

Sorel-Tracy Port Terminal Project

PUBLIC INFORMATION SESSION, JULY 15, 2026



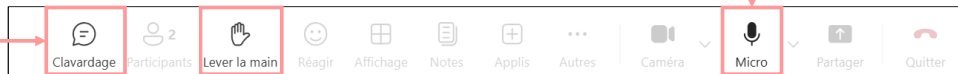
Impact Assessment
Agency of Canada

Agence d'évaluation
d'impact du Canada

Canada

To ask a question

- Click on the “Raise hand” function or type your question in the Chat window.
- Please keep your microphone muted unless you are speaking.



Outline

- Federal impact assessment process
- How to participate in the public comment period on the draft impact assessment report and the potential conditions
- Presentation on the Sorel-Tracy Port Terminal Project, the analysis and conclusions
- Next steps
- Discussion



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Federal impact assessment



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IAAC

Who are we?

- A federal agency under the authority of the Minister of the Environment, Climate Change and Nature (the Minister)

Main responsibility:

- Pursuant to the *Impact Assessment Act*, to conduct federal impact assessments on major projects proposed in Canada, including consultations with Indigenous Peoples and public participation



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- Our core mandate is to conduct federal impact assessments on major projects designated under the *Impact Assessment Act*.
- These assessments include an analysis of the project's potential effects, consultations with Indigenous communities and public participation.
- Our role is to advise the Minister on a project's effects and inform decision making. If the project's effects are found to be acceptable or in the public interest, we also recommend the conditions that should be imposed to avoid or reduce these effects and ensure monitoring and follow-up and, if needed, plan adaptive measures.

Federal impact assessment process



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- The federal impact assessment process consists of five phases: planning, impact statement, impact assessment, decision making and post-decision follow-up.
- In the case of the Sorel-Tracy Port Terminal project, we are in the third phase of the process. In this phase, IAAC analyzes the proponent's impact statement, assesses the potential positive and adverse effects of the project and prepares the draft impact assessment report. The phase also includes a public comment period. The legal maximum duration of this phase is 300 days, which means that it ends on August 21 for the Sorel-Tracy project.
- The fourth phase is the decision phase. In this phase, the Minister of the Environment, Climate Change and Nature of Canada determines whether the effects of the project are acceptable or in the public interest and which conditions must be met where appropriate. This phase lasts a maximum of 30 days, or until September 17.
- When the decision has been made and if the effects of the project are considered acceptable or in the public interest, IAAC's compliance team steps in to ensure adequate follow-up and monitoring of the project's effects and to verify that the

conditions imposed by the Minister are being met.

- In addition, the project is subject to the provincial impact assessment process. The federal assessment and draft report deal only with the components and effects that fall under federal jurisdiction.



Public participation in the impact assessment process

HOW TO PARTICIPATE



How to participate in the impact assessment process

You can submit your comments:

- through the Registry web site: <https://iaac-aeic.gc.ca/050/evaluations/proj/83969/consultations>
- by contacting IAAC directly: sorel-tracy@iaac-aeic.gc.ca

The public comments and documents that we receive will be made public as soon as they are published on the Registry.

- If you don't want your comments to be made public, please contact IAAC **before** you submit them.



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- There are several ways to participate in the public comment period, which includes participating in this public information session.
- You can also send your comments and documents directly by accessing the Canadian Impact Assessment Registry web site or by submitting them directly to IAAC by email.

The cover page features a green gradient background. On the left side, there is a vertical rectangular area with a pattern of concentric, semi-circular lines in a lighter shade of green. A solid dark green horizontal bar is positioned below the title. The title 'Sorel-Tracy Port Terminal Project' is written in a bold, white, sans-serif font, centered horizontally and partially overlapping the patterned area and the dark green bar.

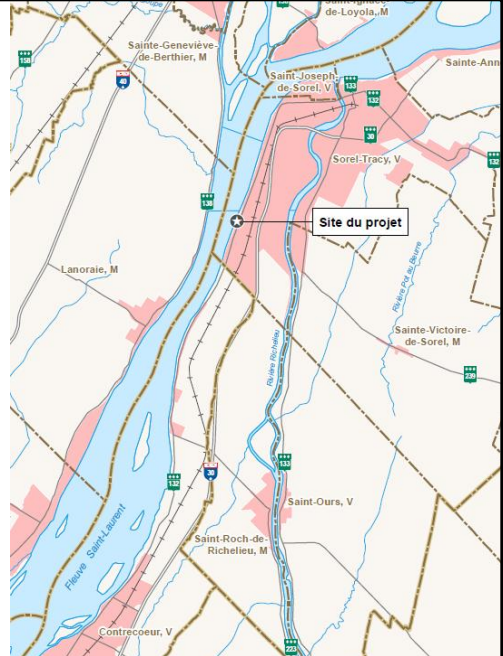
Sorel-Tracy Port Terminal Project



Project Description

- **Location:** Industrial-port zone, Sorel-Tracy, Quebec
- **Proponent:** QSL International Ltd.
- **Project:** New port terminal
 - Wharf
 - Related infrastructure
 - Products handled:
 - Fertilizer
 - De-icing salt
 - Oversized steel parts
- **Context:**
 - Optimize existing port facilities and meet logistics demand

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- The project involves the construction and operation of a new port terminal at the site of the former Sorel-Tracy thermal power plant, in the industrial-port zone.
- The proponent already operates a terminal in Saint-Joseph-de-Sorel, which is currently at maximum capacity. The new terminal would increase port capacity, thus reducing the waiting time for ships and better meeting the logistics demand in the supply chain.
- The new terminal would accommodate approximately 35 ships per year, 27 of which are currently using the existing terminal. It would mainly handle bulk cargo such as de-icing salt and fertilizer, as well as some types of general cargo, such as oversized steel parts.
- The project includes the construction of a wharf, the installation of an electric conveyor between the wharf and the existing warehouse and the creation of a storage area for de-icing salt.
- The construction work required would be fairly limited, as the site is already used for industrial activities and the storage infrastructure is already partly in place. The

work in the aquatic environment mainly involves the construction of the wharf.

Conclusions of the draft report

VALUED COMPONENTS		Conclusion	
		Residual effects	Cumulative effects
Biophysical	 Fish and fish habitat	LOW	MODERATE
	 Migratory birds	NOT SIGNIFICANT	NOT SIGNIFICANT
Indigenous Peoples	 Physical and cultural heritage	LOW	MODERATE
	 Current use of lands and resources for traditional purposes	LOW	MODERATE
	 Health, social and economic conditions	Health: LOW Socio-economic: NEGLIGIBLE	Health: MODERATE Socio-economic: NOT ASSESSED
Effects from a federal work or undertaking	 Berthing and departure operations at the Kildair Service ULC port terminal	NOT SIGNIFICANT	NOT ASSESSED
	 Other species at risk (turtles)	NOT SIGNIFICANT	NOT SIGNIFICANT
	 Human health	MODERATE	MODERATE
	 Greenhouse gas emissions	NOT SIGNIFICANT	NOT ASSESSED

LEGEND

- NOT SIGNIFICANT
Not likely to be significant
- LOW
Significant to a low extent
- MODERATE
Significant to a moderate extent
- NEGLIGIBLE | NOT ASSESSED
Negligible or not assessed

- This slide presents the main conclusions in IAAC's draft report. Effects on the biophysical environment and Indigenous Peoples and from a federal work or undertaking were assessed.
- Effects from a federal undertaking are the effects that result from an activity under federal jurisdiction. For the Sorel-Tracy project, this activity is navigation.
- In general, the residual effects of the project are considered not significant or significant to a low or moderate extent, depending on the component. The cumulative effects are mostly not significant or significant to a moderate extent.
- The results for human health stand out the most. The residual and cumulative effects on human health are likely to be significant to a moderate extent. This conclusion is due mainly to the current health context in the surrounding environment. Consequently, the report recommends a number of measures to reduce the effects on air quality and noise, ensure follow-up and monitoring and implement corrective actions.
- The effects on migratory birds, species at risk, greenhouse gas emissions and the

operations at the neighbouring Kildair terminal are not likely to be significant.

- In the next few slides, I will go back over the main conclusions in more detail, particularly those involving fish and fish habitat, human health and malfunctions and accidents, as these issues have led to the most questions and concerns from the public.

Fish and fish habitat

 POTENTIAL EFFECTS	 KEY MEASURES	 REGULATORY FRAMEWORK
Aquatic habitats affected (harmful alteration, disruption or destruction) Destruction of the critical habitat used for feeding by adult Copper Redhorse Risk of injury or mortality for species with limited mobility Altered behaviour due to potential turbidity and underwater noise Physiological effects due to underwater noise and potential changes in water quality	Offsetting project for the fish habitat affected Follow-up program on the condition of submerged vegetation (ship wake) Protection of fish habitat work period, vibratory pile driving methods, erosion and sediment control Capture and relocation plan (Hickorynut) Water quality and monitoring erosion, runoff, SS and groundwater	Federal • <i>Fisheries Act</i> • <i>Species at Risk Act</i> Provincial • <i>Environment Quality Act</i> • <i>Act Respecting Threatened or Vulnerable Species</i> • <i>Act Respecting the Conservation and Development of Wildlife</i> • <i>Quebec Fishery Regulations</i>
RESIDUAL EFFECTS LIKELY TO BE SIGNIFICANT TO A LOW EXTENT	CUMULATIVE EFFECTS LIKELY TO BE SIGNIFICANT TO A MODERATE EXTENT	

- The project could have some effects on fish and fish habitat during construction and operation. The main effects anticipated are the harmful alteration, disruption or destruction of the aquatic habitat around the wharf, including the destruction of critical feeding habitat for adult Copper Redhorse; temporary disruptions caused by underwater noise; the potential degradation of water quality during the work; and a low risk of mortality for some relatively sedentary species, like the Hickorynut. However, more mobile fish species should be able to avoid the work area.
- A number of measures are recommended to limit these effects. First, the proponent would have to carry out an offsetting project. A follow-up program on the condition of aquatic grass beds would also be conducted to determine whether the wake from ships is having any effects on the beds and to implement adaptive measures if needed.
- Specific measures would also be required during the work. The work must take place between August 1 and March 31, to respect the sensitive periods for fish. Construction methods that reduce underwater noise, such as the installation of a bubble curtain around aquatic grass beds; the monitoring of suspended solids and

water quality; and a program to capture and relocate Hickorynut before the work begins would also be required.

- Taking all these measures into account, IAAC concludes that the residual effects of the project, in other words, the effects that persist after mitigation measures have been implemented, on fish and fish habitat are likely to be significant to a low extent.
- In terms of cumulative effects, the conclusion is that the cumulative effects would be significant to a moderate extent. This is due mainly to the fact that the Copper Redhorse, and fish in general, already experience a number of pressures in the St. Lawrence River, such as commercial navigation, industrial development and habitat loss. However, IAAC believes that the project's contribution to these cumulative effects remains low, notably due to the implementation of mitigation measures and the offsetting project, as well as the requirements under federal and provincial legislation that protect this species and its habitat.

Human health

 POTENTIAL EFFECTS	 KEY MEASURES	 REGULATORY FRAMEWORK
Degradation of air quality Noise Effects on physical and psychological health Exposure to particulates, SO₂ and NO₂, and concerns about nuisances	Control of fugitive emissions and dust Limits on equipment idling and regular equipment maintenance Noise reduction measures Complaint management plan Follow-up program on air quality at human receptors Follow-up program on noise at human receptors	Federal • Health Canada guidelines on noise and air quality • <i>Canada Shipping Act, 2001</i> • <i>Vessel Pollution and Dangerous Chemicals Regulations</i> Provincial • <i>Environment Quality Act</i> • <i>Clean Air Regulation</i>
RESIDUAL EFFECTS LIKELY TO BE SIGNIFICANT TO A MODERATE EXTENT	CUMULATIVE EFFECTS LIKELY TO BE SIGNIFICANT TO A MODERATE EXTENT	

- IAAC concludes that the residual and cumulative effects on human health are significant to a moderate extent. This conclusion is based mainly on air quality and noise.
- The sector is already heavily industrialized and several existing emission sources affect air quality.
- The proponent has modelled the dispersion of air contaminants. The forecast is for criteria to be exceeded for SO₂, NO₂ and certain types of particulates under some conditions.
- Noise levels in the sector are already adversely affected by Route 132, industrial activities and activities at the Kildair terminal. The analyses show that, with the measures proposed, the proponent should be able to comply with provincial criteria.
- IAAC took into account the current health context in the region. Therefore, it did not limit the analysis to theoretical effects obtained from modelling. It recommends several measures aimed at reducing dust emissions and noise and

monitoring them.

- The follow-up programs undertaken must allow actual conditions to be monitored at the site and in the surrounding area. If the results demonstrate that additional measures are needed, the proponent must work with IAAC's compliance team to find solutions and remedy the situation.
- The proponent must also respond to citizens' complaints, document the corrective actions taken and send the results to IAAC, which will then monitor compliance.
- To sum up, despite the mitigation measures planned, IAAC concludes that the effects on human health would be significant to a moderate extent, due mainly to the uncertainty surrounding air quality in one sector where several industrial sources are already present and where known health issues are present.

Malfunctions and accidents

(unlikely scenarios)



POTENTIAL SCENARIOS

Fertilizer exposed to fire, high temperatures or incompatible substances

Oil spill from a ship's tank due to a collision or mechanical failure



KEY MEASURES

Safe docking of ships

Infrastructure designed according to applicable codes and standards for seismic, geotechnical and extreme weather events

Fire and spill prevention plans

Equipment fuelling and maintenance at designated locations

Secondary containment systems for storing hazardous materials

Malfunction and accident response plan



REGULATORY FRAMEWORK

Federal

- *Canada Shipping Act, 2001*
- *Cargo, Fumigation and Tackle Regulations*
- *Shipping Casualties Reporting Regulations*
- *Vessel Pollution and Dangerous Chemicals Regulations*
- *Ballast Water Regulations*
- *Environmental Emergency Regulations*



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- This slide shows the main malfunction and accident scenarios that were assessed. Although they are considered highly unlikely, they must be analyzed as part of the impact assessment.
- The first scenario involves the exposure of fertilizer to a fire or high temperatures or accidental contact with incompatible substances. In this type of situation, some fertilizers can break down and release toxic gases. These gases could form a cloud that could then disperse, depending mainly on weather conditions such as winds and temperature.
- This could have potential effects on fish and fish habitat if these substances entered the aquatic environment, on migratory birds through direct exposure or birds' temporary avoidance of the area, or on navigation, which could be restricted during response operations. This type of event could also have impacts on human health.
- The second scenario involves an oil spill from a ship's tank due to a collision or mechanical failure. Depending on the quantity spilled and the conditions on the St. Lawrence, a slick could form and drift downstream. Potential effects include water contamination, impacts on fish and fish habitat, effects on migratory birds, temporary restrictions on navigation and possible impacts on the traditional use of the territory by Indigenous communities.

- A number of measures are planned to prevent these situations and limit the consequences. Facilities must be designed to comply with the applicable standards, ships must be moored safely, and risks associated with extreme weather conditions or natural hazards must be taken into account. The proponent must also establish fire and spill prevention plans, procedures for storing hazardous materials safely and an emergency response plan. In the event of an incident, the proponent must quickly notify the appropriate authorities, inform the Agency and then report on the causes of the incident and the corrective actions implemented.
- Lastly, these activities are governed by several federal laws and regulations that establish strict prevention, reporting and response requirements in the event of an accident.



Next steps



Next steps

- **June 23 to July 26, 2026:** Public comment period
- Comments received taken into consideration in final report
- **August 21, 2026:** Impact assessment report sent to Minister to inform decision making
- **September 17, 2026:** Publication of impact assessment decision



- The public comment period began on June 23 and continues until July 26.
- At the end of this period, IAAC will review the comments received to determine whether changes in the final report are required.
- **On August 21**, the final report and conditions will be sent to the Minister to inform decision making.
- **September 17** is the latest date for the Minister to issue a decision statement on the assessment, which will be published on the Registry. Note that September 17 is the date if the Minister uses all 30 days permitted under the Act, but the decision statement may be issued at any time between August 21 and September 17.

