

Federal Authority Advice Record (FAAR)**FAAR Response must be submitted by December 13, 2025**

Bécancour Port Terminal Expansion Project – B6 Wharf – Société du parc industriel et portuaire de Bécancour

Registry File: 90011

Department/Agency	Transport Canada
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1. Will your department or agency exercise a **power, perform a duty or function**, or provide **financial assistance**, related to the project to enable it to be carried out in whole or in part?
Yes.

As relevant,

- a) Specify the power, duty or function, or financial assistance, and the likelihood that it will be required to construct the project, based on the Initial Project Description, as either Required, Potential, Likely, Unlikely or Not Required

Response:

- **Likely approval(s) under the Canadian Navigable Waters Act (CNWA)**
- **Funding agreement under the National Trade Corridors Fund (NTCF)**

- b) Describe any associated Indigenous or public consultation, including timelines

Response: Should approval under the CNWA be required, Indigenous consultations may be necessary during the regulatory phase. These consultation processes could be conducted jointly if other departments have jurisdiction over aspects of this project. In addition, a public consultation is required for the issuance of an approval (30 days), and various targeted consultations will also be required.

Furthermore, under the financing agreement, TC must fulfill its consultation obligation. A clause in the financing agreement states that the proponent must cooperate in the consultation process to Canada's satisfaction. No timeline is specified for Indigenous consultations.

- c) Describe any associated information requirements (e.g., alternative means assessment, habitat offsetting), and specify those that may be coordinated with the impact assessment process, if an impact assessment is required

Response: An application for approval is required on Transport Canada's Navigation Protection Program (NPP) external submission site. This application must be accompanied by a schedule, a description of the structures involved, the construction method, and complete plans (profile and plan views) of the structures, a description of the anticipated impacts on navigation, and other information essential to the NPP officer's analysis.

- d) Identify any associated project-specific guidance or issues of which the proponent should be aware, or information the proponent should provide

Response: As mentioned, all applications to the NPP must be accompanied by a description of the structures involved, the construction method, and complete plans (profile view and plan view) of the structures, as well as a description of the anticipated impacts on navigation.

- e) Indicate whether your department or agency has identified any power that it will not be exercising or may not be able to exercise to allow the project to be carried out, in whole or in part.

Response: Funding is conditional on the deadlines specified in the funding agreement.

2. **Using Table 1**, identify project- and context- specific **key issues**, based on the expertise within your mandate¹ and the information in your possession, including the Initial Project Description, any exchanges with the proponent or others related to the project and known means to address the effects of the project. For each key issue:
- a) Specify the key issue (e.g., specific species and location)
 - b) Specify the project component or activity linked to the key issue
 - c) Explain why it's a key issue based on:
 - i. biophysical effect pathway(s) from the specific project component or activity
 - ii. concern unique to the project or a priority within your mandate
 - iii. the issue being material² to decision making under the *Impact Assessment Act*
 - d) Identify how the issue could be resolved, including through means other than an impact assessment
 - e) Identify additional information the proponent could provide including to give confidence on how the issue can be addressed through other means.

Catherine Blanchet, Regional
Environmental Advisor, Transport
Canada

Name and title of Departmental /
Agency Responder

10-13-2025

Date

¹ Refer to the [Memoranda of Understanding with IAAC](#).

² An issue is material to decision making if its analysis is anticipated to affect the conclusions on (1) whether adverse effects within federal jurisdiction or direct and incidental adverse effects (collectively adverse federal effects) are likely not significant, or of low, medium or high significance; (2) appropriate mitigation measures for significant adverse federal effects; or (3) justification in the public interest.

Table 1: Key Issues to inform the impact assessment process

This table should outline key issues to inform the impact assessment process, including whether an impact assessment is required and, if so, the scope of the assessment and tailoring of the Tailored Impact Statement Guidelines.

Key issues are the major concerns directly related to a project component or activity, the analysis of which is anticipated to be material to decision-making under the *Impact Assessment Act*.

Federal authorities' advice should be guided by the identification and resolution of key issues. If an impact assessment is required, it will be focused on key issues.

Comment ID	a) Key issue	b) Project component or activity	c)(i) Biophysical effect pathway(s)	c)(ii) Concern unique to the project or a priority within your mandate	c)(iii) Material to federal decision-making	d) Means for issue resolution	e) Additional information from the proponent
<p><i>Identify comments by organization and comment number.</i></p> <p><i>e.g.: IAAC-01</i></p>	<p><i>Specify the key issue (e.g., specific species and location).</i></p>	<p><i>Identify the project component or activity linked to the key issue.</i></p> <p><i>Be specific about the nature, scale, novelty and complexity or the component or activity.</i></p>	<p><i>Identify the specific biophysical effect pathway between the project component or activity and the affected environmental or human receptor (including Indigenous Peoples).</i></p>	<p><i>Describe why it's a key issue within the mandate of your department or agency, including in terms of priorities of the federal government and in terms of anticipated likelihood, severity or uncertainty of effects.</i></p> <p><i>Identify if the key issue is common for projects of this nature or in this sector, or whether it's unique to this project due to its complexity, size or novelty; a sensitive or rare receiving environment; and/or proximity of sensitive environmental or human receptors (including Indigenous Peoples).</i></p>	<p><i>Describe why the key issue is material to decision-making as either:</i></p> <ul style="list-style-type: none"> • <i>an adverse effect within federal jurisdiction, or a direct or incidental adverse effect, that may be significant based on available evidence including:</i> <ul style="list-style-type: none"> ○ <i>federal experts' knowledge and experience with past project assessments;</i> ○ <i>presence of sensitive species, habitats or human receptors (including Indigenous Peoples);</i> ○ <i>novel or complex project activities, components or technologies;</i> ○ <i>high uncertainties in effects or in the effectiveness of mitigation measures;</i> ○ <i>unknown or unproven mitigation; or</i> • <i>a factor for the justification in the public interest anticipated to be material to decision-making such as a likely positive effect contributing to sustainability, to Canada's environmental obligations or climate change commitments or in supporting governmental priorities, such as reconciliation with Indigenous Peoples.</i> 	<p><i>Describe how the key issue could be resolved or addressed by:</i></p> <ul style="list-style-type: none"> • <i>Any means, including powers, duties, functions, frameworks, policies or guidance that your department or agency has;</i> • <i>Any means, including powers, duties, functions, frameworks, policies or guidance from another jurisdiction, including the province;</i> • <i>Common, proven, well-understood or standard mitigation measures to mitigate the effect or effect pathway(s); or</i> • <i>Commitments made by the proponent (e.g., in the Initial Project Description).</i> 	<p><i>Describe information the proponent can provide, or commitments the proponent can make, in their Response to the Summary of Issues that would provide confidence that the issue can be resolved by existing means.</i></p> <p><i>Consider whether information, studies, analyses or collaborative work with other authorities would be required to address the issue beyond existing means.</i></p>
<p>TC-NPP-01</p>	<p>The Port of Bécancour is already very active in commercial and recreational shipping. Any disruption to shipping requires buoys and</p>	<p>The proposed project consists of: — the construction of an extension to the dock station in the commercial sector;</p>	<p>Any impact on navigation could have detrimental effects on access to the exercise of Indigenous rights,</p>	<p>The construction of an extension to Pier B6. Issues of maneuverability, dredging, and traffic within the harbor during the work and once the work is completed.</p>	<p>Ensure safe navigation.</p>	<p>The NPP will use public and targeted consultations to identify the concerns of key harbor users and issues. The NPP uses analytical tools for navigation and maneuverability within and outside the harbor, as well as risk matrices to</p>	

	<p>notices to mariners in order to minimize the impact. The proposed new structures will have an impact on navigation and will need to be thoroughly analyzed, including with regard to cumulative impacts, navigation safety, key considerations, etc.</p>	<p>— the development of an additional storage area; — a capital dredging to ensure safe maneuvers in the harbor.</p>	<p>particularly fishing activities. The increase in maritime traffic could also have impacts on access to navigation for the exercise of indigenous rights in the sector. The increase in maritime traffic could also have impacts on access to navigation for the exercise of indigenous rights in the study area.</p>			<p>analyze potential impacts. Primarily for commercial traffic and navigation, the NPP uses consultations with the Canadian Coast Guard's aids to navigation to develop the maintenance of safe navigation when approaching and within the harbor.</p>	
TC-MSS-01	Navigation safety	Access to secure facilities for eligible vessels	Risk of accidents and failures / Groundings	<p>According to the Canada Shipping Act of 2001, it is prohibited to take any action that could compromise the safety of the vessel or persons on board. This legal provision applies in all cases and in all locations and to all projects of this nature.</p>	Ensuring safe navigation	Application of legislative tools, standards, and conventions in force.	<p>The developer should implement a survey program (bathymetric monitoring) of its facilities during the operational phase for navigation safety purposes: the frequency and degree of silting in the channel between maintenance dredging operations and the identification of all critical depth areas. Assess the need for buoyage and port navigation aids. Provide the simulation center report. critical depth. Assess the need for buoyage and port navigation aids. Provide the report from the simulation and maritime expertise center. Assess the need for port towing/emergency mooring.</p>
TC-MSS-02	Vessel Safety	Safe mooring, docking, and departure. Vessels at berth Accidents and failures	Risk of accidents and failures	<p>According to the Canada Shipping Act of 2001, it is prohibited to take any action that could compromise the safety of the vessel or persons on board. This legal provision applies in all cases and in all places and to all projects of this nature.</p>	Environmental protection	Application of legislative tools, standards, and conventions in force.	<p>Provide general information on vessels that will use the facilities (maximum dimensions: length, width, and draft, underkeel clearance). Document mooring plans. Assess weather limitations on vessel arrivals, departures, and cargo handling operations. Assess the need for de-icing of facilities.</p>
TC-MSS-03	Pollution prevention	Vessels at dock. Safe cargo handling and storage operations.	Risks of accidents and failures	<p>Canada Shipping Act (2001): Prevention of pollution. This legal provision applies in all respects and in all places</p>	Environmental protection	Application of legislative tools, standards, and conventions in force.	<p>Terminal operations. Document the nature of cargoes to be handled (Could this include liquid bulk hydrocarbons, dangerous</p>

				and to all projects of this nature.			goods, solid bulk goods, hazardous and harmful substances? Excluded cargoes?). Cargo stored on the docks. Oil pipeline at the new B6 dock? Handling equipment on the dock. Ship refueling operations. Risk analysis with or without a ship at the dock. Emergency plan. Preparation and response in the event of spills.
TC-MSS-04	Health and safety at work (Recommendations)		Prevention of accident risks, intervention		Ensuring safe navigation		Recommendations – Rescue equipment on the docks: Ladders and lifebuoys (every 50 meters, not every 60 meters) ³ ; fire hydrants on the dock; international junction connection; dock slope/incline; safe access to ships.
TC-RS-01	Transportation of dangerous goods and rail safety	Increase in rail traffic	Risks of accidents, failure, derailment	In recent years, the communities of Wôlinak and W8banaki have approached CN regarding issues related to: <ul style="list-style-type: none"> • The condition of the railroad bridge pillars; • The speed of trains, which appear to exceed limits in certain areas; • The nature of dangerous goods transported through the community; • The battery supply chain that will be set up and will increase the quantity of dangerous goods transported; • CN's use of herbicides that could endanger Wôlinak's flora and fauna; • Communication difficulties with the railway company. <p>The industrial development of Bécancour has already been identified by W8banaki as a cause for concern, and any further development increases these concerns, particularly in relation to the transport of dangerous goods and rail safety.</p>	Indigenous reconciliation	TC does not involve its railway specialists, but they could make themselves available if needed.	

Please insert additional rows as necessary.