



Navigation Protection Program (NPP)
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November 23, 2020

**Impact Assessment Agency of Canada / Government of Canada
Quebec Regional Office**

For the attention of : Ms. Véronique Lalonde Project Manager

By email: veronique.lalande@canada.ca

Subject : Transport Canada Expert Advice - Canadian Navigable Waters Act - Rose Lithium-Tantalum Project - Northern Quebec, Province of Quebec

Ms. Lalonde,

We confirm that we have all the relevant information that will allow us to determine the navigability of the waterways within the study area of the future Rose Lithium-Tantalum project. Please note that at this stage we will be talking about **navigation in fact**¹.

Should the use of these watercourses be confirmed, Transport Canada (TC), as part of its regulatory role under the *Canadian Navigable Waters Act (CNWA)*, the Proponent will be required to submit an application to TC for a variance for all watercourses that will be dewatered as part of its Project, as it contravenes section 23 of the CNWA prohibiting this practice. It will also have to apply for approvals for the works it plans to construct in these watercourses, as required by section 5 (1) of the CNWA.

According to the information received, there are forty (40) watercourses within the project study area. Taking into account the characteristics of these watercourses (width, length, depth, congestion due to vegetation, accessibility, etc.), twenty (20) watercourses are considered navigable. The use of these waterways for navigation purposes is limited to canoes, rowboats and kayaks. Of this number, ten (10) waterways considered navigable will become non-navigable during the construction and operation phases of the future mining project and will be dewatered.

Below is a table showing the watercourses located within the study area of the above-mentioned project, with the characteristics of each of them (width, length, depth), their current navigability status, anticipated changes and their navigability status once the Rose Lithium-Tantalum Project is in the construction and operation phases.

¹ Since the use of watercourses is not confirmed, we are speaking at this stage of *de facto* navigation. It is therefore impossible for us to make a determination of navigability as defined in the CNWA. Consequently, the following terms used in this advice (navigability, navigable and navigation) refer to *de facto* navigation.

Name of the watercourses	Width Approx (m)	Length Approx (m)	Depth Approx (m)	Current navigability	Anticipated changes	Navigability anticipated
Lake 1	100	625	1,2	Navigable	Drainage	Not navigable
CE-L	3,0	30	N.D.	Not navigable	Drainage	Not navigable
CE-A	1,7	4032	0,3	Not navigable	Dewatering upstream and increasing the water level downstream of the mining effluent	Not navigable upstream and Navigable downstream of the mine effluent
Lake 2	115	475	2,8	Navigable	Drainage	Not navigable
CE-B	0,7	693	0,3	Navigable	Drainage	Not navigable
CE-K	0,5	150	0,1	Not navigable	Drainage	Not navigable
Lake 3	80	2 150	3,6	Navigable	Slight decrease in water level	Navigable
CE-E	3,6	466	0,5	Navigable	Low decrease in water level	Navigable
CE-G	1,0	100	N.D.	Not navigable	Low decrease in water level	Not navigable
CE-H	1,0	170	0,1	Not navigable	Low decrease in water level	Not navigable
CE-I	0,5	N.D.	0,1	Not navigable	Low decrease in water level	Not navigable
CE-J	1,0	50	0,1	Not navigable	Low decrease in water level	Not navigable
Lake 4	350	900	3,4	Navigable	Low change	Navigable
Lake 6	115	320	0,9	Navigable	Raising the water level	Navigable
Lake 7	60	490	1,0	Navigable	Raising the water level	Navigable

L7-CE-1	1,0	35	N.D.	Non-navigable	No change	Not navigable
CE-F	2,0	1520	0,3	Not navigable	Increase in flow rates	Not navigable
L8-CE-1	1,0	200	N.D.	Not navigable	Drainage	Not navigable
Lake 8	75	130	N.D.	Navigable	Drainage	Not navigable
Lake 9	135	150	N.D.	Navigable	Increase the water level	Navigable
Lake 10	100	260	N.D.	Navigable	Increasing the level of water	Navigable
Lake 11	114	653	N.D.	Navigable	Drainage	Not Navigable
L11-CE-1	1,0	488	N.D.	Not navigable	Drainage	Not navigable
L12-CE1	0,5	649	N.D.	Not navigable	Drainage	Not navigable
Lake 12	123	225	N.D.	Navigable	Drainage	Not navigable
L13-CE1	0,5	300	N.D.	Not navigable	Drainage	Not navigable
Lake 13	47	237	N.D.	Navigable	Drainage	Not navigable
Lake 14	120	500	1,6	Navigable	Small decrease	Navigable
CE-C	7,5	3973	0,3	Not navigable	Raising the water level	Not navigable
Lake 15	75	215	0,6	Navigable	Drainage	Not navigable
L15-CE-1	0,5	400	N.D.	Not navigable	Drainage	Not navigable
L15-CE-2	0,5	180	N.D.	Not navigable	Drainage	Not navigable

CE-C'	0,7	662	0,1	Non-navigable	Drainage	Not navigable
Lake 16	100	650	0,5	Navigable	Increase the water level	Navigable
Lake 17	125	400	N.D.	Navigable	Raising the water level	Navigable
Lake 18	30	190	0,2	Navigable	Drainage	Not navigable
L18-CE-1	1,0	200	N.D.	Not navigable	Substantial decrease in water level	Not navigable
CE-N	1,4	3 956	0,3	Not navigable	Significant decrease level of water	Not navigable
CE-M	3,9	3 664	0,3	Not navigable	Significant decrease in water level	Not navigable
Lake 19	180	400	1,5	Navigable	Drainage	Not navigable

If you have any questions, please do not hesitate to contact the undersigned by phone at 418-928-2921 or by email at serge.belanger@tc.gc.ca.

Yours sincerely,

<Original signed by>

Serge Bélanger
NPP Officer
Transport Canada
Programs Group Quebec
Region

SB/lp

Documents and information consulted²

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- WSP Technical Note of 18 December 2018
- Aerial photos inspection of 16 October 2019
- WSP Technical Note of 26 October 2020
- Details obtained from the promoter by e-mail messages of November 2020
- Google Earth Pro