

Courtesy Translation

June 10, 2022

Mr. Marc Croteau
James Bay and Northern Quebec Agreement Provincial Administrator
Deputy Minister of the Environment and Fight against Climate change
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Subject: Additional information to the application for exemption to the environmental and social impact assessment and review procedure
Rehabilitation of five sites of the former radar surveillance line Mid-Canada
N/Ref : 3215-16-060

Sir.

Following the receipt of a request for additional informations on May 25, 2022 you will find below our answers to the two questions that were submitted to us.

Question 1

Question 1 asks to clarify the consultation procedures carried out with the Cree Nation of Chisasibi, the Cree Nation of Whapmagoostui and the Northern Village of Kuujjuaraapik on the project and particularly with the transit of residual materials on their territory.

The application originally filed on January 28, 2022 stated in point 4.0 that the involvement of the Cree, Inuit and Naskapi Nations is important in this project and that virtual meetings had taken place in August 2021. We completed the sequence of meetings with representatives of the Cree Nation Government on March 30, 2022.

Our approach to consulting activity is based on interaction with organizational partners such as the Kativik Regional Government which also represents the Makivik Corporation, the Cree Nation Government and the Naskapi Nation of Kawawachicamach. Although we are willing to meet and discuss the project with the communities in the targeted territory such as Chisasibi, Whapmagoostui or Kuujjuaraapik we have consider, so far, that the organizational partners would inform the communities concerned.

We also had meetings with the two environmental advisory committees, the KEAC and the JBACE, so that they, too, could provide information to the communities.

Finally, it should be added that during the meeting with the Cree Nation Government, participants from the Cree Trapper Association (CTA) were present and provided important information's on the accessibility by land of the sites located on the outskirts of Whapmagoostui.

About the consultation on the transit of residual materials on the territory, we understand that the information to be provided is regarding the management of transported materials that will have to be temporarily stored in strategic shipping locations such as Chisasibi, Kuujjuaraapik and Whapmagoostui.

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We consider that a certain volume of residual materials from the former Mid-Canada radar line will have to be temporarily stored before they are loaded for shipment to an authorized destination. Our intention is to ensure that temporary storage will include adequate packaging conditions for solid coarse debris to prevent its scattering and facilitate its loading. When friable or leachable debris are present, the packing conditions will include means to ensure its watertightness.

Storage areas will need to be selected with representatives of the communities of Chisasibi, Kuujjuaraapik and Whapmagoostui. There are no plans to use Northern Landfills (LENM) or Trench Landfills (LEET) to transport residual materials from the reclamation of former Mid-Canada sites.

Question 2

Question 2 asks to clarify the impacts of an overland transportation on the environment if this option is chosen, to transport residual materials to the Transtaiga road or to Kuujjuaraapik-Whapmagoostui.

As the sites of the former Mid-Canada radar surveillance line are in isolated territory, no driving access road is currently available. In this context, the use of helicopter transport has always been considered, however, for certain parts of the project, an overland transport approach could also be retained.

The land transport could involve the modification of current access trails used to allow the passage of tracked towed vehicles in winter. This mode of intervention may require the widening of existing trails or portions of trails if necessary to allow the movement of equipment whose size may be somewhat larger than a snowmobile or an all-terrain vehicle. In fact, land transport operations will require mechanical power associated with towed vehicles that are larger than recreative vehicles.

The use and modification of portions of existing trails will require discussions with land users such as tallyman for example. Without agreement this option will not be put forward.

For areas not served by existing trails, the development of new trails will be analyzed in collaboration with the Nations concerned. The analysis will also take into account the characteristics of the natural environment present (terrain, flora and fauna present). Based on the recommendations of the Nations consulted, a rehabilitation of the new trails will be carried out after the project.

Ground transportation operations will involve the proper packaging of residual materials, whether coarse, friable or leachable. The packaging will then be secured on transport equipment to be shipped off-site to authorized locations.

Given the large distances to be covered, refueling points will be required. Secure equipment dedicated to this task would be used in a land transport project.

We hope that this additional information is complete and invite you to contact me again if more information is needed for the analysis of our project. An electronic version of this additional information document was sent to Mr. Jean-Philippe Marcoux of the Environmental assessment direction for industrial, mining, energy and northern projects. The electronic version is identical to the paper copy.

With regards,

French version signed

Anne-Sophie Cauchon
Directrice du passif environnemental