



27 October 2004

The Honourable Stéphane Dion
Minister of the Environment
Les Terrasses de la Chaudière
10 Wellington Street
Hull, (Quebec) K1A 0H3

Rabaska Project – Environmental Assessment Track Decision Report

Dear Minister,

Gaz Métro Limited Partnership, Gaz de France and Enbridge Inc. (the Proponents) jointly propose the development of the Rabaska Project aimed at constructing a liquefied natural gas (LNG) terminal in the Ville Guay/Beaumont area comprising the western portion of the City of Beaumont and the eastern portion of the City of Lévis, in the Province of Quebec.

No impact study has been formally filed. However, the Proponents have filed a description of the Rabaska Project which includes a terminal comprising two storage tanks, a marine jetty to receive the LNG tankers, pumping, compression and vaporizing facilities and a pipeline of approximately 50 kilometres to connect the terminal to the existing facilities of Gazoduc Trans Québec & Maritimes Inc. in St. Nicolas.

The Rabaska Project is subject to a comprehensive study under the *Canadian Environmental Assessment Act* (the CEA Act), pursuant to subsections 13(d) and 28(c) of the *Comprehensive Study List Regulations*, regarding the LNG storage facility, with a capacity of over 50,000 tonnes, and the marine terminal designed to accommodate tankers over 25,000 DWT.

The National Energy Board, Fisheries and Oceans Canada, Transport Canada and the Canadian Transportation Agency are the responsible authorities and shall ensure that an environmental assessment of the Rabaska Project is undertaken. Environment Canada, Natural Resources Canada and Health Canada will provide expert advice in relation to the project. The Quebec regional office of the Canadian Environmental Assessment Agency is the Federal Environmental Assessment Coordinator for this project.

Pursuant to subsection 21(2) of the CEA Act and following the public consultation on the Environmental Assessment Scoping Document, the responsible authorities prepared the Environmental Assessment Track Decision Report. The Report covers the following: the scope of the environmental assessment, public concerns, and the possibility of adverse environmental effects. Finally, the report includes the recommendation by the responsible authorities that the Rabaska Project environmental assessment be undertaken by means of a panel review.

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On behalf of the responsible authorities, the National Energy Board hereby submits to you the Environmental Assessment Track Decision Report for the Rabaska Project. Should you accept the recommendation therein that a panel review be held, the National Energy Board wishes to advise you that it, along with the other responsible authorities, will discuss process options to further assist in streamlining the conduct of this review. Attached please also find letters of support for the Report from Fisheries and Oceans Canada, Transport Canada and the Canadian Transportation Agency.

Yours truly,



Kenneth W. Vollman,
Chairman

c.c. Sue Kirby, Assistant Deputy Minister, Oceans Sector
Jean-Guy Beaudoin, Regional Director Général, Fisheries and Oceans Canada
Nicole Pageot, Regional Director Général, Transports Canada
Claude Jacques, Secretary, Canadian Transportation Agency
Louise Alarie, Transport Canada
Michel Demers, Transport Canada, Navigable Waters Protection
Claude Brassard, Fisheries and Oceans Canada
Bill Aird, Canadian Transportation Agency
Jasmine Matin, Canadian Transportation Agency
Louis Breton, Environment Canada
Iannick Lamirande, Natural Resources Canada
Chantale Côté, Health Canada
Yves Simpson, Canadian Environmental Assessment Agency
Marie-France Therrien, Canadian Environmental Assessment Agency
Louis A. Leclerc, Lavery, De Billy
Carey Johannesson, Société en commandite Gaz Métro
List of interested parties to the Rabaska Project

Attach: - Environmental Assessment Track Decision Report
- Letter from Transport Canada
- Letter from the Canadian Transportation Agency
- Letter from Fisheries and Oceans Canada

Rabaska Project

Environmental Assessment Track Decision Report

For the Minister of the Environment

Prepared by

**The National Energy Board
Fisheries and Oceans Canada
Transport Canada
The Canadian Transportation Agency**

8 October 2004

Table of Contents

1.0	Introduction.....	1
2.0	Environmental Assessment Process.....	1
3.0	Purpose of the Environmental Assessment Track Decision Report	2
4.0	Public Consultation.....	2
5.0	Public Concerns	3
6.0	Scope of the Environmental Assessment.....	6
7.0	Potential Adverse Environmental Effects.....	6
8.0	Ability of the Comprehensive Study to Consider the Issues Raised in Relation to the Project	7
	Appendix I Scope of the Environmental Assessment.....	I-1

1.0 Introduction

Gaz Métro Limited Partnership, Gaz de France and Enbridge Inc. (the Proponents) jointly propose the development of the Rabaska Project aimed at constructing a liquefied natural gas (LNG) terminal in the Ville Guay/Beaumont area comprising the western portion of the City of Beaumont and the eastern portion of the City of Lévis, in the Province of Quebec.

The Rabaska Project includes a terminal comprising two storage tanks, a marine jetty to receive the LNG tankers, pumping, compression and vaporizing facilities and a pipeline of approximately 50 kilometres to connect the terminal to the existing facilities of Gazoduc Trans Québec & Maritimes Inc. in St. Nicolas.

The Rabaska Project is subject to the federal environmental assessment process pursuant to the *Canadian Environmental Assessment Act* (the CEA Act).

2.0 Environmental Assessment Process

The Rabaska Project is subject to a comprehensive study under the CEA Act, pursuant to subsections 13 (d) and 28 (c) of the *Comprehensive Study List Regulations*, regarding the LNG storage facility, with a capacity of over 50,000 tonnes, and the marine terminal designed to accommodate tankers over 25,000 DWT.

The National Energy Board, Fisheries and Oceans Canada, Transport Canada and the Canadian Transportation Agency are the responsible authorities and shall ensure that an environmental assessment of the Rabaska Project is undertaken. The federal permits and authorizations that trigger the CEA Act and which will be necessary for this project are:

- a certificate of public convenience and necessity possibly delivered pursuant to section 52 of the *National Energy Board Act* (NEB Act);
- authorization by the Minister of Fisheries and Oceans pursuant to subsection 35(2) of the *Fisheries Act*;
- approval by the Minister of Transport pursuant to subsection 5(1) of the *Navigable Waters Protection Act*;
- the probable approval by the Canadian Transportation Agency pursuant to subsections 98(2) and 101(3) of the *Canada Transportation Act*.

Environment Canada, Natural Resources Canada and Health Canada will provide expert advice in relation to the project.

The Quebec regional office of the Canadian Environmental Assessment Agency (the Agency) is the Federal Environmental Assessment Coordinator for this project. Its role is to coordinate the participation of federal authorities in the environmental assessment

process and to facilitate communication and cooperation among them and other participants.

3.0 Purpose of the Environmental Assessment Track Decision Report

Pursuant to subsection 21(2) of the CEA Act and following the public consultation on the environmental assessment scoping document, the responsible authorities prepared this report. It is addressed to the federal Minister of the Environment and covers the following: the scope of the environmental assessment (see definition in Section 6.0), public concerns in relation to the project, and the potential of the project to cause adverse environmental effects. Finally, the report includes the recommendation by the responsible authorities on whether the environmental assessment for the Rabaska Project should be conducted by means of a comprehensive study or referred for mediation or to a review panel.

4.0 Public Consultation

The purpose of the public consultation held pursuant to subsection 21(1) of the CEA ACT was to seek comments from the public on the environmental assessment scoping document for the Rabaska Project and adjust the scope where necessary. The scoping document (a draft) included information about its purpose, the environmental assessment process, the opportunity for the public to comment on the scope and other opportunities for public participation. The document was posted in both French and English on the Internet on the Canadian Environmental Assessment Registry and on the National Energy Board's website. It was also distributed directly to a list of forty-three potential interested parties. The list was made up of representatives of government (both local and provincial), industry, and non-government organizations. A news release was issued through Canada NewsWire to all major print and electronic media in Canada to announce the public comment period, and was also posted on the Internet on the Canadian Environmental Assessment Registry and on the National Energy Board's website.

During the consultation period (August 11 to September 13, 2004), the public was invited to comment specifically on the following points.

- the scope of the project for the purposes of the environmental assessment, the factors to be considered in the assessment, the scope of those factors, and
- the preferred track for the environmental assessment, i.e., whether the comprehensive study is sufficient and acceptable to the public as a forum for presenting their concerns relating to the Rabaska Project.

5.0 Public Concerns

Seven letters of comment on the scope of the environmental assessment were submitted during the public consultation. It should be noted that the authors of those letters are representative of the local population and groups interested in the Rabaska Project. A summary of the public's concerns, in alphabetical order, is shown in the following tables (Tables 1 to 7), with each table reflecting the comments of one author. The comments are divided into four categories: *Scope of the project*, *Factors to add to the environmental assessment*, *Other comments* and *Preferred type of environmental assessment*. An interpretation by the responsible authorities of the factors to be added to the scope of the environmental assessment (EA) is presented at the end of each table.

Table 1: Comments by the *Coalition Rabat-Joie*

Scope of the project	Exclude: <ul style="list-style-type: none"> • cryogenic lines to move the LNG from the jetty to the terminal; • the terminal and its components; • permanent access roads, the communications system, power supply; • related works and activities, including all temporary facilities required for the construction of the terminal.
Factors to add to the EA	<i>No comment</i>
Other comments	<ul style="list-style-type: none"> • Stresses the importance of holding public hearings in the Lévis-Beaumont area. • Stipulates that provincial EA procedures will allow for a detailed analysis of the impacts of factors excluded from the EA.
Preferred type of EA	Comprehensive study
<p><i>Responsible authorities' interpretation of factors to add to the scope of the EA</i> In accordance with their respective powers, the responsible authorities maintain their decision to include these factors within the scope of the project as they are relevant to their respective disciplines.</p>	

Table 2: Comments by the *Conseil régional de l'environnement Chaudière-Appalaches (CRECA)*

Scope of the project	<ul style="list-style-type: none"> • Add the expropriation and / or relocation of buildings located on the right-of-way or in the project exclusion zone.
Factors to add to the EA	<ul style="list-style-type: none"> • Under alternatives, include alternate sites and the environmental effects associated with those sites. • Evaluate air and greenhouse gas (GHG) emissions at the site and those prevented or added with the entry to the North American market of new volumes of gas related to the project.
Other comments	<i>No comment</i>
Preferred type of EA	<i>No comment</i>

Responsible authorities' interpretation of factors to add to the scope of the EA

- At this stage, the responsible authorities have not identified any environmental issues relevant to the CEA Act and relating to the expropriation or relocation of buildings.
- Technically and economically feasible alternatives and their environmental effects is one of the factors to be reviewed pursuant to paragraph 16(2) (b) of the CEA Act, which includes the review of alternative sites.
- GHG emissions are among the air quality issues listed in Table 1 of the scope of the EA (Appendix I).

Table 3: Comments by the *Fédération de l'UPA de Lévis-Bellechasse*

Scope of the project	<i>No comment</i>
Factors to add to the EA	Include: <ul style="list-style-type: none">• public safety in the area neighbouring the LNG terminal and tanks;• justification for the proposed protection areas;• list of cases or incidents in agricultural areas.
Other comments	<i>No comment</i>
Preferred type of EA	<i>No comment</i>

Responsible authorities' interpretation of factors to add to the scope of the EA

- Public safety is already included as an item in Table 1 of the scope of the EA.
- Justification for protection areas will be addressed as a public safety item.
- The list of cases or incidents will be addressed in the assessment of effects likely to be caused by accidents and malfunctions as required in subsection 16(1) (a) of the CEA Act.

Table 4: Comments by the *Groupe d'initiatives et de recherches appliquées au milieu (GIRAM)*

Scope of the project	<i>No comment</i>
Factors to add to the EA	Include: <ul style="list-style-type: none">• impact on shipping traffic, St. Lawrence navigable waters, risk of grounding and impacts on marine tourism (specifically international cruise ships);• socio-economic impact.
Other comments	<i>No comment</i>
Preferred type of EA	Comprehensive study

Responsible authorities' interpretation of factors to add to the scope of the EA

- Impacts on shipping traffic, navigable waters, commercial shipping and pleasure boating are among the issues listed in Table 1 of the scope of the EA.
- Socio-economic impacts related to environmental changes will be addressed in the assessment of effects on the human environment.

Table 5: Comments by *Les amis de la Vallée du Saint-Laurent*

Scope of the project	<p>Add:</p> <ul style="list-style-type: none"> • those sections of the river’s shoreline, foreshore and bed affected by the marine facilities or located near them; • the 50 km of land occupied by the pipeline from Beaumont to St. Nicolas or located near the pipeline; • the nature and extent of environmental compensation; • the environmental consequences of the legal and administrative status given to the LNG terminal; • the existence of other LNG terminal projects nearby.
Factors to add to the EA	<i>No comment</i>
Other comments	<i>No comment</i>
Preferred type of EA	Referral to a review panel
<p><i>Responsible authorities’ interpretation of factors to add to the scope of the EA</i></p> <ul style="list-style-type: none"> • The first two items proposed for addition to the project scope are included in the definition of the study area; they should not be included in the project scope. For information on the scope of the factors to be reviewed, refer to the scope of the EA. • The nature and extent of the environmental compensation are addressed in the EA as mitigation measures. These factors are already included in the scope of the EA. • The responsible authorities have not identified any environmental issue relevant to the CEA Act that relates to the legal and administrative status of the project. • The existence of other LNG terminal projects will be addressed in the purpose of and need for the project, and could also be addressed in the cumulative effects assessment required by the CEA Act. 	

Table 6: Comments by *Mouvement Au Courant*

Scope of the project	<i>No comment</i>
Factors to add to the EA	<p>Include:</p> <ul style="list-style-type: none"> • justification from energy, economic and environmental perspectives; • the energy efficiency of the liquefaction and gasification equipment; • destination and use of the gas; • amount of GHG emissions from the source to the point of consumption; • distribution and treatment of GHG emissions in terms of the Kyoto Protocol; • site selection; • safety beyond the immediate terminal site (pipeline, rail transport, tankers).
Other comments	<i>No comment</i>
Preferred type of EA	Referral to a review panel

Responsible authorities' interpretation of factors to add to the scope of the EA

- Factors 1 to 3: the need for and purpose of the project and alternatives will be reviewed pursuant to subsection 16(1) and paragraphs 16(2) (a) and 16(2) (b) of the CEA Act.
- Factors 4 and 5 concerning GHG emission are already included in Table 1 of the scope of the EA under air quality issues. However, at this stage of the environmental assessment, the responsible authorities will not include the amount of GHG emissions at the consumption point within the scope of the environmental assessment because it is premature.
- Site selection is included in alternatives.
- Safety will be addressed for all project components.

Table 7: Comments by the Municipality of Beaumont

Scope of the project	<i>No comment</i>
Factors to add to the EA	<i>No comment</i>
Other comments	<ul style="list-style-type: none">• The criteria addressed respond appropriately to all concerns expressed by the Municipality of Beaumont and by the people of Beaumont.
Preferred type of EA	<i>No comment</i>

Responsible authorities' interpretation of factors to add to the scope of the EA
The responsible authorities do not have any comments.

6.0 Scope of the Environmental Assessment

The term “scope of the environmental assessment” means the scope of the project for the environmental assessment, the factors to be considered and the scope of these factors.

Based on the public’s comments on the draft environmental assessment scoping document, the responsible authorities, in consultation with the expert departments, are of the view that the scope of the environmental assessment and its factors should be maintained. However, the concerns expressed by the public during this process will be given consideration during preparation of the “Federal Guideline,” a document that will soon be issued, defining the nature, scope and extent of the impact statement to be submitted by the Proponents.

The scope of the environmental assessment is presented in Appendix I.

7.0 Potential Adverse Environmental Effects

Based on the project description submitted by the Proponents in June 2004, and because no impact study has been formally filed to date, it is difficult to discuss any environmental effects whatsoever. However, it is possible to anticipate that adverse

environmental effects could be related to the factors listed in Table 1 (Summary of Potential Issues) of the scope of the environmental assessment (Appendix I).

8.0 Ability of the Comprehensive Study to Consider the Issues Raised in Relation to the Project

The responsible authorities have considered the results of the public consultation on the environmental assessment scoping document for the Rabaska Project, and the comments made about the possibility of adverse environmental effects. The public was divided on whether a comprehensive study or a panel review was the best means of conducting the environmental assessment. In the specific circumstances of this project, given the extent and breadth of public concerns expressed during the consultations on the scoping document, the responsible authorities recommend jointly that a panel review be held for the environmental assessment of the Rabaska Project.

Scope of the Environmental Assessment

Scope of the Project

The scope of the project as determined for the purposes of the environmental assessment includes the various components of the project as described by the Proponents in the June 2004 Project Description, and the physical works and activities described in this document.

The scope of the project includes construction, operation, maintenance and foreseeable changes, and where relevant, the abandonment, decommissioning and rehabilitation of sites relating to the entire LNG terminal, and specifically, the following physical works and activities:

- marine facilities comprising:
 - a jetty designed to accommodate LNG tankers ranging between 138,000 metres³ and 160,000 metres³ in capacity together with all related unloading facilities;
- dredging and sediment disposal, where necessary;
- use of explosives, where necessary;
- cryogenic lines to move the LNG from the jetty to the terminal;
- a terminal capable of delivering 500 million cubic feet per day of vaporized gas consisting of:
 - two storage tanks, the walls and roof of which will be made of concrete,
 - pumping, compression and vaporizing facilities to withdraw the liquefied gas from the tanks and inject it in a gaseous state into the pipeline,
 - maintenance, control, and administration buildings,
 - a water treatment plant, including water intake and outfall, where necessary,
 - a metering station together with all related facilities including gas fractionating installations,
 - and a railway spur required to connect the terminal to the railway operated by Canadian National to ship natural gas liquids to local markets;
- a pipeline of approximately 50 kilometres between the Ville Guay/Beaumont area and the existing facilities of TQM Pipeline in St. Nicolas, Quebec, including a metering station, cathodic protection and shutoff valves;
- permanent access roads, communications system, and power supply as may be required to service the site;
- related physical works and activities, including all temporary facilities required for the construction of the LNG terminal; and

- natural gas supply taken from various places in the Atlantic basin and delivered to the project on an annual basis by means of about 60 LNG tanker deliveries.

Factors to be Considered

The environmental assessment will include a consideration of the following factors listed in subsections 16(1) (a) to (d) and 16(2) of the CEA Act:

1. The environmental effects of the project, including the environmental effects of malfunctions or accidents that may occur in connection with the project and any cumulative environmental effects that are likely to result from the project in combination with other projects or activities that have been or will be carried out;
2. The significance of the effects referred to in paragraph 1;
3. Comments from the public that are received during the public review;
4. Measures that are technically and economically feasible and that would mitigate any significant adverse environmental effects of the project;
5. The purpose of the project;
6. Alternative means of carrying out the project that are technically and economically feasible and the environmental effects of any such alternative means;
7. The need for, and the requirements of, any follow up program in respect of the project; and
8. The capacity of renewable resources that are likely to be significantly affected by the project to meet the needs of the present and those of the future.

In accordance with subsection 16(1) (e) of the CEA Act, the assessment will also include a consideration of the additional following matters:

9. Need for the project; and
10. Alternatives to the project.¹

Subsection 2(1) of the CEA Act defines environmental effects as any change that the project may cause in the environment, including any change it may cause to a listed wildlife species, its critical habitat or the residences of individuals of that species, as those terms are defined in subsection 2(1) of the *Species at Risk Act*, any effect of any such change on health and socio-economic conditions, physical and cultural heritage, the current use of lands and resources for traditional purposes by aboriginal persons or any structure site or thing that is of historical, archaeological, paleontological or architectural significance or any change to the project that may be caused by the environment.

¹ The Agency's October 1998 Operational Policy Statement addressing the "need for" the project, the "purpose of" the project, the "alternatives to" the project and "alternative means" of carrying out the project, provides definitions and general guidance on when and how these factors should be considered.

Scope of Factors to be Considered

The environmental assessment will consider the potential effects of the proposed Rabaska Project within spatial and temporal boundaries which encompass the periods and areas during and within which the project may potentially interact with, and have an effect on components of the environment. These boundaries will vary with the issues and factors considered, and will include;

- construction, operation, decommissioning, site rehabilitation and abandonment or other undertakings that are proposed by the Proponents or that are likely to be carried out in relation to the physical works proposed by the Proponents, including mitigation and habitat replacement measures;
- the natural variation of a population or ecological component;
- the timing of sensitive life cycle phases of wildlife species in relation to the scheduling of the project;
- the time required for an effect to become evident;
- the time required for a population or ecological component to recover from an effect and return to a pre-effect condition, including the estimated degree of recovery;
- the area affected by the project; and
- the area within which a population or ecological component functions and within which a project effect may be felt.

For the purpose of the assessment of the cumulative environmental effects, the consideration of other projects or activities that have been or will be carried out will include those for which formal plans or applications have been made.

The environmental assessment should consider, but not be limited to, the issues and topics identified in the following table:

Table 1: Summary of Potential Issues

Biophysical and Socio-Economic Elements	Potential Issues
Physical environment	<ul style="list-style-type: none"> • Meteorology, climatology and climate change • Geology, geomorphology and seismology • Currents, tides, water levels and waves • Ice conditions • Water quality and quantity, including nutrients and chemicals • Sediment (quality and transport) • Soil and soil productivity
Biological environment	<ul style="list-style-type: none"> • Terrestrial and aquatic vegetation • Fish² • Fish habitat

² The *Fisheries Act* defines fish as including parts of fish, shellfish, crustaceans, marine animals and any parts of shellfish, crustaceans or marine animals, and the eggs, sperm, spawn, larvae, spat and juvenile stages of fish, shellfish, crustaceans and marine animals.

Biophysical and Socio-Economic Elements	Potential Issues
	<ul style="list-style-type: none"> • Wetlands • Wildlife and wildlife habitat, including migratory birds • Species at Risk or Species of Special Status and related Habitat
Air quality	<ul style="list-style-type: none"> • Air emissions and greenhouse gases
Acoustic environment	<ul style="list-style-type: none"> • Underwater noise • Noise during construction and operation
Human occupancy and use of terrestrial and aquatic resources	<ul style="list-style-type: none"> • Parks • Forestry • Agriculture • Mineral tenures, gravel resources • Landfills • Proximity to residential areas • Recreational/tourism activities • Resorts • Future development plans • Access management • Crossing of contaminated areas • Commercial and recreational fishing • Commercial shipping and pleasure boating
Terrestrial and aquatic heritage resources	<ul style="list-style-type: none"> • Cultural, historic, archaeological and paleontological resources
Traditional land and resource use	<ul style="list-style-type: none"> • Current use of land and terrestrial and aquatic resources for traditional purposes • Cultural sites
Human health and aesthetics	<ul style="list-style-type: none"> • Project emissions and effluents • Noise, dust during construction and operation • Potential accidents and malfunctions • Public safety • Water supplies, sewage treatment • Aesthetics and landscape

Transports Canada
Transport CanadaMAIL ROOM
SALLE DE COURIER

Le 4 octobre 2004

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Votre référence Your file

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Notre référence Our file
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M. Michel L. Mantha
Secrétaire
Office national de l'énergie
444, Septième Avenue S.-O.
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332519

OBJET: Recommandation de renvoi en examen par une commission – Projet Méthanier Rabaska

Monsieur,

Le 3 mai 2004, Gaz Métropolitain a déposé officiellement son avis de projet à l'Agence canadienne d'évaluation environnementale, ayant pour but d'implanter un terminal méthanier dans la zone des villes Guay/Beaumont. Comme ce projet est assujéti à une approbation formelle du Ministre des Transports du Canada en vertu du paragraphe 5(1) de la Loi sur la protection des eaux navigables, l'émission d'une telle autorisation constitue pour le ministère, un déclencheur de la Loi canadienne sur l'évaluation environnementale (LCÉE). À ce titre, Transports Canada agit comme autorité responsable en vertu de cette même loi.

L'Office national de l'énergie, Pêches et Océans Canada ainsi que l'Office des Transports du Canada ont déterminé que des autorisations en regard de leurs exercices d'attribution respectifs étaient requis, faisant en sorte que nous sommes quatre autorités responsables de l'évaluation environnementale de ce projet appelé Rabaska.

Conformément au paragraphe 21(2) de la LCÉE et, suite à une consultation publique sur la portée de l'évaluation environnementale de ce projet méthanier, les autorités responsables ont rédigé un rapport commun dédié au Ministre fédéral de l'Environnement. Ce document décrit non seulement la portée de l'évaluation environnementale, les préoccupations du public recueillies au cours du processus de consultation ainsi que les possibilités d'effets environnementaux négatifs, mais il fait aussi état des recommandations des autorités responsables quant à la voie que doit poursuivre l'évaluation environnementale du projet.

À cet effet, Transports Canada recommande que le projet Rabaska soit référé à un examen par une commission pour les motifs suivants :

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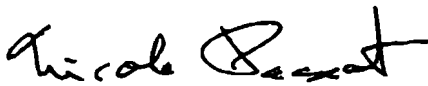


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- Sur la base des commentaires reçus du public lors des consultations publiques sur la portée de l'évaluation environnementale, le ministère est d'avis qu'une étude approfondie ne permettrait pas d'optimiser la participation de la population alors qu'un examen par une commission constitue un forum beaucoup plus approprié permettant aux intéressés d'exposer leurs préoccupations en regard du projet. Il faut noter que les auteurs des lettres de commentaires reçues dans le cadre de la consultation publique sur la portée de l'évaluation environnementale représentent la population locale ainsi que d'importants groupes actifs concernés par le projet Rabaska.
- De façon intuitive, nous pensons que ce type d'installations est appelé à prendre la voie de l'examen par commission car les projets Gaz naturel liquéfié (GNL) suscitent de grandes préoccupations pour les communautés environnantes et les groupes locaux, entre autres la sécurité publique et les impacts environnementaux. À cet effet, nous soulignons que notre ministère est impliqué à titre d'autorité responsable dans un autre projet similaire au port de Gros-Cacouna, région du Québec. Il est possible que l'évaluation environnementale de ce projet se dirige également vers un examen par une commission. Ceci dit, il nous apparaît judicieux que les deux projets, dont celui de Rabaska, suivent le même cheminement afin que le public ait accès à la même plate-forme de communication.

En tant qu'autorité responsable, Transports Canada supporte donc entièrement la recommandation de référer le projet Rabaska en commission au Ministre de l'Environnement du Canada.

Veuillez recevoir, Monsieur, l'expression de mes salutations distinguées.



Nicole Pageot
Directrice générale régionale

Office
des transports
du Canada



Canadian
Transportation
Agency

MAIL ROOM
BALLE DE COURIER
LET-R-276-2004

2004 -10- 05

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Dossier n° 8085/QB/04-1
Référence n° 04-05578
EB / ONE

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332494

À l'attention de M. Michel L. Mantha, Secrétaire

Objet : **Projet Rabaska**

Monsieur,

La présente vous est transmise par l'Office des transports du Canada (l'Office) relativement à l'évaluation environnementale fédérale du projet cité en objet. L'Office est membre de l'équipe d'évaluation à titre d'autorité responsable potentielle.

L'Office a examiné le *Rapport sur la détermination du processus d'évaluation environnementale* préparé conjointement par le personnel de l'Office national de l'énergie, de Pêches et Océans Canada, de Transports Canada et de l'Office. Environnement Canada, Ressources naturelles Canada et Santé Canada ont également agi à titre de ministères experts dans le cadre de ce rapport. L'Office convient d'accepter ce rapport et appuie la présentation du projet au ministre de l'Environnement.

Si vous désirez de plus amples renseignements sur la position de l'Office à l'égard de l'évaluation environnementale de ce projet, veuillez communiquer avec Jasmine Martin au (819) 953-0358.

Nous vous prions d'agréer l'expression de nos sentiments distingués.

Le secrétaire,

pour Claude Jacques

PAR L'OFFICE :

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LET-R-276-2004

2004 -10- 05

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File No. 8085/QB/04-1

Case No. 04-05578

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Calgary, Alberta
T2P 0X8

Attention: Mr. Michel L. Mantha, Secretary

Re.: The Rabaska LNG Project

Dear Sir:

The Canadian Transportation Agency (the Agency) is writing with regard to the federal environmental assessment of the above noted project. The Agency is participating on the assessment team as a potential responsible authority.

The Agency has reviewed the *Rapport sur la détermination du processus d'évaluation environnementale* prepared jointly by staff from the National Energy Board, Fisheries and Oceans Canada, Transport Canada, and the Agency with expert advice from the Canadian Environmental Assessment Agency, Environment Canada and Health Canada. The Agency agrees with the report and supports the referral of the project to the Minister of the Environment.

If further information is required on the Agency's position on the environmental assessment of this project, you may contact Jasmine Matin at (819) 953-0358.

Sincerely,

for Claude Jacques
Secretary

BY THE AGENCY:

MARY-JANE BENNETT
Member

GUY DELISLE
Member

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Fisheries and Oceans
Canada

Pêches et Océans
Canada

Oceans

Océans

Assistant
Deputy Minister

Sous-ministre
adjoint

MAIL ROOM
SALLE DE COURIER

2004 OCT 27 A 11:41

Your file

Voire référence

Our file

Noire référence

OCT 26 2004

Monsieur Michel L. Mantha
Secrétaire
Office national de l'énergie
444, Septième Avenue S.-O.
Calgary, AB T2P 0X8

REB / ONE

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**Objet : Évaluation environnementale du projet Rabaska, Terminal méthanier à
Beaumont, Québec – Rapport sur la détermination du processus d'évaluation
environnementale (art 21, LCÉE)**

Monsieur,

La Société en commandite Gaz Métro, Gaz de France et Enbridge Inc. (les promoteurs) proposent conjointement l'implantation du projet Rabaska visant la construction d'un terminal méthanier dans la zone Ville Guay/Beaumont, le long de l'estuaire du Saint-Laurent près de Québec.

Le projet Rabaska comprend un terminal composé de deux réservoirs, une jetée pour recevoir les méthaniers, des installations de pompage, de compression et de vaporisation et un gazoduc d'approximativement 50 kilomètres pour relier le terminal aux installations existantes de Gazoduc Trans Québec & Maritimes Inc. situées à Saint-Nicolas.

Comme vous le savez, le projet Rabaska est assujéti à une étude approfondie en vertu de la Loi canadienne sur l'évaluation environnementale (LCÉE), aux termes des alinéas 13d) et 28e) du Règlement sur la liste d'étude approfondie. De plus, l'Office national de l'énergie (ONÉ), Pêches et Océans Canada (MPO), Transports Canada (TC) et l'Office des transports du Canada (OTC) sont les autorités responsables (AR). Ce projet fait aussi l'objet de l'application de l'entente de collaboration Canada-Québec en matière d'évaluation environnementale.

En juillet dernier, en vertu de l'article 21 de la LCÉE, les AR ont convenu de procéder à une consultation publique sur la portée de l'évaluation environnementale qui s'est déroulée du 11 août au 13 septembre 2004. Suite à cette consultation, les AR ont produit un rapport sur la détermination du processus d'évaluation environnementale à l'intention du ministre de l'environnement (paragraphe 21(1a)).

La présente vise à vous souligner notre accord avec la conclusion de ce rapport préparé conjointement par l'ONÉ, TC, l'OTC et le MPO.

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Le MPO appuie donc la recommandation de renvoi du projet Rabaska pour examen public par une commission. Par conséquent, vous avez notre appui pour transmettre au nom des AR au ministre de l'Environnement les conclusions du rapport, incluant une recommandation de renvoi.

Veillez accepter, monsieur Mantha, mes plus sincères salutations.



Sue Kirby

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