Société du parc industriel et portuaire de Bécancour

"Horizon Bécancour" Project – Construction of a New Wharf B6 and Expansion of the Wharf Terminal

SUMMARY OF THE INITIAL PROJECT DESCRIPTION

CIMA+ Project Number: Z0022433
November 2025 – Issue 00

Société du parc industriel et portuaire de Bécancour

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Table of Contents

List of Tables

List of Figures

List of Appendices

Part A: General Information

1. Project Title, Type or Sector and Proposed Location

"Horizon Bécancour" Project – Construction of a New Wharf B6 and Expansion of the Wharf Terminal.

Project type: expansion of an existing marine terminal by building a new wharf, named B6, and enlarging the wharf terminal in the city of Bécancour, QC.

2. Names and Contact Information of the Proponent and Its Primary Representative

Proponent

Name: *Société du parc industriel et portuaire de Bécancour*.

Municipal Address: 1000 Arthur-Sicard Boulevard, Bécancour, QC G9H 2Z8.

Name and Position of Authorized Signatory(ies) Submitting the Application:

- Laurence Trépanier, Project Director, Horizon Bécancour
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3. Engagement of Authorities or Organizations

To avoid over-soliciting stakeholders, the SPIPB favours targeted consultations, particularly with port users, the public, and the political bodies of neighboring municipalities:

- Port users (14 companies in 2024);
- Local authorities (Municipality of Champlain, City of Bécancour, *Centre intégré universitaire de santé et de services sociaux de la Mauricie-et-du-Centre-du-Québec* [CIUSSS MCQ]);
- Academics (Université du Québec à Trois-Rivières [UQTR], RIVE Center);
- Environmental groups and the public (meetings in May and October 2025).

As for the future mobilization plan, it will be developed based on the results of the consultations. Thus, depending on the concerns raised by each agency or organization consulted, the SPIPB will inform them of the results of the sectoral studies and of any conclusions that can be drawn regarding the potential positive or negative effects of the project that may be of concern to them. With this insight, the SPIPB will be able to adjust the applicable mitigation measures accordingly.

4. Engagement of Indigenous Groups

The SPIPB has also initiated discussions with Indigenous communities that may be affected by the project:

- First Nations involved: W8banaki (Odanak, Wôlinak), Wendat, Mohawk, Atikamekw;
- Meetings with the Ndakina Office (since 2020) and the Wendat Nation (2025);
- Key concerns: loss of fish habitat, fishing rights, marine traffic, safety, participation in ecological compensation measures;
- Service agreement with the W8banaki Nation currently under negotiation.

As for the future mobilization plan for Indigenous groups, it will be developed based on the results of the consultations. Accordingly, depending on the concerns raised by each group consulted, the SPIPB will inform them of the results of the sectoral studies and of any conclusions that can be drawn regarding the potential positive or negative effects of the project that may be of concern to them. With this insight, the SPIPB will be able to adjust the applicable mitigation measures or propose accommodations in order to minimize the project's negative impacts on Indigenous groups.

5. Relevant Studies

The SPIPB has submitted a ten-year maintenance dredging program for its existing port facilities to the *Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs* (MELCCFP). The impact assessment was filed and deemed admissible by the MELCCFP in April 2025, and the file is accessible on the Environmental Assessment Registry at the following address:

https://www.ree.environnement.gouv.qc.ca/projet.asp?no_dossier=3211-02-319

The natural and human environments affected by this dredging project are similar to those targeted by the current project.

In addition, a regional environmental assessment of the St. Lawrence River is currently underway, conducted jointly by the Impact Assessment Agency of Canada (IAAC) and Indigenous partners. The main objective of this assessment is to understand the state of the St. Lawrence River by evaluating the relationships between the identified concrete activities, complementary activities, and the ecosystems in which they operate (IAAC, 2025).

6. Strategic Assessments

It appears that no strategic environmental assessment directly related to the project has been produced.

However, Environment and Climate Change Canada (ECCC) published, in 2019, a Strategic Assessment of Climate Change (SACC) under section 95 of the Impact Assessment Act (IAA), which applies to designated projects under the IAA. This SACC, revised in 2020, ensures a consistent, predictable, efficient, and transparent consideration of climate change during the impact assessment process. It will be used to quantify the project's net greenhouse gas (GHG) emissions, as set out in the Information and Time Management Regulations (SOR/2019-283).

Part B: Project Information

7. Project Objectives and Needs

The SPIPB aims to stimulate Québec's economic development through its Bécancour industrial-port park, a strategic site equipped with a deep-water port. The construction of Wharf B6 and the expansion of storage areas will help relieve congestion at existing wharves, optimize the supply chain, and reduce GHG emissions, while supporting Québec's battery sector.

8. Applicable Provisions

The construction project for Wharf B6 and the expansion of the storage area is subject to:

- The federal Impact Assessment Act (sections 53 and following of the Physical Activities Regulations);
- The provincial Environment Quality Act (EQA);
- Various authorizations from the MELCCFP, Fisheries and Oceans Canada (DFO), and Transport Canada (TC).

Federal funding of $117.8 million is planned under the National Trade Corridors Fund.

The extension of existing Wharves B1 and B2 is not subject to the Physical Activities Regulations, as this activity does not involve the construction of a new berth over 25,000 DWT, but rather the extension of existing, operational berths. This extension will facilitate docking for vessels using these two berths.

9. Project Activities and Work

Planned Infrastructure

The infrastructure development and port area reorganization project covered by this mandate includes, among others, the following developments:

- Construction of Wharf B6 (390 m long, approximately 15,000 m²), as an extension of Wharf B5;
- Expansion of approximately 65,000 m² of storage areas (mainly through infill over aquatic environments);
- Approach dredging of approximately 67,580 m² (272,650 m³ of sediment).

Figure 1: Location of Existing and Planned Infrastructure

Activities and Works

The new Wharf B6 will be constructed as an extension of the existing Wharf B5 (Figure 1). Construction will begin from Wharf B5 and will be carried out using barges.

The main construction phases are as follows:

- Site preparation and access road development;
- Dredging activities;
- Installation of the B6 wharf structure using barges, based on the selected design option;
- Dredging in front of the new Wharf B6 to allow ship access from the St. Lawrence Seaway;
- Filling of the future storage area;
- Installation of equipment on Wharf B6 (bollards, ladders, electrical systems, drainage, paving, etc.).

Access to the infill area will be possible via the existing storage areas located behind Wharf B5. No watercourses other than the St. Lawrence River will be affected by the project.

The anticipated duration of the work is 18 months. In-water work periods will be established in accordance with DFO requirements for the protection of fish habitat and species present, as well as MELCCFP (Wildlife Division) regulations.

10. Estimated Maximum Capacity of the Project

The current tonnage at the Port of Bécancour is approximately 3.3 million tonnes annually. Between 2015 and 2024, the port received between 119 (2017) and 185 (2021) vessels per year. For the 2023–2024 fiscal year ending March 31, 2024, a total of 168 vessels used the port facilities, and 3.1 million tonnes were handled.

The ultimate realistic target with the commissioning of the future Wharf B6 is an increase of approximately 666,000 tonnes of goods annually. Around 34 additional vessels are expected to use the new wharf each year by 2035.

11. Project Timeline

The following schedule presents the preliminary dates for obtaining authorization from the Government of Québec for the construction of Wharf B6 and the expansion of the SPIPB terminal. The dates for the preparation of studies as well as construction plans and specifications may be adjusted based on the federal impact assessment process.

- Submission of the Project Notice titled "Horizon Bécancour Project – Construction of a New Wharf B6 and Expansion of the Wharf Terminal" to the MELCCFP: May 8, 2025;
- Receipt of the directive from MELCCFP to conduct an environmental impact study: May 28, 2025;
- Publication of the project notice by MELCCFP on Québec's environmental registry: June 2025;
- Request for review to the DFO under the Fisheries Act (R.S.C. [1985], c. F-14) and, if applicable, under the Species at Risk Act (S.C. 2002, c. 29): November 2025;
- Publication of the Initial Project Description (IPD) by IAAC: November 2025;
- Project concept development (preliminary engineering): April 2025 to January 2026;
- Start of discussions with TC under the Canadian Navigable Waters Act (R.S.C. [1985], c. N-22) (CNWA) regarding the conditions required by TC for temporary obstructions to navigation under the CNWA, following the submission of the project concept approval request pursuant to section 5 of that Act: January 2026;
- IAAC decision on whether an impact assessment of the designated project is required: January 2026. If such an assessment is required, the schedule will be revised according to the IAA requirements and timelines;
- Preparation of the Environmental Impact Study (Québec): March 2025 to February 2026;
- Contact with Environment and Climate Change Canada (ECCC), if applicable, to obtain advice or authorization that may be required for any works likely to harm a species at risk or its habitat, under the Species at Risk Act (SARA) and the Migratory Birds Regulations (2022) (SOR/2022-105) (MBR): March 2026;
- Submission of the preliminary version of the impact study (Québec): February 2026;
- Review of the impact study (Québec): February and March 2026;
- Public hearings process (BAPE) and MELCCFP environmental analysis (Québec): June to December 2026;
- MELCCFP analysis and SPIPB commitments (Québec): January to March 2027;
- Government authorization (Québec): March 2027;
- Finalization of construction plans and specifications, and permit applications: February to May 2027;
- Start of construction: Summer/Fall 2027;
- Commissioning: Summer 2029.

No decommissioning schedule is planned for the future wharf, as its operation and maintenance are intended for several decades. The wharf's projected lifespan is 75 years before any major rehabilitation is expected. Additionally, the potential future expansion of certain storage areas is being considered, if needed, without the construction of a new wharf. It is worth noting that the Port of Bécancour has been operational since 1973 for Wharves B1 to B4 and since 1986 for Wharf B5.

12. Project Alternatives

Location

Available space for adding a wharf and adjacent storage area within the Bécancour industrial-port zone is limited to the proposed site. The reasons are as follows:

- Any other location along the south shore of the St. Lawrence would require developing a new terminal and new access routes, either to the east or west of the existing terminal;
- To the east lies the Gentilly-2 nuclear power plant, making development in that direction unfeasible;
- To the west are relatively natural shorelines composed of aquatic grass beds and wet woodlands, used notably by many bird species, which the SPIPB aims to preserve.

Execution

For the construction of the future Wharf B6, five options are currently under study. Dredging would be necessary to prepare the foundations of Wharf B6. The area to be dredged could reach approximately 15,000 m², and the volume of sediment to be removed up to 62,220 m³, depending on the selected option.

1. Combined Wall (Preferred Option)

Caisson piles and sheet piles; the most cost-effective and least dredging-intensive option.

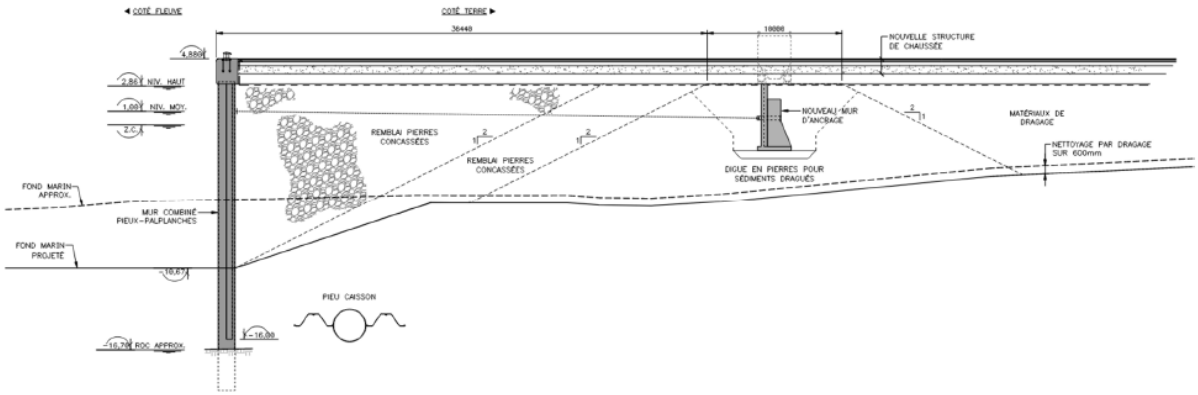

Figure 2: Cross-section of the Combined Wall Option

2. Concrete Caissons

Massive structure but requires a high volume of dredging.

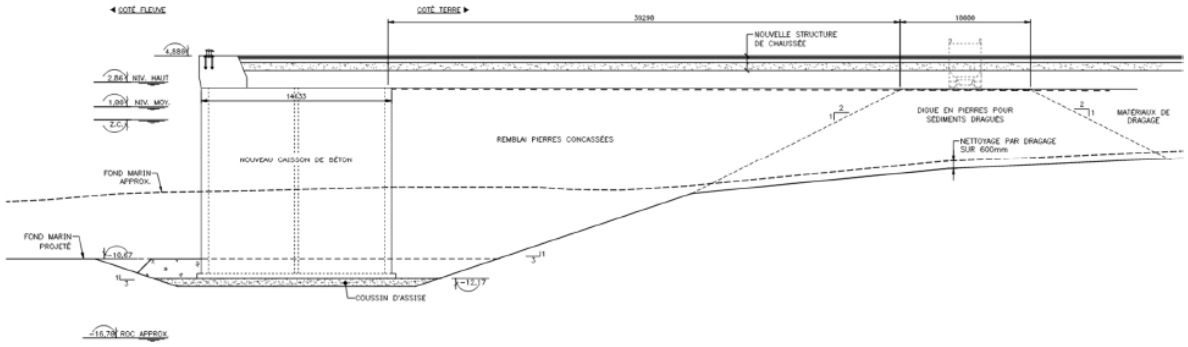

Figure 3: Cross-section of the Concrete Caisson Option

3. Sheet Pile Cells

Require large diameters and complex anchoring systems.

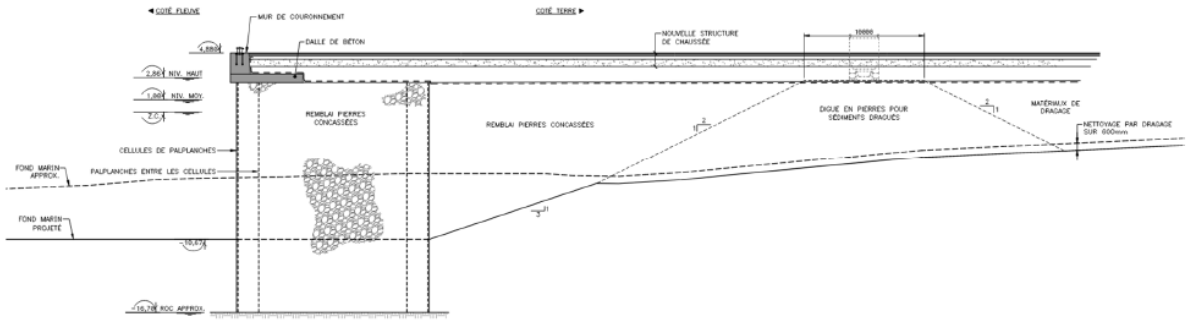

Figure 4: Cross-section of the Sheet Pile Cells Option

4. Pile-Supported Wharf

High maintenance and inspection costs.

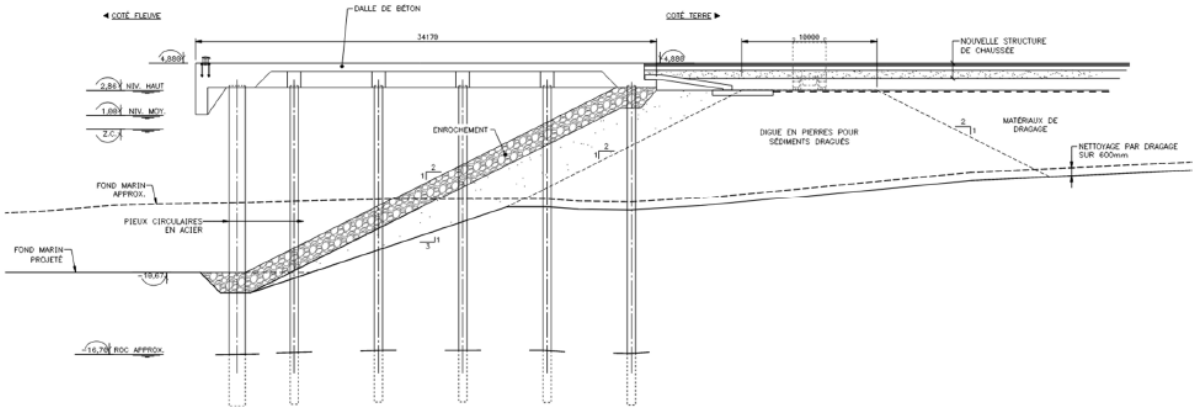

Figure 5: Cross-section of the Pile-Supported Wharf Option

5. Pile-Supported Wharf with Partial Combined Wall

Minimal dredging, but more demanding maintenance.

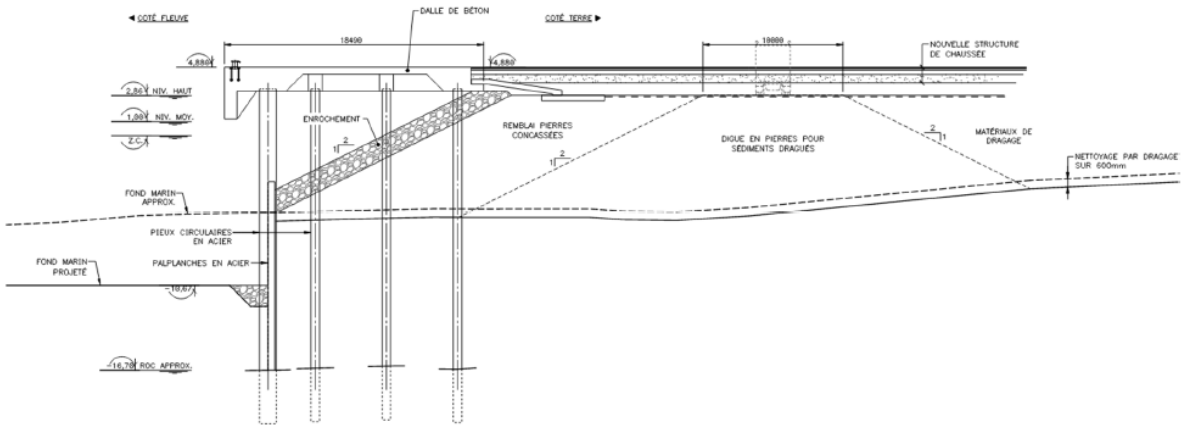

Figure 6: Cross-section of the Pile-Supported Wharf with Partial Combined Wall Option

The location of the dredging areas is shown on Map 1 in Appendix A. To date, the combined wall option is the most appealing due to its lower costs, reduced environmental impact, and extended durability.

Part C: Project Location and Context Information

13. Description of the Proposed Project Location

The project is planned within the territory of the City of Bécancour, in the Regional County Municipality (RCM) of Bécancour. The central coordinates of the project site are: latitude 46.400678°N; longitude -72.373509°W.

The targeted location is adjacent to the existing port facilities operated by the SPIPB. The project boundaries lie between the existing Wharf B5 and an existing breakwater. The project would be carried out on a single lot (cadastre number 3294083), which is owned by the Government of Québec but under the control of the SPIPB. Control over this lot, along with others on which the industrial-port facilities are built, was granted to the SPIPB by Québec government decree 2695-83 on December 21, 1983.

The buildings to the project are located approximately 1.75 km away: permanent residences on Valdor Island, on the north shore of the St. Lawrence River, within the municipality of Champlain. The nearest urban centers are in Bécancour, located to the east and west of the port, each approximately 7 km away. Finally, the Wôlinak community is located 8 km from the SPIPB facilities, while the Odanak community is just over 50 km away.

Map 2 in Appendix A illustrates the project's location and its surrounding environment.

14. Biophysical Environment

The following information, unless otherwise stated, constitutes a summary of the environment prepared on the basis of the impact assessment *"Reconduction du programme décennal de dragage d'entretien par la Société du parc industriel et portuaire de Bécancour sur le territoire de la municipalité de Bécancour"* (2023-2033) submitted by SPIPB on March 31, 2023 to the MELCCFP. The environment in which the present project is planned is the same as that addressed by the forthcoming ten-year maintenance dredging program. The dredging program file is available via the following hyperlink:

https://www.ree.environnement.gouv.qc.ca/projet.asp?no_dossier=3211-02-319.

Physical Environment

The Port of Bécancour is located on the south shore of the St. Lawrence River estuary, i.e., in a zone subject to tides, but where the water's salinity is characteristic of fresh water. The tidal range at Bécancour is 0.5 m at mean tide and about 1.0 m during spring tides.

Ice cover forms in the area around mid-December, growing outward from the river's south shore and progressing toward the navigation channel, which generally remains open to commercial vessels thanks to operations by the Canadian Coast Guard ice-breakers.

The terrain in the overall sector is generally flat, although some steep slopes may be observed. The Quaternary deposits in the Port of Bécancour area are mainly composed of alluvial deposits on ancient river terraces. These deposits consist of clay and loam soils (a mixture of sand, silt and clay). The low relief of the riverside lands and the proximity of the St. Lawrence mean that the shoreline areas are poorly drained, which favours the presence of wetlands and marshes.

Biological Environment

Vegetation

Within the terrestrial zone of the Port of Bécancour, vegetation is disturbed by human activity. Only discontinuous stands of deciduous trees on wet sites and fallow areas are present. Thus, terrestrial habitat is composed of treed swamps.

Several plant species with a special status are present, including the green dragon (*Arisaema dracontium*, a species of special concern listed in Schedule 3 of the Species at Risk Act [SARA]), the false pimpernel (*Lindernia dubia*), the Virginia water horehound (*Lycopus virginicus*), the butternut (*Juglans cinerea L.*, an endangered species listed in Schedule 1 of SARA), the green arrow arum (*Peltandra virginica*), the two-leaved toothwort (*Cardamine diphylla*), the Canada lily (*Lilium canadense*), and the ostrich fern (*Matteuccia struthiopteris* var. *pensylvanica*).

In the Port of Bécancour sector, several types of wetlands are present. Shallow waters, marshes and swamps are located on either side of the port facilities. Aquatic vegetation beds occur where depths range between 0.8 and 2.0 m. These beds form a continuous band along the south shore, except at the port facilities of Bécancour and at the mouth of the Gentilly River. According to the invasive species detection tool *"Sentinelle"*, the Eurasian water-milfoil (*Myriophyllum spicatum*) also colonizes part of the intertidal flats along the south shore of the river.

Fauna

Various types of faunal inventories have been conducted in recent years to characterise the environment:

- Avifauna: 55 species of songbirds were seen or heard. Two species were confirmed as nesting: the ovenbird (*Seiurus aurocapilla*) and the ruffed grouse (*Bonasa umbellus*). The Port of Bécancour is bounded by three waterfowl gathering areas (WFGA).
- Herpetofauna: six species of anurans were identified: the American toad (*Anaxyrus americanus*), the wood frog (*Lithobates sylvaticus*), the Northern leopard frog (*Lithobates pipiens*), the green frog (*Lithobates clamitans*), the spring peeper (*Pseudacris crucifer*) and the grey treefrog (*Hyla versicolor*). For snakes, two species, the common garter snake (*Thamnophis sirtalis*) and the red-belly snake (*Storeria occipitomaculata*), were recorded. In stream surveys, one specimen of the Northern dusky salamander (*Desmognathus fuscus*) and one of the four-toed salamander (*Hemidactylium scutatum*) were observed, as well as a nest of the latter species.
- Mussels: seven live specimens of mussels were found during snorkelling transects. The live individuals belonged to two species: the Eastern elliptio (*Elliptio complanata*) and the Eastern lampmussel (*Lampsilis radiata*). A single shell was observed (that of an Eastern elliptio). All mussels observed were adults. It should be noted that zebra mussels (*Dreissena polymorpha*, an invasive species) were observed in all mussel surveys. No individual of the state-endangered hickorynut (*Obovaria olivaria*), alive or as empty shells, was observed. Five mussel species were observed in a supplementary characterisation by Stantec in 2023. Of these five species, three have been certainly identified: the Eastern elliptio, the plain pocketbook (*Lampsilis cardium*) and the Eastern lampmussel. Additionally, a black sandshell (*Ligumia recta*) and a hickorynut could have been observed. Based on the image quality obtained, the identification of these two species cannot be confirmed with certainty. The hickorynut is listed as endangered under Schedule 1 of Species at Risk Act (SARA) and is designated threatened under the *"Loi sur les espèces menacées ou vulnérables"* (LEMV). This unconfirmed observation does not allow for definitive determination of the presence of the hickorynut in the study area. However, the downstream portion of the study area is potential habitat for this species.
- Ichthyofauna: more than 70 fish species were identified in various experimental fisheries conducted in the St. Lawrence River within the Port of Bécancour sector. A total of 32 different species were identified, dominant species being the yellow perch (41.9 %), the round goby (18.1 %), the spottail shiner (8.6 %) and the sauger (5.9 %).
- Status species: nine wildlife species with a precarious conservation status are likely to be present within a 5-km radius of the Port of Bécancour. These include the eastern sand darter (*Ammocrypta pellucida*, a threatened species listed in Schedule 1 of the Species at Risk Act [SARA]); the bridle shiner (*Notropis bifrenatus*, a species of special concern listed in Schedule 3 of SARA); the rosyface shiner (*Notropis rubellus*, not listed in Schedule 1 of SARA); the northern brook lamprey (*Ichthyomyzon fossor*, a species of special concern listed in Schedule 1 of SARA); the stonecat (*Noturus flavus*, not listed in Schedule 1 of SARA); the channel darter (*Percina copelandi*, a species of special concern listed in Schedule 1 of SARA); the short-eared

owl (*Asio flammeus*, a species of special concern listed in Schedule 1 of SARA); the peregrine falcon (*Falco peregrinus*, not listed in Schedule 1 of SARA); the least bittern (*Ixobrychus exilis*, a threatened species listed in Schedule 1 of SARA); and the bank swallow (*Riparia riparia*, a threatened species listed in Schedule 1 of SARA). In addition, another candidate bird species may also occur within this same buffer zone, namely the black tern (*Chlidonias niger*).

15. Human Environment

The project is located within the SPIPB's operating territory in the administrative region of Centre-du-Québec, in the Regional County Municipality (RCM) of Bécancour and the city of the same name. The SPIPB's territory covers nearly 7,000 hectares, about 40% of which are currently in use. The Port of Bécancour is one of two major port sites in the region, alongside the Port of Trois-Rivières. The fluvial estuary is used for commercial, recreational, and Indigenous fishing, waterfowl hunting, and recreational tourism, including boating.

The closest urban centres to the project are the communities of Bécancour and Gentilly, both located approximately 6 km from the site, and the municipality of Champlain, whose urban core lies less than 5 km away as the crow flies, being located on the north shore of the St. Lawrence River. According to the 2021 census, Bécancour had a population of 13,561. In 2024, the population was estimated at 13,889.

Since 2006, the population of the RCM has grown by 10.3%, while Centre-du-Québec has seen a 11.7% increase. Population trends within the RCM vary significantly: Bécancour had the highest growth rate at 4.1%, while Parisville saw a 25.3% decline. The median age in the RCM was 47.2 years in 2021, higher than the averages for Centre-du-Québec and Québec, and had increased by 7.0% since 2006 (SADC, 2021)[1].

Regarding the Wôlinak community, located approximately 8 km from the SPIPB territory, demographic data shows a population decrease of 4% between the 2016 and 2021 censuses (Statistics Canada, 2023). However, demographic projections for 2021–2041 are very positive, forecasting an increase of nearly 49% (ISQ, 2025). The median age in the community is 38 years, with 69% of the population aged 15–64, 18% aged 65 and over, and 13% aged 0–14 (Statistics Canada, 2023).

[1] Community Futures Development Corporation (CFDC), 2021. Socio-economic profile 2021 MRC de Bécancour MRC de Bécancour, 20 p.

Part D: Participation and Effects of Federal, Provincial, Territorial, Indigenous, and Municipal Authorities

16. Federal Funding Support

The SPIPB has entered into a funding agreement with Transport Canada (TC) through the National Trade Corridors Fund.

The agreement provides for the financing of 50% of the project costs for all of SPIPB's port-related projects, up to a maximum of $163,836,750.

Specifically for the Wharf B6 project and its adjacent infrastructure, i.e. the portion subject to the Impact Assessment Act, the contribution currently anticipated from the Government of Canada, according to Schedule B.2 of the agreement, is $117,832,700, representing 50% of the estimated total cost for this project ($235,665,400).

17. Use of Federal Lands for the Project

No federal lands will be used for the implementation of the project.

Navigational aids are present within the port territory. According to recommendations from the Pilots' Corporation, these will be affected by the project, for which TC has given its approval.

18. Authorities with Powers, Duties, or Functions Related to the Environmental Effects Assessment of the Project

18.1 Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs (MELCCFP)

The project must obtain authorization from the Government of Québec according to Schedule I of the Regulation respecting the environmental impact assessment and review of certain projects located in Southern Québec.

In addition, following the issuance of the ministerial decree, other authorizations and permits may be required, including:

- Ministerial authorizations under the EQA;
- An authorization under the Act respecting threatened or vulnerable species (LEMV);
- An authorization under the Act respecting the conservation and development of wildlife (LCMVF).

18.2 City of Bécancour

Construction and tree-clearing permits must be obtained from the City of Bécancour. The City regulates certain environmental effects within its jurisdiction through various municipal by-laws, including, but not limited to, aspects such as noise, dust, and other nuisances that could affect the population.

Land-use standards and shoreline protection may also require permits from the City.

18.3 Government of Canada

In addition to the authorization granted by the Government of Québec through the EIARP and associated ministerial authorizations, as well as municipal construction permits, the following federal authorities will be involved in the project review:

Transport Canada – Navigation Safety During Construction and Operation of the New Wharf

Federal jurisdiction over navigation and vessels provides authority over navigable waters, navigation structures, and ports, and extends to vessels used for local transport. This jurisdiction covers the high seas, maritime waters, and navigable rivers. It allows the federal government to regulate obstructions to navigation, such as dams and bridges.

The project work area is located along the banks of the St. Lawrence River, a navigable waterway under the Canadian Navigable Waters Act (R.S.C. [1985], c. N-22).

During construction, measures will be implemented to ensure navigational safety, as the existing wharves will remain in use.

Transport Canada – Funding for the National Trade Corridors Fund

As part of its financial contribution to SPIPB, TC must ensure that the project does not cause significant adverse environmental effects on the environment, human health, or the rights and activities of Indigenous Peoples.

Fisheries and Oceans Canada

Authorization is required for any activity resulting in the alteration, disruption, or destruction of fish habitat under the Fisheries Act (R.S.C. [1985], c. F-14), due to anticipated infilling for the construction of Wharf B6 and the storage area, as well as capital dredging to enable vessel access to the new wharf.

Additionally, a permit from the DFO is required under SARA for any work that could harm an aquatic species at risk or its habitat listed under the Act.

Environment and Climate Change Canada

A notice or authorization may be required for any activity that could harm a species at risk or its habitat under the Species at Risk Act (S.C. 2002, c. 29 – SARA).

A permit from ECCC is required under Section 73 of SARA for activities that affect a listed wildlife species, its critical habitat, or its residence, even if such effects are incidental.

Part E: Potential Effects of the Project

19. Changes to Environmental Components (Section 19)

This section outlines the significant adverse effects that the project may have on environmental components under the legislative authority of the federal government—namely, fish and fish habitat, aquatic species at risk, and migratory birds.

Fish and Fish Habitat

According to subsection 2(1) of the Species at Risk Act (SARA), an aquatic species is defined as a wild fish species under section 2 of the Fisheries Act, or a marine plant under section 47 of SARA.

The project's potential effects on fish and their habitat, both during construction and operation, include:

- Loss or destruction of fish habitat: temporary and permanent encroachment in aquatic environments;
- Habitat replacement;
- Runoff discharge from the new wharf and storage area into the river may carry suspended solids (TSS) and various contaminants into fish habitat;
- Alteration or disturbance of habitat: risk of losing spawning grounds;
- Aquatic fauna mortality.

To mitigate these effects on fish and their habitat, avoidance and/or mitigation measures will be implemented, including:

- Scheduling construction activities according to critical periods for certain species (e.g., spawning and reproduction);
- Implementing an environmental protection plan that includes standard mitigation measures to limit TSS propagation;
- Establishing an emergency response plan in the event of accidental hazardous material spills or other incidents threatening public or environmental health;
- Creating compensation habitat to restore suitable environments for the targeted fish species. SPIPB is currently considering a shoreline habitat project on the St. Lawrence River near its facilities.

Aquatic Species

Under SARA, aquatic species include the aforementioned fish species, as well as marine plants such as benthic and floating algae, flowering marine plants, brown, red, and green algae, and phytoplankton in Canadian fishing waters located outside provincial geographic boundaries.

No wildlife species designated as threatened, endangered, vulnerable, or likely to be so designated under Québec or Canadian law were confirmed on the project site during the various inventories. However, aquatic species at risk or with precarious status in Québec may be present within a 5 km radius of the Port of Bécancour, including those listed in Table 1.

Table 1: List of Aquatic Species at Risk Potentially Present Within a 5 km Radius of the Port of Bécancour

French Name	Latin Name	Status in Quebec	Status in Canada	
		Act respecting the conservation and development of wildlife	Species at Risk Act (Schedule 1)	Committee on the Status of Endangered Wildlife in Canada
Eastern Sand Darter	*Ammocrypta pellucida*	Threatened	Threatened	Special Concern
Stonecat	*Noturus flavus*	Vulnerable	None	None

French Name	Latin Name	Status in Quebec	Status in Canada	
		Act respecting the conservation and development of wildlife	Species at Risk Act (Schedule 1)	Committee on the Status of Endangered Wildlife in Canada
Bridle Shiner	*Notropis bifrenatus*	Vulnerable	Special Concern	Special Concern
Rosyface Shiner	*Notropis rubellus*	Likely to be designated	None	None
Northern Brook Lamprey	*Ichthyomyzon fossor*	Threatened	Potentially of special concern	Special Concern
Channel Darter	*Percina copelandi*	Vulnerable	Special Concern	Special Concern
Striped Bass	*Morone saxatilis*	Endangered	Endangered	Extinct (for the historical population)
Hickorynut	*Obovaria olivaria*	Threatened	Endangered	Endangered

The potential effects of the project on fish and fish habitat, as well as the mitigation measures described in the previous section, also apply to aquatic species at risk.

Migratory Birds

According to subsection 2(1) of the Migratory Birds Convention Act, 1994, a migratory bird is defined as "any or part of a migratory bird as defined in the Convention, and includes any such migratory bird's sperm, eggs, embryos and tissue cultures." The migratory bird species covered by the Convention include:

- Migratory game birds;
- Columbidae or pigeons, including doves and wild pigeons;
- Migratory insectivorous birds;
- Other non-game migratory birds.

The Port of Bécancour is bordered to the east and west by two Waterfowl Gathering Areas (WFGA), namely Pointe-aux-Roches and Montesson Island WFGAs. These are wildlife habitats protected under Québec's Act respecting the conservation and development of wildlife (LCMVF) and its Regulation respecting wildlife habitats. As previously mentioned, inventories carried out on certain portions of the SPIPB territory identified 55 nesting bird species.

The potential effects of the project on birds and their habitat—during both construction and operation phases—include:

- Loss of habitat;
- Habitat replacement;
- Habitat alteration or disturbance;
- Mortality.

Avoidance and mitigation measures must therefore be implemented to minimize the sublethal and lethal effects described above that could impact migratory birds. Examples include:

- Limiting noise and avoiding unnecessary disturbance to birdlife near the work zone;
- Scheduling work outside of migration and nesting periods;
- Avoiding the destruction of nests and eggs of any migratory species that may nest within the work area.

20. Environmental Changes on Federal Lands, in Another Province, or Outside Canada

As indicated in Section 13, no changes are anticipated on federal lands. Since the project limits are entirely within the province of Québec, no changes are expected to occur outside Canada during construction.

The potential transboundary effects of the project relate to greenhouse gas (GHG) emissions. While the new wharf will increase the number of vessels using the Port of Bécancour, both the wharf and its storage area are expected to reduce current vessel waiting times in the St. Lawrence Seaway in front of Bécancour before they can berth at the existing facilities. Consequently, this will reduce emissions from idling engines during waiting periods. The new wharf should also prevent the need to reroute ships to more distant ports for cargo handling in the region.

21. Impact on Indigenous Peoples

Upcoming consultations with the communities concerned will help further identify the full range of potential impacts on Indigenous Peoples. Several First Nations have been approached and are being consulted regarding the effects of the project on their rights and activities.

Construction Phase

- **Natural and cultural heritage and current use of lands and resources for traditional purposes:** during construction, a work area will be established on both land and water for safety purposes. On land, this area will remain entirely within the developed boundaries of the Port of Bécancour, a restricted-access zone. On water, safety will be ensured through the use of buoys and navigational aids to mark off the area. As a result, this water area will be inaccessible for navigation, hunting, or fishing during the construction period.
- **Objects of historical and archaeological importance:** the work will take place in a heavily altered sector and no known heritage or historical (European or Indigenous) sites have been identified within the work zone. Nonetheless, archaeological monitoring will be implemented during the works, and in the event of a chance discovery, activities will be halted, and the Ministry of Culture and Communications will be contacted.

Operation Phase

- **Natural and cultural heritage:** the project involves infill and dredging in aquatic environments and fish habitat. This habitat loss or alteration could negatively affect the natural heritage valued by Indigenous communities using the area for hunting and fishing. Compensation measures are planned through restoration projects in similar habitats near the Port of Bécancour.
- **Current use of lands and resources for traditional purposes:** the aforementioned losses in natural and cultural heritage may result in significant adverse impacts on the practice of traditional hunting and fishing by members of Indigenous communities (notably for species such as northern pike and striped bass) in the Port of Bécancour area, due to the permanent loss of fish habitat. The addition of dozens of new vessel movements to the thousands already occurring annually on the St. Lawrence River will amplify the cumulative effects of commercial navigation in the region, potentially reducing the current use of lands and resources for traditional purposes in a significant way.
- **Objects of historical and archaeological importance:** the commissioning of the project is not expected to cause adverse effects on historical or archaeological heritage.

22. Changes to the Health, Social, or Economic Conditions of Indigenous Peoples

The project could result in both negative and positive changes to the health, social, or economic conditions of Indigenous Peoples. SPIPB plans to implement mitigation measures to reduce the impact of negative changes and to maximize positive outcomes. The following table summarizes the potential changes.

Table 2: Potential Changes to the Health, Social, or Economic Conditions of Indigenous Peoples

Conditions	Project Phase	Sources of Effects	Potential Changes
Health	Construction	Presence of the construction site in a water environment.	The port area does not have service facilities for Indigenous communities. Potential effects on human health from the use of machinery (air emissions, noise). Risk of collisions/accidents due to barge and machinery traffic in the construction zone.
	Operation	Operation of the new Wharf B6. Vessel traffic.	The port area does not have service facilities for Indigenous communities. Potential effects on human health (air emissions, noise) from increased port activity. Risk of collisions/accidents due to increased marine traffic.
Social	Construction	Presence of the construction site in a water environment.	Temporary changes in traditional activity patterns and avoidance of the construction area.
	Operation	Operation of the new Wharf B6. Vessel traffic.	Permanent changes in traditional activity patterns in the area of the future Wharf B6 and the planned storage zone.
Economic	Construction	Presence of the construction site at the Port of Bécancour.	Employment opportunities and provision of entrepreneurial services on the construction site.
	Operation	Operation of the new Wharf B6. Vessel traffic.	Employment opportunity at the Port of Bécancour.

SPIPB intends to inform and consult with the Indigenous Peoples interested in the project and to engage in dialogue once the precise construction schedule is established, in order to promote accommodations and reduce the project's adverse effects on traditional activities and the risk of accidents.

Furthermore, SPIPB will inform communities of employment and contracting opportunities during the construction period, as well as job openings available during the operational phase.

23. Greenhouse Gas Emissions

The *Regulations Respecting Exceeding Time Limits and the Provision of Information* require project proponents to provide an estimate of all GHG emissions associated with the project, namely:

At this stage, an estimate based on a similar project on the St. Lawrence River is provided. While the Bécancour project is of greater magnitude, the expected maritime traffic increase is comparable.

For construction, the GHG emissions for this project were estimated by tripling those from the reference project. The following estimates were obtained for the construction phase:

- GHG from embodied carbon in construction materials: **16,500 tCO_2e**. (Note: this is outside SPIPB's control and relates to material manufacturers);
- GHG from transportation of materials, including dredged sediments and demolition materials: **180 tCO_2e**;
- GHG from construction activities (machinery): **1,000 tCO_2e**.

Thus, GHG emissions directly attributable to construction and transportation activities are estimated at **1,180 tCO_2e**.

During operation, GHG emissions are associated with handling activities at the future wharf and storage area, road transport of handled goods, and maritime transport. The estimate presented here is preliminary, and the detailed assessment to be produced may therefore yield different results. The following estimates have been made:

- Cargo handling at Wharf B6: **88 tCO_2e/year**;
- Local and regional road transport by third-party carriers: **1,780 tCO_2e/year**;
- Maritime transport between Bécancour and the St. Lawrence/Great Lakes ports and European markets: **179,000 tCO_2e/year**.

Accordingly, GHG emissions directly attributable to operations are estimated at **88 tCO_2e/year**. SPIPB will assess all possible emission reduction strategies for its facilities, including prioritizing electric equipment where feasible and ensuring proper maintenance of mobile equipment. SPIPB is also considering offsetting emissions from its port operations that are not covered by the Québec carbon market.

24. Waste and Emissions

24.1 Construction Phase

The project requires the acquisition of various construction materials, primarily concrete and steel. Quantities will be assessed by project engineering to minimize surpluses. Excess materials will be directed to recovery and recycling centers in the region.

Atmospheric emissions are expected from machinery use, including barges and dredging equipment (fine particulate matter [PM2.5], NOx, GHGs, CO). All machinery will be maintained in good working condition, and the port will ensure that, where possible, equipment operates on electricity, as a power supply is available on land within the work area.

Sediment management is the key issue during construction:

- For Wharf B6 foundations: up to 15,000 m² may be dredged, with an estimated volume of 62,220 m³ of sediments to be removed;
- For the new storage area: estimated dredged area of 65,000 m² and volume of 38,928 m³;
- For approach dredging to allow vessel access to Wharf B6: preliminary estimates indicate 67,580 m² and 272,650 m³ of sediment to be dredged.

Only one sample, taken near Wharf B3 in the western part of the basin, showed concentrations of polycyclic aromatic hydrocarbons (PAHs) exceeding the occasional effects threshold (OET). All other samples showed concentrations below OET for all analyzed parameters. No exceedances of the probable effects level (PEL) or frequent effects level (FEL) were recorded.

For land-based sediment management under the maintenance dredging program, results were compared with soil quality criteria in the Intervention Guide – Soil Protection and Site Rehabilitation. Sediments are not considered contaminated, except for sulphur and PAH concentrations, which fall within Range A-B, not posing significant constraints for land management.

A sediment characterization is currently underway in the planned work areas, with results expected in fall 2025.

No sediment will be discharged into the St. Lawrence River under this project. All dredged material will be managed on land and treated as soil once dewatered. If contaminated sediments are identified during ongoing characterization, they will be sent to an authorized treatment facility.

24.2 Operation Phase

During operation, the presence of Wharf B6 and the storage area will not generate waste per se, as no fixed processing or production equipment will be installed.

However, rainwater runoff will need to be discharged into the St. Lawrence River. Collection sumps will be installed to capture runoff that may contain suspended solids or traces of hydrocarbons from handling equipment.

Cargo handling activities may generate atmospheric emissions (fine particulate matter [PM2.5], NOx, GHGs, CO). Equipment will be maintained in good working condition, and the port will ensure that the majority of equipment operates electrically.

Accidental spills of hazardous substances, mainly petroleum hydrocarbons, may occur on land or in the water from vessels, cargo handling, or road transport. These risks will be managed through the existing emergency response plan at the Port of Bécancour.

Sanitary wastewater and domestic solid waste generated by workers due to increased port activity will be handled via the existing sewer network for treatment. Solid waste will be managed through the existing municipal waste services at the port.

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A

Appendix A
Location of Areas to be Dredged and Study Areas

Project limits

- Projected dredging area
- Aquatic plant bed
- B6 dock footprint
- Flow direction

Sources :

BDTA, 1/250 000, MRN Québec, 2002
SDA, 1/20 000, MRNF Québec, April 2012
Road Network, Adresse Québec réseau+, MERN Québec, June 2020
World Imagery © ESRI
Project data (CIMA+, 2025)

Prepared by: Loïc Fournier-Simon, M.Sc.
Verified by: Maxime Châteauneuf

Société du parc industriel et portuaire de Bécancour
Québec

INITIAL PROJECT DESCRIPTION

MAP 1 - LOCATION OF AREAS TO BE DREDGED

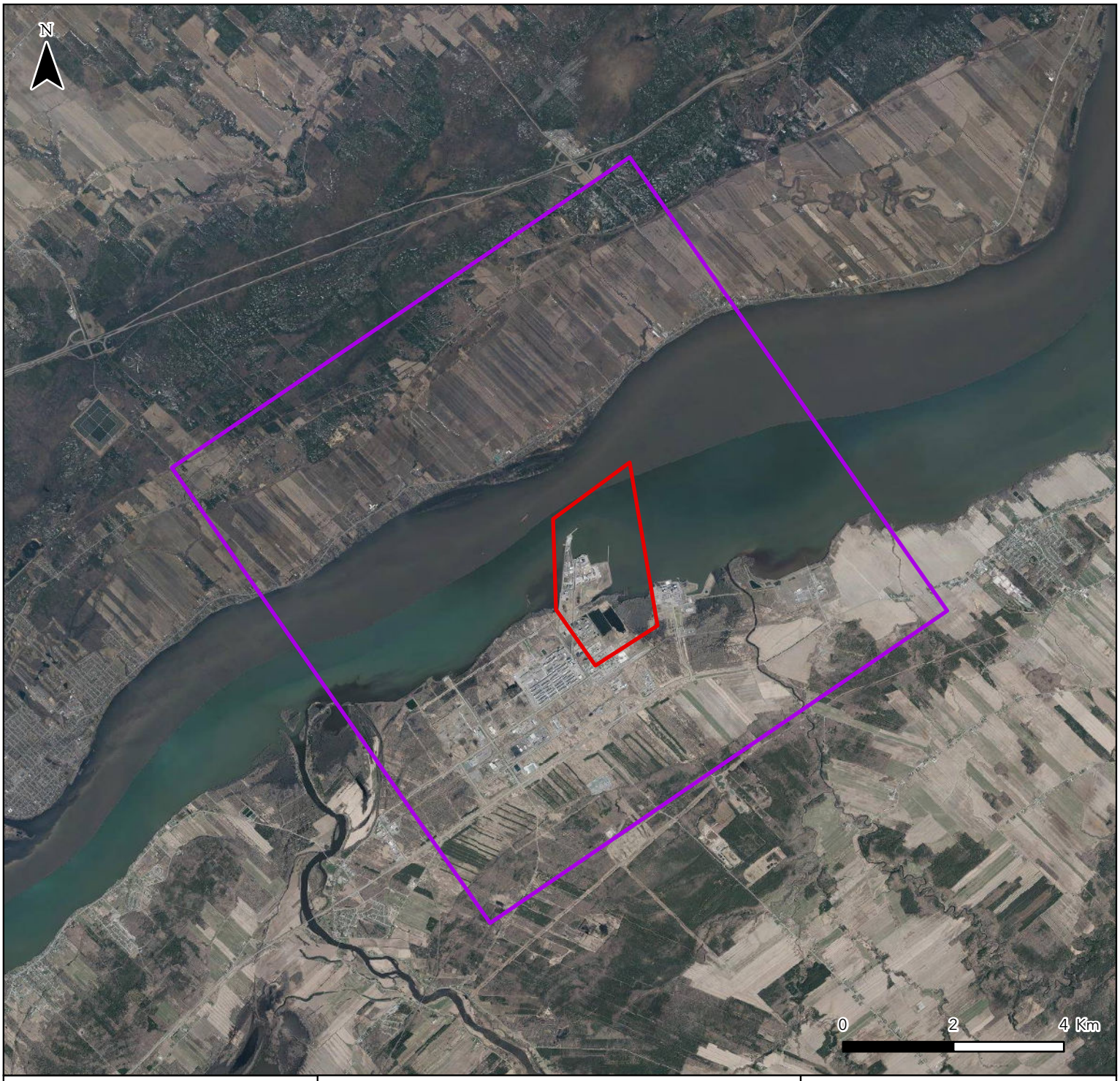
Horizon Bécancour Project by the Bécancour Industrial and Port Park Corporation (SPIPB)
Construction of a new B6 wharf and expansion of the wharf terminal

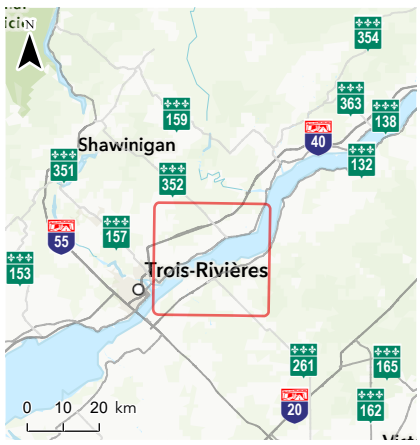
0 25 50 m
MTM, Zone 7, NAD83 (CSRS)

November 2025

Z0022433

CIMA+





Study Areas

Local

Extended

Sources:
BDTA, 1/250 000, MRN Québec, 2002
SDA, 1/20 000, MRNF Québec, April 2012
Road Network, Adresse Québec réseau+, MERN Québec, June 2020
World Topographic Map © ESRI
Imagery Service © Government of Québec

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Québec

INITIAL PROJECT DESCRIPTION

MAP 2 - Local and Regional Study Areas

Horizon Bécancour Project by the Bécancour Industrial and Port park Corporation (SPIPB)
Construction of a new B6 wharf and expansion of the dock terminal

Z0022344

November 7 2025
MTM, Zone 7, NAD83 (CSRS)

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CIMA+

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