

FORM

Preliminary Information

1. NAME OF APPLICANT AND CONTACT INFORMATION

1.1 Identification of the promoter	
Name : Direction générale des projets et de l'exploitation aéroportuaire, ministère des Transports du Québec (MTQ)	
Municipal Address : 26 rue Mgr Rhéaume est, Rouyn-Noranda, J9X 3J5	
Mailing Address (if different from the municipal address) :	
Name and position of the signatories authorized to submit application : Danielle Fleury, Directrice	
Phone Number : 819 763-4080	Phone Number (other) : -
Electronic Address : sylvain.beaule@transports.gouv.qc.ca	
1.2 Québec Entreprise Number	
2 Québec Entreprise Number (NEQ) : Not applicable	
1.3 Municipal Council Resolution	
Not required for by the ministère des Transports du Québec	
1.4 Identification of the consultant commissioned by the promoter (where appropriate)	
Name :	
Municipal address :	
Mailing address (if different from the municipal address):	
Phone Number : -	Phone Number (other) : -
Electronic address : @ .	
Description of the mandate :	

2. PROJECT LOCATION AND TIMETABLE

2.1 Identification of the project location and activities	
Northern Village of Tasiujaq, provincial riding of Ungava, Nunavik	
Land Categories (I, II ou III): I	
The airport is located approximately 3.2 km southwest from the village :	
Main location of the project or beginning of the project: Latitude : 58° 40' 04" N Longitude : 69° 57' 21" O	
Final location of the project (if applicable):	Latitude : Longitude :

2.2 Project Site Description

The Tasiujaq airport facilities were built in 1986. Given that the category 1 lands can not be sold or ceded to the ministère des Transports du Québec (MTQ) pursuant to section 116 of the Act respecting the land regime in the James Bay and New Québec territories, the MTQ signed in 1986 a rental lease for the site where is located the airport for a renewable period of 20 years.

Tasiujaq is one of the smallest villages in Nunavik. The population is 395 inhabitants according to the register of the Ministère des Affaires municipales et de l'Habitation. As the village is not accessible by road, the airport constitutes a key infrastructure for the community as it provides the only link with external centres that can provide essential services throughout the year. It makes it possible to offer regular or chartered passenger flights, medical evacuations as well as the supply of necessary goods (food, mechanical parts, etc.), it is essential to maintain the infrastructures in good condition. Since the early 2000s, significant climate changes have been observed as well as the thawing of the permafrost in Tasiujaq. Therefore, it is necessary to carry out a regular maintenance of the gravel runway and the of access road using granular material from an existing quarry which is located 200 metres west of the airport access road.

2.3 Project Timetable

The quarry expansion works should begin in the fall of 2021. However, as the surface of the proposed quarry, less than 3 ha, will allow to carry out maintenance works of the runway and of the access road over several years, the operation of the expanded quarry may extend over ten years.

2.4 Location Plan

The location plan in appendix A shows the location of the quarry, whose operation has already been authorized, in relation to the airport and the village.

3. GENERAL DESCRIPTION OF THE PROJECT

3.1 Project Title

Expansion of the existing quarry CA-3E in Tasiujaq

3.2 Compliance with the procedure

The airport was the subject of an authorization in 1986 before its construction. Then, the certificate of authorization (CA) was amended in 2016 and 2018 to add gentle slopes on the runway in order to reduce the impact of climate change, repair the access road and develop quarry CA-3E (see appendix B). This request includes the expansion of the existing quarry on less than 3 ha and requires a modification to the CA.

3.3 Summary Description of the Project and Alternative Means

In an inventory report on quarries and sand pits produced in 2012, the Ministère had identified the main rock masses for developing a quarry near the airport in order, in particular, to avoid having large trucks circulate through the village (see appendix C). The report indicates that quarry CA-3E was the best site to develop a new quarry (see appendix D). However, as indicated in section 3.4 of this form, the authorized site of 0.9 ha is already fully operated and it is necessary to expand the existing quarry. Indeed, this option will make it possible to avoid a new source of disturbance that would result from the operation of another site.

3.4 Objectives of the Project and Justification

In order to build new airport infrastructures in Tasiujaq in the years 1980s, the MTQ operated some quarries whose resources are now exhausted (see map in appendix E). The same is true for quarry CA-3E developed in 2016 (see appendix F). In order to keep the runway infrastructure in good condition as well as the access road to the airport, it is necessary to carry out regularly maintenance and improvement works. These works are done at periods varying from 3, to 5 to 7 years and they require the use of granular material produced in quarry (about 20 000 m³ each time). Thus, with a volume of about 57 000 m³, the proposed quarry expansion (see appendix G) will allow the supply of material for at least two maintenance and improvement cycles.

3.5 Related Activities

Since that the works done from 2014 to 2016 led to the upgrading of the buildings (major renovation of the terminal building and upgrading of the garage), no related works are planned for the ten next years.

4. PUBLIC INFORMATION AND CONSULTATION ACTIVITIES

4.1 Information and Consultation Activities conducted

As responsible for managing the airports in Nunavik, the Kativik Regional Government is regularly informed of the maintenance and improvement works carried out on our infrastructures. As the expansion of the quarry will reach a total surface of 2,9 ha, the MTQ, on the one hand, has consulted the Northern Village to make sure that this request meet the zoning regulation (see appendix H). On the other hand, the Arqivik Landholding Corporation of Tasiujaq has been consulted regarding the expansion of the quarry located on Category 1 land, and it has given its approval (appendix 1).

5. DESCRIPTION OF THE MAIN ISSUES AND IMPACTS APPREHENDED OF THE PROJECT ON THE ENVIRONMENT

5.1 Description of the Main Issues of the Project

The main issues regarding the expansion works of the quarry are presented in detail in the following section and relate mainly to the air, soil, wildlife and flora.

5.2 DESCRIPTION OF THE MAIN APPREHENDED IMPACTS OF THE PROJECT ON THE ENVIRONMENT

Noise and air

Construction noise constitutes an apprehended impact for the population. As in any construction project, some ambient air pollution is to be expected during the crushing and screening works. This is an inherent impact of the project that can be mitigated through appropriate maintenance and construction methods. Also, given that the works are not located near the village, these impacts are considered of minimal risk. As regards the production of dust during the crushing operations, the equipment used complies with standards in the Regulation respecting Sand Pits and Quarries. In addition, when carrying out maintenance or improvement works on the access road to the airport, a compliant dust control agent or water will be applied to minimize nuisance.

Soil

In order to minimize land footprint, the site already exploited will be used as a manoeuvre area for the crushing, screening and temporary storage of the crushed material. The apprehended impacts on soil quality when carrying out construction activities are mainly related to the risk of soil contamination by accidental spills. However, this risk of contamination as well as the management of wastes, although they will remain under the contractor's responsibility, must be managed in conformity with requirements of section 11.4.7 of the Cahier des charges et devis généraux (CCDG) (see appendix J).

Moreover, if contaminated soils were to be discovered on the worksite, these would be managed according to the Regulation in force as the Soil Protection and Contaminated Sites Rehabilitation Policy and the Regulation respecting the Burial of Contaminated Soils.

Furthermore, an archaeological inventory was conducted in 2014 for the access road repair project and the development of quarry CA-3E. Several drilling holes were dug and all of them were found negative (see appendix K). Given that no archaeological site was identified in the inventoried areas, the archeological firm concluded that there are no archeological constraints to carry out the works for the establishment of a new quarry. However, if remains were to be accidentally discovered during the works, they will be stopped at the discovery site until the Ministère's archaeologists have assessed the site and collected the artefacts, if necessary.

Flora and wildlife

The opinions obtained from the Centre de données sur le patrimoine naturel du Québec (CDPNQ) indicate that there are no threatened or vulnerable wildlife or flora species or likely to be so designated or rare in the area where the quarry will be expanded (see appendix L). Furthermore,

the archaeological report in appendix K shows the main components of the vegetation, namely an arctic tundra with some shrubs, dwarf birches, a variety of small willows, herbaceous plants in wetlands and sphagnum moss and cladonia as well as spots of blueberries, cranberries and crowberries in well drained areas. However, since the quarry expansion limits will be located more than 30 m of wet and water environments, the apprehended impacts are low.

To conclude, in addition to laws and regulations, current mitigation measures of the CCDG will be implemented in order to minimize various impacts. Among others, section 10.4 “Protection de l’environnement” indicates various measures to put in place to limit the risks mentioned in this section, including the protection of lakes, water bodies and wetlands; sediment and erosion control structures and the management of noise. Added to this are provision for controlling blasting activities (sections 11.4.3.3.5, 11.4.4 and the supervision guide) as well as the contractor’s responsibilities and site restoration provisions. Finally, in addition to the regulation on sand pits and quarries, the quarry will be operated according to the provision of the CCDG’s section 11.14 “Fourniture de carrière ou de sablière”

6. Greenhouse Gas Emissions

6.1 Greenhouse Gas Emissions

The main sources of projected emissions are related to mechanical equipment that will be used to carry out the works (e.g. trucks, backhoes, crushers, etc.). However, they will be limited to the duration of the works which will be spread over time (a few weeks per year every 3 or 5 years based on the scope of the maintenance works requiring granular material).

7. Other Relevant Information

7.1 Other Relevant Information

None

8. Declaration and Signature

8.1 Declaration and Signature

I certify that all the information mentioned herein is accurate and to the best of my knowledge.

Any false statement may result in sanction under the EQA. All information provided will form an integral part of the application and will be published on the website of the Evaluation Committee (COMEV) or the Kativik Environmental Quality Commission (KEQC) and the Registre des évaluations environnementales.

Name and first name

Danielle Fleury, directrice générale

Signature

Date