

**BUREAU D'AUDIENCES PUBLIQUES
SUR L'ENVIRONNEMENT**

ÉTAIENT PRÉSENTS: M. QUSSAÏ SAMAK, président
 Mme LUCIE BIGUÉ, commissaire

**AUDIENCE PUBLIQUE
SUR LE PROJET
DE MODERNISATION DES DÉBARCADÈRES
DE LA TRAVERSE D'OKA****DEUXIÈME PARTIE****VOLUME 1**

Séance tenue le 24 avril 2006, 19 h
Centre communautaire Stephen F. Shaar
394, rue Main
Hudson

TABLE DES MATIÈRES

SÉANCE DU 24 AVRIL 2006	1
MOT DU PRÉSIDENT	1
PRÉSENTATION DES MÉMOIRES :	
DOMINIQUE LAUZON	4
JACQUES C. BOURGEOIS	14
SUSAN McARTHUR	24
ALEX CORONADO	31
KATHLEEN CONWAY	42
VILLE D'HUDSON	
ELIZABETH A. CORKER, THOMAS BIRCH, PAUL F. WILKINSON.....	45
MOHAWK COUNCIL OF KANEHSATAKE	
STEVEN L. BONSPILLE, RAYMOND GABRIEL	66
RENÉE ROBERTS.....	71
DAVID MORTON.....	71
LORRAINE D'ARTOIS	75
DIANNE LAHEURTE.....	80
VONNIE ROCHESTER.....	81
JOHN NORMAN ST-AUBIN.....	86
JUNE PENNEY	88
GRAHAM CAMPBELL	93
DROIT DE RECTIFICATION :	
GUY MARCIL, MTQ.....	94

MOT DU PRÉSIDENT

LE PRÉSIDENT :

5 Pour commencer, dans le but d'utiliser le temps, qui est votre temps ce soir, la façon la plus efficace possible, je vais vous poser deux questions rapidement.

Y a-t-il quelqu'un dans la salle qui ne comprend que le français? Qui ne comprend que le français?

10

Y a-t-il quelqu'un dans la salle qui ne comprend pas l'anglais? Anybody who does not understand English? Il faut bien poser la question, quoi!

15

As you have noted, just to dispose of the point, there is no simultaneous translation this evening, because the Commission has decided to engage the participants in the language of their choice. And as a practical issue, the last time when we had the simultaneous translation, very little use of it was made actually.

20

So, I am going to dispose of my introductory remarks in French and I will do so in English so that you would have as much time as possible to share your views with us.

So, I would like to welcome you to the second phase of the public hearings dedicated to the project of modernization of La Traverse Oka.

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My name is Qussaï Samak. I preside over the proceedings of this Commission, assisted by Madame Bigué. Both of us are members of Le Bureau d'Audiences Publiques sur l'Environnement.

30

Just a remainder that as you probably know, the mandate for this Commission was received by the Office on February 9th. We were here with you on the 27th and the 28th of March and we promised you, and promised you, and promised you that we will be back on the 24th. And you were patient enough to withhold your views until today and here we are.

35

The current proceedings are, as you know, taking place under the aegis of the *Règlement sur l'Évaluation et l'Examen des Impacts sur l'Environnement* which governs the public hearings in relation to the environmental impacts of projects according to the *Quebec Environment Quality Act*.

40

Very quickly, I would like to present the rest of the team. At my left is Madame Sylvie Mondor who is an analyst and who assists the Commission in its function in terms of analysis as well as inquiry as need be. We have also another analyst who is not with us today, Madame Bernier-Bourgault.

45 At the back, we have Madame Josée Primeau who is the coordinator for the administrative and organization aspects of the Commission and Madame Catherine Roberge, Communication Advisor, in charge of relations with the media as well as citizens.

50 The logistics of the session of this hearing are taken care of by the ministère des Services Gouvernementaux and we are thankful to Monsieur Daniel Moisan and Monsieur Jean Métivier for their work.

And as you know, everything you say is registered, is recorded and published in transcripts. And we are grateful to Madame Lise Maisonneuve for that work who is with us today.

55 We have been going through the analysis and the examination of the nature of the project and we submitted many questions. Some of them came from you, were left unanswered from the first phase of the hearings, and the answers are coming in.

60 In fact, we have received quite a number of them and they are all available. As soon as we get them, they are published on the Website of BAPE and they are available in the Consultation Centers that you are familiar with by now.

65 This is the second phase which really belongs to you. We are here to listen to your opinions and to your views on the project. And we would like, to the extent possible, that these views and opinions be as fully explained as possible. The entire exercise really converges on that point when the public, the citizens have their say about the project that is under consideration here.

70 So, you are going to apprise the Commission of your opinions and views, whether you have submitted a brief or not, according to an order that has been established, mostly according to the date of reception of your briefs.

75 Needless to say those who have not submitted a brief or chose not to submit a written brief can also express their views exactly in the same fashion. And there is no extra weight or value attached to a written brief as opposed to oral remarks. Both of them are treated equally and they're taken into account exactly the same way.

80 I would also like to tell you that it is safe on your part to assume that what you have submitted to us is already read at least twice, if not thrice, by four or five people. So, you do not have to feel obligated to actually read the entire brief that you might have submitted, particularly if it is lengthy, because we have read these briefs very well. We taken account of the points raised and we plan to explore them further with you through the evening.

The questions that we would be asking you, Madame Bigué and myself, are meant to

85 obtain as much information as possible and to gain as much clarity as possible about your views and about the project.

90 You should not necessarily construe some of the questions as a sign of being favorable in advance or antagonistic in advance to your views. We have an obligation to play the role of *advocatus diaboli* sometimes. We have to take into account the opposite view in order to explore a point as far as we can go.

95 And I need to add as well that we do not add up, we do not keep a tally of how many briefs are in favor and how many briefs are against. That has absolutely nothing to do with it. The Commission may find certain findings that would be in favor even though one brief was in favor or the opposite. So, the number of positions for or against has no bearing as such on the conclusions of the Commission.

100 What has a bearing is obviously the quality of the argument, the evidence submitted and the grounding of the opinions and views expressed.

105 As you have noticed, obviously the organization of the place is different from the first phase. We do not have the proponent of the project. We do not have representatives of public ministries. They are with us in the room obviously, those who chose to come, but it is between you and the Commission now.

110 Just a word, as much as possible, and I have no reason to assume that it would be otherwise, that we would like to keep as much decorum as possible, would like to be as objective as possible and not use any language or insinuation that could be construed as insulting or injurious to anybody.

115 I am taking the liberty of giving examples in light of the last time we were here. If somebody questions the veracity of some things that have been said, there is a way of saying so that is proper. And even more important is to explain why the veracity is in doubt. And I trust everybody will abide by these principles and these rules.

120 As explained in the first phase, there is a right to correct facts, un droit de rectification. That right is available to all participants, as well as representatives of different government agencies, as well as the proponent of the project, Monsieur Desjardins. Anybody who feels or thinks actually, believes that there are certain things that were said that are factually untrue – *factually+ is the key word here – not another way of looking at the same thing, not opinion, factually erroneous statements, if factually erroneous statements are made, the participants who would like to correct that would have to go to register with Madame Roberge.

125 At the end of the session this evening, I will call them to put forward the corrections that they deem appropriate to bring, again in matters of fact and not of a different viewpoint.

130 The only thing left me to say now is that, given the fact that the entire exercise is meant to provide the public with the opportunity to express their views and to participate in the process of decision-making, BAPE is always very interested in how you find, how you judge the way we go about doing our work and how we discharge our responsibility.

135 And to that end, there are forms in the back that would solicit your views on how we have been conducting our work and how the Office has been providing the services it is supposed to provide by law. And we would appreciate it if you took the time to fill these forms.

After every commission, we analyze these forms thoroughly and we take the appropriate measures to improve the quality of either the work or the services we provide. So, I would like to underscore the importance of that. If you have the time to do so, we are grateful for it.

140 That said, and I'm relieved, I haven't taken too much of your time, according to the order established in front of me, I invite Madame Dominique Lauzon to come forward.

Bonsoir, madame Lauzon.

145 **Mme DOMINIQUE LAUZON :**

Bonsoir! Bonsoir monsieur Samak, madame Bigué, madame Mondor. Good evening fellow Hudson Heights. My presentation will be oral and I will make it bilingual. I will say some things in English and in French, but I will not repeat myself.

150 My life changed in the summer of 2001. On a Sunday afternoon, I was at Sanderson Park with my family and friends and, all of a sudden, someone said, *Oh! Did you hear? The new owner of the ferry is thinking about maybe having a road through the Sanderson Park.+ My heart stopped. I could not believe what I was hearing. I said, *There's a mistake, it's not possible.+

155 And since that time, I have lived in constant fear of having my quiet lifestyle, my peaceful life destroyed, and I mean *destroyed+, by a small private, and I repeat, private company.

160 Mr. Desjardins has mentioned quite frequently that he wants to work with the surrounding people, the population surrounding the Oka ferry harmoniously, to please everyone. However, even though he said no project was made as to having a road through Sanderson Park, it was just a recommendation. But when you recommend that a road goes through a park, it automatically means that there's a question of expropriation, not just Sanderson, Chandler Lane equally. And is that working with the surrounding population? I don't think so.

165

170 I'm moving forward now. It was said that that recommendation has not since been removed. However, I have no guaranty that that project will not go forward, because if the project for bateau autopropulsé goes forward, we start with two boats and those two boats, it's the same capacity as the four boats that we actually have. So, it doesn't change the fact there will still be a lot of traffic. And the next thing we know, will there be a request for a third boat? A fourth boat? A fifth boat? Will it ever end?

175 And this is my fear, my fear that I bought a house to live quietly and I don't know as... I've been living in Hudson since 1982. For seventeen years, I never saw any traffic going on Main Road. Never in seventeen years. And now, there is a new owner of a small private company. All of a sudden, there's becoming traffic, traffic, traffic. Where is that all coming from?

180 Then I realize, hey! I say to my sister, *You know what? It's Friday night, there's only two lines opened and two lanes to come out. That is weird. The Légers used to have the four lanes opened when there was traffic.+ Sometimes, we would have three lanes and then it became a three-lane. But still three lanes are not enough.

185 Four lanes, by having four lanes with four boats, there's no problem. Now, there was an accident in July. As cited by Monsieur Desjardins in the transcripts, three boats only, naturally there will be more traffic because there's one less boat. However, if there was no accident, four boats, four lanes, we would not have the same problem.

190 And he's not really for opening a fourth lane. Even in his new project, he only asks three lanes that are on the drawing that we saw. So, what I'm questioning, if you keep having only three lanes, the same problem will occur.

195 Also, by having a lot of traffic, and I'm sure that my neighbors can attest with me, motorists are becoming impatient, because they have to wait. And we had people waiting on Sanderson. We were yelled at, screamed at. We could not get out of our driveway. This is really unnerving and this is scary. We have children on the street. I have animals. Everybody, I think, has a cat or a dog on Sanderson. It is very scary.

200 When the ferry opened some weeks ago, I said, *Oh! Here we go again, another lost summer of quietude.+ What I don't like is, every Saturday morning and Sunday morning, to wake up and having to pull my car at the front of the driveway, because if I don't do that, all day long I'll have cars going in my driveway, the noise. It's just unbearable.

205 And also I do not believe that... I am going back and forth now, because now I have the idea that Mr. Desjardins said, *You know, it is important to have the ferry because of the tourists. People go to the Hudson stores.+ But he said, *Whether we have a ferry or not, people still go to the stores in Hudson. So, if we don't have any ferry, there's no economic loss for Hudson anyway.+

210 And to say that maybe there would be economic loss or it would be maybe detrimental to the commerce of Hudson, for my part I find that very ridiculous.

215 And now, Monsieur Desjardins wants to have new hours from 6 A.M. to 12 A.M. Like my neighbors said in the transcripts, *Gee! That leaves us six hours of quiet sleep.+ Why is that? It's a small private company in a residential area, residential area. That is crucial. Our lives are changed because of one man's point of view that the Oka ferry is necessary for the economic development of the region.

220 It is complementary as stipulated in the transcript. It is not essential. It is complementary. People can take the highway. They can take other roads to go there, but it's quicker to go through the Oka ferry. People who take the ferry don't live on Sanderson. They don't live on Bellevue. And they have no concept of what we are going through.

225 I just hope that this project will not go forward, because our lives, our way of living... There was an advertising a few years ago, *Hudson, a way of life+. I cannot say that anymore, at least where I live. It is totally, totally disrupting. We cannot enjoy our weekends. We cannot enjoy our week nights.

230 And the fact that the more traffic is only for a mere three-month period, why would we want to move forward for a project like this for a busy three months? Mr. Desjardins stipulated, *It starts at St. Jean-Baptiste and it finishes somewhere beginning of September.+ Three months? For a mere three months of more traffic? Does it justify to get new boats? No, because two boats will quickly become three, and four, and God knows when it's going to stop.

235 I just hope that you listen. And I know I'm not alone in my boat, permit me to say that, and that you will listen to what I have to say, because having the direct impact of what is going on, it is not good. Thank you.

THE CHAIRMAN :

240 Thank you very much, Madame Lauzon.

Madame Bigué?

245 I have two, three questions. You started by raising the prospect of a road going through Sanderson Park and you said you have no guaranties. The authority to create roads is not an authority that resides with any citizen. It is a decision that has to be taken by either the municipality, if it's on a territory that belongs to the municipality...

Mrs. DOMINIQUE LAUZON :

250

I understand.

THE CHAIRMAN :

255

... or the Ministry of Transport.

So, Mr. Desjardins or anybody else for that matter could dream as much as they like of a road from point A to point B, ultimately it's a political decision that is taken by the competent political authority.

260

So, who would you like to give you a guaranty exactly that there will be no such road? Because if it is Monsieur Desjardins, he has no competence to do that.

Mrs. DOMINIQUE LAUZON :

265

No. If I may redirect, what I was saying is that Mr. Desjardins wants to work with the surrounding population of the Oka ferry. But by even the mere fact of suggesting, of recommending that a road goes through Sanderson Park defeats the purpose of him saying that he wants to work with the people living in the area of the Oka ferry.

270

THE CHAIRMAN :

Okay, I understand.

275

Mrs. DOMINIQUE LAUZON :

And the only people who could give me a guaranty, I might be mistaken, would be ministère du Transport du Québec.

280

THE CHAIRMAN :

But I don't want to necessarily belabor the point, have you addressed the question to the Ministry of Transport saying whether they can give you a guaranty or not or to the City of Hudson, to the municipality itself, because my understanding is that a road in this area is really within the jurisdiction of the city.

285

Mrs. DOMINIQUE LAUZON :

290

Well, from what I read, it is up to the Ministry of Transport of Quebec. Maybe Mayor Corker can confirm that, but I do believe that the City of Hudson does not have any jurisdiction

as to whether a Quebec road is passed through a park.

We know the purpose of the Sanderson Park will be for the sewage treatment, but...

295 **THE CHAIRMAN :**

I will invite you, if you so choose – I'm not suggesting that you should do that – but if you so choose, you might want to address that question regarding that point to the Commission and we will be happy to find the right authority to provide an answer as to eventually a hypothetical road on that stretch of land would be the responsibility of which level of government. We can do that.

300

I have a couple of other questions.

Mrs. DOMINIQUE LAUZON :

305

Yes.

THE CHAIRMAN :

310

You mentioned traffic weekends, heavy traffic weekends.

Mrs. DOMINIQUE LAUZON :

315

Yes.

THE CHAIRMAN :

It has been raised that there is a market as well during the summer, Finnigan's market here...

320

Mrs. DOMINIQUE LAUZON :

Yes.

325 **THE CHAIRMAN :**

... and that it engenders, one would assume, its own volume of traffic, let's say. I cannot qualify whether it's heavy or not. Is it of a similar order in terms of its disruptive nature? Is it different? And if so, why?

330

Mrs. DOMINIQUE LAUZON :

I cannot even compare, okay?

335 **THE CHAIRMAN :**

Yes.

Mrs. DOMINIQUE LAUZON :

340

People going to Finnigan's market, because it is closer to Rigaud, most probably would take the road 342 and come down Cameron and then go on the Main Road, which is totally the opposite way of the ferry.

345 **THE CHAIRMAN :**

Fine.

Mrs. DOMINIQUE LAUZON :

350

Maybe some people taking the ferry are going to the Finnigan's market, but the traffic is made because there are only three lanes maximum that are opened. And people going to the Finnigan's market would be coming from Oka to Hudson.

355

The problem that we have is not that. It's from Hudson to Oka where the build-up is made. And when you have an S.Q. officer starting to direct traffic, even though he was not supposed to, there was an agreement, and I have to go and stand in the middle of the road, *Mr. Officer, do you see? Do you see the ferry? How many lanes is it possible to have?+ *Yeah, I understand your point of view, I totally agree with you.+ And this is an S.Q. officer that tells me that.

360

THE CHAIRMAN :

Are you saying that prior, under the previous owner...

365 **Mrs. DOMINIQUE LAUZON :**

There was never, never, never in seventeen years...

THE CHAIRMAN :

370

There was no spillover of traffic, only...

Mrs. DOMINIQUE LAUZON :

375 I have never seen that in seventeen years.

THE CHAIRMAN :

380 I understand. Does that mean that you specifically remember that there were more than two lanes?

Mrs. DOMINIQUE LAUZON :

385 When there was... like the Saturday and Sunday, there were four lines opened.

THE CHAIRMAN :

Okay.

390 **Mrs. DOMINIQUE LAUZON :**

395 There were four lanes opened and one lane to go back. There was never any... in seventeen years. So, like I said, since Mr. Desjardins took ownership of the ferry, the problems have started to appear.

THE CHAIRMAN :

In your view, is that through the agency of Mr. Desjardins, or a coincidence, or what?

400 **Mrs. DOMINIQUE LAUZON :**

Is it a what? I'm sorry, I didn't...

THE CHAIRMAN :

405 Is it through the way the business is managed are you saying that or is it coincidence?

Mrs. DOMINIQUE LAUZON :

410 Am I permitted to answer that? Yes?

THE CHAIRMAN :

415 I would like your views now.

Mrs. DOMINIQUE LAUZON :

Yes, absolutely.

420 **THE CHAIRMAN :**

Your view is that it's the...

425 **Mrs. DOMINIQUE LAUZON :**

Exactly.

THE CHAIRMAN :

430 ... it's the way that it's managed...

Mrs. DOMINIQUE LAUZON :

Yes.

435

THE CHAIRMAN :

... that is creating the backlog?

440 **Mrs. DOMINIQUE LAUZON :**

You know, last summer, I went with my neighbor to see Monsieur Desjardins, because we've had enough of being yelled at by people, by motorists waiting. And when I mentioned, and it's in the transcripts, that, *Why don't you open a fourth lane?+ I never got any answer. And he says, *You know what? Maybe we should close the ferry.+ I said, *That would be such a good idea, because I am fed up with the traffic.+

445

THE CHAIRMAN :

450 He did provide an answer in the first phase of the hearings.

Mrs. DOMINIQUE LAUZON :

Yes, but the thing is like he's not really keen. He said, *It could be a temporary solution in having four lanes.+ He has a huge land, he could have three more lanes.

455

THE CHAIRMAN :

Okay.

460 **Mrs. DOMINIQUE LAUZON :**

However, when we see the maquette of the new plan, we see nice trees and all that, who needs that?

465 **THE CHAIRMAN :**

One last question.

470 **Mrs. DOMINIQUE LAUZON :**

Yes.

THE CHAIRMAN :

475 You apprehend the scenario where there would be... now there are two boats. You said, *Tomorrow it would be three, four+, et caetera. You're aware of the fact that there is an agreement, that is signed between Traverse Oka, the City of Hudson and the City of Oka, whereby any increasing capacity, the addition of any new boats would be subject to the approval of all parties. You're aware of that?

480 **Mrs. DOMINIQUE LAUZON :**

Yes, I'm aware of that. However...

485 **THE CHAIRMAN :**

Do you attach any importance to this agreement?

490 **Mrs. DOMINIQUE LAUZON :**

No.

THE CHAIRMAN :

495 Why?

Mrs. DOMINIQUE LAUZON :

500 Why? Because if the Ministry of Transport of Canada decides, *Okay, now we are still risking another accident or something, we need to increase the number of autopropulseurs. We want to be careful, we need to increase it, because...+ still, we still have a traffic problem. It's

the future. If we start that, we don't know where the future will end with this. If we don't start it, we know it won't go further.

505 **THE CHAIRMAN :**

Suppose Monsieur Desjardins decides to forego the modernization project and to keep the business as it has been grandfathered by Transport Canada as is...

510 **Mrs. DOMINIQUE LAUZON :**

Yes.

THE CHAIRMAN :

515

... and takes his chances with CSST accidents and even the possibility of a boat driving between the launch and the barge, et caetera, how would that improve the conditions... would that be different for you, from your standpoint?

520 **Mrs. DOMINIQUE LAUZON :**

You know...

THE CHAIRMAN :

525

Suppose the project did not exist in other words...

Mrs. DOMINIQUE LAUZON :

530

I would be very happy.

THE CHAIRMAN :

... and the service is continuing as it is...

535

Mrs. DOMINIQUE LAUZON :

Yes.

540 **THE CHAIRMAN :**

... how would that change the pattern of the traffic that you're complaining about?

Mrs. DOMINIQUE LAUZON :

545

The only thing I would request is to have four lanes opened to go from Hudson to Oka, the way it used to be all the time. Like we go back six years when there was no problem, it would be as it was six years ago.

THE CHAIRMAN :

550

Good. Merci beaucoup, madame Lauzon.

Mme DOMINIQUE LAUZON :

555

Merci.

LE PRÉSIDENT :

560

Merci. Alors, j'appelle maintenant monsieur Jacques Bourgeois. I understand, Mr. Bourgeois, that your presentation will be a little bit longer. We have taken full account of it. So...

Mr. JACQUES C. BOURGEOIS :

565

Thank you. While the equipment is warming up, I would like to make a small introduction. I'm a resident of Como and I live about a kilometer from the ferry, at the west side of the ferry. And my motive for presenting here is really a motive similar to Madame Lauzon's, in that I wish to preserve the very fundamental reason for having moved here some twenty-three, twenty-four years ago.

570

I do want to thank the BAPE and its staff. I thought your database is extremely well-organized and if it wasn't for the way you've organized that database and provided access, I don't think I could have done the work that I did.

575

In addition, I thought your process is, you know, thought out, very detailed and hopefully, in the end, I hope it makes a difference.

580

I want to emphasize personally that I'm not necessarily against a ferry per se, but I do want to emphasize that I am strongly against the proposed plan as it exists and its repercussions that have all but been ignored.

585

I'm concerned about the lack of the total picture, la vue d'ensemble, which you have mentioned in your past briefings, which is very important. I think that is lacking sorely.

I am concerned about a series of individual decisions that have been taken

independently and not with that vue d'ensemble, starting with the dredging, and then docks, and then ferries, so it's little bits and pieces, leading us to unwarranted and unwanted impacts in our cherished community through incrementalism.

590 In my presentation, there is nothing at all whatsoever that's personal re: the promoter. I in fact want to thank the promoter for his patience in this process. I'm sure he has found this process arduous and labor-intensive and, I'm sure, painful. So, I do want to thank him for that. But he's been around since 1999, I've never met him. So, there's nothing personal whatsoever.

595 So, having said that, my presentation covers six broad areas and I won't necessarily go into all the details, but it is available on the BAPE...

THE CHAIRMAN :

600 You have to stay close to the mike for madame Maisonneuve. Good.

Mr. JACQUES C. BOURGEOIS :

605 So, I will talk about the six areas, the visibility and the intrusiveness of the ferry, the muddied waters caused by bottoming ferry and the props being close to the bottom, misleading and/or false claims regarding several dimensions that you see in front of you. When he mentions that there is no financial assistance, that he doesn't foresee any budget overruns, that it will be economically beneficial to Hudson...

610 **LE PRÉSIDENT :**

615 Monsieur Bourgeois, je ne fais pas ça à la légère, mais là vous êtes en train d'attribuer à monsieur Desjardins certaines intentions, et caetera, et caetera. Vous avez le loisir de dire tout ce que vous avez à dire sans mettre en question l'intégrité ou le... à moins que vous ayez des preuves. Ça, c'est autre chose.

Je vous invite tout simplement à transmettre la même idée, si vous voulez, mais en propos qui ne soient pas jugés injurieux, parce que nous en sommes responsables.

620 **Mr. JACQUES C. BOURGEOIS :**

Yeah. The outline that you have in front of you is the outline of the facts that are to follow substantiating some of these statements.

625 Another one is the ferry is an essential link and the dredging was for solely safety reasons. And another point that I'll make is that substantiating that there are more and/or bigger ferries coming.

630 Another point that I want to raise is incrementalism. It's a theory of small steps, little small steps leading us to unforeseen and unwanted results. There's an author, professor at the University of Waterloo, who called that *creative destruction+.

635 And I'll finish with some conclusions that I have drawn and some recommendations to be considered.

So, let's start with the technical specs on the ferry. You've seen this slide before, 36 meters long, 10.6 meters wide, goes about 10 knots, that's a bit below 20 miles an hour.

640 I'm a visual type of guy but, you know, those measurements didn't mean too much to me. I didn't really understand them. So, I want to put it in perspective.

645 So, I started with the drawing that Mrs. Lauzon referred to and there are two ferries here. I believe, as far as I can tell, if you look really closely, there are two ferries hidden behind the trees. I've said, *Well, okay. Is that reasonable? What would it really look like?+ So, I said, *What sort of benchmark might exist?+

650 So, you take the ferries, the proposed ferries, and you look at the length, 118 feet, the width, 35 feet, the height, 30, not including the antenna, and I said, *What if we compared to a diesel locomotive?+ A diesel locomotive, this is a reference from the CPR, is 65 feet length, 10 1/2 feet wide, okay? A height of 15 1/2 feet.

655 Now, what does that mean? So, it's an interesting benchmark. It means two locomotives high, just think of that picture, three wide and a bit short of two long. So, it's easy to hide Waldo, but how do you hide Godzilla?

660 So, the real Waldo if you put in perspective... and this is all to scale by the way. If you compare it to his house, his current house, its current house is about 25 feet high, plus or minus a foot, okay? The ferry is 30 and 128 feet. So, to scale, that's what it is. Remember that first picture I showed you? That's the real ferry.

665 Now, if you take a step back and you look at the broader picture, and you put his house in perspective there, and you trace it to the water's edge, and the cement haulage ramp at 4.9 degrees, his property is 132.8 meters long and the haulage ramp is calculated to come to close to behind his house. This is all factual data from his drawings.

You could actually store three ferries end to end. And guess what, if you remove the cabanon that's there where they collect the money, the cash, and you remove the garage on the other side, and you remove the lanes, including the new lanes, the width of the new lanes, you actually have more than 100 feet, more than 100 feet available.

670

What that means is that you could – you could, I'm not saying he will – but you could add another three ferries side by side and still have room.

THE CHAIRMAN :

675

You could add another three...?

Mr. JACQUES C. BOURGEOIS :

680

Three ferries.

THE CHAIRMAN :

Ferries, yes.

685

Mr. JACQUES C. BOURGEOIS :

So, six in total, okay? With the space available. So, that's Waldo.

690

Now, the ferry. If you remember the spec, the ferry has a draft of 1.6 meter. The bottom was dredged at 18.7 meters according to the drawings. I'm just reading what's on the drawings and it's all referenced there. The 33-year low which, in fact, wasn't that long ago, the 33-year low was at 21.25 meters. So, if we got that same low, that would give a depth of 2.55 meters. And with a draft of 1.6, that's less than a meter available.

695

Now, that's no waves. You know, a lot of you own boats and when there are waves, a boat tilts on one side. I know my boats bottomed a few times because of waves. So, it assumes a calm lake and it assumes no global warming impact.

700

In one of the previous statements in a previous BAPE hearing, they talked about decreasing water levels because of global warming. So, it doesn't account for that either. And this was in 2001.

705

And then you've got the big props. I didn't draw in the props, but you can imagine props disturbing the bottom, muddied waters constantly. And that's at the low. It comes very close to that often.

710

And that's not accounting for a sediment fill rate of 3 to 5 centimeters per year. That was in the Genivar report, it was also in the Town of Hudson report. So, it fills at 3 to 5, at 4 centimeters per year. So, in a period of, say, only ten years, you'd only have 22 inches, not even. And again that's with the good conditions, with a calm lake and no global warming.

715 The promoter states that he's not received any assistance for infrastructure. Let's define
*infrastructure+. Infrastructure for any businessman is any long-term cost amortized over a long
period of time, ten, twenty years for instance. And he suggested that he had not received any
assistance for infrastructure costs, so concrete base for boat storage, the paving, for wider
waiting queues, dredging, docks, loading ramps and new ferries.

720 And I have the statements there, you can all read them, but basically:

Actuellement, on ne bénéficie d'aucune subvention d'opération au niveau des infrastructures.

725 So, no subventions there. Further emphasized in question period when he was asked,
*You know, is any of this coming from our pockets?+ *No, no, it's all from mine.+ And so, you
know, it's 100% from his pockets.

730 In fact, there is an agreement between the promoter and the province in 2000 where he
got access to \$40,000. And that was Pierre-André Dugas, director at the MTQ. And it was further
substantiated in terms of having made the payment by the minister himself a year later saying, you
know, he was very happy to support the project to the tune of \$40,000.

735 But aside from that \$40,000, the dredging was subsidized not by the promoter, but by the
taxpayers. So, that's \$2M or just a bit below, \$1.9M something.

And not only that, the promoter has acknowledged that he expects more funding, and that
17 of 21 projects have been funded, and he fully expects to get his project funded for the docks
and the ferries. So, he expects more. So, he's up front. I mean there's no denying that.

740 The promoter states that the capital costs are \$8M at the very maximum. Ceiling on the
budget, the question was asked, *Est-ce que c'est un budget plafond?+... no, it was asked
*What is the budget?+ *C'est un budget plafond 8M\$.+ Ceiling. It includes all unforeseen
expenses possible, imaginable.

745 The infrastructure costs are estimated at \$2M and that's total.

750 In fact, we look at the dredging costs. Here is a short history on how not to manage costs.
In 1984, the costs were \$125,000 for the dredging then. Okay, fine, that's an old benchmark,
forget it. But in 2001, the Ministry assessed the dredging at \$350,000, that it would cost that.
That was in 2001. And guess what's happened since. That CAGR is a compound annual growth
rate of over 50%. I wish my stock was doing that well.

And so the final costs, and I don't think it's final until it's final, until the big lady sings, but
it's close to \$2M today according to government records. Not only that, the costs could exceed

755 what's even planned.

There is a report written by a naval architect that worked for NavTech that was submitted by the promoter to BAPE. And the cost for each boat... now, I know the boats change over time, but doesn't get better, each boat was estimated to cost \$1.4M, not \$1M, \$1.4M, so 40% greater.

760

And that cost estimate did not include potential variances due to labor costs which the expert thought it might be as much as 25% or, in project admin., 15% to 25%.

And the total also excludes shipping, insurance, warranties and any trials on the boat.
765 *Oh! You want to try your boat? Well, that's going to cost you+ or us.

And these estimates were for 15 vehicles, not the stated 18. And that's in 2001, not 2006. Have you ever seen costs go down over time?

770 The promoter believes that it will be economically beneficial to Hudson. In fact, there is no evidence that's been presented to that item. And so there is no support for it, except for him to stand up and say it.

775 The droits acquis that he has does not include the type of growth that we're talking about, in the expansion that we're talking about. And I don't think that the Town would support it. And why would we, the taxpayers, want to pay for increased municipal taxes if we had to do anything to our roads, I mean not even a new road, but just other road work because of increased traffic? Do we want our municipal taxes to go up because of a private enterprise.

780 The increase in capital costs and more infrastructure for roadways, as I mentioned, potential provincial downloads, because MTQ has mentioned about Hudson having potential benefits, relatively more potential benefits, because more of the traffic came from Hudson. Is that true? Well, it was a 1993 study. I think the profile of the users has changed somewhat in the last thirteen years. It certainly hasn't come from the growth of the Town of Hudson, that's for sure.

785

So, taking a step back and I come back to the point that Madame Lauzon made, you know, has anyone ever thought to ask, *Does Hudson really want this?+ Has anyone talked to the neighbors and say, *How can we work together?+

790 The promoter suggests that his service is an essential link to the provincial roadway:

Un maillon du réseau routier, un service essentiel aux usagers.

795 So, a key link, an essential service, also reiterated in fact... earlier stated in a document submitted by the promoter:

Un service essentiel au développement économique et touristique régional.

And:

800

Faisant partie intégrante.

Well, what are the facts? In fact, it was clearly positioned as a nonessential service, of little importance. How do I say that? The people in front of us, Madame Bigué and Monsieur le

805

*Quelle est l'importance si la traverse arrête demain matin? Quel est son statut dans le réseau routier?+ *Elle n'a aucun statut.+ On n'aurait pas de réaction.*

810

versus le ministère. So, I mean that's the MTQ saying, *It's not important.+

Monsieur le Président says, *Just to be clear, maybe BAPE wasn't clear enough, to be more clear:

815

Le service en question est essentiel dans le contexte du réseau routier régional, qu'il est un maillon essentiel?

MTQ:

820

Ce n'est pas considéré comme un maillon essentiel.

So, how can you have, you know, a more clearly stated statement than that to a clear question? And the letter to the promoter, again that's a letter dating back to 2001, even at that time, they were saying the impact on the overall traffic by adding capacity here would not be of any

825

importance. So, the other issue, the dredging is for safety reasons. The promoter was earlier quoted in the Hudson Gazette and, in fact, made amply clear afterwards, but there were no accidents to speak of. In fact, the MTQ changed their wording from accidents to incidents as if to decrease the

830

Le nombre d'accidents, je ne peux pas vous le dire actuellement. Par contre, il y a eu une augmentation d'incidents. Des morts, il n'y en a pas eu, mais on a eu une augmentation des incidents.

835

So, if they compared with other modes of transport, the stats are no different. And Mr. Drewet, Councillor for the Town, made a point of saying they didn't have on record any record of, you know, safety issues and that the record was impeccable for the last 100 years.

840 Compared to the 1984 dredging, the 2005 dredging was 50% wider on average, 2 1/2 times longer and there was a request to dredge four times the sediment. Why might one ask? In fact, the dredging is planned to accommodate more traffic and bigger, and bigger, and more ferries.

845 Stating that the ferry capacity is 160 vehicles is true, but it's a bit misleading to say that that is the current capacity. I mean, yes, there is an agreement with the Town, but Mr. the President has reiterated several times that it's a political decision. So, let's be clear here that it could be overturned at any point in time with political pressures at the provincial level.

850 Oh! I should go back there. I just want to underline here, these were quotes from the promoter in that, when asked how he would deal with more traffic by the increasing of capacity of transport of the ferries, so Mr. Desjardins replied, *Yes, exactly, by increasing capacity of the ferries.+

855 And so, Monsieur le Président, again with a lot of insight:

Donc, d'avoir des barges à plus grande capacité en soi-même.

860 Yes, bigger barges. *Entre autres+, that's another interesting word. So, other things, he's not excluding other things.

865 So, they require for more ferries. This is data that was submitted by the promoter. And this is typical, they call it *a Sunday in July+ which is peak traffic and you have to plan for peak traffic. In any transportation issue, that's what you plan around. We do it in the telecom area, we plan around peak traffic to make sure everyone has a reasonable service.

870 So, when you look at peak traffic, it's clear that today we've exceeded it. And it's also clear that by two years from now, we will... at the latest, we're exceeding it now, in two years, we'll be pushing for another ferry on top of that. That's with 3% growth.

875 Now, the engineers for some reason, I don't know why, it's not explained in the report, the engineers said that the growth had been 5.4% annual growth in the past. Since 1993, every year 5.4%. Now, for some reason, they say, *It won't be 5.4%. Our hypothesis is 3%.+ Why? I don't know.

 But let's assume that it keeps going the way it has since 1993 to 2003, so last ten years, it keeps going, well the picture is even worse as you see on the right. Your left, my right. At 5% growth, we'll need an additional ferry two or three years earlier.

880 **THE CHAIRMAN :**

Mr. Bourgeois, we would like to ask you questions.

885 **Mr. JACQUES C. BOURGEOIS :**

Yes, okay.

THE CHAIRMAN :

890 So, we can probably cover as much territory through the exchange. So, if we could...

Mr. JACQUES C. BOURGEOIS :

895 Okay. This is the theory of incrementalism that was brought up by Dr. Mitchell. I just summarize it here so you have an idea. I'm not going to get into it, but basically it's taking small steps leading you to an unwanted result.

900 And how could you apply this to this case? Is this relevant? And if you apply to this case, you look at the previous ten years, ten, twelve years and you project that, following that same growth of 5.4%, you get that red curve. And the 3% is what the engineers said might happen, or could happen, or it's just a number they threw out with no rationale.

905 So, using this different approach in the other graphs, you get the increase in the traffic and you also get the ferry requirements, requirements for more ferries again. But the interesting revealing factor is what's on the left in that to 2006 to this year, we're talking about nearly doubling. To 2013, at the same low rate of 3%, you're talking more than doubling, 128% growth.

910 And if it keeps growing the way it had for the past ten years at 5.4%, which is not big, I mean 5.4, then you would nearly triple by then. That's incrementalism. Then you wake up one day and you say, *My God! How did we get there?+ That's how you get there.

So, incrementalism leading to creative destruction, we never signed up for in this current form. The Town, I've never heard that it's planning for it and we don't want it.

915 What have we learned? Boats will be inconspicuous and hidden from site? No, impossible to hide those boats. You saw it. The traffic forecast actually suggest adding to the fleet and the promoter himself suggested that, you know, it's in the plans to accommodate the increased capacity. There's certainly a perspective there that says, *It's not my problem. You deal with the road issues and the traffic issue.+

920 The funding today does come only from his own pockets? No, it's not the case.

925 There is no way imaginable that the cost will be exceeded? Well, we've seen that that is the case.

The ferry is an essential link? No, the MTQ was very categorical in that respect.

930 The ferry is a key link in the roadway? No, the Town has provided in fact factual data to that issue and that it's not the case. And the MTQ corroborated that position as well.

Dredging is for safety issues? It's obvious it's to accommodate more traffic and more ferries.

935 Conclusions drawn. Research and analysis, I find, as a past researcher, incomplete, biased and nonexistent in some cases. For instance, the impact on the neighborhood and quality of life is not there. The impact of the extended hours of operations, it's not there. How could you make these recommendations and not consider that?

940 Communications. Several statements were made, claims made that are misleading or just simply wrong. The consultations with the Town and especially the close neighborhood have been extremely limited, if nil. The communication has not been... I would not qualify as honest and opened and sorely lacking for sure. It's been more of trying to negotiate the best terms rather than opening a frank conversation.

945 The impact on the visual, very little attention paid. I won't dwell on that, because you've seen ample there.

950 Other conclusions drawn. The traffic is meant to increase significantly. So, really it means more ferries, bigger ferries, increased frequency, all sorts of options that he has suggested that he's opened to entre autres. Remember the words *entre autres+.

955 The modernization project had been going on for more than six years. Now, incrementally they've all been little projects, right? But it's been called a modernization project back in 2000. We have a letter dating back to 2000 that makes reference to the project as modernization, not dredging, not ferries, the whole big picture. So, he's been opened about it. He's told us or told the government that this is about, you know, not modernization in the sense, you know, what I've been talking about, increasing volume, you know.

960 So, my last point there. The promoter has got a good business. Come on, let's face it. He's got a monopoly, guaranteed revenues every year, little overhead, especially with public funding, a cash business, and that should be good enough.

Recommendations to consider. The BAPE should seek more objective information, at least in the following areas: the traffic impact, the sociocultural and heritage impact on Hudson

965 as a whole and the immediate neighborhood.

LE PRÉSIDENT :

970 Monsieur Bourgeois, pour ne pas enlever le temps, j'ai dix personnes qui ont à prendre la parole aussi.

M. JACQUES C. BOURGEOIS :

975 Okay. Think of using smaller ferries, limiting the number of boat storage, maybe offsite storage. Why does it have to be onsite? And a serious analysis of potential, even relocating the ferry. Restrict the daily traffic. Ensure preventive measures to do so.

980 There are two slides left. So, address public safety issue, I have not heard how they would deal with police, fire and ambulance on a Sunday in July with traffic backed up. That's a serious, serious issue. That's not been dealt with.

Examine the impact on quality of life on the immediate neighborhood, and Madame Lauzon has gone through that.

985 So, this is what we signed up for.

THE CHAIRMAN :

990 I thought I asked explicitly for us to refrain from that the last time. I didn't think it appropriate to repeat the request, but apparently I have to.

Please refrain from expressing approval or disapproval. I have to be stricter for this, because we are responsible for these proceedings and we are held accountable for what happens in it.

995 Merci. On tiendra compte de toute l'information que vous avez fournie. On n'aura pas le temps, malheureusement, d'aborder plus de questions. Voilà, merci.

1000 I invite Miss McArthur. We have made an exemption for Monsieur Bourgeois to address the public but, in principle, people should address the Commission. So, by all means, go ahead.

Mrs. SUSAN McARTHUR :

1005 Okay.

THE CHAIRMAN :

Thank you.

1010 **Mrs. SUSAN McARTHUR :**

I'm Susan McArthur. I grew up in Hudson. For many years I've lived in this community and currently have a house not far from the ferry.

1015 I'm not exactly sure how to work this. Will it move properly along? Do I have to press a button for it to move?

1020 I would just like to tell you a little bit about why myself... and I'm actually representing my family which are two young boys and my husband who also enjoy the river. I think the expansion of the ferry is a bad idea.

1025 First of all, let's talk about what the ferry actually is today. It is a unique three-season tourist attraction. It connects two sides of the picturesque Lake of Two Mountains, Hudson and Como. It has higher weekend and holiday traffic that we have patiently put up with because of the quaint aspect of the ferry which is in fact part of our history in the Town of Hudson.

Let's talk about what the Hudson ferry is not. It is not – I repeat *not+ – a critical thoroughfare for the respective communities in the region.

1030 It is not – and I repeat *not+ – a major conduit for traffic to and from the Laurentians. That is not what the ferry is intended for.

And it is not a driver for economic development in the region. This is not what the Hudson ferry is meant for.

1035 And finally in my opinion, having taken the ferry many times with my two precious sons and my husband, it is not a danger to passengers taking the ferry. I would never in a million years subject my family to any safety risks associated with taking the ferry.

1040 The existing ferry setup in our opinion is well suited to the twenty-first century. It minimizes the impact on the shallow approach in the Hudson bay. It respects the recreational traffic on the lake and it is reasonably friendly to the environment because of the very shallow nature of the barges.

1045 It is profitable, I assume. And if it's not, perhaps we should think about that. It is profitable and currently unregulated. Mr. Desjardins, the promoter, can charge what he would like for his service between the two shores.

1050 It is grandfathered. It has a special role and right. Within the Town of Hudson, it's grandfathered as a decades-old commercial operation working in a residential neighborhood. He has residential neighbors who live very close by and it would not otherwise be allowed to operate if it did not have this droit acquis.

1055 The ferry currently as it exists can be scaled back, it can be reduced in its traffic, but it cannot be scaled beyond its current four boat/barge pairs. The Town of Hudson, and the infrastructure, and the existing setup in the bay will simply not support an expanded operation.

And finally the ferry has an excellent safety record over a long period of time.

1060 The expansion proposal roughly will cost with the docks, the barges and the boats \$12M in taxpayers money to supply and build the infrastructure for the two large ferries.

1065 I think Monsieur Bourgeois has clearly outlined the size and the impact of these ferries on the existing surroundings.

There is a proposal to build a very large concrete pier projecting into the bay, potentially affecting the adjacent streams with risks of regular silting and habitat destruction.

1070 I might point out that we have often, in discussion about this project, been talking about the visual impact of the ferries, expansion and modernization from the road. I would like you to think for a minute what it would look like from the lake. And I think that's a very important aspect to consider when we're looking at this project, because very many boaters spend a lot of time out on the lake and enjoy the beautiful lakeside.

1075 The boats will be faster, and they will have a deeper draft, and they will produce considerable wave action – and I want you to remember this when you see a picture later on of my son – considerable wave action affecting the shoreline and recreational boaters.

1080 And the greater traffic volume up and down the roads will obviously impact the roads and the ferry service ramps as more and more cars and trucks will use the ferry service.

1085 I would just like to point out as well, one of the complications on this file and one of the frustrations that many of us have had in assessing the impact is that there's a jurisdictional quagmire. This project touches municipal jurisdiction, provincial jurisdiction and federal jurisdiction. And it touches upon many different departments within each of these jurisdictions.

1090 I have spent quite a bit of time asking and getting access to information from the various departments and you can see, for example, between Fisheries and Oceans Canada, MTQ Quebec, Environment Canada and Environment Quebec that there has been a lot of discord between the jurisdictions that are overseeing this project. And I would just like to point that out.

People have not been consistently in agreement on this file.

1095

In our view, if it's not broken, don't fix it! The current landing footprint is a gravel ramp hugging the shore and proposed pier in Hudson is a massive concrete monolith projecting into the river.

1100

The existing channel requires light dredging every ten years. And I wouldn't characterize the dredging that was just completed as light. The new operations will require heavy dredging given the deeper draft vessels and pier-related silting.

The bay by the Willow Inn is a diverse delicate shallow marine environment and the new pier and large scale ferry activity will have a negative impact on this ecosystem.

1105

The current boats and barges are similar in scale to other craft on the lake. The proposed new vessels are huge – what was it, Jacques? – two diesels long and three diesels wide, and they will dwarf most of the other recreational craft on the lake.

1110

The current traffic situation, I would say, is not bearable in Hudson at certain given points in time, given what I've heard from the other residents on Sanderson and Bellevue. But the potential capacity increase will bring untold congestion, noise, pollution and danger to the nearby intersections.

1115

The current operation is profitable to the owner and is not subsidized by the government other than as outlined by Jacques with the dredging and the monies for the study that was funded originally back in 2000. And the new boats and piers will be funded extensively by the taxpayer.

1120

I would just like to appeal to you, Monsieur Samak and Madame Bigué, to your common sense. We have received a lot of technical data on this file. We spent a lot of time, and energy, and efforts surfacing the facts. And I think it really is important – I understand you've been staying at the Willow Inn – so you understand the lay of the land, the nature of the bay and, you know, what we have here in the Town of Hudson which I think is extremely special.

1125

I think it is unfortunate and would be a big mistake for us to introduce this element into the community which really does not fit, doesn't fit with the bay, doesn't fit with the residents. It doesn't fit with the environment.

1130

And you'll notice my son is holding up a sturgeon which, I will say, he released back into the bay. He spends many, many hours in this bay fishing. There are a plethora of wildlife, turtles, fish, birds, flora, fauna. You name it, it's in that bay. And it is an immense enjoyment to Jamie and his younger brother.

And I think that his modernization of the ferry, which will be two diesels long and three diesels wide, will significantly impact their ability to enjoy that bay. And there are a number of

other people as well that enjoy that bay.

1135

So, I appeal to your common sense. This does not fit. It is a square pig in a round hole. We spend an enormous amount of money and time and effort exploring it and I think it's time for us to just recommend that it's stopped.

1140

And I'm not against having the ferry in this town, I think it's been, you know, a wonderful aspect to the historical nature of the community. I think the traffic is a problem. A simple solution is to have electronic signs posted on the highway where the green signs are to indicate to drivers what the wait time is so that they are not coming down into town and having to wait on the side of the road. This would not be a huge investment. And if we're going to spend money on a project like this, to me that would be money very worthwhile spent.

1145

So, I appeal to your common sense. I thank you for your time and effort and I strongly recommend that we don't proceed with this project.

1150

THE CHAIRMAN :

Thank you, Mrs. McArthur. Now, Mrs. McArthur, we have a couple of questions for you.

1155

You are introducing a new element into the discussion. You're suggesting that the scale of the project as proposed is way out of line with the rest of the environment in terms of its nature, its vocation and so on.

Mrs. SUSAN McARTHUR :

1160

Yes.

THE CHAIRMAN :

1165

Beyond the visual aspect as such of the barges and so on, you're suggesting that the dimensions of the project do not fit simply in this environment?

Mrs. SUSAN McARTHUR :

1170

Yes.

THE CHAIRMAN :

1175

I see. What should one – and by *one+, I mean a citizen – what should one do with what Transport Canada said in terms of the safety of the current service?

Mrs. SUSAN McARTHUR :

1180 Well, my feeling on the Transport Canada issue quite frankly is if the boats aren't safe, then I don't understand why they have been operating for the last six years. So, in my view, safety is binary: it's either safe or it's not safe. And if it's not safe, it shouldn't be operating.

So, I would prefer if Transport Canada decides that these barges and boats are not being operated safely, that the ferry be shut down. I think that would be the appropriate action.

1185 **THE CHAIRMAN :**

1190 And again a citizen, what should one do with the increasing trend of accidents from the standpoint of occupational safety and health? The way the service is right now, docking is... it's bucolic, it's very interesting, but there is a registry that consigns all the accidents that have been reported to the Health and Safety Ward of this province and it's quite long. So...

Mrs. SUSAN McARTHUR :

1195 Is it? How long is it? You tell me.

THE CHAIRMAN :

It's available. I mean we...

1200 **Mrs. SUSAN McARTHUR :**

Yes, I have got the number. I know how long it is. You tell me how long you think that list is.

1205 **THE CHAIRMAN :**

Do you think it's insignificant then?

Mrs. SUSAN McARTHUR :

1210 It is insignificant.

THE CHAIRMAN :

1215 Certainly you can draw that conclusion.

Mrs. SUSAN McARTHUR :

1220 In the last seven years, there have been four minor incidents reported. In seven years,
four minor incidents reported to Coast Guard Canada. I made the request of the information, they
gave me the files.

THE CHAIRMAN :

1225 We're talking about navigational incidents and we're also talking about health and safety
accidents, injury to the staff while at work. Do you talk about both things?

Mrs. SUSAN McARTHUR :

1230 No. I'm talking about...

THE CHAIRMAN :

1235 Okay.

Mrs. SUSAN McARTHUR :

... navigational incidents...

1240 **THE CHAIRMAN :**

Right.

Mrs. SUSAN McARTHUR :

1245 ... that have been reported to the Coast Guard.

THE CHAIRMAN :

1250 Right, yes. But I was also referring to work-related injury.

Mrs. SUSAN McARTHUR :

1255 Well, I think that my assessment, I'm not an expert in safety issues, but I would say that if
there has been a dramatic increase in the number of health and safety incidents under a different
operator than the prior operator, perhaps you need to look at the way the enterprise is being
operated.

I don't think it relates to the equipment. There may be an issue of training. There may be

1260 an issue of investment in the existing equipment. There are many things that can impact on the health and safety of people working in an enterprise. I don't think you can blame it on the barge-pulled ferry system.

THE CHAIRMAN :

1265

Thank you very much and thank you for the effort you put into the work. And by the same token, I would like to thank Monsieur Bourgeois for his effort as well. And we expect to receive copies of your PowerPoint presentations.

1270 **Mrs. SUSAN McARTHUR :**

I think you have them. I have some copies in the back.

THE CHAIRMAN :

1275

Good.

Mme SUSAN McARTHUR :

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Merci beaucoup. Merci.

THE CHAIRMAN :

I mean an electronic copy as well. Good, thank you.

1285

Mr. Alex Coronado please.

M. ALEX CORONADO :

1290

Bonsoir.

LE PRÉSIDENT :

Bonsoir, monsieur Coronado.

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M. ALEX CORONADO :

1300 Merci pour l'opportunité que vous m'offrez ce soir d'exprimer mon point de vue. En écoutant mes concitoyens, je m'aperçois qu'ils ont parlé des mêmes points. Ils ont eu des présentations. La mienne est plus simple. Donc, je vais faire une brève lecture.

Mais je suis très étonné de voir que trois individus ont les mêmes problèmes ou les

mêmes concerns que moi, et on ne s'est jamais consultés. C'est ce qui est assez intéressant.

1305 (L'INTERVENANT FAIT LECTURE DE SON MÉMOIRE)

Début de la phrase à la page 1: *Depuis mon arrivée [...]

Fin de la phrase à la page 1: [...] le caractère de cette zone.+

1310 Donc, à titre d'exemple, lors des périodes de pointe qui, finalement, ne sont pas si nombreuses que ça et lorsqu'il fait très chaud, l'air devient irrespirable dû à la pollution causée par les véhicules dont le moteur est continuellement en marche. Ça, on l'a vu à maintes reprises.

1315 Non seulement l'air est vicié et irrespirable, mais aussi nous vivons la pollution du bruit causé par les fameux clients de la traverse avec leur motocyclettes, dont les propriétaires se font une fierté de faire crier leurs âmes.

1320 Alors, je m'explique. Le bruit est infernal lorsqu'ils font démarrer leur véhicule. Donc, ça, c'est un autre problème qu'on voit souvent.

Aussi par les rangées des véhicules stationnés sur nos terrains avec le volume de leur radio à des décibels insupportables, sans oublier aussi les vibrations causées par des véhicules lourds semblables à des tremblements de terre.

1325 Ah! Aussi, j'ai oublié les clients sans civisme qui se départissent de leurs déchets sur nos terrains comme si ces derniers étaient des dépotoirs. Donc, à tous les lundis, il faut nettoyer, parce que c'est infecte.

(L'INTERVENANT FAIT LECTURE DE SON MÉMOIRE)

1330

Début de la phrase à la page 1: *Oui, je m'intéresse [...]

Fin de la phrase à la page 2: [...] secourir qui de droit.+

1335 Le représentant du ministère du Transport a signifié que l'an dernier, dû à un incident, une des barges avait été enlevée de ce service ce qui finalement, selon le promoteur, a eu des répercussions sur les opérations de la traverse causant ainsi des embouteillages sur nos rues.

1340 Je fais noter à l'audience que le représentant du ministère du Transport et le promoteur ont été incapables de démontrer qu'il y avait autant d'accidents avant l'acquisition comme après l'acquisition. Ce document, je ne l'ai pas vu dans le site Internet du BAPE, chose que j'avais demandée à la dernière audience.

(L'INTERVENANT POURSUIT LA LECTURE DE SON MÉMOIRE)

1345 **Début de la phrase à la page 2: *Je m'intéresse à ce projet car si les barges [...]**

Vous avez une question?

1350 **Mme LUCIE BIGUÉ, commissaire :**

Oui. Le BD19, c'est le document de monsieur Plamondon sur les accidents. Vous ne l'avez pas vu?

1355 **M. ALEX CORONADO :**

Non, je ne l'ai pas vu.

Mme LUCIE BIGUÉ, commissaire :

1360 Il est sur le site.

M. ALEX CORONADO :

Je ne l'ai pas vu. Je l'ai cherché, je ne l'ai pas vu.

1365

Mme LUCIE BIGUÉ, commissaire :

Alors, je vais vous l'indiquer tout à l'heure.

1370 **M. ALEX CORONADO :**

D'accord. Alors, ce projet devrait-il être autorisé et pourquoi?

1375 Non, ce projet ne doit pas être autorisé, car les impacts négatifs sont trop importants sur la population et sur l'environnement. Je me répète sommairement.

1380 Donc, j'arrive à si j'ai des suggestions. Oui, j'ai deux suggestions à ce projet. La première, ça serait de modifier les barges actuelles lui permettant de garder son caractère historique tout en assurant une sécurité raisonnable de ses passagers ou tout simplement la fermeture pure et simple.

LE PRÉSIDENT :

D'accord.

1385

M. ALEX CORONADO :

Merci.

1390 **LE PRÉSIDENT :**

Merci, monsieur Coronado, de votre contribution à la discussion et à l'information que vous avez mise à la disposition de la Commission. Madame Bigué a des questions pour vous.

1395 **Mme LUCIE BIGUÉ, commissaire :**

Vous avez soulevé le point de la sécurité, vos enfants et tout ça, la quiétude des lieux. Est-ce que vous avez des données sur les accidents qui ont eu lieu à...

1400 **M. ALEX CORONADO :**

Je n'ai pas des données. Je sais que la Ville, à un moment donné, a demandé à faire un survey. En fait, il y a deux choses qui se relient. Et de un, sur Bellevue, le trafic, les gens vont trop vite dans une zone de 40 kms/h.

1405

Mme LUCIE BIGUÉ, commissaire :

Est-ce qu'il y a eu des accidents, des relevés de la Ville?

1410 **M. ALEX CORONADO :**

Ah! Il n'y en a pas eu.

Mme LUCIE BIGUÉ, commissaire :

1415

Des constats?

M. ALEX CORONADO :

1420 Il y a eu un constat, je pense, à l'égard que les gens allaient trop vite. De ce fait, l'année dernière, ils ont mis des...

LE PRÉSIDENT :

1425

Des arrêts?

M. ALEX CORONADO :

... bumps.

1430 **LE PRÉSIDENT :**

Ah! Des bumps? Des dos d'âne.

1435 **M. ALEX CORONADO :**

C'est ça, pour éviter justement que les véhicules aillent trop vite. De toute évidence, les véhicules venant de Oka démarrent à une grande vitesse évidemment par l'exaspération d'avoir attendu si longtemps. Donc, aussitôt qu'ils sortent, ils partent à vive allure.

1440 Heureusement, on n'a pas vu d'accident ou des mortalités dus à cet effet mais, effectivement, il a fallu que la Ville intervienne et qu'elle fasse des changements.

Mme LUCIE BIGUÉ, commissaire :

1445 Des dos d'âne, est-ce qu'ils en ont mis à plusieurs endroits?

M. ALEX CORONADO :

Il y en a deux.

1450

Mme LUCIE BIGUÉ, commissaire :

Où?

1455 **M. ALEX CORONADO :**

Plus un arrêt sur Bellevue.

Mme LUCIE BIGUÉ, commissaire :

1460

Sur Bellevue?

M. ALEX CORONADO :

1465

Oui.

Mme LUCIE BIGUÉ, commissaire :

1470 Et vous avez parlé de la dévaluation des propriétés. Est-ce que vous avez des chiffres à l'appui?

M. ALEX CORONADO :

1475 Je n'en ai pas, mais tout en sachant qu'on s'est fait expropriés dû à un projet de telle
envergure, sachant que l'immobilier descend de prix surtout quand on sait qu'il va avoir du trafic, il
va avoir de la pollution, on ne peut pas sortir de chez nous, que si une maison prend feu, les
services d'urgence ne pourront jamais se rendre, donc, oui, effectivement.

Mme LUCIE BIGUÉ, commissaire :

1480 Vous anticipez, c'est ça?

M. ALEX CORONADO :

1485 J'anticipe.

Mme LUCIE BIGUÉ, commissaire :

1490 Vous n'avez pas de données non plus sur le paysage?

M. ALEX CORONADO :

Ah! J'aimerais ça. Non.

1495 **Mme LUCIE BIGUÉ, commissaire :**

C'est parce que vous soulevez beaucoup de questions.

M. ALEX CORONADO :

1500 C'est parce que ce sont des choses que je vis à tous les jours.

LE PRÉSIDENT :

1505 Oui.

M. ALEX CORONADO :

Donc, non, je n'ai pas le temps. Je n'ai pas eu le temps de...

1510

LE PRÉSIDENT :

Vous n'êtes pas tenu non plus d'avoir des...

1515 **M. ALEX CORONADO :**

Pardon?

1520 **LE PRÉSIDENT :**

Vous n'êtes pas tenu non plus d'avoir des données.

M. ALEX CORONADO :

1525 Non, mais j'aurais bien voulu. Sauf que ce sont des choses que je vis à tous les jours, pas seulement moi, mais tous les citoyens de la rue Sanderson et Bellevue et ceux de Main aussi.

Mme LUCIE BIGUÉ, commissaire :

1530 Merci beaucoup.

M. ALEX CORONADO :

Je vous en prie.

1535

LE PRÉSIDENT :

J'ai deux questions pour vous encore. Vous avez dressé un tableau de problèmes. Et en vous écoutant, je me faisais un devoir mental de dire: *Pourquoi tel problème? En quoi tel problème est tributaire du projet, du projet de modernisation+ et caetera, et caetera.

1540

La plupart des problèmes que vous avez décrits concernant le trafic, le débordement, et caetera, sont des problèmes propres à l'existence même du service. Donc, ce ne sont pas nécessairement des problèmes tributaires du projet strictement parlant qui est proposé.

1545

Donc, si vous avez des problèmes, ce sont des problèmes avec le service en soi, n'est-ce pas?

1550 **M. ALEX CORONADO :**

Effectivement, c'est ça.

LE PRÉSIDENT :

1555 D'accord.

M. ALEX CORONADO :

1560 Sauf que je me suis tenu à respecter le promoteur et je ne veux pas ou je ne voudrais pas
dire des choses que je n'ai pas envie de dire. C'est-à-dire que, oui, effectivement tous les
problèmes que je vis sont tributaires à la gestion, à la façon dont il opère. Donc...

LE PRÉSIDENT :

1565 Mais ce n'est pas le projet de modernisation en soi.

M. ALEX CORONADO :

1570 Bien, c'est parce que j'anticipe aussi. C'est-à-dire que quand monsieur Bourgeois parlait
de trois locomotives, plus deux locomotives...

LE PRÉSIDENT :

1575 Oui.

M. ALEX CORONADO :

... écoutez, ça, c'est devant chez moi.

1580 **LE PRÉSIDENT :**

Donc, l'impact visuel vous concerne.

M. ALEX CORONADO :

1585 L'impact visuel.

LE PRÉSIDENT :

1590 D'accord.

M. ALEX CORONADO :

1595 La pollution, elle est là. C'est-à-dire que quand je vais avoir les gros bateaux partir avec
cette grosse fumée de diesel, la fumée de diesel vient chez moi.

LE PRÉSIDENT :

Des moteurs des bateaux?

1600

M. ALEX CORONADO :

Des bateaux.

1605

LE PRÉSIDENT :

D'accord. Parce que vous estimez qu'il va avoir plus de gaz d'échappement, plus de capacité motrice?

1610

M. ALEX CORONADO :

Absolument, et plus souvent.

LE PRÉSIDENT :

1615

D'accord.

M. ALEX CORONADO :

1620

Et plus souvent. Donc, j'appréhende ces choses-là.

LE PRÉSIDENT :

D'accord.

1625

M. ALEX CORONADO :

Déjà là, les problèmes actuels que je vois ont été créés fictivement afin de promouvoir un projet qui n'a pas lieu.

1630

LE PRÉSIDENT :

Ça, c'est autre chose.

1635

M. ALEX CORONADO :

Ça, c'est mon opinion très personnelle.

LE PRÉSIDENT :

1640

D'accord, très bien.

M. ALEX CORONADO :

1645 C'est ce que je ne voulais pas dire.

LE PRÉSIDENT :

1650 D'accord. Puisque vous l'avez dit, je veux juste m'assurer qu'on a bien compris votre hypothèse. En clair, c'est que l'aggravation des conditions, vous pensez, exercerait une influence favorable au projet? C'est ça que vous dites?

M. ALEX CORONADO :

1655 Ce n'est pas favorable au projet, bien au contraire. C'est-à-dire, déjà les problèmes que je vis...

LE PRÉSIDENT :

1660 Oui.

M. ALEX CORONADO :

1665 ... sont, à mon avis très humble, provoqués pour faire augmenter...

LE PRÉSIDENT :

C'est ce que j'ai dit.

1670 **M. ALEX CORONADO :**

... un service qui n'est pas essentiel. C'est-à-dire qu'on moussé quelque chose qui n'est pas existant.

1675 **LE PRÉSIDENT :**

D'accord.

M. ALEX CORONADO :

1680 Donc, ça, c'est seulement pour le bénéfice d'une personne. C'est-à-dire qu'une personne va bénéficier des retombées économiques, tandis qu'une trentaine de familles alentour vont souffrir des conséquences de la pollution des véhicules.

1685 Comme là, monsieur Bourgeois, il a fait mention: aujourd'hui, il a besoin de deux

bateaux. En sept ans d'ici là, il va en avoir besoin de six si on continue à avoir la projection.

LE PRÉSIDENT :

1690 Mais là, je vais vous poser la même question que j'ai posée à madame Lauzon. Il y a une entente tripartite signée entre la Ville de Hudson, la Ville d'Oka et Traverse Oka qui conditionne l'ajout de bateaux supplémentaire à l'accord de toutes les parties signataires qui ont signé l'entente. Ça ne vous rassure pas?

1695 **M. ALEX CORONADO :**

Non, pas vraiment.

LE PRÉSIDENT :

1700 Pourquoi?

M. ALEX CORONADO :

1705 Premièrement, dans les affaires, qui empêche monsieur Desjardins de vendre son entreprise à X, Y, Z et X, Y, Z n'est pas tenu par cette entente? Premièrement.

LE PRÉSIDENT :

1710 D'accord, d'accord, je vois.

M. ALEX CORONADO :

1715 Deuxièmement, si le gouvernement, comme madame Lauzon l'a dit, décide du jour au lendemain que c'est essentiel de mettre deux, quatre, six, huit nouveaux bateaux, ils vont le faire, qu'il y ait entente ou pas.

LE PRÉSIDENT :

1720 En fait, je vous pose la question, parce que je n'ai jamais pensé à ça personnellement. Connaissez-vous des circonstances ou d'autres exemples où le gouvernement a décidé d'imposer l'expansion de services appartenant à un intérêt privé tout simplement? Ça prendrait un acte du gouvernement...

1725 **M. ALEX CORONADO :**

Bien, écoutez. On va remonter à une trentaine d'années en arrière, on pense juste à l'aéroport de Mirabel.

1730 **LE PRÉSIDENT :**

Ah! Ça, autre époque, autres moeurs, autres missions.

1735 **M. ALEX CORONADO :**

Voilà, mais écoutez...

LE PRÉSIDENT :

1740 Très bien.

M. ALEX CORONADO :

... ça perdure, hein?

1745

LE PRÉSIDENT :

D'accord. Merci beaucoup, monsieur Coronado.

1750 **M. ALEX CORONADO :**

Mais je vous en prie.

LE PRÉSIDENT :

1755

J'invite madame Kathleen Conway. Et soyez patients, on va avoir une pause après.

Mrs. KATHLEEN CONWAY :

1760 There's only three pages.

THE CHAIRMAN :

Good evening, Mrs. Conway.

1765

Mrs. KATHLEEN CONWAY :

Good evening.

1770 (THE PARTICIPANT READS HER BRIEF)

Page 1, sentence starting: *I, Kathleen Conway [...]

Page 1, sentence ending: [...] near the shoreline.+

1775 Would I be permitted to add something that was told to me after?

THE CHAIRMAN :

Absolutely.

1780

Mrs. KATHLEEN CONWAY :

1785 A fellow member of the environment comity informed me a few days after I had submitted my brief that there are studies showing that birds migrate according to rivers and that is becoming increasingly clear that the brighter the lights along the river areas, the more disruptive it is to the migration of birds. So, I would like to add that in.

(THE PARTICIPANT READS HER BRIEF)

1790 **Page 1, the sentence starting: *I hesitate to even [...]**

Page 3, the sentence ending: [...] Kathleen Conway.+

THE CHAIRMAN :

1795 Thank you, Mrs. Conway, for your contribution. Madame Bigué has a question.

Mrs. LUCIE BIGUÉ, Commissioner :

1800 You mention a reservation system. Can you name some of those systems where you travel with a...

Mrs. KATHLEEN CONWAY :

1805 It was mostly between Connecticut and Long Island.

Mrs. LUCIE BIGUÉ, Commissioner :

Okay.

1810 **Mrs. KATHLEEN CONWAY :**

St. John's, New Brunswick has one too.

Mrs. LUCIE BIGUÉ, Commissioner :

1815

Also?

Mrs. KATHLEEN CONWAY :

1820

Yes. And that was before e-mail. I would have to phone down, reserve and be present at that time in order to have passage.

Mrs. LUCIE BIGUÉ, Commissioner :

1825

Thank you.

THE CHAIRMAN :

1830

One last question. All the other aspects, the visual impact, et caetera, et caetera, are proper to the modernization project itself. The traffic isn't.

And there are indications that the trend, the upward trend of traffic is the result of many other factors. So, with or without the project, the trend in traffic is likely to continue.

1835

Mrs. KATHLEEN CONWAY :

That's why I say why do it if you're not going to solve that problem.

THE CHAIRMAN :

1840

And if you want to go further and speculate on ways of solving that problem, do you have any ideas about it?

Mrs. KATHLEEN CONWAY :

1845

The only thing I could come up with was the reservation system.

THE CHAIRMAN :

1850

Yes.

Mrs. KATHLEEN CONWAY :

1855

But as others have said, we never had this problem in the past. It's only in recent years that this has happened.

THE CHAIRMAN :

Thank you very much, Mrs. Conway.

1860

We will take a fifteen minutes break and resume with the rest of the evening.

SUSPENSION OF THE HEARING

1865

CONTINUATION OF THE HEARING

THE CHAIRMAN :

1870

We will continue and I would like to invite the City of Hudson, Madam Mayor. Mrs. Corker, good evening.

Mrs. ELIZABETH A. CORKER :

1875

Good evening. Bonsoir, monsieur le président, madame la commissaire.

À ma gauche, c'est un de mes conseillers, monsieur Birch, à ma droite, monsieur Paul Wilkinson, un consultant que nous avons engagé. Alors, nous commençons.

1880

The Proponent Traverse d'Oka seeks permission to build new docks for his proposed larger self-propelled ferries in a shallow bay and store and service them on its property during the winter months in order to accommodate a growing clientele, which originates largely from outside Hudson, with extended hours and months of operation.

1885

His business operation has become an annoyance to some of his neighbors, a frequent disruption to their lives and a growing concern to the municipality, because the local roads cannot handle the volume of seasonal traffic that the ferry attracts.

1890

It is our opinion that the cumulative impacts that will result from many elements of the proposed modernization over time, both onshore and offshore, will permanently erode the residential character of the neighborhood, adversely affect the quality of life of the local residents and irreversibly alter the architectural landscape of Main Road.

1895

The majority of users of the ferry come from outside of our town. They generally gain access to the ferry on the Hudson side primarily from Highway 342, down Bellevue, to Main Road.

1900 The Proponent states that 41% use the ferry to get to work and 55% use it to save time and to avoid traffic, but he does not provide any current data to illustrate what percentage of current users are Hudson residents.

1905 In 1993, according to the MTQ, 20% of the ferry users were from Hudson. Since then, there has been substantial growth in the region, most notably in the neighboring towns of Vaudreuil-Dorion and St. Lazarre where the rate of growth is several times that of Hudson.

Between 1994 and 2005, Vaudreuil-Dorion's population grew by 25% as compared to a 4% increase in Hudson. St. Lazarre's population rose by 48% over the same time frame.

1910 Since the Proponent purchased the ferry in 1999, Vaudreuil-Dorion has issued fourteen times more building permits than Hudson, 2,444 to the end of 2005 compared to 178 for Hudson. St. Lazarre has issued nine times the number of building permits than Hudson over the same time period.

1915 In light of these statistical trends, it is reasonable to assume that the percentage of Hudson users has declined significantly since 1993 and will likely continue to do so.

1920 Au cours des quelques dernières années, une telle entreprise commerciale, opérant dans un secteur résidentiel, a créé un impact de plus en plus négatif à cause du surplus de circulation incontrôlée qui déverse sur nos rues résidentielles.

1925 À certains moments, la pollution par le bruit provenant des artères de transport congestionnées, telles les rues Main, Bellevue et Sanderson, est considérable et quelques fois intolérable.

Aux périodes de pointe, les rues sont fréquemment embouteillées, occasionnant une nuisance pour les résidents durant les mois d'été, rendant la circulation difficile pour les véhicules d'urgence.

1930 Durant les mois d'été, ces voitures en attente laissent leur moteur tourner au ralenti, ce qui occasionne de la pollution par l'air et par le bruit au détriment des résidents. Dans ces faits, le promoteur se sert des routes publiques pour le stationnement alors qu'il n'en a aucunement le droit.

1935 Le MTQ et la Traverse Oka insistent que la responsabilité de maintenir son réseau routier relève de la Ville soit par des améliorations ou la création de nouvelles rues. Le MTQ n'offre aucune subvention aux municipalités pour celles-ci.

1940 La Ville a considéré l'élargissement de ses rues locales dans le but de pouvoir ajouter des voies d'accès près de l'entrée de la traverse. Toutefois, nous ne pouvons désigner du

terrain supplémentaire pour des lignes d'attente sur la rue Main, en direction de l'ouest ou en direction de l'est, ainsi que sur Bellevue, sans avoir à exproprier du terrain des propriétaires fonciers parce que les titres de ces rues sont limités aux surfaces de rues actuelles.

1945 Un problème supplémentaire qu'occasionne l'expropriation est la proximité de la rue de quelques-unes des résidences concernées, ce qui créerait une illégalité puisque leur marge de recul avant irait à l'encontre de nos règlements actuels.

1950 The proponent has suggested the Town consider a new access road from Highway 342 down Montée Manson which is within the Town of Hudson, across expropriated actively farmed agricultural land through the areas only municipal park and playground across Main Road to access the ferry, all at the local taxpayers expense.

1955 It should be noted that this new road would be approximately 2.8 kilometers long. The Town of Hudson is not obliged to create a new road to accommodate the interest of a private enterprise that only operates six to seven months of the year nor is it our responsibility to provide parking or queuing for the ferry's business. Moreover, this new road still would not solve the problem of where these vehicles are going to be staged while waiting for the ferry.

1960 In 2006, the Town of Hudson will collect \$7,019.43 in municipal taxes and \$1,236.43 in business tax for a grand total of \$8,255.86 in revenues from Traverse d'Oka. On the other hand, Traverse d'Oka gross revenues, and this is using the current capacity of 160,000 vehicles at \$8 a vehicle which is the new rate posted on the Internet for 2006, the gross revenues will likely exceed \$1.28M in 2006 using his current rope-towed barge system.

1965 The anticipated cost estimates to expropriate the farmland, construct a 2.8-kilometer road, pave it, relocate the playground across the ferry would be in the millions of dollars, which my colleague will shortly illustrate to you. And to what end? This new road would serve only to divert the flow of traffic from one road onto another. Cars and trucks would likely still line up on the new road to take the ferry at certain times of the day and at certain times of the week.

1970 Why should the taxpayers of Hudson finance a road, that is not needed at any other time of the year, to accommodate the interest of a private enterprise which contributes little to the town coffers?

1975 Mr. Birch?

Mr. THOMAS BIRCH :

1980 As member of the Town Finance Committee as well as the Capital Infrastructure Planning Committee and a businessman, I was trying to figure out why any individual would look at modernizing a ferry if there's no finance or economic gain.

1985 So, I attempted to work through the current traffic statistics provided and the Genivar studies to find out that there's roughly 166,000 cars that used the service in 2004. There's roughly 200 working days a year which means that there's an average of 830 cars a day. So, that's currently the status quo.

1990 With the current status quo, on every weekend in the summer, we have major traffic jams causing personal security issues which causes fire access issues, which causes ambulance access issues, as well as police passage issues.

1995 So, in terms of the mathematics, he currently has four ferries a day of ten cars per ferry. Each ferry can make four trips an hour. So, the actual capacity is 160 vehicles per hour, fifteen hours a day and he probably has the theoretical capacity utilization of 60% of that. So, today is status quo, he can get roughly 1,440 cars per day using his ferry.

2000 But with the new ferry service, you will have two high speed ferries and each ferry will actually have a capacity of 21 to 24 cars. Each ferry currently is 120 feet long, average car is 15 feet in length. So, technically he can get three rows of eight cars. So, for conservative reasons, I said 21 cars per ferry.

2005 Based on maths once again, this ferry has his max speed of 10 knots, which is roughly 18 1/2 kilometers per hour, which means that he can make six ferry crossings per hour, which means that the real capacity per hour is 252 cars. At fifteen hours per day, his increased capacity is at 2,268 cars.

2010 Everyone is concerned that even though there's a maximum entente of two new ferries, that is more than likely that a third ferry will be required based on all the traffic statistics and the population growth and charts that Jacques Bourgeois showed. But if there is a demand, there is a need. If there is a need, there is an opportunity. If there is an opportunity to somehow get the MTQ to override the entente, we can easily think seriously of five ferries a day and having a capacity roughly 5,600 cars a day.

2015 So, the issue is modernizations actually disguise expansion. Modernization actually means 1.6 times today's traffic can be put through his revised ferry service. If traffic comes, there will be a need to remove the traffic from the current location which means that there will be a need for three more boats. That's increasing the capacity utilization up to 3.9 times today's traffic.

2020 So, increased traffic causes more pollution, more noise, more disruptions. So, what can we do? So, we have a problem. How do we resolve the problem?

In the short term, we have looked at expanding car parking lanes on Bellevue which costs minimum \$500,000 to put in the lane.

2025

Have to build car parking lanes on Main road going east and going west, another \$500,000 per lane.

2030

Installation of traffic lights to time the traffic flow patterns and expropriation of lands for the lanes.

So, in the short-term perspective, we're probably looking at \$2.2M worth of capital infrastructure costs.

2035

It's hard for us to stomach when we're looking at a private enterprise that essentially is focusing on growing their own business within a droit acquis where the Town of Hudson would have to subsidize the \$2.2M just to keep his ferry service in business.

2040

Long term, if the traffic deems it necessary, we'll have to have our major road coming down from Highway 342, just a quick estimate, roughly \$4M. Expropriation of farmland, another \$500,000, potential expropriation of houses along Sanderson, \$1.5M, and widening of Sanderson, to the total cost to us over the near term is \$2.2M and potentially growing to \$8.7M.

2045

So, from a business perspective, a capitalistic perspective, why should the Town of Hudson subsidize a private commercial activity to the tune of \$2.2M to \$8.7M.

2050

That might not seem like a big number to you, people, but from the Town of Hudson's perspective, every million dollars with a capital infrastructure cost will mean that our taxes go up 1% forever. So, in this case, to support a private business, our taxes could go up 8.7% forever to put the profits in the profits of a private commercial activity.

Mrs. ELIZABETH A. CORKER :

2055

Thank you, John.

L'intégrité du Plan d'urbanisme municipal, ça, c'est notre règlement 320, et le règlement concernant le contrôle architectural numéro 406 doivent être préservés et respectés. De plus, notre plan d'urbanisme déclare que:

2060

Les qualités visuelles de la ville lui sont assurées par une localisation en bordure du lac [...] le tout fait de Hudson un milieu de vie fort attrayant.

2065

La croissance de la municipalité s'est légèrement accélérée et nous devons assurer un développement harmonieux de celle-ci en respectant ses caractéristiques uniques et son environnement naturel.

Ceci porte à dire qu'il y a un nombre de magnifiques vues panoramiques qui contribuent

au charme de la Ville de Hudson, incluant le haut des talus et la rive.

2070 *La plupart de ces vues, que l'on peut observer aujourd'hui, se font de la rue Main, incluant la Traverse.*

Le règlement municipal concernant le contrôle architectural s'applique à tous les terrains de la municipalité.

2075 L'article 4.1 du règlement 406 requiert que:

2080 *L'implantation et l'architecture de n'importe quel nouveau bâtiment [...] devrait respecter le caractère privé des propriétés avoisinantes et l'on devrait apporter une certaine attention au maintien des vues existantes.*

L'article 2.1 déclare que:

2085 *Le traitement architectural de tout nouveau bâtiment ou la modification structurale [...] devrait respecter le caractère de l'environnement bâti. Les items tels que la grandeur, la hauteur, la largeur, le volume [...] doivent être pris en considération afin d'atteindre cet objectif général.*

2090 La hauteur de la résidence située sur la propriété de la Traverse est de 25.98 pieds lorsque mesurée de la ligne centrale de la rue. La hauteur des nouveaux bateaux proposés, lorsque entreposés sur la propriété à l'arrière de cette résidence, sera approximativement 30 pieds.

L'emplacement, tel qu'il existe en date d'aujourd'hui, prévoit une fenêtre sur le lac qui serait négativement altérée si les travaux projetés procédaient tels que planifiés.

2095 The Proponent's environmental impact study that has been submitted to the Minister of Environment by the Proponent focuses its attention primarily on the short-term impact on the aquatic and marine life as a result of the construction works for the new docks and haul-out ramps.

2100 It fails however to address the most important element, the people affected by these proposed changes.

2105 It ignores the human element almost entirely when it comes to the long-term impacts of the noise and air pollution caused by idling cars.

It ignores the safety issues of traffic spillages onto local roads.

It ignores the long-term negative impact of the increased traffic on the neighbors quality

2110 of life and makes light of the fact the Proponent proposes to install a shipyard in his backyard. Nor is there any reference made as to the possible impacts that will result from performing maintenance and repairs to the proposed new boats, including their large commercial diesel engines on his property.

2115 The Proponent does not provide to scale renderings of what the property would look like after the installation of the haul-out ramps, the berthing structures or of what the property would look like with the boats stored on shore. The dock and floating ramp rendering on the Oka side is not a realistic representation and there is none to depict what the shoreline would look like on the Hudson side.

2120 The Town of Hudson has engaged the services of the consulting firm Paul F. Wilkinson & Associates, a company specializing in environmental assessments. We have asked them to give a detailed critique of certain aspects of the E.I.S., to deal with socioeconomic issues, since the E.I.S. forms the basis for securing the required authorization to implement Traverse d'Oka's proposed modernization plans.

2125 Mr. Wilkinson is here tonight and will report on his major findings in a few moments.

2130 Historically, the ferry is always operative from 7:00 A.M. in the morning until 10:00 P.M. in the evening and, therefore, has an acquired right to do so. We are strongly opposed to it extending its operating hours from 6:00 A.M. until midnight because of its proximity to the neighbors.

2135 Article 35 concerning noise and works of the Town's nuisance bylaw 466 prohibits anything that may tend to disrupt the peace and well-being of the neighborhood. If the ferry's neighbors are prohibited from starting up their lawnmowers before 7:00 A.M. and after 9:00 P.M. on weekdays and Saturdays, and before 10:00 A.M. and 5:00 P.M. on Sundays, then the ferry cannot be allowed to operate outside of what is currently permitted.

2140 La Ville de Hudson a juridiction sur l'opération d'un commerce dans une zone résidentielle. Notre règlement de zonage 321, section 26.1.1 concernant les usages non conformes, occupé par l'agrandissement d'une structure ou d'un édifice occupant un usage non conforme ou édifices ou structures occupés entièrement par un usage non conforme déclare qu'ils *ne doivent pas être agrandis ou modifiés de quelque façon que ce soit qui augmenterait la non-conformité+.

2145 La Traverse Oka est un commerce de transport de véhicules et de personnes sur le canal du lac des Deux Montagnes. Son droit acquis permet le débarquement de traversiers et comprend les bâtisses accessoires qui existaient lors de l'entrée en vigueur du droit acquis.

2150 Les opérations commerciales dans une zone résidentielle ne sont pas autorisées à l'expansion du rayon d'action d'une entreprise ou d'acquérir du terrain avoisinant sur lequel l'on

projette une expansion sans avoir fait la demande d'un changement de zonage.

2155 Par exemple, si un commerce désire rénover sa bâtisse principale ou ses bâtisses accessoires, il le peut à condition de ne pas augmenter la dimension de ses bâtisses conformément à l'article 26.1.1 de notre règlement de zonage.

2160 Lorsque l'on se réfère à l'expansion du rayon d'action, il s'agit de la bâtisse principale et des bâtisses accessoires qui existaient lors du changement de zonage à résidentiel. La traverse Hudson/Oka est une anomalie, puisque le commerce n'opère pas principalement d'une bâtisse. Toutefois, l'intention du droit acquis s'applique.

2165 Quoique le droit acquis permette l'évolution raisonnable d'une entreprise commerciale au cours des années, plusieurs éléments du projet de modernisation ne représentent pas une évolution raisonnable, mais se dirigent plutôt vers un changement radical qui ne devrait pas être permis.

2170 Nos conseillers juridiques sont d'opinion que si le projet de modernisation occasionne plus de circulation, de bruit, de poussière, de rues encombrées, alors il y aurait évidence sérieuse d'un effet avoisinant adverse. Si le traversier crée des problèmes additionnels injustifiés ou alourdis pour la municipalité et l'entourage, comparé à ce qui se produisait auparavant, alors ce projet serait considéré en violation de son droit acquis.

2175 Pour terminer, si la perturbation additionnelle, visuelle ou autre, changeait de façon significative la qualité de vie de l'entourage, alors il est raisonnable d'assumer qu'un juge en viendrait à la même conclusion.

Mr. Wilkinson?

2180 **M. PAUL F. WILKINSON :**

Merci beaucoup. Monsieur le président, madame la commissaire.

2185 Lorsque nous avons préparé notre exposé sur PowerPoint, on prenait pour acquis qu'on ferait notre présentation ce soir en français. Compte tenu du déroulement de la soirée, nous allons nous servir des diapositives en français mais, avec votre permission, je vais faire l'exposé en anglais, ma langue maternelle.

LE PRÉSIDENT :

2190 Il y a toujours une préséance du français en tout temps.

M. PAUL F. WILKINSON :

2195 Parfait. First of all, I would like to introduce my colleague, she's just behind me, Brigitte Masella, who played a major role in preparing our analysis.

The mandate given to us by Oka was to undertake a critical review of the environmental impact statement. Hudson! I'm sorry, that's a bad beginning. Excuse me.

2200 In our jargon, what we did was conduct a conformity analysis. In other words, we compared the environmental impact statement with the guideline issued by the government of Quebec in June of 2004.

2205 The first question we asked ourselves was whether the environmental impact statement addressed all of the requirements of the guideline. The system in Quebec, as you know better than I, is one of generic guidelines. Unlike other jurisdictions where a guideline is drafted specifically for each project presented, in order to expedite the system, Quebec has a series of pre-drafted guidelines.

2210 So, there is always a reasonable presumption that a given requirement of a generic guideline might not apply to a project that falls within the category. So, if we ascertain that the environmental impact statement did not address a component of the guideline, we ask ourselves the question, does the environmental impact statement explain and justify why it does not address that requirement?

2215 Where we found the requirements of the guideline were addressed, we asked ourselves the question whether they were sufficiently and adequately addressed.

2220 What I would like to do this evening, bearing in mind your statement at the beginning of the evening that all briefs have been read probably at least twice, if not more often, is essentially to give you a summary of our presentation. So, I will not necessarily cover even all of the topics listed in the PowerPoint.

2225 First observation, one that we believe is particularly important, is that the environmental impact statement does not indicate that any systematic consultation was conducted as a part of its preparation.

2230 While consultation is not an absolute requirement of Quebec's guidelines, I should say here *consultation by the promoter of the project+ as distinct from the consultation that the BAPE undertakes, all of the Quebec guidelines with which we are familiar strongly urge the proponent of projects to undertake consultation.

There are two primary reasons for this. The first is to understand what are the preoccupations of the potentially affected population, so that those preoccupations can be

2235 addressed in the environmental impact statement.

2240 A second fundamental reason is to understand the importance that the potentially affected individuals and populations attach to a given component of the biophysical or the social environment, because as your guideline points out, judging the significance of an impact involves a qualitative exercise. It derives from certain aspects of the impact that may be measurable. But they then have to take into account the importance that the various interveners attach to that component of the environment.

2245 So, in the absence of consultation, and we would argue that although there may have been consultation several years ago prior to the decision on the dredging, that consultation in our opinion would not necessarily be adequate for the purposes of the current exercise. Concerns may have changed. The project has evolved. The residents of the neighborhood may well have changed.

2250 In the absence of consultation, we believe that it is impossible for an environmental impact statement to do an adequate job of identifying and valuating impacts.

2255 Related to this, we would argue that the first stage of an environmental impact statement is a description of the environment that is likely to be affected by a given project. A second stage is to identify the activities or the components of the project that might affect the environment.

2260 The E.I.S. tabled for this project is, we would argue, deficient with respect to the description of the human environment. There are many data that could have been used relating to such things as traffic levels and the economics of the project. These are missing and, in our opinion, their absence constitutes a serious flaw in the environmental impact statement.

2265 The guideline has several provisions explaining what elements of a project should be described at the stage of its construction and its operation. Table 3 in the guideline in this particular case addresses those. A comparison of the environmental impact statement with the requirement of the guideline shows certain important missing data and there is no justification in the E.I.S. for doing that.

2270 Because of the lack of consultation with the Town of Hudson, I shall make a point of getting my client's identity correct this time, the analysis of the preoccupations and expectations of Hudson is incomplete.

2275 There is no documentation or justification of the methodology employed by the consultant to evaluate impacts. There is a reference to unspecified literature which inspired the review, but the bibliography in the E.I.S. does not tell us what that literature was or why it was considered to be relevant.

The guideline lists a number of factors that should be used in identifying, describing and evaluating impacts. Some of the very important ones, such as the probability that an impact will occur or the uncertainty surrounding a given prediction, are quite simply not used.

2280

Several people this evening have pointed out that the project as described involves an extension of the operating season of the ferry and an extension of the daily hours. It is our judgment that those extensions are self-evidently potential sources of impacts. Yet, they are not treated as such in the environmental impact statement which is based simply on hourly volumes.

2285

Quality of life has been mentioned by several people this evening and it is a subject in which the BAPE has over the years been a leader in promoting as an integral part of an environmental impact assessment.

2290

Peculiarly, the impact statement defines quality of life solely in terms of noise. This is the only impact statement of which I am aware that has addressed quality of life and that has defined it solely on the basis of one variable. This is unknown in my experience.

2295

Even the presentations we have had so far today have given important insights into what quality of life means for the citizens of Hudson and in particular for the residents of the area close to the base of operation of the ferry.

2300

We know that atmospheric quality is one. We know that noise is one. We know that the absence of litter is another. We know that visual impacts, the beauty of the area is another. So, there are ways of defining in any given situation through consultation, through analysis of letters to editors, presentation to BAPE and so on, it is possible to define in a given instance what quality of life means and to address quality of life with its real meaning in an environmental impact statement. And that has not been done in this case.

2305

Another serious weakness, another serious weakness that has been identified by several interveners this evening is in the analysis of the visual impacts of the project. There exists recognized quantifiable methodologies for describing and evaluating the significance of impacts.

2310

The analysis in the environmental impact statement before us does not use any recognized methodology and it is seriously incomplete, in the sense that it does not survey a range of panoramas and it does not describe the visual impact quantitatively and significantly.

2315

The last point that I shall address relates to sustainable development. Sustainable development is an essential component of the guideline on which the environmental impact statement should have been based. It is ignored. I don't believe that the words are used. And once again, there is no explanation or justification for that omission.

2320 One might say, *Well, sustainable development is a kind of a global issue. It involves the relationship between the north and the south. It doesn't have any bearing on a fairly minor small project from certain respects involving a couple of communities.+

2325 I would suggest that that is far from being the case. I would suggest that a great deal of what we have heard about this project relates to social equity. It is phrased in terms of, *Why should the residents of a particular neighborhood in Hudson disproportionately, and the other citizens of Hudson disproportionately bear the impacts of an activity of which they are not a primary beneficiary?+ And this is a very important aspect of sustainable development.

So, I thank you very much.

2330 **Mrs. ELIZABETH A. CORKER :**

If I may conclude.

2335 The proposed modernization of the Hudson/Oka ferry is a complex issue, not the least of which is the fact that it operates in a commercial zone in Oka and in a residential zone in Hudson.

2340 Further complications arise from the fact that all levels of government are implicated. Transport Canada has sole jurisdiction over the types of boats that the ferry may use to ferry its clients across the river. A certificate of authorization is required from the provincial Minister of Environment to replace the existing docks, as well as the haul-out ramps for these proposed new boats offshore. And the Town of Hudson maintains it has jurisdiction over any installation on shore.

2345 The MTQ has a vested interest in the project, not because the ferry is an essential part of the regional road network, but because they must justify an investment of almost \$2M of taxpayers money for a dredging that was supposed to be for maintenance purposes only.

2350 The criteria that form the basis of the Proponent's environmental impact study are extremely narrow in their scope as Paul F. Wilkinson & Associates report clearly illustrates. The Proponent's environmental impact study fails to address a number of important elements and, as a result, its overall analysis of potential and cumulative impacts is inadequate and flawed. And the E.I.S. does not explain as to why consideration was not given to certain environmental components.

2355 It is therefore our opinion that the inherent weaknesses of the E.I.S., particularly its lack of consideration of the potential and cumulative impacts of the proposed modernization on the human environment are too serious to be overlooked.

We therefore respectfully request that the BAPE require the Proponent to resubmit a

2360 more comprehensive review and analysis of the potential and cumulative impacts of his project
before making its recommendation. And important part of this process, we would hope, would
include consultation with all implicated parties, and by that, I mean local residents, the towns of
Hudson and Oka, Transport Canada, the MTQ and the Sûreté du Québec. Local residents have
a reasonable expectation that concerns for their quality of life will take precedence over the profit
2365 motives of a business enterprise.

2370 Traverse d'Oka has a legal right to operate its business in a residential zone, but by virtue
of the limitations of its droit acquis, it cannot insist the area alter its residential character to adapt to
his business operation.

2375 We find it regrettable that the promoter did not suggest replacing his current barges with
perhaps smaller autopropelled ferries that would use docks and ramps that would be less intrusive
in the shallow bay and more discrete on land, and that would better harmonize with the residential
character of the neighborhood and its architecture.

2380 Because Traverse d'Oka operates in a residential zone, it's incumbent upon the promoter
to present a project that the Town of Hudson and the local residents can find acceptable.

2385 In closing, we recall that the president of the public hearings on this present subject stated
at the opening of the first part of the hearing that:

2390 *The BAPE always retains the notion of the environment in its broadest terms known as
lasting development. The notion we apply is a notion broad enough to correctly reflect the
preoccupations of the citizens and correctly look into all aspects that a project encompasses
always in the public interest.*

2395 The lasting development aims to answer the present essential needs without jeopardizing
the abilities of future generations to answer to theirs. These three objectives insure the integrity of
the environment, the improvement of social equity and the improvement of economic efficiency.

2400 The proposed project is clearly part of an incremental process that has the capacity to
affect the environment of future generations in an irreversible manner. In a context of increasing
demand for the ferry, which originates for the most part outside of Hudson, the modernization of
the infrastructure and the fleet, which risk accentuating the increase in demand, will strongly
2405 encourage the addition of boats in a residential and architecturally valued environment in Hudson.

From a perspective of sustainable development, and thus with the view to promote a
balance between the preservation of environment integrity, the enhancement of social equity and

2400 the enhancement of economic efficiency while reflecting adequately the concerns of the citizens,
we can only underscore once more the importance of a rigorous analysis of the cumulative impacts
of the proposed project that considers the likelihood of additional boats. Thank you.

THE CHAIRMAN :

2405 Thank you, Madam Mayor, Mr. Birch, Mr. Wilkinson.

Madame Bigué?

Mme LUCIE BIGUÉ, commissaire :

2410 Bonsoir. D'abord, I would like to know, does the storage of the proposed boats meet
Hudson municipal bylaw?

Mrs. ELIZABETH A. CORKER :

2415 The storage of the boats?

Mrs. LUCIE BIGUÉ, Commissioner :

2420 Yes.

Mrs. ELIZABETH A. CORKER :

2425 I believe that that is something that would have to be determined by the droit acquis. And
it could potentially become a legal matter.

There is certainly the contention that the storage of boats is something which goes against
the droit acquis. It's an expansion of the droit acquis.

2430 I'll give you an example. Accessory buildings, for instance, if someone next door wanted
to build a garage, the maximum height that's permitted in the Town of Hudson is 23 feet. So that
one might argue that the proposed haul-out ramps, their storage berth and the boats on top of
these, which would reach a maximum height of 30 feet, would violate our bylaws. But again that's
a matter of interpretation and I really can't comment beyond that.

2435 **Mrs. LUCIE BIGUÉ, Commissioner :**

2440 My second question is about the bylaw number 320 and the specific 406 concerning the
architectural integration.

Mrs. ELIZABETH A. CORKER :

Yes.

2445 **Mrs. LUCIE BIGUÉ, Commissioner :**

I would like to have some documents about it, because we didn't receive any of them.

2450 **Mrs. ELIZABETH A. CORKER :**

Of those bylaws?

2455 **Mrs. LUCIE BIGUÉ, Commissioner :**

Yes.

Mrs. ELIZABETH A. CORKER :

I'll arrange for someone to e-mail those to you tomorrow.

2460

Mrs. LUCIE BIGUÉ, Commissioner :

Okay. And about the security, civil security, your fire department or your circulation department, does it have a certain control or certain reports that we should...

2465

Mrs. ELIZABETH A. CORKER :

Well, up until June 2002, the Town of Hudson had a lot better control over their roads when we had our own police department. But in June of 2002, we lost our police department and this was replaced by the Sûreté du Québec.

2470

Since then, with the growing traffic problems on Bellevue, Sanderson and Main Road, at the suggestion of the SQ, we have installed *No Stopping+ signs in the vicinity of the ferry in an attempt to keep the traffic circulating, particularly on the weekends when it's at its peak and when the traffic congestion is at its worst.

2475

Unfortunately, the SQ, as you may or may not be aware, for the last several years has been operating without a contract. So, they have been unwilling to implement or to hand out tickets even though there were *No Stopping+ signs on Main Road, and Bellevue, and Sanderson.

2480

This summer, we hope that with our community patrol, which is a service that we've added in addition to the SQ, that they will now be permitted to hand out tickets for *No Stopping+,

2485 but we feel that this is just a short-term solution. Because of the growing population in the surrounding municipalities, you know, we anticipate, and I believe the statistics are borne out in the proponent's E.I.S., that the traffic will only continue to be exacerbated over the years.

2490 As far as the fire department, I know that they have our own fire chief. And as well the greffier have sent letters to Traverse d'Oka in 2004 and 2005...

Mrs. LUCIE BIGUÉ, Commissioner :

Yes.

2495 **Mrs. ELIZABETH A. CORKER :**

2500 ... you know, saying that it's the proponent's responsibility to manage the traffic which is spilling over onto the streets. For instance, in the west end, you mentioned Finnigan's earlier. The owners and operators of Finnigan's have people out on the road, if traffic becomes a problem, to get it off.

Mrs. LUCIE BIGUÉ, Commissioner :

2505 But do you have any report for the tickets since 1999?

Mrs. ELIZABETH A. CORKER :

2510 Well, unfortunately the SQ is reluctant to give out tickets. We can go back and see if we can find any documents in our records. But as you may appreciate, since 2002, we have not our own police force.

Mrs. LUCIE BIGUÉ, Commissioner :

2515 For the peak periods when there is more traffic?

Mrs. ELIZABETH A. CORKER :

2520 Well, we certainly have reports from last year from our community patrol which I can ask our town clerk to send to you, because many times they have attempted to go down to that area, particularly on Friday nights or over the weekends. But, you know, many times it becomes so bad that it's impossible for the community patrol... which is not a police force. They're only there to enforce the town's municipal bylaws.

Mrs. LUCIE BIGUÉ, Commissioner :

2525 Do you have any documents from which we can compare from a year to another?

Mrs. ELIZABETH A. CORKER :

2530 I'll have to ask our town clerk who unfortunately is not here this evening. She's sick.

Mrs. LUCIE BIGUÉ, Commissioner :

2535 Thank you.

THE CHAIRMAN :

2540 So, Madam Mayor, if I understand correctly, you have a *No Stop+ bylaw currently on Main?

Mrs. ELIZABETH A. CORKER :

2545 There are *No Stopping+ signs on Main Road in the vicinity of the ferry and also from the train tracks coming down on Bellevue towards Main Road where people would turn right to access the ferry, and we also have *No Stopping+ signs on Sanderson, but they have been totally ineffective. I think part of that problem is exacerbated by the fact that the SQ have been unwilling to implement the *No Stopping+.

THE CHAIRMAN :

2550 Right. But in principle, any spillover of stationary vehicles on these roads would be a violation of the bylaw.

Mrs. ELIZABETH A. CORKER :

2555 Absolutely.

THE CHAIRMAN :

2560 Do you have...

Mrs. ELIZABETH A. CORKER :

2565 Well, it's not a bylaw. It's actually a highway code sign.

THE CHAIRMAN :

It's a highway code sign.

2570 **Mrs. ELIZABETH A. CORKER :**

Yes, *No Stopping+. The problem with our... you know, I know there's a lot of talk about traffic and about the roads, but we are constrained by the physical environment in which we're dealing with. If you've had the opportunity to drive down Bellevue to Main Road, you have to
2575 make a 90-degree turn and, a couple of hundred feet later, make a 90-degree left turn. So, there is only so much physical space in which traffic to circulate.

THE CHAIRMAN :

2580 And do you also have any rules governing stationary vehicles with their engine on?

Mrs. ELIZABETH A. CORKER :

2585 No, we don't.

THE CHAIRMAN :

Why wouldn't you?

2590 **Mrs. ELIZABETH A. CORKER :**

Well, I know that Montreal, the City of Montreal is looking at that in certain areas. We can have people turning off their cars on the street. Certainly when they enter the Oka ferry's property... I mean I've taken the ferry to the other side. If you're queuing in line and you're waiting
2595 for another ferry to arrive, most people turn off their engines. Some don't, but some do.

THE CHAIRMAN :

2600 I mean are there any factors that militate against your ability as a city to regulate the engines of stationary vehicles, to make that prohibited beyond a certain point?

Mrs. ELIZABETH A. CORKER :

2605 Well, certainly we could consider passing a bylaw.

THE CHAIRMAN :

Yes.

2610 **Mrs. ELIZABETH A. CORKER :**

But again when you're on private property, I'm not quite sure what the implications would

2615 be vis-à-vis the highway code. But it's certainly something that, you know, the town would be willing to explore. But again, I don't believe that, over the long run, that this will be but a temporary measure.

THE CHAIRMAN :

2620 I have a couple more questions. You mentioned that, in 1993, the study that was done by the Ministry of Transport said that one in five of the users...

Mrs. ELIZABETH A. CORKER :

2625 20%.

THE CHAIRMAN :

2630 20% were from Hudson. And you said that has gone down considerably. Do you have any idea where it is at at this point and why?

Mrs. ELIZABETH A. CORKER :

2635 No, I don't. You know, the proponent provided certain statistics vis-à-vis. I know I raised that very question on March 28th, I believe, were there any studies to suggest what the percentage of overall users are Hudson residents at this time? But to the best of my knowledge, neither the proponent or the MTQ has conducted any of those studies.

THE CHAIRMAN :

2640 I have a question for Mr. Wilkinson now. As you know, the Ministry of the Environment has deemed the E.I.S. in compliance with the guidelines, has issued in fact what we call *un avis de recevabilité+ qui soit recevable.

2645 The gist of your statement, then are you suggesting that that conclusion is unfounded in fact, that it should not have been issued?

Mr. PAUL F. WILKINSON :

2650 Yes, that is precisely what we are suggesting. And what struck us was that the analysts who recommended this finding seemed to be specialists in biophysical and principally aquatic impacts. I think as such they did an excellent job and they probably came to a conclusion that appeared to them to be self-evident and justified.

2655 It is our view however that given the nature of this project, its social and economic impacts are likely to be as important as, if not more important than its biophysical impacts.

And with respect to those who analyzed the E.I.S., the data available to us suggested that this was not their field of special expertise.

2660 **THE CHAIRMAN :**

I would have to probably, in fairness to all parties considered, l'avis de recevabilité does not necessarily mean *in compliance with+. I think it merely states that it has enough in it to be submitted to the analysis which the Ministry of the Environment is currently doing. As you know, 2665 it's a two-track process. One track is ours and one track is theirs. And ultimately both will wind up on the Minister's desk.

So, it is entirely possible. One should not prejudge necessarily what the outcome of the ministry's analysis process will be. But your point is well-taken.

2670

On the issue of the possibility of having a road link directly to the docks, to the ferry, and with the understanding that this would not be the responsibility of the Ministry of Transport, even though it might or might not choose to subsidize it, I don't know, given the fact that residents of other municipalities use that service and your contention is to the effect that others use it much 2675 more than your own residents, would a formula whereby the cost of such an enterprise be shared in ways commensurable with the advantages, disadvantages of each side, would you be open to that possibility?

2680 **Mrs. ELIZABETH A. CORKER :**

I would like to know who would argue the advantages and the disadvantages and for who.

THE CHAIRMAN :

2685 An origin/destination study could settle that one.

Mrs. ELIZABETH A. CORKER :

2690 You have to understand that, you know, there are five major arteries into Hudson, Bellevue being only one of them. The others, if you head further west, are Cameron, Côte Saint-Charles, Montée Lavigne and also in the east the famous Montée Manson which is basically a farmers' road that's only opened in the non-winter months.

2695 If we look at our long list of infrastructure projects which the Town has to consider financing and with the tax base that is primarily residential, we do not have the luxury of other municipalities of having an industrial zone, a large commercial zone, principally the total town's operating budget and all long-term loan financing is on the backs of the residential taxpayers.

2700 I mentioned in the previous hearings that one of our major concerns, which is number 1
priority, is getting a sewage treatment grant. We're one of the only municipalities in the MRC that
does not have a sewage treatment facility. The costs have escalated to \$15M and we're still
waiting.

2705 We're looking at other principal roads coming into Hudson such as Côte Saint-Charles and
we already have a cost estimate. In order to reconstruct that road from the base up would be in
excess of \$2M a year. So, I'm sure you can appreciate. You know, we have many projects that
we have to consider.

2710 I would have a hard time as mayor getting up and justifying to the citizens of Hudson to
potentially be spending millions of dollars on a road where there is no traffic circulation problem in
the months where the ferry is not operating vis-à-vis perhaps picking Côte Saint-Charles to do
which, you know, is of importance all year round.

THE CHAIRMAN :

2715 One last question, Madam Mayor. Do you know if any of the residents of Hudson works
on the other side, on the other shore?

Mrs. ELIZABETH A. CORKER :

2720 I personally don't know. I'm quite sure there must be some, but I really don't have... I'm
unable to answer that question.

2725 I guess, if one were to observe in the mornings where the traffic is coming from... in the
mornings during the week and also on the weekends, the majority of traffic comes down Bellevue.
So, I suppose one could infer that the traffic is coming from outside Hudson for the most part.

2730 I'm sure there are some people who use it... you know, people who are working over in
Laval and would take the ferry, and I'm including local residents in that as well, but I'm afraid I'm
unable to provide you any accurate statistics.

THE CHAIRMAN :

2735 Thank you, Madam Mayor, Mr. Wilkinson, Mr. Birch.

Mrs. LUCIE BIGUÉ, Commissioner :

Thank you.

2740 **THE CHAIRMAN :**

I invite Mr. Steven Bonspille on behalf of the Mohawk Council of Kanehsatake to come forward.

2745 **Mr. STEVEN L. BONSPILLE :**

Thank you for having us here tonight. With me tonight is fellow Chief on my Council Kanehsatake Gabriel. We'll be doing our presentation in Mohawk. So, you can pick up your translation, the voices in the back. I'll do it in English.

2750

THE CHAIRMAN :

I did believe you for a second and I was willing to go pick up my coffee.

2755 **Mr. STEVEN L. BONSPILLE :**

Maybe when you come to Kanehsatake.

2760

First off here, which is not in the presentation I'll be doing tonight, but Kanehsatake has a strong historical relationship with the Town of Hudson. Several of our people have worked here in the old Wilson ice house and at the mill. Also a lot of our people came over here for landscaping and housekeeping as well. So, there's a lot of ties from my people to the people on this side and we value that relationship we have with this side of the lake.

2765

Our community has the same concerns of the impacts that have been proposed on the modernization of the ferry as all the previous speakers. So, I won't be going into that in any detail. I think it's been covered pretty well.

2770

Our presentation will focus mainly on our rights, and our aboriginal rights, and interest, and the duty to consult with the Mohawk community of Kanehsatake. This process so far, the BAPE process only identifies two communities as being impacted by the project. However, they fail to recognize that Kanehsatake has existed long before the creation of Hudson and Oka and still exists today as we are here to present my community's concerns.

2775

(THE PARTICIPANT READS HIS BRIEF)

Thank you.

2780

THE CHAIRMAN :

Thank you, sir. Taking note of your restatement of aboriginal claims in this area which are within the purview of other levels of governments and taking into account your statement of

2785 aboriginal interest on both shores of the lake, is it your contention that the proponent of the project should have consulted with the Mohawk Council of Kanehsatake and that either no consultation took place or that the consultation was not conducted appropriately? Is that what you're saying?

Mr. STEVEN L. BONSPILLE :

2790 What I am saying here is that no consultation was had with the community of Kanehsatake. There has been consultation as to ... well, I know Wednesday evening in Oka, they're having the same process here. However, we wanted to come here to Hudson express our views, but this process should have been happening in Kanehsatake as well, not just these two communities. But it hasn't taken place.

2795 Just like in another process where there was a Niokan mining proposition, we had to go to, let's say, Oka and then chase the BAPE to get our voices heard and the same in this case. We contend that BAPE, as well as the proponent of the project, should consult the Mohawk Council and the community of Kanehsatake, like you're doing tonight. That's what we're asking for.

2800 And the Supreme Court decisions in Haida and Taku support that and emphasize that there is a duty to consult, because we have an interest in the scenery of the Lake of Two Mountains, including the lake.

THE CHAIRMAN :

2805 It is the Commission's understanding that, during the period of information that the law requires, BAPE's staff did contact the Kanehsatake community, the Mohawk community of Kanehsatake, the Council, and meetings were scheduled and I believe one meeting took place.

2810 And just to complete the information, I would like to add that in the first phase of these hearings, no hearings were held in Oka, because no request for a public hearing originated from Oka. And for public hearing purposes, BAPE often goes to the place where there is at least one request for a public hearing.

2815 So, for the second phase of the hearings, we are scheduled to go to Oka, as you mentioned, Wednesday. And had we received a phone call even from any members of the Mohawk community of Kanehsatake, we would have certainly scheduled a hearing specifically for the community.

2820 Are you planning to give the same presentation in Oka as well the day after tomorrow?

Mr. STEVEN L. BONSPILLE :

I'm not planning to give the same ...

2825

THE CHAIRMAN :

Okay.

2830

Mr. STEVEN L. BONSPILLE :

... to the same body. So, I won't repeat myself on that.

THE CHAIRMAN :

2835

Good. So, then I'm going to ask you a couple of more questions regarding the impact of the project on your fishing rights.

Do you believe that the proposed project is likely to infringe upon your fishing rights and other uses of the lake as far as you're concerned?

2840

Mr. STEVEN L. BONSPILLE :

Well, certainly if the impact, as explained earlier and as revealed in the Genivar study that it will affect the habitat, the fish habitat reproduction, it certainly will have a consequence on our community, because a lot of my members go fishing and not commercial fishing. They do that for their families, to help feed them. That's where they go.

2845

And as I said, all the life for us is interconnected. You cannot just take one piece out of the environment without affecting the whole environment. It's like a puzzle, everything is connected.

2850

THE CHAIRMAN :

Yes.

2855

Mr. STEVEN L. BONSPILLE :

And that's how we view it, it's a holistic view. And you can't go past it, we're very strong on that in Kanehsatake. And certainly our rights in the lake have always been there. We've been using that for a millennia, the lake, for sustenance.

2860

And this project so far, from what's been done on both sides, on the proponent's side and the opponents' side, certainly demonstrates to us that there will be an effect, a real threat to

2865 our right to fish in the lake, sure.

THE CHAIRMAN :

2870 In the methodology used to evaluate impacts and to compensate for them, the approach is to ensure that there would be no loss of either by diversity or habitat for fish or other wildlife. And this is the procedure that will be followed with Fisheries Canada as well as according to the guidelines of the Ministry of Environment that any loss in fish habitat would have to be compensated for by providing for an equivalent habitat elsewhere.

2875 These measures, as established, they are not satisfactory to you?

Mr. STEVEN L. BONSPILLE :

2880 Well, certainly not.

THE CHAIRMAN :

Yes.

2885 **Mr. STEVEN L. BONSPILLE :**

I don't see how they're going to do that, number 1. Number 2 is that as was done earlier, *If it ain't broke, don't fix it.+ I think the way it is now, it runs fine.

2890 We have several of my community members that actually work on the ferry when it's operating and they benefit from having an income on there, but I've spoken to some people who've worked actually on that ferry setup and they never complained about the safety, or that it's bad, or anything negative about it. It's a great service the way it is.

2895 I use the Oka ferry to come to Hudson when I have to travel to Akwesasne really. That's when I use it. However, my community, as I stated in our presentation, has not been consulted as the duty to consult is expressly written in the Haida and Taku decisions has not been done.

2900 And when you were saying earlier that, well, we didn't get a phone call, we were in discussions with your office to Chief Kanehsatake Gabriel was.

THE CHAIRMAN :

2905 Yes.

Mr. STEVEN L. BONSPILLE :

Unfortunately, he took sick during that period when you were discussing a meeting.

2910 **THE CHAIRMAN :**

Yes.

Mr. STEVEN L. BONSPILLE :

2915

And actually the call never came back from the BAPE to reschedule a meeting in Kanehsatake because of his illness. So, there's a mixup in there, but certainly the community of Kanehsatake would have not only appreciated it, but would demand a consultation such as this take place in our territory for our community members to come forward, and give their opinions on this project, and be informed of exactly what's going on. Just providing documentation, as I stated, is not enough. It certainly is not everyone who will drive to the depot and pick up documentation on a project.

2920

So, information for me is very, very key in any project that goes on, but also the duty to consult must be respected. And our land claims process such as in the Niokan case, the BAPE actually recognized in their decision that there is a land claim to contend with in that case for the government of Quebec. They recognized that.

2925

And certainly this case is no different. It's still on Mohawk territory. I don't contend that it's on Oka municipality land. It's on Mohawk territory of Kanehsatake where that ferry has been landing almost 100 years now. And we demand to be consulted and our opinion, our views respected as well.

2930

THE CHAIRMAN :

2935

Your references to the judgments of the Supreme Court are duly noted and the restatement of aboriginal claims in regard to this territory are also duly noted.

Mr. STEVEN L. BONSPILLE :

2940

Thank you.

THE CHAIRMAN :

2945

Thank you, sir. Thank you, Mr. Gabriel.

Madame Renée Roberts.

Mme RENÉE ROBERTS :

2950

Bonsoir.

(THE PARTICIPANT READS HER BRIEF)

2955

Page 1, the sentence starting: *We are a group [...]

Page 2, the sentence ending: [...] answer this question?.

We don't feel that enough research has been done in this area, not for the environment, not for the neighborhood, not for financially impacting either side Oka or Hudson.

2960

I don't feel that we can go ahead based on what has been done so far. And if we had a choice, most of my neighbors, I don't want to speak for all of them, but we'd rather not see it expanded. If anything, we want to see it diminished, the hours decreased.

2965

An excellent point was brought up over a reservation system. I've been on a few ferries across Canada reservation systems, it works excellent.

2970

Another point that was brought up was to put a sign, a waiting period for the overflow. So, we have a reservation system perhaps in combination with a waiting sign, *You now have to wait one hour+, *Two hours+ on the main roads going in to the ferry such as Main Road and Bellevue. And any of the thoroughfares that it's updated hourly. That would decrease the traffic flow along with decreased hours. That might be a solution.

2975

But once again, we have to look at different solutions and, financially, does it make sense for his business and it doesn't make sense for the neighborhood. Will we come to some kind of resolution? We need more forethought put into it, especially when you think about... our community needs a sewage treatment plant \$15M and increasing as the mayor brought up. We don't need this. And how can we ethically, morally spend \$8M to \$10M of taxpayers money, Quebec taxpayers money on a private business. It doesn't make any sense. Thank you.

2980

THE CHAIRMAN :

Thank you, Madam.

2985

Mr. David Morton.

Mr. DAVID MORTON :

2990

Monsieur Samak, Madame Bigué, thank you for allowing me to come forth again tonight. The last time we met was on March 27th and I broach the topic at that time of the significance of water levels in the Ottawa River.

2995 Since then, I have decided to pursue the matter. You have a brief. I know at this moment that my son would be very unhappy with me in light of all the PowerPoint presentations, because I know that in the brief that you'll receive, you will have copies of graphs and charts in color. So, I'll take my chances with my son tomorrow, but for now, I'm going to ask most people here to listen to my words and the homework that I hope I did properly since the last time we met.

3000 I'm essentially going to read the brief with a few comments. It's not very long.

The water level of the Ottawa River, especially the Lake of Two Mountains, is a key factor in the operation of the Oka ferry, be it the present ferry or the future proposed ferry.

3005 The Bay however on the Hudson side of the Lake of Two mountains is shallow. It has been mentioned several times tonight. There are charts that many of the boaters are familiar with here. CHS chart 1510 points out that we're dealing with a bay on this side.

3010 Any change downward in the Ottawa River water level could have serious implications for the present as well as the proposed new ferry. First, the draft of the boats fully charged – and we learned tonight, unless somebody else can change the numbers, that it would be 1.6 metres, this draft must be considered in light of water levels – the length of the proposed new long 26-metre docking pier may prove eventually to be too short and ultimately there may need to be more, and I hate to say this, dredging to keep any ferry boats in service.

3015 At this point, I would like to thank a local resident, a retired meteorologist from Environment Canada, Mr. Ed Cowell, for directing me to two areas to help demonstrate my point here. The two areas are water flow as measured at the Carillon Dam and, secondly, the measures for the Lake of Two Mountains which are measured at the Pointe Calumet Station 043108 and the Ste. Anne de Bellevue Locks.

3020 Because we know that the water levels of the Lake of Two Mountains on the Ottawa River depend upon the downstream flow from the rivers above Ottawa, mainly the Mattawa, the numerous tributaries that flow into the Ottawa River and their sources from the reservoirs, Timiskaming, Baskatong, and again, as I said, that this flow is measured by the amount of water flow in cubic metres per second from the Carillon Dam, and that further to that, that the water levels are measured at the two points previously mentioned.

3030 At these two stations, the Lake of Two Mountains water levels have been measured by Environment Canada since 1970. And for members of the BAPE and perhaps a few other lucky people, they may be able to see chart 1. And in that time period, water levels have been measured in the following manner, in metres from a range of 21 metres minimum on most graphs, and that number was brought up in Mr. Bourgeois's when he pointed out that there was a low level of 21.2 which is near the minimum average, to a maximum of 24 metres.

3035 I know that if you went down to the lake – I have been down to the lake in the past couple
of days – you would find ... my whole question here hard to believe, but if you check any graph,
you'll know that over the past 35, 36 years, April is always the highest water level and is actually
quite irrelevant to the point I'm about to make, because in the months of August and September
3040 2005, that's last year, the levels were approximately measured at 21.4 metres, very close to the
minimum 21 metres that shows on the graphs for the 35-year period.

More importantly, since 2000, the summer water levels measured at Pointe Calumet have
averaged below the mean recorded levels in four of the five years, putting them near the bottom.
And that's in chart 3 for those of you who have them.

3045 At the same time, the average mean or average water flow through the Carillon Dam has
been measured, and this is the Ottawa River authority, at 1,931 cubic metres per second for the
same period, from 1970 to 2005.

3050 Last year, the average water flow was measured at 1,705 cubic metres per second, well
below the average. In the last ten years, the water flow has been below the mean in six of the ten
years. And in the last fifteen years, it has been below the mean in eleven of the fifteen.

3055 The current water level of the Lake of Two Mountains and water flow into it from Carillon
Dam remain for now at an acceptable, though low, below average level. However flow and level
measurement along with eyewitness trends in recent years show that the level and flow are
decreasing.

3060 Climate change is being cited now as an important factor. Warmer mean temperatures are
slowly lowering the amount of precipitation, especially winter snows, and increasing the amount of
evaporation in the lakes and reservoirs that feed into the Ottawa River.

3065 And you might remember that my concern for this topic came from a conference I attended
to represent the Town, at which conference meteorologist for Environment Canada, Mr. Alain
Bourque, in a presentation entitled, *Vers une adaptation aux changements climatiques+, given
at the Colloque de la Sécurité Civile les 21 et 22 février 2006 à Saint-Hyacinthe, Québec,
sponsored by le ministère de la Sécurité Publique, he said that recent trends show that water
levels in our lakes and rivers are descending.

3070 Hydro-Québec appears to be worried that water levels in our northern reservoirs are
dangerously low. The Lake Timiskaming reservoir is currently at 32% capacity. And more
recently, recent published reports on the lower water levels in the St. Lawrence River system give
us another cause for alarm.

3075 So, the current Canadian hydrographic service chart number 1510 for the Ottawa River

from Carillon to Lac Saint-Louis has always shown shallow levels in the Como docking area for the Oka ferry.

3080 It would appear, based on recent trends accentuated by climatic change, that water levels in the Ottawa River and hence the Lake of Two Mountains will continue to go down. So, whatever ferry service operates in this area, the lowering of the water level may have a significant effect on the draft fully charge of the ferry boats old or new.

3085 The docking area itself may become too shallow, even the proposed new docks with their moveable ramps. Will the new proposed 26-metre loading docks have to be extended? More importantly, will there have to be more dredging more often to maintain the service? Who will pay for the increased dredging and the possible extension of the dock? The owner? The taxpayer? Will there be more BAPE hearings? Is it even worth the effort?

3090 The current Hudson site is already close to being too shallow. Perhaps this is not the right site to consider for a modernized facility.

3095 In all current hearings into the Oka ferry project, the situation of probable and likely lower Ottawa River water levels and their impact on the current and future Oka ferry service have not been studied or, at least, not to my knowledge by the owner of the Oka ferry, by the ministère de l'Environnement and the ministère du Transport du Québec.

3100 Attention must be paid to the water levels of the Ottawa River, the effects of climatic change on these levels and their ensuing impact on any ferry service present or modernized. Merci. Thank you.

THE CHAIRMAN :

3105 Thank you, Mr. Morton. Is it your contention then that the issue of water level in time has not been sufficiently considered either by the proponent of the project or by the different ministries and agencies that have some say in the proposed project?

Mr. DAVID MORTON :

3110 To my knowledge, that is my contention.

THE CHAIRMAN :

3115 That is your contention. Madame Bigué?

Thank you, Sir.

M. DAVID MORTON :

3120 Merci.

LE PRÉSIDENT :

3125 Madame Lorraine D'Artois.

I would like to tell you that it's probably better to go through the list and finish the list of participants this evening rather than mobilize you yet one more time tomorrow. And I see a few heads are nodding in agreement. Good!

3130 Bonsoir, Madame.

Mrs. LORRAINE D'ARTOIS :

3135 Hello! I don't have too much to say, because everyone said what I've wanted to say. But there seems to be the same theme running through everyone's statement about the environment, about the traffic, about quality of life.

3140 It's dreadful. I don't live right near the ferry, I just live by the Willow Inn, but I really resent it in the summertime when I'm trying to get out or I'm trying to get in to my own home that I can't have access on Bellevue, that I have to go right around through Harwood and just down the village to get to my house at the Willow.

THE CHAIRMAN :

3145 The reason being ...

Mrs. LORRAINE D'ARTOIS :

3150 Because of the traffic.

THE CHAIRMAN :

... the traffic.

3155 **Mrs. LORRAINE D'ARTOIS :**

It's blocked. And I feel so sorry, so sorry for the people that live on Bellevue, Sanderson and on Main Road, in that area. I would go nuts if it was me. The Town would never hear the end of it and neither would Monsieur Desjardins. I mean I would go just crazy.

3160

I don't know how these people can tolerate it! Put yourself in their position. It's ghastly. And two barges or two drive-on ferries isn't even going to solve the problem. I don't understand it.

3165

And to find an alternative, I mean it's not an essential service, we established that. I asked Mr. Desjardins before, has he ever considered about closing it down? And he said, *No.+ So, what's left to do? I don't understand ... you know, this is ridiculous!

3170

The people who live on Bellevue and Sanderson, as far as I'm concerned, are victims! That's the word, they're victims of the Traverse d'Oka. It's pathetic. And that is my personal opinion.

THE CHAIRMAN :

3175

And your personal opinion is taken into account. I have a question for you.

Mrs. LORRAINE D'ARTOIS :

Yes.

3180

THE CHAIRMAN :

Is it worse when it comes to traffic that is eastbound or westbound at the time that you describe as ghastly? In relation to the service, I mean.

3185

Mrs. LORRAINE D'ARTOIS :

3190

Well, if I'm going to be going... because I normally take the River Road and I turn right. I live right across from the Willow. So, I just go down my little lane way, and I turn right, and I go along the River Road, and I'll hit Vaudreuil or into the city Ste. Anne or wherever I'm going or up Bellevue. But I can't get through, it's a gridlock.

3195

This is a village. This is a country town. I mean this is, I mean, a main thoroughfare for traffic? We don't have lights. We've just established a pair of lights up on Harwood and something. That's a big deal in this town. You know, this is ridiculous.

THE CHAIRMAN :

Okay.

3200 **Mrs. LORRAINE D'ARTOIS :**

I mean it honestly is. Monsieur Desjardins came in here to... I mean I have nothing against him. He's a very nice man. His wife is absolutely lovely. He's got gorgeous kids, I'm sure. But it...

3205

THE CHAIRMAN :

Well, he certainly does.

3210 **Mrs. LORRAINE D'ARTOIS :**

You know? But, you know, he's ambitious. He's very ambitious. And what he's trying to establish here and what he's trying to do, it doesn't fit with the infrastructure of Hudson. It's too big.

3215

THE CHAIRMAN :

Okay.

3220 **Mrs. LORRAINE D'ARTOIS :**

And, you know, I asked him when he first started this, *I mean how come the traffic got ...+ we had so much traffic. I mean what's happened? Why did it explode? We never had this before. And was it the advertizing? Who is responsible for the advertizing? I mean he really pushed this and who else pushed this? I mean it's never happened before. Since 2000, I guess you said, since he came into town.

3225

THE CHAIRMAN :

The information that has been available to us so far, and we haven't finished our work yet, until the 15th of July at the latest, but the information that has been available to us so far suggests that the increase in traffic is the result of a number of factors, socioeconomic factors, growth. This area happens to be one of the fastest growing areas of Quebec in terms in rate of growth measured by any standards, by construction permits, by car ownership, by just global growth rate. And that obviously is reflected as well in traffic.

3235

By the same token, I'm inviting people, if they have any relevant information on that issue, to submit it to us ...

3240 **Mrs. LORRAINE D'ARTOIS :**

Yes.

THE CHAIRMAN :

3245

... but we haven't seen any information so far suggesting that the service, the ferry service is a main factor behind the increase in traffic as such.

As I said, this is not a conclusion, but all information we received ...

3250

Mrs. LORRAINE D'ARTOIS :

But increased traffic what? Coming down Bellevue and queuing up for his service?

3255

THE CHAIRMAN :

No. That is clearly related to the service.

Mrs. LORRAINE D'ARTOIS :

3260

Well, obviously.

THE CHAIRMAN :

3265

That general increase in traffic regionally...

Mrs. LORRAINE D'ARTOIS :

Oh! Well...

3270

THE CHAIRMAN :

... is a trend that is upward.

3275

Mrs. LORRAINE D'ARTOIS :

Yes.

THE CHAIRMAN :

3280

And it would be safe to assume that a general increase will also be reflected on a general increase of that traffic that will take the ferry as well.

Mrs. LORRAINE D'ARTOIS :

3285

Yes.

THE CHAIRMAN :

3290 In other words, what I'm saying, what we have seen so far, and we haven't finished our analysis, is that it's a factor among many in relation to the use of the roads in Hudson.

Mrs. LORRAINE D'ARTOIS :

3295 Yes, okay. But with regards to the ferry and the expansion, I can't see two of the self-propelled ships being adequate. He's going to have to put on a third. If two, we're still going to have the gridlock, he has to have a third. Two is unacceptable.

THE CHAIRMAN :

3300 And again I'm going to ask you the same question which I asked other participants. The tripartite agreement that has been signed and that requires that Oka, Hudson and the service would have to agree, all three of them, to any increase or additional...

Mrs. LORRAINE D'ARTOIS :

3305 Then I think it's going to have to be four now.

THE CHAIRMAN :

3310 Is that...

Mrs. LORRAINE D'ARTOIS :

3315 How does that affect me or how do I look at it?

THE CHAIRMAN :

Yes. Do you find any security or...

3320 **Mrs. LORRAINE D'ARTOIS :**

Oh! None!

THE CHAIRMAN :

3325 ... any solace in that?

Mrs. LORRAINE D'ARTOIS :

3330 Absolutely none.

THE CHAIRMAN :

No.

3335 **Mrs. LORRAINE D'ARTOIS :**

I don't even feel secure with this hearing because, to me, the decision is most likely has been made. I mean this is all for not. I've come today because I feel I grew up here and I will put in by two cents worth.

3340

THE CHAIRMAN :

We are grateful you did.

3345 **Mrs. LORRAINE D'ARTOIS :**

But, you know, I don't see how this is really going to change anything.

LE PRÉSIDENT :

3350

Merci, madame d'Artois.

Mme LORRAINE D'ARTOIS :

3355

De rien.

LE PRÉSIDENT :

Madame Dianne Laheurte. I hope I pronounce it correctly.

3360

Mrs. DIANNE LAHEURTE :

3365 My name is Dianne Laheurte en français ou Dianne Laheurte en anglais. I'm a citizen of Hudson and I would like to ask, Mr. Samak, Madame Bigué, if I could give you some photographs of the traffic gridlock.

THE CHAIRMAN :

Certainly. Thank you. That makes for a lovely post card.

3370

Mrs. DIANNE LAHEURTE :

(THE PARTICIPANT READS HER BRIEF)

3375 **THE CHAIRMAN :**

Thank you, Madam.

Madam Vonnie Rochester.

3380

Mrs. VONNIE ROCHESTER :

3385

Good evening. It is now 11:15 and I imagine we're all very tired. I am perhaps the newest resident and citizen of Hudson speaking here tonight. I moved here in about 2003. And I will not pretend to have any expertise on the scientific nature of the project that was presented.

3390

However, I do live close to the ferry and I beg to differ with some of the speakers here tonight. I am not at all disturbed by the traffic at the ferry. What I find rather interesting in the zoning of the area is that I believe my house is the last near the agricultural zone, then there are residences and we have the ferry operating in a residential zone that may have once been commercial.

3395

However, at the top of Bellevue, I believe it is a commercial zone. And so Sanderson Road actually passes through to the park and into a commercial area. I understand also that on Bellevue near the park where the corner of Sanderson/Bellevue meet, that area is commercial. So, it's rather an odd way of zoning the area.

3400

Now, I am a little bit prejudiced, because I also lived on the Old Port in Montreal since the earlier 1980s and I have seen the development on the Old Port. It was once a completely rundown area. And after it was modernized, and the parks were put in, and trees were put in, and flowers, and skating rings, it became an absolutely magnificent place that attracts people from outside.

3405

It is true that as a resident of the Old Port also, we are disturbed terribly by the inflow of tourist, because most residents of the Old Montreal do not stay there on the weekends for obvious reasons. It's noisy. And there have been complaints by the residents, but it has been managed adequately by the government.

3410

Now, in terms of the traffic on Bellevue and Sanderson, the traffic backs up from the ferry towards the Willow Place Inn and sometimes on Bellevue. I have had opportunity of observing the traffic in the area since I came, because I like to walk in that area. There is no traffic from the ferry towards the farming area, towards my gate. It usually goes in the other direction, which means that most people are coming in through Bellevue, as the mayor would have suggested before.

What I do not understand is why it would be the responsibility of the ferry owners to

3415 monitor the traffic there when this could adequately be done through using the Sûreté du Québec
to ticket those who are parked illegally. There are bylaws in force and it's rather ironic that the
consumers, the users of the ferry could put Monsieur Desjardins out of business very quickly,
because if this bylaw was in force, evidently taking the ferry would become prohibitively expensive
and we would not have too many people parking there. So, there are other means of monitoring
3420 and controlling traffic.

That the Sûreté du Québec does not have a contract with the government or whatever
disputes are going on now is not the responsibility of the business owner. There is very little he
can do about it.

3425 Now, the speaker before me who lives here, I respect very greatly her opinions, because
she has asked the questions, *Why can't trees be planted? Why cannot the project be modified
slightly? Why could not the boats be stored elsewhere?+ So, it appears that there are many,
many things that could be done to improve the project as opposed to killing the project.

3430 We must not necessarily be stuck somewhere in the 18th Century and not try to modernize
Hudson. Hudson is quaint. Hudson is beautiful. I respect the architectural integrity of Hudson. I
live here because I stumbled upon this absolutely marvelous place forty minutes from Montreal.

3435 I have only wonderful things to say about it. However, this does not mean that the ferry
system cannot be made safer while respecting the integrity of Hudson, the integrity of the
environment. This does not mean that Monsieur Desjardins could not himself do certain
modifications to the project such as she mentioned, use a part of his grassy, beautiful grassy lot to
park the cars. This does not mean that the City of Hudson could not contribute by, well, ensuring
3440 that the bylaws are respected in terms of building storage facilities or ticketing, you know, traffic
violators.

Insofar as residents of Sanderson Street are concerned, I'm trying to remember the last
time I saw cars backed up on Sanderson quite frankly, because I walk on Sanderson most of the
3445 time.

It is true that traffic is higher on Sunday afternoons, on public holidays, because I
understand that there is a beach on Oka. I do not go there, I'm from Jamaica, I don't go to that
beach, but it appears that there is a sort of tourist attraction in the area that actually gives the
3450 Oka/Hudson area its attraction, its beauty. This is the reason why people are in this area.

So, we have to decide whether or not we want to have Hudson as a place where there is a
main thoroughfare for people to pass through to the other side or do we want it to remain as a
tourist attraction? I think this is the major decision that has to be taken.

3455 If the citizens of Hudson and of Oka do not want to have a major thoroughfare, then they

3460 may even vote to have the nonexistence of a ferry crossing. This, in my opinion, would make the areas too insular. We would be sort of cutting ourselves off from the outside world. Do we want to share Hudson/Oka with the people of Vaudreuil-Dorion, St. Lazarre or do we want to remain this very insular community?

3465 As for the cost that would be incurred by Hudson citizens, the \$8M or whatever was projected, I'm a little bit at a loss to understand those figures and as to why Hudson would be bearing those expenses. It certainly doesn't make much sense to me.

3470 This is pure speculation. There's a tripartite agreement that is to be signed with respect to the expansion of the ferry. The last time I checked, you know, it's not that easy to breach that type of agreement. There are three parties who are involved. And it's a contract. There are expenses that could be incurred for the breach of the agreement. And agreements were made to be respected and good faith is there.

3475 It does not necessarily mean that a new owner of the ferry will automatically come in and breach that agreement. That agreement would be predating any purchaser. It's registered. They would have to respect it. I have confidence in those who would be the mayor of Hudson, those who would be running Oka, and also the owners of the ferry that they would respect such an agreement. And we ought to give them the benefit of the doubt.

3480 And so far as environment is concerned, I cannot comment on that, I believe that adequate studies can be done to protect the environment, the fishing rights of the Natives on the other side, to protect the flora and the fauna of the environment while improving the ferry.

3485 And my last point which I would like to address, and it's speculation, there is an acquired right somewhere here. Acquired rights may or may not be safe, depending on their modification. Monsieur Desjardins has a right to operate a commerce in that area. I understand that this commerce is restricted to operating a ferry from Hudson to Oka and back.

3490 Now, unless his project substantially modifies his right, then he has the right to do so and his business ought to exist. If there is a building in a heritage area that's old and it... for example, let's take a bar or a restaurant and it needs a new sprinkler system in order to make it safer, would we prevent the person from adding a sprinkler system? Would we ask as it be closed down? We have to respect that right.

3495 Here we have public rights versus a private right. The Minister of Transport has stated that, *The ferry system, as it exists, is not safe. So, we have the public safety.+

What's really interesting about the Hudson ferry is that it is on private property. It's a private enterprise that caters to the public and it impinges on a public domain and, so far, the Minister of Transport is concerned.

3500 And as we like to say, Mr. Desjardins's right ends where the public rights begin. And if he is to cater to the public, then he has to meet certain regulatory requirements. Likewise, he must respect the bylaws of Hudson. And so we have this convergence of rights and regulations that need to be modified in order to accommodate him.

3505 I see absolutely no reason why this ferry system needs to be closed, why a business needs to be shut down. I see no reason why the three groups could not work together in order to have a very efficient, absolutely fantastic system that links Hudson and Oka to the outside communities and, at the same time, preserve the environment.

3510 As I said, I'm a newcomer to Hudson. I love the City of Hudson and I wish to see it remain in its quaint real sense. I have the benefit of living here and also in the heart of Montreal. I would hate to see the rights of citizens at the same time be disrupted, whether it's the residents on Sanderson. I do believe that they have the right to coexist and that, from what I've observed of the past three years, they can coexist with adequate consultation, because we all have the same
3515 objectives.

 And Monsieur Desjardins has the same objectives. I do not believe it is only a commercial venture, but he too is a resident of the area and he too, I believe, would want to see an improvement in the environment.

3520 And I will underline that by saying I do not actually know Monsieur Desjardins. I met him very briefly only once, but I've had the privilege of using the ferry system. I love it and I would like to continue to have access to Oka. Thank you very much.

3525 **THE CHAIRMAN :**

 I have a couple of questions.

Mrs. VONNIE ROCHESTER :

3530

 Certainly.

THE CHAIRMAN :

3535 We'll grateful for your coming forward to contribute to these proceedings. You take the ferry in what capacity? For work or...

Mrs. VONNIE ROCHESTER :

3540 Both. I actually take the ferry just for the sake of taking the ferry to the other side. I love

the ride. In the mornings, I walk there when it's opened, as soon as it's opened. And I will take the ferry to go to the other side, Oka, just to walk. There's a park in Oka that's absolutely magnificent. I like to walk in that park. So, I would take the ferry for that purpose, sightseeing.

3545 I will take the ferry in order to cross over to Laval. I do have friends and business relations in Ste. Marthe sur le Lac. It's a very convenient way to get across there. It's also a very convenient way to get to the Laurentians when I need to go there. And it's also a means of sometimes bypassing construction on the Highway 40 or the Highway 20.

3550 **THE CHAIRMAN :**

Right.

Mrs. VONNIE ROCHESTER :

3555 Is it an essential service? Well...

THE CHAIRMAN :

3560 No, I didn't ask that. One more question. So, you believe that if the rule, the *No Stopping+ rule is in fact enforced, that would dispose of the problem of access, emergency vehicles freedom to move and to arrive in a timely fashion where they are needed, et caetera, et caetera. That's your...

3565 **Mrs. VONNIE ROCHESTER :**

I believe that if the *No Stopping+ rule is enforced, Monsieur Desjardins will be obliged to create a larger parking lot on his lawn.

3570 **THE CHAIRMAN :**

Yes.

Mrs. VONNIE ROCHESTER :

3575 And so he will then have the responsibility of choosing between a beautiful green space...

THE CHAIRMAN :

3580 Or his business.

Mrs. VONNIE ROCHESTER :

... and a parking lot.

3585 **THE CHAIRMAN :**

Yes.

3590 **Mrs. VONNIE ROCHESTER :**

At the same time, because of the setup of the ferry, I do not find it particularly attractive, beautiful the way it is now. I'm hoping that with the construction of the new pier, whatever, he would plant trees, there would be flowers, because you see, from the ferry, there is a park, a piece of land that belongs to the City of Hudson, that passes behind a house and opens up on Bellevue. And so the potential to create there an absolutely beautiful green space from Bellevue to the ferry, it's there.

3600 And Mr. Desjardins or anyone who owns the ferry may then be able to surround his house from the road, to shield it, so that a parking lot can be created behind, which would also protect the residents of Sanderson from excess noise or to see the traffic that's there without necessarily blocking their view of the river.

3605 So, working with a paysagiste, it's possible to create something quite beautiful there while respecting the rights of the residents in the area. Personally, I would like to see the area developed as a park, you know, into the ferry.

THE CHAIRMAN :

3610 Thank you very much, Mrs. Rochester.

Mrs. VONNIE ROCHESTER :

Thank you.

3615 **THE CHAIRMAN :**

Mr. John Norman St. Aubin.

3620 **Mr. JOHN NORMAN ST. AUBIN :**

Yes. I just have a couple of questions. We've been talking about the grandfather clause. Does the so-called grandfather clause specify that the service between Hudson and Oka must use the same equipment forever? Is there any place where we could find out what this grandfather clause says?

3625 And the other point was, does the grandfather clause specify how many vehicles can be carried in a season?

THE CHAIRMAN :

3630 You're submitting these questions to us? We will endeavor to find the answers...

Mr. JOHN NORMAN ST. AUBIN :

3635 Yes.

THE CHAIRMAN :

... and both the answers for you.

3640 **Mr. JOHN NORMAN ST. AUBIN :**

Because on the first question, I would like to point out that the barges are not the same as the original ones. And these changes have been permitted and accepted. So, what is the ruling on the various grandfather clauses, really is the point of my...

3645

THE CHAIRMAN :

Yes.

3650 **Mr. JOHN NORMAN ST. AUBIN :**

The new equipment, whatever it is, would still be a vessel carrying vehicles and people from one side to the other.

3655 **THE CHAIRMAN :**

Yes.

Mr. JOHN NORMAN ST. AUBIN :

3660 Now, if they were starting to carry them from, say, Hudson to some other place, that would be different.

THE CHAIRMAN :

3665 Yes.

Mr. JOHN NORMAN ST. AUBIN :

3670 But on a grandfather clause, the way I understand it, he still had the right to go across

that area and no specification as to what kind of vessels to be used.

THE CHAIRMAN :

3675 That would be our understanding too.

Mr. JOHN NORMAN ST. AUBIN :

3680 Yes. Thank you.

THE CHAIRMAN :

Thank you, sir.

3685 Mrs. June Penney.

Mrs. JUNE PENNEY :

3690 Yes. Hi! My name is June Penney, I live at 140 Main Road which is probably one of the closest people in here tonight, other than probably Dominique and other person over there, Alex, that spoke.

3695 Literally, there are a few trees that separate my backyard from the bay of the ferry. And the familiar sound of the ferry for 26 years now, I've heard that sound in the spring with the click-clack of the boards that the tires go over and the tugboats, you know, taking off. For me, it's a pleasure. I do respect ...

THE CHAIRMAN :

3700 You cannot sleep without it in other words.

Mrs. JUNE PENNEY :

3705 Exactly. It's like the birds signing for me.

THE CHAIRMAN :

Good.

3710 **Mrs. JUNE PENNEY :**

So, to lose that, it would be very sad for me to no longer have a ferryboat operation in that bay.

3715 One thing I wanted to say tonight however is that I do respect the people who live on Sanderson and the ones living on Bellevue. They have a different scenario than what I face.

3720 I am on Main Road. I'm the fourth house away from the ferry going towards Vaudreuil on the lake side. There are some occasions when I can't get out of my driveway either because of the traffic that's blocking.

THE CHAIRMAN :

3725 Backing up on Main.

Mrs. JUNE PENNEY :

Yes, but in my situation, it's not a constant every weekend situation.

3730 What I have observed is that not every car waiting in line, whether they be on Bellevue or Main Road, or the Main Road area where I live, not every car is waiting to go to the ferry. And that to me is the problem. Whether there are big boats, little boats, regardless of what boats there are in the water, the problem is the traffic, okay?

3735 I agree the traffic problem has not always been there. However, since what I again have observed since the signs went up on the highways, and I believe they were probably put there by Transport Quebec, it's now flashing the alertness to everyone, *Hey! Come take the ferry+, and that accompanied with the population increase in our area, families looking for something to do on a Sunday. *The Oka beach is across the lake. Let's go to Oka.+

3740 Friday nights are incredible, because we have this provincial park over there. There are a lot of campers, a lot of bikers. Everyone is out to enjoy our area.

3745 So, I've even suggested this to our mayor and, of course, everyone skirts around the issue. No one wants to take responsibility for the traffic problem. We can sit here and argue about the boats forever, as to whether it's a good project, a bad project, but the reality is we need to deal with our traffic problem for emergency issues, for, you know, social issues, just the pleasure of life of living here in Hudson.

3750 So, a suggestion that I have made is that we need to determine who's really responsible for this traffic problem. I truly believe it is not Claude Desjardins, it is not the ferry service and it is not the mismanagement of the operation. It is truly the fact that there is an increased traffic circulation in our area and our roads are not equipped to handle that congestion that takes place there.

3755

And again sometimes it's one car that's waiting to go in to the ferry and it can't. And even if you put someone out there to direct the traffic, where do you want them to direct that car to? The *No Stopping+ signs are ridiculous because...

3760

THE CHAIRMAN :

Why?

3765

Mrs. JUNE PENNEY :

Well, it's impossible. If I'm now leaving my house to go to Hudson and there is three cars stopped prior to the entry to the ferry, I need to stop. I can't put on an automatic pilot light and my car takes off in the air. I can't back up, because there's cars behind me. I have a need to stop my vehicle, because I can't go anywhere. And it's very unfair for me to receive a fine. I'm not even going to the ferry, I'm going into the village.

3770

So, these *No Stopping+ signs, they don't address the issue. I'm not going to not leave my home to go and do my groceries, or go to the bank, or do whatever because there is a *No Stopping+ sign on the road. It doesn't make any sense at all.

3775

So, the suggestion that I have had, it's twofold. Again regardless of the modernization project, let's deal with the traffic and see what happens, because in listening to my fellow, you know, citizens here tonight, it seems to me that most people have the issue of traffic, the fear of the unknown of attracting more... like, you know, the unknown project, it's going to be bigger, it's going to attract more cars. It really comes down to the basic problem of traffic circulation for our small roads.

3780

So, a temporary solution, until we sort the whole boat issue out, is to simply widen, create a shoulder. There's enough land on my side of the road that, I believe, is probably town property still. Like the shoulders here, especially in that area, it's very flat already. It's just filled with gravel and weeds. And, you know, perhaps there's a little section of the shoulder of the road that could be kept there for like a holding bay of like two or three cars that are actually not able to fit into the ferry property. And the same thing coming from west to east.

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3790

Bellevue is another story, because Bellevue is very narrow. And, you know, I am not in support of expropriating properties to create, you know, an extra lane, but wherever that lane could be created or there's... and Claude Desjardins even has extra property on his... you know, the land is there. It's just a matter of perhaps recurving the road or restructuring the road a little bit to accommodate a congested area, rather than just the two lanes, that there's actually two holding lanes, you know, as you often see on highways sometimes where you need to take the exit and there's that little area where you can pull over and let the flow of the traffic go by.

3795

THE CHAIRMAN :

3800 Yes.

Mrs. JUNE PENNEY :

3805 It is expensive, but perhaps if everyone recognize that this is a communal problem and, as was mentioned earlier, other communities, you know, Transport Quebec, Transport Canada since the ferry operation is a Canadian... I don't know. Like it's for the authorities to sort it out.

3810 But for all of us to say, *It's not my problem, it's the community patrol.+ And the community patrol says, *It's the provincial police.+ The provincial police say, *It's Claude.+ You know, it's like everyone is trying to blame somebody else and why don't we just, you know, deal with the issue at hand.

THE CHAIRMAN :

3815 Yes.

Mrs. JUNE PENNEY :

3820 And like I say, I understand people's concerns, because I would be that concerned too if I had loud music on my doorstep, and garbage on my lawn, and the lack of respect. And, you know, when you have tourists or people that don't live in their community or in our community, sometimes they behave in a different way. I find it in Hudson we have a mutual respect for each other's properties and well-being around town.

3825 Anyway, that's basically what I wanted to say. And I just hope that we can all work on this together. And instead of fighting one another, have respect for each other's concerns and find a solution.

THE CHAIRMAN :

3830 Thank you very much, Mrs. Penney.

Mrs. JUNE PENNEY :

3835 Okay.

THE CHAIRMAN :

3840 Actually, when you mentioned Transport Canada in relation to the shoulder of the road, I...

Mrs. JUNE PENNEY :

No, Transport Quebec, sorry.

3845

THE CHAIRMAN :

Good! Because I was just thinking of Meech Lake and the Charlottetown Agreement...

3850

Mrs. JUNE PENNEY :

No, Transport Quebec.

THE CHAIRMAN :

3855

... I think would need a constitution amendment for that.

Mrs. JUNE PENNEY :

3860

No, but Transport Canada, because it's a waterway.

THE CHAIRMAN :

Yes.

3865

Mrs. JUNE PENNEY :

It's a ferry.

3870

THE CHAIRMAN :

Yes, but they wouldn't be involved in managing the road network at all.

Mrs. JUNE PENNEY :

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They wouldn't be involved at all? No.

THE CHAIRMAN :

3880

Sort of a constitution amendment which I ...

Mrs. JUNE PENNEY :

All right.

3885

THE CHAIRMAN :

... which I don't think you meant. Thank you very much, Madam, for your contribution to this.

3890

Mrs. JUNE PENNEY :

Okay, thank you.

3895

THE CHAIRMAN :

Thank you.

Mr. Campbell, Mr. Graham Campbell.

3900

Mr. GRAHAM CAMPBELL :

Thank you, Mr. Samak and Madame Bigué.

3905

THE CHAIRMAN :

Pleasure.

3910

Mr. GRAHAM CAMPBELL :

I have a short letter really, open letter to read which expresses my views as a resident in the area.

(THE PARTICIPANT READS HIS BRIEF)

3915

Page 1, the sentence starting: *As owners of the property [...]

Page 1, the sentence ending: [...] and associated wetlands.+

3920

I might just add there that I haven't heard anybody else talk about this creek tonight but if you've inspected the area, it has a very significant impact on the ferry operation. And the ferry operation has quite an impact on this little river, because the turning circle of the present ferry is actually in the mouth of the river. And with the new ferries, which will have much larger propellers, I'm sure, I can only imagine that this will have a very negative effect.

3925

Traffic impact which we've heard a lot about this evening.

(THE PARTICIPANT READS HIS BRIEF)

Page 1, the sentence starting: *The present traffic level [...]

Page 2, the sentence ending: [...] totally unsuited.+

3930

Just add there that, as another speaker earlier this evening passed the comment that the site is totally unsuitable for a ferry, particularly with a draining of the... or the reduction in the water level of the lake. And I think this is a very important point that this is not the site for any... really it would not be the site of choice for a ferry in the first place and certainly is not the site for an improved enlarged ferry operation. Thank you.

3935

THE CHAIRMAN :

Thank you, Mr. Campbell. You have introduced other elements that expand the list of things we have to take care of.

3940

Mr. GRAHAM CAMPBELL :

Yes.

3945

THE CHAIRMAN :

And for that, we're grateful. Thank you, sir.

3950

Mr. GRAHAM CAMPBELL :

Thank you very much.

LE PRÉSIDENT :

3955

J'ai une demande de rectification de la part de monsieur Guy Marcil du ministère des Transports du Québec. Alors, j'invite monsieur Marcil de se prévaloir de son droit de rectification.

M. GUY MARCIL :

3960

Madame Bigué, Monsieur Samak. Je pense que mon témoignage, que j'ai rendu il y a quelques semaines, n'était pas complet. En ce qui concerne le service, je me suis probablement mal exprimé ou c'est tout au moins incomplet.

3965

Lorsque je parlais du service essentiel, je maintiens que le service n'est sûrement pas essentiel si on regarde, dans un réseau national, l'ensemble du réseau qui pourrait accaparer la clientèle, qui est utilisé présentement.

Par contre, pour les usagers, les 160 000 clients annuels, pour eux autres, c'est peut-

3970 être un service important. C'est un service important parce que ça fait sauver du temps. Ça fait sauver de l'argent. Et si les gens sont préoccupés de l'environnement, ça fait sauver de la pollution. C'est une distance significative qui est sauvée en utilisant le traversier.

3975 Quelle serait la réaction du ministère advenant la fermeture de cette traverse-là? Je ne peux pas l'affirmer. On n'a pas de politique présentement en ce qui concerne les traverses privées. Ça n'existe pas. On réagit plus selon les pressions du milieu, selon la demande, selon la nécessité.

3980 La dernière traverse qui a été fermée, elle a été fermée faute de demande. Si ma mémoire est bonne, c'est à Thurso. Par contre, à un autre moment donné, on a des traverses privées qui ont fermé, qui ont été achetées par la Société des traversiers parce qu'on considérait que c'est un service qui méritait d'être maintenu, mais il n'était pas rentable. C'est la raison que la Société des traversiers a acheté plusieurs traverses à l'époque.

3985 Pour le ministère, ce service-là, c'est un atout, parce que tout ce qui ajoute à la mobilité est un point positif. Sa disparition, nécessairement, ça serait un élément négatif, parce que pour le ministère, en plus de faciliter la mobilité, le transport des personnes et des marchandises, il vise aussi à favoriser le développement économique et le développement touristique. Je pense que la traverse peut être analysée dans ce contexte-là aussi.

3990 En fait, si je me répète, advenant la fermeture, je pense que si les milieux socioéconomiques souhaitaient avoir une intervention gouvernementale, ça serait analysé. Quelle serait la réaction du politique? Je n'en ai aucune idée. Merci, monsieur le président, madame la commissaire.

3995

LE PRÉSIDENT :

Merci, monsieur Marcil.

4000 Il me reste à vous entretenir de deux, trois points avant que la session soit déclarée close. Alors, that ends the session of the second phase of the public hearings for the City of Hudson.

4005 The Commission is still in the process of finishing the other half of its mandate which is the inquiry half of it. And we will be deemed in an inquiry mode until the 15th of July where we are expected, at the latest, to submit our report to the Minister of the Environment.

4010 Until then obviously, we will be looking at every bit of information that is relevant to this mandate and the Commission invites you to share any information that you deem relevant with us, with our staff.

You are welcome to submit other briefs, if you like. And I will ask you to endeavor to

have it delivered to us at the latest by June, 13th of June, to give us enough time to integrate it into our work. And that applies to those who have already submitted briefs. Any information that you think is relevant, by all means, share it with us.

4015

As you know, our findings, they are not necessarily recommendations and they are certainly not obligatory. We submit our findings to the Minister and the Minister takes all these findings into account. As I mentioned earlier, there is a parallel analysis process that is going on currently by the Ministry of the Environment staff and experts, and both processes will feed into the input that the Minister will receive. And on the basis of that, the Minister will make recommendations to Cabinet. And Cabinet will ultimately decide on the project and under what conditions, if any, it should or should not proceed.

4020

I would most of all like to thank you for having accomplished your civic duty to participate in this process. It would be a lot poorer without your input and the process is there precisely for you to partake of it and to contribute to it the way you did, and we thank you for it.

4025

I would like to thank the staff of the Ministère des Services Gouvernementaux pour leur contribution, madame Maisonneuve pour son travail en silence comme ça, patiemment, très bien fait comme d'habitude.

4030

Et par le fait même, je déclare la session close pour la deuxième partie de l'audience. Merci beaucoup.

4035

Je, soussignée, **LISE MAISONNEUVE**, sténographe judiciaire, certifiée sous mon serment d'office que les pages ci-dessus sont et contiennent la transcription exacte et fidèle des notes sténographiques prises par moi au moyen du sténomasque, le tout conformément à la Loi.

4040

ET J'AI SIGNÉ:

4045

LISE MAISONNEUVE, s.o.