

FORM

Preliminary information

PREAMBLE

The James Bay and Northern Québec Agreement (JBNQA), by its chapters 22 and 23, establishes a system of protection for both the natural and social environment in the James Bay and Northern Quebec region. Depending on the type of project, some aspects of these chapters may report under the responsibility of the Government of Canada, or the Government of Québec or both levels of government. Some projects can also be reported under the responsibility of the Cree Nation Government, notably for projects conducted on Category IA lands. Title II of the [Environment Quality Act \(EQA\)](#) presents the environmental and social impact assessment and review procedures applicable in the James Bay region (section 133 of the EQA) and in Northern Quebec (section 168 of the EQA).

The projects mentioned in schedule A of the EQA are subjected to one of the procedures applicable in the Northern environment, contrary to those mentioned in schedule B, which are exempt from the procedures. Projects not outlined in either schedule are considered "grey zone" projects. A proponent who intends to undertake a project in a northern environment covered by schedule A of the EQA or a "grey zone" project must apply for a certificate of authorization or an attestation of exemption. For projects under provincial jurisdiction, the proponent must submit a preliminary information form to the Provincial administrator of the JBNQA. This form ensures that the project is subjected to the [Environmental and social impact assessment and review procedure](#) and, if necessary, allows the preparation of a directive indicating the nature and scope of the impact study that the proponent must prepare.

The preliminary information form is used to describe the general characteristics of a project. It must be completed in a clear and concise manner and the information must be limited to the elements that are relevant for a proper understanding of the project, its anticipated impacts, and possible ramifications.

In accordance with the EQA and for projects under provincial jurisdiction, the preliminary information form is either sent to the Evaluating Committee (COMEV), if the project concerns the region south of the 55th parallel (James Bay), or to the Kativik Environmental Quality Commission (KEQC), if the project concerns the region north of the 55th parallel (Nunavik). These two committees review the preliminary information and, in the case of projects covered by schedule A of the EQA, produce a recommendation on the directive indicating the nature, scope and extent of the study impact that the proponent must prepare. For "grey zone" projects, these committees produce a recommendation (COMEV) or a decision (KEQC) on whether the project is subjected to or exempt from the procedure. These recommendations and decisions are then forwarded to the Provincial administrator who communicates his decision to the proponent. The proponent may be issued an attestation of exemption for projects that are exempt from the procedure or issued a directive for those subjected to the environmental and social impact assessment and review procedure.

The Evaluating Committee is a tripartite advisory body composed of representatives appointed by the Cree Nation Government and representatives of the Government of Canada and the Government of Quebec. The Kativik Environmental Quality Commission is a bipartite body of Inuit or Naskapi representatives appointed by the Kativik Regional Government and representatives of the Government of Quebec. While performing their duties, both bodies pay particular attention to the following principles, which are outlined in sections 152 and 186 of the EQA:

- a) the protection of the hunting, fishing and trapping rights of the Native people;
- b) the protection of the environment and social milieu;
- c) the protection of the Native people, of their societies, communities and economy;
- d) the protection of the wildlife, of the physical and biological milieu and of the ecological systems of the territory;
- e) the rights and guarantees of the Native people in Category II lands;
- f) the participation of the Crees, Inuit and Naskapis in the application of the environmental and social protection regime provided for in this division;
- g) any rights and interest of non-Native people, and
- h) the right of the persons acting lawfully to carry out projects in the territory.

Also note that the preliminary information form will be published in the [Environmental assessment register](#) (French only) as defined in section 118.5 of the EQA but only for projects for which a directive will be issued. The [COMEV](#) and [KEQC](#) also publish preliminary information form on their websites.

In accordance with sections 115.5 and 115.12 of the EQA, the applicant for any authorization granted under that act must, as a condition of issuance, complete a « Declaration of the applicant or the holder of an authorization issued under the act respecting the Environment Quality Act », together with the other documents required by the minister. You will find the explanatory guide and the associated forms at the following address: <https://www.environnement.gouv.qc.ca/lqe/renforcement/index.htm> (French only).

The preliminary information form must be accompanied by the payment, charging the proponent for services provided under the environmental authorization system. This payment must be made to the ministre des Finances. Details regarding the applicable rates are available in the [Tarification](#) section (French only) of the environmental assessment web page. It should be noted that the MELCC will not process the application until payment is received.

Once completed, the proponent must send its preliminary information form together with a letter of transmission, which must be sent to the JBNQA Provincial administrator:

- Send the electronic copy of the documents (form and letter of transmission) to reception.30e@environnement.gouv.qc.ca including the deputy minister (marc.croteau@environnement.gouv.qc.ca) as well as Vanessa Chalifour, coordinator/team leader for northern projects (vanessa.chalifour@environnement.gouv.qc.ca). The letter of transmission must confirm that the hard copies are consistent with the electronic ones. In case of large electronic documents, please consult the last bullet.

- Send a hard copy of the documents (French) to the Deputy minister office at the following address:

James Bay and Northern Quebec Agreement Provincial Administrator
Deputy minister of the Environment and Fight against Climate change
Édifice Marie-Guyart, 30e étage
675, boul. René-Lévesque Est, boîte 02
Québec (Québec) G1R 5V7

- Send the other hard copies and the USB keys (including the French and English versions) to the Direction de l'évaluation environnementale des projets industriels, miniers, énergétiques et nordiques at the following address:

Mélissa Gagnon, director
Direction de l'évaluation environnementale des projets
industriels, miniers, énergétiques et nordiques
Ministère de l'Environnement et de la Lutte contre les changements climatiques
Édifice Marie-Guyart, 6e étage, boîte 83
675, boul. René-Lévesque Est
Québec (Québec) G1R 5V7

Projects located south of the 55th parallel (James Bay)

Nine (9) hard copies, including five (5) in French and four (4) in English
Three (3) PDF copies in electronic format
Additional copies may be requested depending on the scope of the project.

Projects located north of the 55th parallel (Nunavik)

Seventeen (17) hard copies, including nine (9) in French and eight (8) in English
Three (3) PDF copies in electronic format
Additional copies may be requested depending on the scope of the project.

- If the electronic documents are very large: Inform the Direction de l'évaluation environnementale des projets industriels, miniers, énergétiques et nordiques (vanessa.chalifour@environnement.gouv.qc.ca) and a secure link allowing you to send your documents on the ShareFile platform will be shared with you. This link will be valid for a period of 7 days. Attach the letter of transmission to the email, indicating that the electronic version will be transmitted via the ShareFile platform of the DGÉES.

1. IDENTIFICATION AND COORDINATES OF THE PROPONENT

1.1 Identification of the proponent	
Name : Direction de la planification des projets aéroportuaires, ministère des Transports du Québec	
Civic address : 26 rue Mgr Rhéaume est, Rouyn-Noranda, J9X 3J5	
Postal address (if different from civic address) :	
Name and function of the signatory(s) authorized to submit the application: Danielle Fleury, executive director	
Telephone : 418 646-0700 poste 23814	Telephone (other) : -
Email : danielle.fleury@transports.gouv.qc.ca	
1.2 Company number	
Québec enterprise number (NEQ) : not applicable	
1.3 Resolution of the municipal council, band council, northern village, or responsible body	
Not required for the ministère des Transports du Québec (MTQ)	
1.4 Identification of the consultant mandated by the proponent (if applicable)	
Name :	
Civic address :	
Postal address (if different from civic address) :	
Telephone : -	Telephone (other) : -
Email : @ .	
Description of mandate :	

2. GENERAL PRESENTATION OF THE PROJECT

2.1 Project title
Expansion of the existing PUV-ST6 quarry as part of a project to reload the runway at Puvirnituk airport
2.2 Article of accordance
<p>The airport was licensed prior to its initial construction in 1990. A modification of the Certificate of Authorization (CA) was delivered on November 21, 2008, concerning the extension of the landing strip (CA 3215-07-18, Appendix A). This modification includes the exploitation of the PUV-ST6 quarry.</p> <p>To obtain granular materials necessary for the maintenance of the airport site, the quarry must be enlarged, resulting in the need for a modification of the CA.</p>
2.3 Objectives and justification of the project
<p>The work is in line with the orientation of the MTQ to improve airport services and ensure user safety. All the airports in Nunavik under the responsibility of the MTQ have a gravel airstrip. Routine maintenance at these airports includes recharging the aircraft maneuvering areas with granular material approximately every 10 years.</p> <p>At Puvirnituk airport, the frequency of reloading is higher than elsewhere, approximately every 5 years, due to frequentation of a jet plane. This type of plane, by the propulsive force it generates, lifts the granular materials, which leads to more frequent reloading requirements.</p> <p>Currently, there are not enough materials available in the PUV-ST6 quarry to meet the needs of the next reloading scheduled for 2022. The quarry therefore needs to be expanded.</p>
2.4 Brief description of the project and alternatives

Material production at the quarry is scheduled for 2022 and the movement area resurfacing project, which includes the runway, taxiway and apron, is scheduled for 2023.

The granular materials needed for this work will be produced in the PUV-ST6 quarry already in operation by the MTQ. Reloading requirements are estimated at 50 000 m³, which corresponds just to the net safety volume remaining in the current quarry. However, the MTQ must also replenish the materials from the reserve pile used for the regular maintenance of the movement area, i.e. 5 000 m³.

The desired expansion of the quarry will produce materials for short-term needs, but also for future maintenance and construction projects at the airport site.

The map in Appendix B shows the boundaries of the current quarry and the requested expansion.

2.5 Related activities

Not applicable

3. PROJECT LOCATION AND SCHEDULE

3.1 Identification and location of the project and its activities

Northern Village of Puvirnituk, provincial riding of Ungava, Nunavik

Land categories (I, II and III): III

The airport is located less than 1 km of the village.

Central point of the project (NAD 83, CSRS) :

X UTM Z18 :371933,89 m E

Y UTM Z18 : 6660852,15 m N

3.2 Description of the project site

The Puvirnituk airport facilities were built in 1990 on Category III lands.

Puvirnituk is located on the shore of the Povungnituk River, which flows into a bay of the same name, on the west coast of the Ungava Peninsula. It is one of the largest northern villages with a population of 1779 inhabitants (Statistics Canada, 2016).

Since the northern village is not accessible by road, the airport is a vital infrastructure for the community because it provides the only link with the outside centers that can provide essential services throughout the year. It makes it possible to offer regular and charter services for passenger transport, medical evacuation and the supply of necessary materials (food, mechanical parts, etc.). It is therefore essential to maintain the facilities in good condition.

Regular maintenance of the airstrip and gravel access road is done using granular materials from an existing quarry (PUV-ST6). It is located about 500 meters northwest of the airport landing strip. The exploitation of the quarry is covered by the CA delivered to the MTQ in 2008 and modified in 2016 (Appendix A). The MTQ has had an exclusive mining lease (BEX) for surface mineral substances (no. 1681) since 2017, which ends on January 16, 2022 (Appendix C). A request to renew and expand the lease was filed with the Ministry of Energy and Natural Resources (MERN) in November 2021 (Appendix D).

The quarry sector is a rocky outcrop and the proposed boundaries are more than 30 meters from wetlands and bodies of water.

3.3 Project schedule

The quarry expansion work should begin in the summer of 2022. However, the proposed expansion will allow maintenance work to be carried out on the airstrip and the access road over several years, the operation of the enlarged career will extend over ten years.

3.4 Location plan

The location plan in Appendix E shows the airport site, the quarry currently in operation and the planned expansion.

4. INFORMATION AND CONSULTATION ACTIVITIES OF THE PUBLIC, ABORIGINAL COMMUNITIES AND USERS OF THE TERRITORY

4.1 Information and consultation activities carried out
As the entity responsible for the management of Nunavik airports, the Kativik Regional Government was informed of the improvement works on the runway and of the replacement of the lighting system. The Northern Village of Puvirnituq has approved the quarry expansion project (see the resolution in the application to the MERN, in Appendix D).
4.2 Information and consultation activities planned during the environmental and social impact assessment procedure
Not applicable

5. DESCRIPTION OF THE MAIN ISSUES¹ AND IMPACTS OF THE PROJECT ON THE RECEIVING ENVIRONMENT

5.1 Description of the main issues of the project
As the project aims to improve an essential service to the population in a territory already disturbed by airport activities, the principal issue identified is the occasional impact of rock blasting on the surrounding environment.
5.2 Description of the main anticipated impacts of the project on the receiving environment
<p>The land where the work will be carried out has already been the subject of an environmental impact study during the construction of the airport. As the natural environment has already been severely disturbed by the development of the airport site, the work will have little additional impact on the environment and the social environment.</p> <p><u>Noise and air</u></p> <p>Construction noise is an apprehended impact for the population and some ambient air pollution is expected during rock blasting, crushing and sifting work. These are inherent project impacts that can be mitigated through appropriate construction and maintenance methods. As for the production of dust during the crushing activities at the quarry, the equipment that will be used complies with the standards set out in the Regulation respecting pits and quarries.</p> <p><u>Soil</u></p> <p>To minimize the footprint, the site already in operation will serve as a maneuvering area for crushing, screening and temporary storage of crushed materials. The anticipated impacts on soil quality during construction and blasting activities are mainly related to the risk of soil contamination by accidental spills or leaks throughout the works. This risk of contamination and wastes management are the responsibility of the contractor. They will be managed in conformity with section 11.4.7 of the Cahiers des charges et devis généraux (CCDG) (see Appendix F).</p> <p>If contaminated soils were found on the work site, they would be managed according to the regulations in force such as the soil protection and contaminated land rehabilitation policy (PSRTC) and the regulation respecting the burial of contaminated soil.</p> <p><u>Archeology</u></p> <p>According to the notice of archaeological potential produced by the MTQ's environment department (Appendix G), the archaeological potential in the work area is considered low and no preventive archaeological intervention within the boundaries of the area is recommended.</p> <p>However, if archaeological remains were to be found incidentally during the works, the works will be stopped at the site where they are found until the MTQ's archaeologists have assessed the site and recovered the artifacts.</p>

¹ Issue: A major concern for the government, the scientific community, or the population, including the impacted indigenous communities, and whose analysis could influence the recommendations or decisions of the northern committees regarding the authorization or refusal of a project.

Flora and fauna

An ecological inventory of wetlands and bodies of water was carried out in the summer of 2019 at several airport sites in Nunavik, including Puvirnituk (Appendix H). The study was produced as part of a fence installation project on the airport site. There is therefore no inventory plot on the quarry site. However, since the quarry is located less than one kilometer from the airport, the data obtained is representative of the quarry expansion sector.

During the field inventory carried out in 2019, no special-status flora or fauna species were observed.

In addition to laws and regulations, current mitigation measures of the CCDG of the MTQ will be implemented to minimize various impacts (Appendix F). Among others, section 10.4 Environment Protection indicates various measures to put in place to limit the risks mentioned in this section, including accidental spills; the protection of lakes, water bodies and wetlands; the sediment and erosion control structures and the management of noise. In addition to the RCS, the quarry will be operated as prescribed under section 11.14 – « Material supply for sand pits and quarries » of the CCDG.

6. GREENHOUSE GAS EMISSION

6.1 Greenhouse gas emission

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.

7. OTHER RELEVANT INFORMATION

7.1 Other relevant information

None

8. DECLARATION AND SIGNATURE

8.1 Declaration and signature

I certify that :

1° the documents and information provided in this preliminary information form are accurate to the best of my knowledge.

Any misrepresentation may result in sanctions under the EQA. All information provided will form an integral part of the application and will be published on the website of the Evaluating Committee (COMEV) or the Kativik Environmental Quality Commission (KEQC) and the Environmental assessment register.

First and last name

Signature

Date