles and All-Terrain Vehicles (ATVs) .....	18
2.2.5 Public and Emergency Transport .....	19
2.2.6 Rail Transport.....	19
2.2.7 Multimodal Transport, Logistics and Others .....	20
2.2.8 Planning, Management and Research in Transports.....	21
<b>2.3 Specific and localized requests .....</b>	<b>22</b>
2.3.1 Air transport.....	22
2.3.2 Surface transport .....	23
2.3.3 Marine transport .....	24
2.3.4 Snowmobiles and all terrain vehicles.....	25
2.3.5 Public and Emergency Transport .....	26

2.3.6	Rail Transport .....	26
<b>2.4</b>	<b>Frequently Asked Questions .....</b>	<b>27</b>
<b>2.5</b>	<b>Information Required by the Local Population .....</b>	<b>27</b>
<b>2.6</b>	<b>Information Required by the Ministère des Transports .....</b>	<b>28</b>
<b>3.1</b>	<b>Challenges for the Ministère des Transports.....</b>	<b>29</b>
<b>3.2</b>	<b>Benefits from the consultation tour.....</b>	<b>29</b>
<b>CONCLUSION.....</b>		<b>31</b>

## **APPENDIX**

1. Consultation tour schedule
2. Other documents
3. Concerns of transport in Nord-du-Québec

## **MAP**

Territory under study .....	10
-----------------------------	----

## SUMMARY

Within the implementation of the *Transportation Plan of Nord-du-Québec*, the Ministère des Transports du Québec (MTQ) has held a consultation tour in the Cree communities and Inuit and Jamesian municipalities of Nord-du-Québec. This exercise has allowed the Ministère to hear the concerns of the population on the networks, the infrastructures, the operations and the management of transport in that region.

The consultation tour spanned over a period of four months, in May and June and in November and December 2000. Most of the band councils and municipal councils were met. Public meetings were also held in different communities and municipalities. Finally, other local and regional organizations were met. For the region as a whole, approximately 800 persons were consulted.

Information of several types was collected during the consultation tour, such as:

- A list of addresses and contacts;
- Supporting documents and learning tools;
- Field observations;
- Local concerns on values, apprehensions and aspirations.

Among the concerns expressed in the consultation tour, some have addressed regional issues and major concerns. This document presents them according to the different intervention areas in transportation.

Air transport is of utmost importance in that region considering the remoteness of the Inuit villages and of one Cree community. Therefore many regional issues are related to this transportation means, such as:

- The expensive airfares<sup>1</sup> and the quality of services in air transport;
- Quick access to and flexibility of the medical services;
- Inadequate services and equipment in some airports;
- The improvement and development of airport infrastructures;
- The awareness raising process of small aircraft users on safety in northern regions.

---

<sup>1</sup> Note that this issue was raised before the implementation of the Airfare Reduction Program for the Nunavik residents.

The road network is very vast in Nord-du-Québec. It mainly covers the southern part of the region, except for the road to Raglan mine in Nunavik. The regional issues regarding surface transport are:

- The understanding of the financial responsibility concerning road maintenance;
- The function and classification of roads which appear no longer adapted to their current use;
- Safety problems related to dust generated by gravel road traffic;
- Access problems to the communities in Nunavik, resulting from the lack of a road network between the villages and southern Québec;
- The degradation of the road network;
- The partial application of the *Road Safety Code* on the James Bay roads;
- The lack of sufficient emergency telephones and roadside check points along the James Bay road network.

Marine transport is essential in Nord-du-Québec; and more particularly for the communities in Nunavik since it is the sole means of transportation for bulky goods. The regional issues related to this means of transportation are:

- The setting up of marine infrastructures that are adequate and adapted to the needs of the communities;
- The improvement of the links and costs of cargo transport;
- The improvement of the safety in small boats use.

Contrarily to southern Québec, the residents of this region use snowmobiles and ATVs as utility vehicles. The regional issues regarding the use of these types of vehicles are:

- The heavy taxation applying to these types of vehicles and the high cost of gasoline;
- The application of regulations adapted to the particular use of snowmobiles and ATVs in this region;
- Access by the various users in the territory to sectors reserved to the sustenance activities of Aboriginal people.

Concerning public and emergency transport, the main regional issues relate to the lack of public transport and of medical evacuation service.

As to rail service, one issue only was raised, that of the durability of the rail links in southern James Bay.

Issues on multimodal transport, the logistics, the planning and the management of transport in general have also been raised. They are:

- Costs of multimodal transport of cargo and improvement of the logistics;
- Disposal of hazardous and non hazardous waste;
- Development of new technologies, more particularly of telecommunications;
- Follow-up mechanisms to the *Transportation Plan of Nord-du-Québec*;
- Local involvement in the plan follow-up;
- Development of regional expertise in transport;
- Local supply in relation to food safety.

Specific and localized requests related to networks, infrastructures, operations and management of the various means of transportation in Nord-du-Québec have also been made. These localized requests are often closely related to the various regional issues mentioned previously.

As well, a great many questions were asked about the decision-taking and planning mechanisms of the transportation plan, the involvement of the communities in the transportation plan follow-up, and also the person or persons responsible for financing the interventions regarding transportation in the region.

The population's need for information on certain practices of the Ministère was expressed. The tour also allowed the Ministère to target the various sectors where it needs improving on its knowledge of the Aboriginal lifestyle and the particular ways the regional stakeholders have of doing things.

In all, the consultation tour was most beneficial. The concerns and needs collected have been gathered in the *Preanalysis* which has been validated by the advisory committees (Cree, Inuit and Jamesian) in order to make sure that they recognize the portrait painted in the plan. Then the Regional Steering Committee approved the document. With the *Preanalysis* validated by the stakeholders and the various technical studies conducted, the Ministère will implement the *Analysis*, which will ensure the identification of the transportation needs in the Nord-du-Québec region.

## INTRODUCTION

### *Importance of the consultation tour*

The consultation tour completed in the framework of the activities of the *Transportation Plan of Nord-du-Québec* in the spring, summer and fall of 2000, was an unprecedented activity undertaken by Ministère des Transports in order to inform the region's population on the importance of planning regional transportation. Another goal for the tour was to collect the concerns of the various communities regarding transport and development.

Public hearings have become a necessary step in any planning effort. A majority of regional transportation plans in Québec and everywhere else in America include public hearings in their planning process. One original feature of MTQ's tour was that it preceded not only the planning process, but also the filing of a policy direction paper, an *Analysis* and even the technical studies. Conducting public hearings at the beginning of a planning process holds many benefits. Among other things, it helps in targeting the population's main concerns; it provides a summary evaluation of needs in the area of transportation; it gets the information out, and communities become interested in the whole process; the consultation also defines the regional action plan's next steps (technical studies, *analysis*, plan proposal, action plan, follow-up, etc.).

### *Portrait of a Poorly Known and Very Special Region*

The present document titled *Preanalysis* serves as a working tool mainly geared to the needs of MTQ's partners. It will however benefit all MTQ employees and other stakeholders, who are also convinced that the movement needs for people and goods in this region, call for interventions and ways of doing things that are unparalleled in the rest of the continent. A conventionalized territory, the presence of several isolated communities, limited transport and communication networks, high cost of living, high rate of population growth, a very young population on the average, exceptional weather conditions especially in winter, importance of traditional socio-economic activities, a wealth of natural resources are but a few features that make it a challenge to develop a transportation plan for this territory. Some 0.5% of Québec's population occupies this vast region, for the benefit of the rest of the province. It is in fact the largest administrative region and the most important in Québec with regards to the extent of seacoasts.

### *Why a Preanalysis?*

The consultation tour launches the work that will be pursued over the next 15 years to ensure safe travelling in this area, never losing sight of such aspects as socio-economic development, quality of services, safety, environmental protection and land use.



### *Acknowledgements*

The team of the *Transportation Plan of Nord-du-Québec* wishes to acknowledge the contribution of all the persons and communities who took part in the consultation. During their travels, the members of MTQ's team were welcomed everywhere. Learning experiences were numerous and beneficial. Also, this tour could never have been so constructive and instructive without the help provided by the Cree, Inuit and Jamesian advisory committees; without the participation of Cree and Inuit translators in each village and the help of Messrs. Adami Alaku, Martin Desgagnés, Luc Ferland and Josepi Padlayat, who accompanied the team.

## **1.0 BACKGROUND – CONSULTATION TOUR IN NORD-DU-QUEBEC**

### **1.1 Goals of the consultation tour**

In the framework of the planning process of the *Transportation Plan of Nord-du-Québec*, a consultation tour was planned including all the villages and municipalities of the Nord-du-Québec administrative region (see map 1).

The transportation plan team travelled to the area to get feedback from the population on the various transportation systems in this region. Most villages and municipalities were visited (see 1.3). There were several goals to the consultation tour, namely:

- Inform the population and the various local stakeholders on the planning process of developing the *Transportation Plan of Nord-du-Québec*;
- Gather the communities' concerns and needs in the area of transport;
- Absorb the reality of the regional context;
- Meet with various organizations and regional stakeholders to discuss transport-related problems;
- Supply the content of future technical studies;
- Help in the development of intervention priorities in the area of transport over the next 15 years;
- Establish relations based on trust between the communities and MTQ.

The consultation tour of the villages and municipalities has been a very enriching experience for MTQ's participants. It contributed to increasing knowledge in the area of transports as well as on the lifestyle of this region's inhabitants. This consultation tour also allowed the Ministère to acquire more detailed information regarding local and regional issues and this will help improve the planning process for future actions regarding Nord-du-Québec transportation.

### **1.2 Meetings**

A majority of Band Councils and Municipal Councils were met during the consultation tour of the villages and municipalities. In order to plan the consultations, the transportation plan advisory committees guided MTQ as to the meetings' set-up and unfolding. Afterwards, MTQ contacted every village and municipality to better define how to conduct the various meetings.

Public hearings were also held, generally during the evening to allow for a greater number of participants. Also, whenever possible, meetings were conducted with certain organizations as well as local and regional stakeholders.

A typical meeting normally included two stages. Firstly, the transportation plan team made a presentation of the planning process. This presentation explained the following:

- Why complete a transportation plan?
- What is a transportation plan?
- What is the function of a transportation plan?
- What are the implementation steps for the transportation plan?
- Who is involved in the transportation plan?
- What are the main issues in transport?

At the end of the presentation, there was a "questions and comments" period allowing to:

- Gather information on the concerns as well as the needs of the population with regards to transports;
- Specify certain local and regional transport issues;
- Give the people an opportunity to express their values, apprehensions as well as aspirations, in relation to transports;
- Inform the population about certain elements pertaining to planning as well as interventions, presently on-going or intended for the future in the area of transports;

The transport-related needs and concerns that were collected during MTQ's consultation tour have been used to complete the present *Preanalysis* and they will also be used for the *Analysis*.

### **1.3 Participating Villages and Municipalities**

This consultation tour of Nord-du-Québec villages and municipalities took place over a period of 4-month (see Appendix ). During the months of May and June 2000, the Jamesian municipalities were met; Cree communities were visited during the month of June 2000; and Inuit villages were consulted during the months of November and December of 2000.

While meeting with the Jamesian population, five public consultations took place in the various James Bay cities and towns, which are: Matagami, Lebel-sur-Quévillon, Chapais-Chibougamau, Val-Paradis–Villebois–Beaucanton, and Radisson.

As for the meetings with James Bay Cree communities, nine public hearings were held. There were also meetings with certain local organizations such as the Eastmain Youth Council and the Eastmain Development Corporation.

Concerning the meetings with Nunavik Inuit villages, six public hearings were held. There was no public hearing in the municipalities of Kuujuaq and Tasiujaq since the main stakeholders were not available at the time, although members of the municipal

councils were met. Eight municipal councils and representatives were also consulted. In three Inuit villages, the team for the *Transportation Plan of Nord-du-Québec* took part in open-line programs at the community radio station, in order to inform the local population on the planning process and hear their concerns in the area of transports. Moreover, socio-economic development agencies and other organizations were also met, such as the Nunavik Tourism Association as well as the Nunavik Hunting, Fishing and Trapping Association.

Even though the majority of villages and municipalities were consulted, certain communities could not be visited, either for reasons of bad weather or the lack of availability of local stakeholders. Among those are the communities of Kangisualujjuaq, Quaqtac and Umiujaq.

As for the Naskapi community of Kawawachikamach, it was not visited during this consultation tour. However, the local stakeholders were invited to ask their questions and share their concerns, which some have been made known within memorandums sent to the transportation plan team.



## **1.4 Gathering and Integrating Information and Concerns**

### **1.4.1 Types of Information Gathered during the tour**

Before the consultation tour, a lot of the information held at MTQ originated from technical documents, specialized exchanges with designated stakeholders in the area, and a few short-lived exchanges with certain community stakeholders. For the first time in many years, a consultation tour made it possible to gather information that used to be scattered or poorly known. The information collected during the tour can be classified into four categories:

#### *I- List of Addresses and Contacts*

The consultation tour confirmed the fact that the primary source of information for any planning process is the concerned population itself. The communities' stakeholders who work in local and regional organizations thus constitute sources for data validation and an access to more technical information. The tour allowed to meet several of these

stakeholders and to add them to the MTQ's list of strategic addresses. These organizations also play an important liaison role between the Ministère des Transports and the population.

Moreover, the tour's preparation allowed the transportation plan team to get better acquainted with other stakeholders largely involved in the Nord-du-Québec region. These stakeholders are sometimes people who also work for the Gouvernement du Québec and were unknown resources for MTQ.

Such a list of addresses to which were added several names of other transport specialists, other national and international organizations, other representatives from various governments, became an essential tool in accessing the knowledge base. This type of information allows to:

- Save time when searching for information;
- Give a better response to the Minister's partners by referring them to the right resources when they have questions about certain aspects that go beyond the knowledge of MTQ's professionals;
- Consult with stakeholders on certain matters, which could be called to question or with persons who are concerned by these issues.

## *II- Support Documents and Learning Tools*

This category includes all the documents whether hard copy, computer-based or other material that allow for a better understanding of what is going on in the area, with regards to transports or concerning activities that have an impact on transports. Certain documents are more neutral and informative in nature; others are tools designed for raising awareness on certain local or regional problems, even some issues that are very crucial to the communities.

Also included in this category are regional plans and master plans for the communities, geographical maps, various monographs, local studies, position papers, etc.

Certain documents were remitted to the transportation plan team during the consultation tour or as a result of the tour. While these documents are not official position papers, they are nonetheless valuable sources of information. The transportation plan team continues to study these documents and circulate them within MTQ (see Appendix 2).

## *III- Field Observations*

Without a doubt, the consultation tour was an ideal opportunity to go and see directly in the field the evolution of certain projects in the area of transports, and also the way of doing things in local communities, the organization of transport services and their

logistics. It also allowed validating certain problems regarding transport that had been reported by local stakeholders and citizens.

#### *IV- Concerns of the Communities*

Finally, among all the information collected, the population's concerns constitute the cornerstone of the consultation tour. Public hearings and meetings with local authorities made it possible to establish a first inventory of concerns, needs, requests and apprehensions regarding transportation in Nord-du-Québec. The most interesting aspect of this inventory is its subjectivity. The tour gave the opportunity to the citizens to speak at the very onset of the planning process instead of at the end of it. The following sections explain more in detail the nature of these concerns and their impacts on transport planning.

##### *1.4.2 Grouping of Information Types and Concerns Gathered during the tour*

In the communities, the stakeholders' concerns are diverse and can take many aspects. A concern is sometimes expressed as a question on the transportation plan itself, sometimes as an interrogation on transport or MTQ's activities, sometimes as an apprehension or the expression of a value, sometimes as a request for a general intervention or a very specific one. In this document, the results obtained during the consultation tour have been organized into six categories:

#### *I- Values, Apprehensions and Aspirations*

Among the concerns noted, certain are not directly related to transports or movement needs, but relate to some of the population's values: the environment, the socio-economic development, the safety, the quality of services, etc. Several citizens also expressed their apprehensions regarding the consequences of actions in the field of transport or of development in other areas and the impact of transport itself. These elements create general expectations and play an important role in transport planning.

#### *II- Regional Issues and Major Concerns*

These are general concerns that essentially relate to the main needs in the movement of persons and goods all over the Nord-du-Québec region. These concerns are generally expressed as requests for improvement of movement and services, or for a mitigation of the impacts of transport on safety, environment, health and the citizens' quality of life.

### *III- Specific and Localized Requests*

Specific and localized requests are what planners refer to as a "grocery list" in popular language. These are requests for punctual interventions in very specific locations. They essentially relate to a very localized infrastructure or a specialized transport service.

### *IV- Frequently Asked Questions*

This category of collected results contains questions from the communities' stakeholders and citizens, directly related to the planning process or decisions process regarding transport. These questions pertain to the role of the stakeholders in transport, the planning stages and the involvement of partners in the planning process.

### *V- Population's Needs in Terms of Information*

This category contains the requests for information emanating from citizens as well as from local and regional organizations regarding aspects of transport, which are not well understood or MTQ practices.

### *I- MTQ's Knowledge Needs*

In this category are found aspects (transport, lifestyles, culture, regional stakeholders' way of doing things, etc.) discussed during the tour with people in local surroundings and which warrant to be better documented by the Ministère. MTQ needs to acquire some knowledge in certain areas. The tour thus permitted to shed some light on these various needs.

#### 1.4.3 Information Processing

The information gathered on the concerns during the consultation tour is by no way "scientific". These are indicative observations from comments collected during the tour. They were assembled and compiled for each community and later classified by field of intervention (see Appendix 3). This document however attempts to list the major guidelines and categories of concerns. Concerning regional issues as well as specific and localized requests, they were classified by field of intervention:

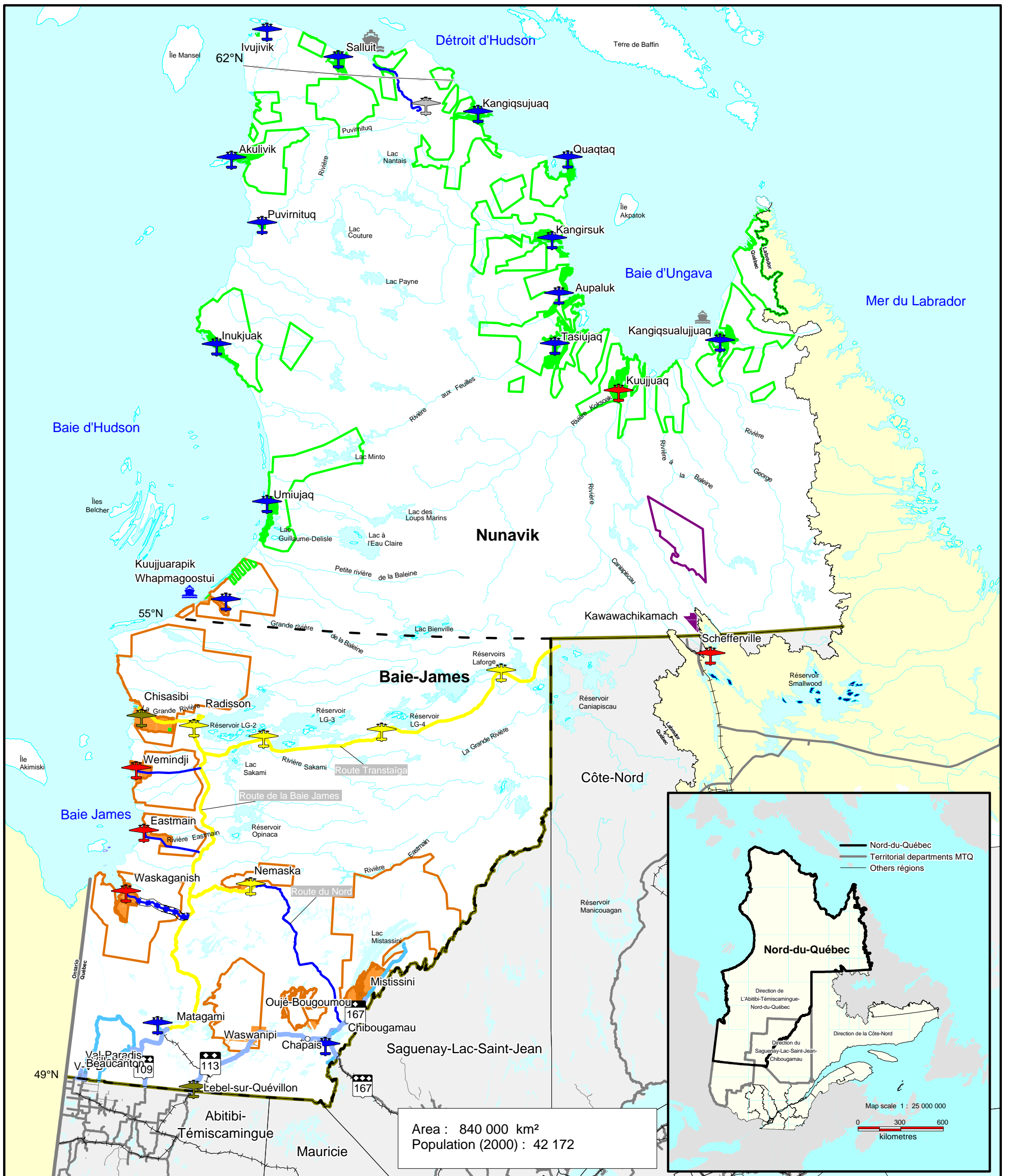
- Air Transport;
- Surface Transport;
- Marine Transport;
- Snowmobiles and ATVs;
- Public and Emergency Transport;
- Rail Transport;
- Multimodal Transport, Logistics and Other;
- Planning, Management and Research in Transports.

## **1.5 Validation of the Prealysis**

The local stakeholders by means of the advisory committees have validated the results of the tour as presented in the *Prealysis*. Their comments were taken into account and the elements omitted or that were not clearly expressed were added. Furthermore, some interveners have sent memorandums or studies related to different projects. Their expressed concerns and needs not mentioned in the consultation tour were also included.

The *Prealysis*, now completed, will allow sustaining the technical studies and the *Analysis*.





Ministère des Transports  
 Direction de l'Abitibi-Témiscamingue - Nord du Québec  
 Service des inventaires et plan

## Transportation Plan of Nord-du-Québec

Preanalysis

### Map 1 : Territory under study

Source :  
 - Ministère des Transports du Québec

Basic map :  
 - Ministère des Ressources naturelles, numerical maps, scale 1 : 250 000 and 1 : 8 000 000

August 2000

#### Land regime

(category I)

- Cree
- Inuit
- Naskapi

(category II)

- 
- 
- 

#### Road

Financial responsibility

- MTQ - Main, regional, collector
- MTQ - Accès and mining
- MTQ - Other roads
- Hydro-Québec

#### Marine infrastructure

Financial responsibility

- ✈ Ministère des Transports
- ✈ Transport Canada
- ✈ Hydro-Québec
- ✈ Band council / Municipality
- ✈ Other

#### Administrative limit

- Municipality of Baie James
- South limit Nord-du-Québec region
- Other Québec regions

#### Other

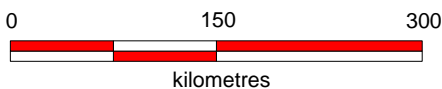
- Road under construction
- Railway

#### Airport

Financial responsibility

- ✈ Ministère des Transports
- ✈ Transport Canada
- ✈ Hydro-Québec
- ✈ Band council / Municipality
- ✈ Other

Scale 1 : 5 450 000



## 2.0 RESULTS OF THE CONSULTATIONS

### 2.1 Values, Apprehensions and Aspirations

The consultation tour allowed gathering information on the population's concerns with regards to transports (see Appendix 3). Some of these expressed concerns are based on strong beliefs or values that motivate and mobilize local stakeholders. These values are generally related to certain apprehensions and aspirations in the communities.

The apprehensions and aspirations that have been noted are the following:

- **Aspiration #1:** Need for a greater local and regional control over a sustainable socio-economic development.

This aspiration is highly associated with the apprehension from the people in the communities concerning the counterweight that can be exercised by other regions, mainly the metropolitan area, during the decision-making process. In short, this apprehension is that the decisions that have an impact on the regional development be totally slipped by the people of the community.

This aspiration is found everywhere in the territory; it is strongly expressed particularly in the James Bay communities of Chapais–Chibougamau, Matagami, Lebel-sur-Quévillon, but also in Puvirnituk as well as in Mistissini and Ouje-Bougoumou.

- **Aspiration #2:** Need for an access to the territory that takes into account the protection of the environment and human establishments.

This aspiration reflects the apprehension that certain human activities on this vast territory are harmful to the ecosystems, to traditional activities and to tourism development and to residents' safety (vandalism and violence).

This aspiration is ubiquitous in the territory; it is strongly expressed in particular for reasons related to traditional activities, in the Cree communities of Eastmain, Chisasibi, Nemaska, Waskaganish, Waswanipi, Whapamagoostui and Wemindji.

- **Aspiration #3:** Need for lowering the cost of living and the assurance of a fair distribution of services.

This aspiration expresses the communities' apprehension as to not having the same quality of life and services as the rest of Québec's population. This aspiration is widespread on the territory and particularly strongly expressed in Inuit villages and also in Radisson.

It should be noted that values and apprehensions of communities grouped under the "Val-Paradis–Villebois–Beaucanton" designation are more difficult to grasp. It is possible that these recognize themselves in the picture drawn here some of their projects however could hypothetically be closer to those conveyed in the Abitibi-Témiscamingue region.

In the planning process of the *Transportation Plan of Nord-du-Québec*, all of these values, apprehensions and aspirations will be taken into account in order to improve the planning of actions in the area of transports in this region. These elements could serve as guidelines and major orientations in the framework of the transportation plan.

## **2.2 Regional Issues and Major Concerns**

### **2.2.1 Air Transport**

#### *Airfares and Quality of Services*

Expensive airfare for passengers and for goods is a major concern for the population of Nord-du-Québec<sup>2</sup>, as well as the sums disbursed, as the effect that this pricing can have on the tourism development. The main reasons mentioned by people in the communities for this situation, compared to the rest of Québec, are the high cost of fuel and a monopoly market. Moreover, certain deficiencies have been brought up regarding the quality of services, for example, the very limited number of seats for passengers and space available for the transport of goods. Because of this, luggage and goods belonging to passengers must frequently be transported on another flight during the week in order to abide by the standards related to maximum weight at takeoff. The outfitters from the Schefferville area deplore this fact that leads to many unsatisfied big game hunters. Passengers must often give up their seat to persons who travel to other communities to receive emergency health care. The passengers have to remain behind until the next flight, which means additional expenses and a considerable waste of time. It is finally noted that the frequency of connections between the region's villages and municipalities to southern Québec, does not seem to be sufficient for an important number of citizens in Nord-du-Québec.

#### *Rapid Access and Flexibility of Access to Medical Services*

Rapid and flexible access to medical services is a problem in Nord-du-Québec. The transport services that take patients from the communities to regional hospitals or to hospitals in urban centres are not satisfying. Moreover, flying medical teams, bad weather conditions and an absence of new technologies or state-of-the-art medical equipment can have a major impact on the population's health status. The development of certain avenues, such a telemedecine seems to be very limited in Nord-du-Québec.

---

<sup>2</sup> Note that this issue was raised before the implementation of the Airfare Reduction Program for the Nunavik residents.

### *Adequate Services and Equipment for Airports*

In certain villages and municipalities, the presence of inadequate airport equipment and services was pointed out. For example, frequent extreme weather conditions make it necessary to improve navigational aid equipment at certain locations. Also, the condition of some maintenance equipment and markings seems to be inadequate in a few airports.

### *Improvement and Development of Airport Infrastructures*

Concerning airport infrastructures, such as airport runways and buildings, some of them should be improved. It was stressed that projects for improving airport infrastructures such as the extension and paving of airstrips should be considered. Furthermore, the population wishes to have an evaluation of the impact of these projects on socio-economic development (cost of goods, job creation, etc.), safety and quality of services (quality of perishable food, improvement of servicing, etc.).

### *Small Aircraft Users - Safety Precautions and Awareness*

Several aircraft pilots do not possess the information and knowledge required to safely fly in a northern environment where weather conditions are difficult and unpredictable. In Nunavik, because of a lack of information, certain aircraft users land on water expanses that are used as drinking water sources by the communities. Thus, environmental impacts could be very important if an accidental spill occurred. Because of the limited availability of fuel and the absence of certain types of fuel in northern airports, fuel supply is not guaranteed for all types of aircraft in this region. Finally, the personnel involved in airport operations are not always available outside operating hours. Airplane pilots should be more informed and more aware of safety measures to apply during air travel in this region.



## 2.2.2 Surface Transport

### *Responsibility for Road Maintenance, Function and Classification*

During the consultation tour of the Cree and Jamesian communities, the population wanted to know who would have the financial responsibility for the roads, for deciding on their function and level of services. There is an obvious desire to know who is responsible for the roads, how are maintenance standards designed and how are contracts granted. The great number of stakeholders makes it difficult to understand how things are done since the procedures vary according to the organization in charge of specific roads.

Several local stakeholders also mention that regional companies should carry out road maintenance and these should have a priority when contracts are granted. They add that the function and classification of certain roads should be reviewed since they are not adapted to their current use.

### *Dust on Gravel Roads*

Another problem that was raised concerning the road network is the dust generated by traffic on gravel roads. This is why for several years now, Cree communities and Inuit villages have been demanding interventions on local roads, mainly to reduce negative impacts on health and safety. This is a main issue for the Nunavik residents.

Social and material costs related to road dust are cited as an important problem. It should be noted, for example, that a lot of electronic equipment become completely covered with dust during the summer season and that mechanical problems are common for vehicles. These elements are all the more important considering how difficult it is to have mechanical or electronic equipment repaired on site.

### *Opening up of Isolated Communities*

For Nunavik municipalities, the access to the road network of southern Québec is a major concern. Thus, for several years now, the development of a road link between Caniapiscau, Schefferville and Kuujuaq has been the subject of requests and speculations as well as the link between Sept-Îles and Schefferville in eastern Québec. The Whapmagoostui–Kuujuarapik road link to Radisson also constitutes a concern as the link between the northern villages themselves. Other local stakeholders who apprehend the social and environmental impacts are also raising questions about these projects or requests.

### *Access and Quality of the Road Network*

Certain Cree communities mentioned that access roads to their village were not in good conditions, causing important transport delays and increased risks for the health of patients travelling to the regional hospitals.

The municipalities of Matagami and Chapais–Chibougamau, and the community of Ouje-Bougoumou reminded MTQ of the major degradation of some road sections of the highway network, particularly Highway 113 between Lebel-sur-Quévillon and Chapais. It is thus required of the Ministère des Transports to carry out improvement and maintenance work on this part of the network.

### *Application of the Highway Safety Code on the James Bay Roadways and Local Roads*

The communities located south of the 55th parallel are concerned about the application of the Highway Safety Code (HSC). It would be beneficial where safety is concerned to apply the HSC, but the characteristics of the region must also be considered and taken into account, for example: non-standard transportation, use of snowmobiles and all-terrain vehicles (ATVs) for utility purposes, etc. The enforcement of the HSC on local roads is also an issue that was raised during the consultation tour.

### *Licences, insurances and road status*

The Nunavik municipalities wish more explanations concerning the relation between the driver's licence, licensing of vehicles and insurances, which they find to be at prohibitive prices.

### *Availability of Roadside Emergency Telephones*

On the James Bay road network, emergency telephones are available only along the Matagami-Radisson Highway. There are no emergency telephones along the Transtaiga Roadway, the Route du Nord and on other access roads to the communities. Furthermore, with the important recreotouristic developments in the James Bay territory, traffic flow is steadily increasing over the entire road network. The installation of additional emergency telephones in order to ensure safety for road users therefore becomes a generalized regional concern.

### *Check Points along the Road Network*

A great deal of transportation of goods is done on the James Bay road network. Alongside these roadways however, there are no safe locations that would allow truck drivers to inspect and clean their vehicles. The population is hoping that checkpoints will be developed in order to improve safety on the road network.



### 2.2.3 Marine Transport

#### *Adequate Infrastructures Suited to the Communities' Needs*

The implementation of adequate marine infrastructures suited to the needs of the communities is essential in order to promote local and regional socio-economic development. The residents of Nunavik as well as the Cree communities of James Bay are concerned about this issue. It is all the more pertinent considering the often-overlooked fact that small boats serve as utility vehicles for the local population. The concern related to boats and canoes licensing was raised as well as the near to come application of the obligation to have a pleasure craft operator card issued.

#### *Improvement of Marine Links and Transportation Costs*

It was pointed out that the construction of marine infrastructures in Nord-du-Québec communities is essential to improve marine links and transport costs. When using the various marine services, adequate infrastructures will permit, among others, to facilitate the logistics of operations during transshipment and the storage of goods. Increased competition between the companies that do commercial marine transport will also help reduce the costs of cargo transportation.

#### *Improvement of Safety for Small Boats*

During fishing and hunting activities at sea, certain boats are not provided with safety equipment such as life jackets, localization and telecommunication equipments. The lack of safety equipment is somewhat dangerous for the lives of the users. For many stakeholders, enhancing awareness of safety measures among users of small boats is the preferred course of action to improve their safety. The enforcement of the *Competency of Operators of Pleasure Craft Regulations*, that will be applied progressively to all operators by 2009, can also bring a great awareness on the subject. In addition, because there are no guiding lights along the banks, it is difficult for small boats to find their way at nightfall and in the fog. The installation of a lighting system should therefore be considered in close relation with the installation of marine infrastructures in this region in order to improve safety for the users.





## 2.2.4 Snowmobiles and All-Terrain Vehicles (ATVs)

### *Taxes on Snowmobiles and ATVs and the Cost of Gas*

In the Nord-du-Québec region, particularly in Nunavik, snowmobiles and all-terrain vehicles are mainly used for utility purposes. Because there is no highway network connecting the Nunavik villages and due to the traditional activities of the Crees and the Inuits, tax exemption upon purchasing snowmobiles and all-terrain vehicles as well as tax exemption on the cost of gas has been requested repeatedly.

### *Insurance for Off-Road Vehicles*

Various problems relating to the insurability of snowmobiles and all-terrain vehicles were raised during the consultations. For many citizens of Nord-du-Québec, it appears that insurability conditions for these vehicles are not the same as those that prevail in the southern part of the province and that results in depriving several of these persons of insurance on their off-road vehicles.

### *Regulations*

The application of regulations should be adapted to the specific use of snowmobiles and ATVs by Nord-du-Québec residents.

### *Development of Safe Surface Links between Communities*

An extensive informal snowmobile and ATV trail network connects various communities of Nord-du-Québec. According to these communities, safe links such as snowmobile and ATV trails with markers should be built in order to ensure the safety and movement of the people throughout the region. The possibility of developing or merging the links between the off-road vehicles federations and the stakeholders of the communities may be a problem, but it deserves to be considered.

### *Access to Traplines*

Access to traplines for various users is a major concern in Aboriginal communities. Several problems are associated with the fact that people who travel over the territory for recreotouristic purposes do not respect the areas reserved for Aboriginal traditional activities. The communities also fear that mining and forestry development will have a negative impact on wildlife and their traditional way of life.



## 2.2.5 Public and Emergency Transport

### *Public Transportation and Medical Evacuation*

The needs and concerns related to public and emergency transportation are quite different from those in southern Québec. For the residents of the James Bay territory, public transportation services are important due to the considerable amount of travelling done between neighbouring towns and regions as well as the significant distances that separate them. However, for the people who live in Nunavik, public transportation issues are mainly related to emergency transportation, that is medical evacuation services. These medical evacuation services by plane do not appear to meet the needs of the population, whether because of the delays in evacuating or the medical equipment in the various types of planes that are used.

## 2.2.6 Rail Transport

### *Maintaining Rail Connections*

Among the problems concerning the rail transport raised by the stakeholders of Abitibi-Témiscamingue and Nord-du-Québec, notably during the interregional relations between the CN, the CRDAT and the CRDBJ, can be mentioned:

- Lack of services for small companies;
- Appalling conditions of some freight cars in the region;
- Lack of freight cars follow-up and availability for small companies;
- Population concern about the mode transfer (from train to truck) of hazardous materials, about the increase of the number of trucks on the road and about the safety impact for users;
- Concern about the decrease of competitive offers and the loss of services in matter of the transportation of heavy duty equipment (especially at the arrival of freight cars B Type);
- Concerns related to the condition of the railways in the region;
- Railway services for passengers;
- Concerns for the regional stakeholders to play a significant role in the railway industry among others in relation with investments.

The Naskapi community is concerned by the rail transport towards the community of Kawawachikamach that is ensured by a company that detains an exclusive contract. Since the enforcement of that contract, costs have increased. Furthermore, the local people consider that the use of train as a means of transportation towards the south is not an alternative to the costly air transport seeing that the railway transport infrastructures are outdated and that the link is ensured only once a week and takes 12 to 15 hours.

## 2.2.7 Multimodal Transport, Logistics and Others

### *Transportation Costs for Goods, Multimodal Transport and Logistics*

The costs relating to transportation of goods are high in Nord-du-Québec. This component causes an increase in the costs of the goods to the consumer. Adapted multimodal transport, a more competitive transportation offer as well as an improvement of transport logistics may considerably help reduce the costs of the goods and gas. In order to preserve the quality of the goods and transported products, during the transport as well as during storage, the logistics would need to be improved according to the distance as well as the type of storage used.

Some local stakeholders have mentioned lacking knowledge concerning the multimodal. Others consider that it is not exploited enough and that multimodal related to the transport of perishable goods should be further looked into.

### *Evacuation in case of fire*

The protection of the non-commercial forest against fire is of great concern for the Aboriginal communities who practice the traditional ways of hunting, fishing, trapping and picking. The evacuation of the threaten population in case of forest fire was also a concern.

### *Disposal of Hazardous or Non Hazardous Waste*

Concerns relating to the protection of the environment are omnipresent in this region. The disposal of hazardous goods and the recycling of certain products represent a major concern that call for adequate and well-planned solutions. The improvement and environmental management related to the disposal of hazardous and non hazardous waste are concerns that cannot be avoided for the *Transportation Plan of Nord-du-Québec*.

### *Local Supplies and Food Safety*

Local supplies relating to the traditional activities are very important to the socio-economic development of the Aboriginal communities of this region. However, the local population is concerned about the future of hunting and fishing in the communities in relation with the increasing demand for imported commercial products.

One of the main reasons explaining this increase in the consumption of these types of products, that might have an important impact on family budgets as well as the jobs related to the supply of local goods, is the natural contamination of the fish-eating fishes by mercury. The Aboriginals, that nourish themselves mainly with hunting and fishing products, are extremely preoccupied by nutritional safety.

The eating habits of Aboriginal people in Nord-du-Québec have changed in that they eat more food and products, which are low in nutritional value. This situation creates an increase in the number of people with health problems caused by a less healthy diet.

Natural contamination of wild meat is an issue that worries Nord-du-Québec residents. Aboriginal people who live mainly of hunting and fishing are therefore extremely concerned about maintaining their work in relation to local supplying as well as their nutritional safety. In addition, the population is concerned about the possibility of eating less wild meat due to the increasing contamination of meat.

### *Development of New Technologies*

The costs and quality of transport services are a problem in Nord-du-Québec. However, in certain cases, the solution is not necessarily related to transportation. It could involve, for instance, the development of new technologies, such as telemedecine and teleconference. The development of more sophisticated communication tools would considerably help reduce the costs of frequent travelling and help improve safety as well as the quality of the services.

## 2.2.8 Planning, Management and Research in Transports

### *Plan Follow-up and Relation with the Ministère des Transports*

The tour has permitted to observe that local stakeholders are committed to the consultation process. Several of them have shown an interest in being involved throughout the entire planning process as well as during follow-up. This aspect shows that the people of the region are as interested in the transport interventions as in the decision process itself.

### *Transport Expertise*

In order to promote the socio-economic development of the Nord-du-Québec region, it is essential that the population be included in the planning process and implementation of the various projects, especially those related to transports. The development of local expertise in transportation and its logistics are also of the highest importance.

### *Attendance of the Provincial Departments on the Territory*

During the consultation tour, the local people expressed their concern regarding the attendance of Departments in Nord-du-Québec. At this effect, they are questioning the intention of the Ministère des Transports to increase their attendance on the territory.

## 2.3 Specific and Localized Requests

During the consultation tour in Nord-du-Québec, many needs were expressed concerning the development and improvement of different transportation infrastructures. For each mode of transport, air, surface, marine, snowmobile and all terrain vehicle, public transport and emergency services, as well as rail, a picture of the main requests emerged.

### 2.3.1 Air transport

Air transport is of primary importance for the socio-economic development of Nord-du-Québec. Various requests related with air transport in this region were received during the consultations. They concern the networks, infrastructures, operations and management of air transport. The following are the specific requests relating to air transport:

- Intervention to reduce dust on runways in certain airports in Nunavik and James Bay;
- Intervention to reduce costs of operation and conservation;
- Establishment of a small aircraft service to transport people from Whapmagoostui and Aupaluk to reach their hunting, fishing and trapping grounds;
- Improvement of the landing strip, equipment and installations at the Chisasibi airport;
- Improvement of the landing strip and equipment at the Waskaganish airport;
- Improvement of airport emergency equipment (e.g. a generator);
- Construction of an airport in Mistissini;
- Relocation of the airport in Waskaganish;
- Installation of fire fighting equipment at the Waskaganish and Wemindji airports;
- Installation of a fence around the runway of the airport in Wemindji and Kangirsuk;
- Improvement of the landing strip at Wemindji;
- Intervention to reduce air fares to Radisson, Lebel-sur-Quévillon and Matagami;
- Intervention to improve air services for the towns of Matagami, Lebel-sur-Quévillon and Val-Paradis–Villebois–Beaucanton and Radisson;
- Reinforcement of airport runways and building up a reserve of crushed stone in Nunavik;
- Extension of the landing strip at the airport of Puvirnituk;
- Installation of more sophisticated navigational aids at the Puvirnituk and Kuujjuarapik airports;
- Renovation of heavy equipment for the maintenance of the runway in Kangirsuk;
- Installation of a gate on the site of the Kangirsuk airport in order to limit access to authorised vehicles only;
- Reconstruction of the airport terminal in Kuujjuarapik;
- Refitting of the terminals in Kuujjuarapik and Kangirsuk;

- Request for navigational aid instrumentation at the Salluit airport;
- Intervention concerning the airfare reduction in Nunavik<sup>3</sup>;
- Improvement of the landing strip at the Lebel-sur-Quévillon airport;
- Increase the links from Schefferville to offer other destinations then the south of the province;
- Improvement of the landing strip at the Schefferville airport.

### 2.3.2 Surface transport

Nord-du-Québec has a particularly extensive road network. Requests from the people concerning surface transport are numerous. As in the case of air transport, they deal with networks, infrastructures, operations and management. The following are various specific local requests concerning surface transport:

- Intervention on access and local roads for the Cree and Inuit communities so as to reduce dust;
- Improvement of the James Bay road network;
- Improvement of access roads to Inuit villages;
- Improvement of road signs as well as safety equipment on access and local roads among the Cree and Inuit villages;
- Installation of gates or control zones to limit access to certain areas of the territory (trapping, hunting and fishing zones) to tourists and other users in the James Bay territory;
- Construction of sidewalks and ramps for persons with reduced mobility in Cree communities and Inuit villages;
- Construction of an access road to Waskaganish;
- Improvement maintenance of the Matagami-Radisson Highway and access roads to Cree communities;
- Review of the classification, status and function of some roads in the James Bay road network;
- Establishment of roadside check points along the James Bay road network and the Matagami-Radisson Highway;
- Improved access to the territory by developing a road link between Matagami and Lebel-sur-Quévillon (N-805);
- Training of Cree Aboriginals to carry out inspection and maintenance of the James Bay road network, especially the access roads to the communities;
- Setting up a tendering process that would elicit a more competitive bid for freight transport by road to Radisson;
- Review of the details of enforcement of the regulation covering freezing and thawing on the southern James Bay road network;

---

<sup>3</sup> Note that this issue was raised before the implementation of the Airfare Reduction Program for the Nunavik residents.

- Adapting the regulations for trucking (number of consecutive driving hours) to northern (Jamesian) circumstances;
- Researching solutions to overcome the problem related to the mobility of certain vehicles (ambulances, buses, etc.) in that they are generally unable to cross covered bridges because of their weight and size (south of James Bay);
- Development of a Caniapiscau-Schefferville-Kuujuuaq road link;
- Development of a Whapmagoostui-Kuujuuarapik-Radisson road link;
- Installation of a better lighting system on access roads to the village of Kangiqsujaq;
- Repairs to the access road to the Salluit airport;
- Building a road link between Salluit and Deception Bay;
- Building a bridge in Inukjuak and Tasiujaq for better access to hunting and fishing grounds;
- Re-building and upgrading of the local network (gravel roads) in the area of Val-Paradis-Villebois-Beaucanton;
- Improvement and paving of the 167 Road between Chibougamau and Mistissini;
- Implementation of checking areas at Lebel-sur-Quévillon;
- Graveling of the winter road of Villebois-Baie-James from the Harricana river to the Rupert bay;
- Development of a Sept-Îles-Schefferville road link;
- Paving of the Kawawachikamach-Schefferville link;
- Construction of an access road to the future docks of Mistissini and Ouje-Bougoumou;
- Extension of the Route verte in order to link Lebel-sur-Quévillon to the provincial cycling trails network;
- Enforcement of a draft regulation restricting the movement and the using of heavy duty vehicles in the town of Matagami;
- Details concerning the future of the 48 km road that allows the community of Chisasibi to link to Longue Pointe.

### 2.3.3 Marine transport

Marine transport in this region is essential, constituting as it does the only mode of transport for heavy goods in Nunavik. In the same way the use of small craft for hunting and fishing at sea is very important for the Aboriginal community. Requests from the people concerning marine transport focus on networks, infrastructures, operations and management of this means of transport. The following are the requests relating to marine transport:

- Construction of a marine infrastructure in a James Bay coastal village;
- Construction of marine infrastructures in Nunavik municipalities within the framework of the Nunavik Marine Infrastructures Program;
- Intervention to reduce purchase taxes on small craft used to practise sustenance activities in Nunavik;

- Setting up an emergency marine rescue crew in Nunavik;
- Intervention to provide small craft with safety equipment (Aupaluk);
- Construction of a wharf at Wemindji;
- Installation of navigational signalling at Wemindji;
- Installation of a wharf at Mistissini;
- Intervention to allow small craft to be insurable outside of the financing period (Akulivik);
- Intervention to reduce the cost of maintenance and repair of small craft (Kangirsuk);
- Installation of markers and navigational signalling in the area of Kangirsuk;
- Intervention to allow the Hudson coast to become a point of origin for shipping goods by cargo;
- Installation of navigational beacons at Salluit;
- Intervention to render floating hoses visible for filling up with gas at dusk.

#### 2.3.4 Snowmobiles and all terrain vehicles

For the Aboriginals of the Nord-du-Québec snowmobiles and ATVs are an ordinary means of going from place to place. These types of vehicles are used not only for general travel but also for practising traditional activities. Jamesians on the other hand use snowmobiles and ATVs for recreational purposes. The requests from the population concerning these vehicles also relate to networks, infrastructures, operations and management. The following are the specific requests concerning transport by snowmobiles and ATVs:

- Intervention to reduce purchase taxes on snowmobiles and ATVs used for sustenance activities in Nunavik;
- Intervention to reduce the costs of gas in Nunavik;
- Establishment of flagged trails between villages, hunting camps and hunting and fishing grounds in Nunavik;
- Intervention to reduce the waiting period and the costs of parts for different types of vehicles, especially for snowmobiles and ATVs in Nunavik;
- Modification of the regulations so that snowmobiles and ATVs can drive on the Route du Nord (Nemaska);
- Deregulation to allow Cree trappers and hunters in Ouje-Bougoumou and Waswanipi to use official snowmobile and ATV trails to reach their traplines;
- Deregulation so that snowmobiles can drive on municipal and public roads in Chibougamau and Val-Paradis–Villebois–Beaucanton;
- Development of snowmobile trails in the areas of Matagami and Lebel-sur-Quévillon;
- Development of a flagged snowmobile trail between Salluit and Kovic, Ivujivik, Tasiujaq and Deception Bay;



- Development of a snowmobile and ATV trail to give access to hunting and fishing grounds in the municipalities of Ivujivik and Salluit;
- Installation of gates on the fence that was erected around the airport runway at Ivujivik;
- Installation of an access ramp at Ivujivik;
- Installation of over-passes at some bridges to allow the snowmobiles and all-terrain vehicles to move safely, such as at Val-Paradis-Villebois-Beaucanton and Lebel-sur-Quévillon (Rapide-des-Cèdres).

### 2.3.5 Public and Emergency Transport

In this region public and emergency transport is of the utmost importance, given the enormous distances that generally separate the various localities and because the Inuit villages as well as one Cree community are landlocked. During the consultations, the following requests were made:

- Intervention to improve public transport (James Bay);
- Purchase of an ambulance and establishment of an ambulance service (Nemaska);
- Improvement in traffic control on the access roads to the communities (MBJ);
- Purchase of an additional ambulance at Lebel-sur-Quévillon;
- Development of an adapted transport service in the towns of Lebel-sur-Quévillon, Matagami and Val-Paradis–Villebois–Beaucanton;
- Addition of an ambulance to improve service on the Matagami-Radisson Highway (Matagami);
- Intervention to reduce public transport fares (Matagami);
- Measures to facilitate emergency medical evacuation to places where the family of the patient lives, or to reimburse the people who accompany them (Radisson);
- Intervention to improve emergency medical evacuation service out of Puvirnituk and Salluit;
- Obtaining a new source of funding for appropriate transport in Aupaluk and Kangirsuk;
- Improvement of emergency services along the James Bay road network;
- Improvement of public transport serving the airports.

### 2.3.6 Rail Transport

The railway network is entirely situated in the southern part of the region. It is mainly used for transporting raw materials and bulky goods. The population expressed the following two main requests:

- Development of a rail link between Kuujuaq, Caniapiscau and Schefferville (Nunavik);
- Maintaining rail links (Matagami, Chapais–Chibougamau and Lebel-sur-Quévillon).

## 2.4 Frequently Asked Questions

During the consultation tour, the transportation plan team noted that a large number of the questions relating to transportation in this region had to do not only with transport per se, but also with the planning process itself, as well as with the part the people of the region will play in implementing the plan and in the follow-up. Of these questions, the following are those, which the majority of the people in Nord-du-Québec raised:

- What are the decision criteria for the construction or improvement of the transport infrastructures?
- Who will be responsible for financing interventions in the area of transport?
- Will there be larger amounts of money now that there is a transportation plan?
- What is the role of the federal and provincial government stakeholders in the *Transportation Plan of Nord-du-Québec*?
- What are the decision-making, planning and consultation mechanisms for the transportation plan?
- In what ways will current and proposed interventions be integrated into the transportation plan?
- At what level and in what manner will the three communities of the Nord-du-Québec be involved and integrated in the planning process of the transportation plan?
- All of these questions will be answered throughout the planning process leading up to the transportation plan. The technical studies to be carried out in developing the plan will also provide some answers.

## 2.5 Information Required by the Local Population

A number of government stakeholders and others are actively involved in the transport sector for and in Nord-du-Québec. For this reason a number of applicable administrative procedures and regulations are very difficult to understand for the local population. The various technical studies to be undertaken in the framework of the transportation plan will provide specific answers to the following questions:

- The way in which maintenance contracts for the James Bay road network are granted;
- The classification and function of the road networks;
- The enforcement of the Highway Safety Code on James Bay road network;
- The specific role of various stakeholders in air transport;
- The specific role of various stakeholders in the snowmobile and ATV transport sector;
- The proper procedure for approaching the Ministère.

## **2.6 Information Required by the Ministère des Transports**

During the consultation tour, within the framework of the *Transportation Plan of the Nord-du-Québec*, the Ministère became aware of the existence of various local organizations and of different problems relating to transport and to the regional context. By means of the different technical studies to be conducted out in the framework of the transportation plan, the Ministère intends to improve its knowledge of certain issues, in particular:

- The role of local organizations and players;
- The use of small craft in relation to traditional practices and to existing networks;
- The changing demands of local food supply versus food import;
- Rescue and safety equipment for marine and land rescue;
- Cost of living in relation to cargo transport costs including operational and logistical costs;
- Potential sites for establishment of roadside check points for truckers: local, regional, provincial and international mobility zones;
- Essential services (e.g. medical evacuation) in comparison with other regions in Québec and in other northern regions;
- Insurance, warranties and taxation relating to transport;
- The potential use of alternative vehicles (Muskegs, Komatik and animal-drawn vehicles, etc) to provide transport beyond the confines of local northern communities.

## 3.0 EXPECTATIONS AND RESULTS

### 3.1 Challenges for the Ministère des Transports

Planning of transport in regions such as Nord-du-Québec constitutes a permanent challenge for local stakeholders as well as the different levels of government. The planning should set up priorities for intervention but it should also coordinate them in time and in place. Moreover interventions in transportation cannot ignore the total picture of interventions in other sectors of activity, such as health, education, land use, environment, housing, etc. Considering the particular features of the Nord-du-Québec region, there are a certain number of extraordinary challenges, including:

- The possibility of forecasting transport needs in a region where a large part of the population is less than 25 years old;
- The ability to foresee the demands for goods in view of the changes in traditional socio-economic activities;
- Development of effective and durable socio-economic solutions with respect to maintenance, improvement and development of transportation infrastructures and heavy machinery, able to respond to the demands of winter conditions;
- Need to develop a decision-taking and selection mechanism for specific projects and requests aiming at regional development.

These aspects are only some of the challenges awaiting the Ministère and its partners in planning transportation in the Nord-du-Québec region. These challenges will be documented in the next phases of the transportation plan. Technical studies will bring out other technical, political, economical and social challenges arising from the planning.

### 3.2 Benefits from the consultation tour

The consultation tour carried out in the framework of the *Transportation Plan of Nord-du-Québec* has been very rewarding for the Ministère and the people, not only in improving awareness but also in forming relations of trust between the partners, including the following for the Ministère:

- Rapid access to particular information, confirmation of particular transport-related problems;
- Sharing of a common vision within the Ministère;
- The development of a reflex to confirm information on the part of the local population;
- The ability to place the emphasis on the most important items;
- Identification of possible conflicts, thanks to a better understanding of the local and regional context;
- Speeding up the preparation of the *Analysis*.

Such a tour is also helpful to the local population, particularly in providing the opportunity to:

- Identify contact persons at the Ministère so as to obtain faster access to information;
- To speed up and have more discussions and correspondence with the Ministère;
- To provide information and communicate the concerns of the people to other Ministère stakeholders;
- To get to know the concerns of the different communities to establish a concerted common vision.

## CONCLUSION

The consultation tour in Nord-du-Québec has been very beneficial for the Ministère as well as for the people who live there. The concerns and information gathered during this exercise have been instrumental in producing the *Preanalysis*. It documents the tour, bringing out regional issues in particular as well as the more specific and localized requests. Once the present synthesis validated by the advisory committees (Cree, Inuit and Jamesian), this will provide material for the technical studies and the *Analysis*; the latter will demonstrate the transportation needs of the Nord-du-Québec region.

However, the Ministère has several challenges to deal with and factors to take into account in planning interventions in the area of transport in the region. First of all, the Ministère will have to forecast transport needs in a region where a large part of the population is less than 25 years old, and in which the growth rate of the population is raising considerably. Secondly, it will have to foresee the demands for goods in view of the changes in traditional socio-economic activities. Thirdly, the Ministère must foresee changes in the requests in transport related to the socio-economic development that will be brought by major development projects.

The *Transportation Plan of Nord-du-Québec* is therefore a vitally important tool, which should allow the regional priorities to be identified so that the needs of the population in relation to transport can be met. The different steps towards the implementation of the plan will provide, amongst other things, a more accurate picture of the dynamics of transportation and lifestyle in the region, as well as an *analysis* of the needs. This will make it possible to plan the priorities (as defined) for interventions in transportation, so as to meet the movement needs of people and goods for the next 15 years. The transportation plan is being developed within an overall vision of transport facilities, having in mind the various means of transportation, also including therein the quality of services, safety, land use, respect for the environment and regional socio-economic development.

**APPENDIX 1**

**CONSULTATION TOUR SCHEDULE**

**DATES AND PLACES OF THE CONSULTATION TOUR  
OF THE NORD-DU-QUÉBEC COMMUNITIES**

DATE	PLACE	TYPE OF MEETINGS	POPULATION	PEOPLES MET
<b>JAMESIANS LOCALITIES</b>				
May 1, 2000	Matagami	Public consultation	2 295	16
May 2, 2000	Lebel-sur-Quévillon	Public consultation	3 557	24
May 3, 2000	Chibougamau-Chapais	Public consultation	8 664	26
May 17, 2000	Val-Paradis-Villebois-Beaucanton	Public consultation	2 030	8
June 12, 2000	Radisson	Public consultation	925	9
<b>CREE COMMUNITIES</b>				
June 13, 2000	Waswanipi	Band council Public consultation	1 482	7 70
June 14, 2000	Whapmagoostui	Band council Public consultation	670	4 60
June 15, 2000	Chisasibi	Band council Public consultation	3 202	6 30
June 19, 2000	Eastmain	Band council Public consultation Youth Development Corporation Development Corporation	582	5 15 6 5
June 20, 2000	Waskaganish	Band council Public consultation	2 096	5 22
June 21, 2000	Wemindji	Band council Public consultation	1 196	5 18
June 26, 2000	Nemaska	Band council Public consultation	485	2 15
June 27, 2000	Ouje-Bougoumou	Band council Public consultation	478	3 32
June 28, 2000	Mistissini	Band council Public consultation	3 314	5 110
<b>INUITS MUNICIPALITIES</b>				
November 21, 2000	Salluit	Municipal council Public consultation	1 044	9 49
November 22, 2000	Ivujivik	Public meeting	270	50
November 23, 2000	Akulivik	Municipal council Public meeting	422	7 18
November 27, 2000	Puvirnituq	Municipal council Public meeting Hospital visit	1 296	10 25 -
November 28, 2000	Inukjuak	Municipal council Public meeting	1 242	11 50
November 29, 2000	Kuujuarapik	Municipal council Public meeting	566	9 radio
30 novembre 2000	Umiujaq	Not met	341	
December 4, 2000	Kangirsuk	Municipal council Public meeting	460	5 30
December 5, 2000	Kangiqsujuaq	Municipal council Public meeting	509	7 radio
6 décembre 2000	Quaqtaq	Not met	318	0
December 11, 2000	Aupaluk	Meeting with the mayor of Aupaluk at Kuujuaq	168	1 radio
December 12, 2000	Tasiujaq	Municipal council	211	1
December 13, 2000	Kuujuaq	Municipal council KRPF ATN Hunters and Fishermans Association	1 500	5 3 1 2
December 14, 2000	Kangiqsualujuaq	Not met	652	0



## **APPENDIX 2**

### **OTHER DOCUMENTS**

## APPENDIX 2 — OTHER DOCUMENTS

Certain documents were handed to the transportation plan team during or following the consultation tour. While these documents are not official position papers, they are nonetheless valuable sources of information. The transportation plan team continues to study these documents and circulate them within MTQ.

- Schefferville Outfitters Association, *Projet de développement de la région de Schefferville : la piste de Schefferville...un atout majeur et nécessaire à notre développement!*, March 2001, 60 pages.
- Council of the Cree Nation of Mistissini, Dessau-Soprin inc., *Improvement and Pavement of Road 167 North from Chibougamau to Mistissini*, October 1999, 25 pages.
- Council of the Cree Nation of Mistissini, Groupe Stavibel inc., *Construction of a marina : Feasability study — Projet V-1120-1*, February 1998, 17 pages.
- Cree Nation of Wemindji, James Bay Marine Facility Pre-feasability study : A Comparative Evaluation of Chisasibi and Wemindji — Draft, March 14, 2001, 144 pages.
- Kativik Regional Development Council, Somer Multidisciplinary Planning and Research, Transportation study, october 1988, 48 pages.
- Municipalité de la Baie James, *Le transport aérien régional dans le secteur de Radisson*, February 15, 2001, 5 pages (document presented to the Ministre des Transports, Mr. Guy Chevrette, and to the Ministre des Régions, Mr. Jean-Pierre Jolivet).
- Naskapi Nation of Kawawachikamach, *Representation by the Naskapi Nation of Kawawachikamach : Transportation Plan of Northern Québec*, September 10, 2001, 7 pages.
- Nunavik Regional Board of Health and Social Services, *Implantation des services préhospitaliers d'urgence adaptés à la région du Nunavik*, November 2001, 57 pages.
- Oujé-Bougoumou Eenou Companee, Groupe Conseil Ungava, *Oujé-Bougoumou Northern Transportation Plan : Technical Report*, June 2000, 9 pages.

## **APPENDIX 3**

### **CONCERNS OF TRANSPORT IN NORD-DU-QUÉBEC**

**Note :** the concerns gathered have been written by various members of the transportation plan team, what explains the different style of the summaries.

This appendix is available on demand.