

# Sept-Îles Port Authority

## Land-Use Plan

Project

May 2000

(Addendum September 4, 2000)



## TABLE OF CONTENTS

1. INTRODUCTION
  2. THE SEPT-ÎLES PORT AUTHORITY
    - 2.1 Legal Aspect
    - 2.2 Vision and Mission
    - 2.3 Board of Directors
    - 2.4 The Port's Ranking on the World Scale
    - 2.5 Socio-Economic Impact
  3. MANAGEMENT POLICY
    - 3.1 The Terminal
      - 3.1.1 Transportation of Merchandise
      - 3.1.2 Transportation of Passengers
    - 3.2 The Community
    - 3.3 The Environment
    - 3.4 Financing
  4. DEVELOPMENT PLAN
    - 4.1 Consolidation and Layout of Infrastructures
    - 4.2 Orientations by Sector
      - 4.2.1 Urban Sector
      - 4.2.2 Pointe-Noire Sector
- APPENDICES
- Article 48 of the Canada Marine Act
  - Urban Sector
  - Urban Sector (Details)
  - Pointe-Noire Sector

## **1. INTRODUCTION**

This Land-Use Plan is being presented by the Sept-Îles Port Authority as stipulated in Article 48 of the Canada Marine Act (Appendix 1).

A Land-Use Plan is based on objectives and policies pertaining to the physical lay-out of buildings, the management of which has been entrusted to the Sept-Îles Port Authority. This plan takes under consideration applicable social, economic and environmental factors as well as zoning regulations pertaining to surrounding lands.

This document presents:

- the structure of the Port of Sept-Îles
- its management policies
- and its development plan

The Canada Marine Act allows for a 60 day consultation period, during which time a public meeting is held to give people the opportunity to express and discuss their opinions.

After it has been made aware of the public's opinions and observations, the Port Authority may adopt its Land-Use Plan.

## **2. THE PORT OF SEPT-ÎLES**

### **2.1 Legal Aspect**

On May 1, 1999, the Port of Sept-Îles was officially recognized as a Canadian Port Authority, under the new Canada Marine Act. This new law overrode the Canadian Ports Corporation laws and gave the Port of Sept-Îles the right to its own Board of Directors made up of businessmen from the region.

## **2.2 Vision and Mission**

The Port of Sept-Îles ranks second in Canada for tonnage of bulk solids handled. In the long term, the Port of Sept-Îles intends to consolidate its position and become the most important centre for the transshipment of solid bulk cargoes in Eastern Canada. The main elements derived from the Port of Sept-Îles' mission, confirm its role as a local and regional development agent that favours the arrival of major industries that are attracted by the leadership and the economic aggressiveness displayed by the region.

*The Sept-Îles Port Authority's mission is to remain an important development agent by maintaining a partnership approach to offer functional installations and deliver efficient services that maximize the natural advantages provided by the Bay of Sept-Îles.*

The Port intends to use all the necessary resources at its disposal in order to attain its mission while continuing to respect the environment. Emphasis will be placed on:

- client services,
- involvement in the milieu,
- and its obligations to its shareholders.

## **2.3 The Sept-Îles Port Authority**

The Authority ensures the management and maintenance of infrastructures, buildings and equipment belonging to the Port of Sept-Îles. Furthermore, it manages all development and construction projects.

The Port's equipment and infrastructures are utilised by its clients or specialized cargo-handling and stevedoring companies. The Port Authority manages and coordinates a complete array of quality services offered to maritime carriers and local users of the facilities.

The Port of Sept-Îles is proud to have a highly functional workforce and a proven efficient work structure. Dock Worker Unions have also played a key role in the Port's reputation.

In its efforts to develop and optimize the Port's considerable development potential as well as the many important natural resources of the region, the Sept-Îles Port Authority, along with its social and economic partners, continues to promote the Port throughout the world.

#### **2.4 The Port's Ranking on the World Scale**

The region ranks high on the National scale by order of importance because of the nature of its economic activity and its role as a transit handler of certain imported or exported products.

As an exporting region, the North Shore plays an equally important role on the international level. Add to this its ideal location at the entrance of the St-Lawrence seaway which is at the crossroads of North American and European shipping lanes as well as its year-round accessibility and the interest it generates is easy to explain. The Port ranks second in Canada for tonnage handled, 80% of which is intended for international markets.

The Port of Sept-Îles ranks at the top of the North Shore region's economic plans and is a major player in its development. It has all the characteristics of a super port; with its deep water harbour and semi-circular bay 8 to 10 kilometers in diameter; it is considered one of the most important ports on the Eastern Seaboard.

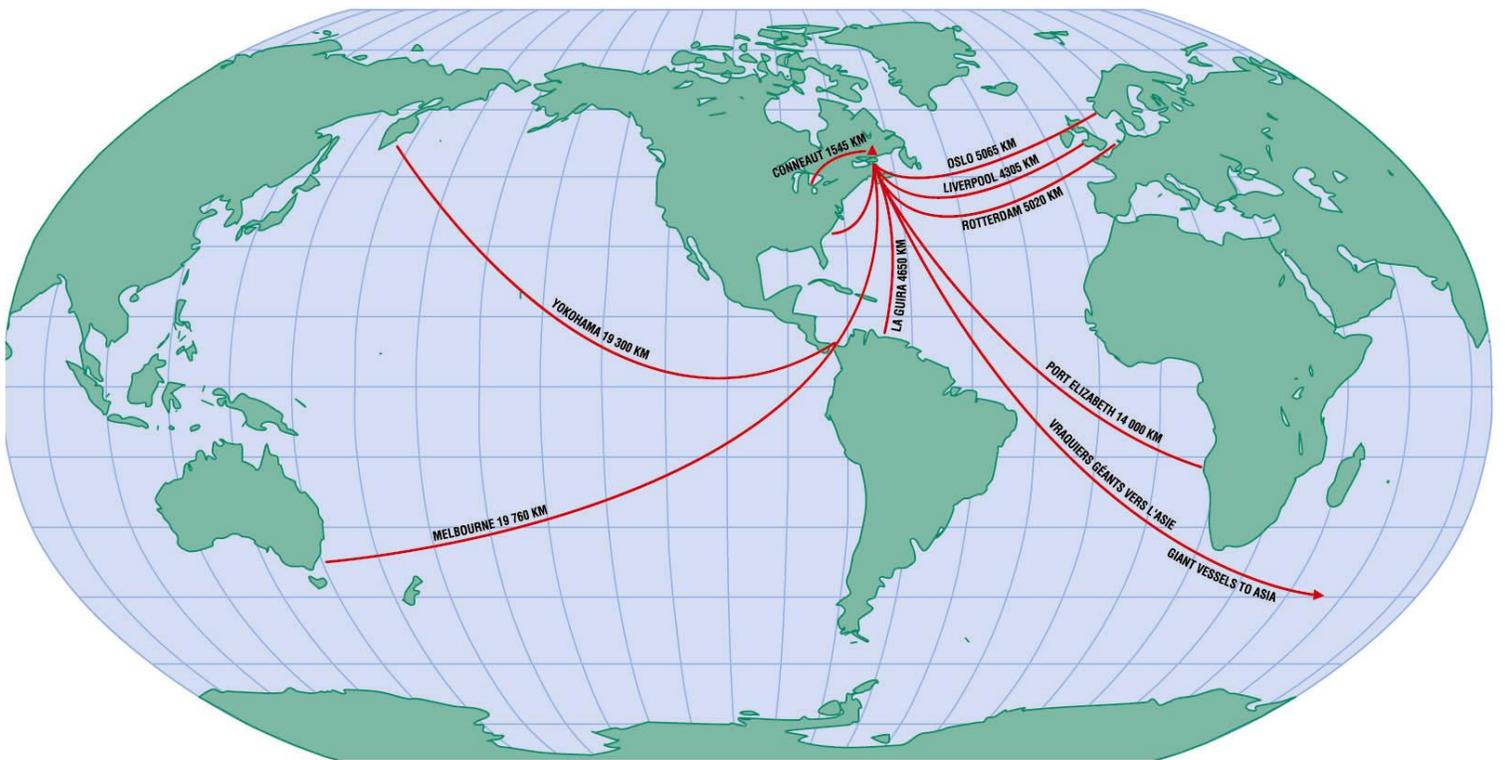


Figure 2.1, Sept-Îles on the globe

Sept-Îles is an ideal port of call for ocean going vessels up to 300,000 tons as they can safely load and offload their cargo 12 months of the year. The entrance to the bay is 2,500 m wide and over 50 m deep. This allows even the biggest vessels to access the deep portion of the bay without any assistance from tugboats.



*Courtesy of the Iron Ore Company of Canada*

The Port of Sept-Îles mainly ships solid bulk products, but it is capable of handling all types of merchandise: containers, liquid bulk cargoes, general products, etc. Over the past ten years, the Port has handled an average of 22 million tons of merchandise per year. This tonnage represents approximately 700 ships each year. In 1977, the Port of Sept-Îles reached its peak at 35 million tons handled.

Iron ore is the main product handled and although the industry suffered dramatic reductions in the eighties, it has been making an economic comeback over the last ten years. Iron ore is shipped at the Iron Ore Company of Canada's own private installations and at the Wabush Dock, the Port's public terminal.

Furthermore, because of its particular characteristics, the Port has been the leading site in the world on several occasions in terms of the transshipment of merchandise. Such events include coal transshipments from vessel to vessel, the stabilisation trials for the offshore drilling platform, the Petrobras, and the loading of the platform onto a barge destined for Venezuela.



Because of its strategic position, the Port is an essential transit point where ocean-going vessels can transfer their cargo to the North American Fleet serving the Great Lakes network. Whether it is ship to ship coal transfers, loading through the new bulk terminal at Pointe-Noire, the loading of Havre-St-Pierre ilmenite or the loading of sugar, transportation costs are a determining factor which makes the Port of Sept-Îles an interesting prospect.

The Port of Sept-Îles manages two public terminals and two private terminals owned by IOC. The Pointe-Noire Terminal which is not exploited to its full potential, has become the backbone for future development because of its exceptional characteristics such as:

- its soil bearing capacity,
- its draft,
- its location in an industrial site without surrounding agriculturally zoned areas,
- the availability of hydro-electric power,
- available services,
- and the low level of environmental impacts.



## **2.5 Socio-Economic Impact**

The Port of Sept-Îles has been serving the mining industry in Quebec and Labrador for over forty years and it has also been the centre for the shipment of iron ore products. Although iron ore represents 90% of all tonnage shipped, it only accounts for 10% of the Port's revenues.

Over and above its important product exportation role, the Port is a major supplier to industries and creates approximately 4,000 direct and indirect jobs in the region. All of these transactions generate economic annual revenues in the order of one billion dollars per year.

*The Port of Sept-Îles is at the heart of the region's economic development.*

The development and consolidation of its infrastructures places it in a leadership role that is essential to the economic future of the region.

## **3. MANAGEMENT POLICY**

The Port Authority's objectives and policies regarding plans for its infrastructures take into consideration social, economic and environmental factors in addition to the zoning regulations of neighbouring lands. On this basis, the Port has plans to consolidate the city's urban area and develop the industrial sector of Pointe-Noire.

## 3.1 Terminals

### 3.1.1 The Transportation of Merchandise

The principal vocation of the Port of Sept-Îles is the transportation of merchandise. As part of its mandate, the Port must ensure the efficient management of existing services and maximise their usage through a dynamic promotion campaign on both the domestic and international front.

The Port also has the mandate to increase volumes and diversify its traffic through the introduction of a railcar ferry service and the development of a more functional bulk product terminal in terms of services. These projects would attract and satisfy a more diversified clientele while respecting environmental norms.

Maintaining this perspective, urban area consolidation activities also take into account the surrounding areas and community constraints. With the addition of only a few installations for transporting bulk, the vast majority of activities will be oriented towards services.

The industrial vocation of the Pointe-Noire Sector will continue to progress with the development of the bulk terminal and the activities planned will improve services for existing clients as well as meet the needs of promoters who are attracted by the economical advantages of a secure super port operating all year round.

*The Sept-Îles Port Authority is consolidating its existing installations in the urban sector and developing a bulk terminal in the Pointe Noire area adapted to the needs of its present clients, all the while allowing for the expansion of transshipment activities for both domestic and international commerce.*

### 3.1.2 The Transportation of Passengers

Whether travelling by air or boat, the City of Sept-Îles is a crossroad for passengers travelling to and from the Lower North Shore or northern Quebec. Historically, Sept-Îles has been the point of transit for both passengers and merchandise and every week a vessel travels the Lower North Shore to cater to the various villages. There are also daily flights serving this same population.

The North Shore has one of the highest concentrations of Innu population in Quebec. This attracts many tourists from abroad eager to visit our wide open spaces and experience the well-preserved Montagnais culture in our region.

*In collaboration with the Native community, the Port of Sept-Îles is examining the possibility of implementing cruise line services to give visitors from other continents the opportunity to share the lifestyle of the Native people.*

### 3.2 The Community



*Photo by Sylvie Guignard, the Sept-Îles Tourist Corporation*

The growth of the City of Sept-Îles is attributed to its port activities, first with the fishing industry and later with the iron ore mining industry. In the eighties, we witnessed a drop in the mining business, the diversification of economic activities, and the consolidation of tourism and recreational infrastructures in the community.

A boardwalk along the bay of Sept-Îles, a marina, a fishermen's wharf and a winter dry dock have all been installed to better meet the needs of the community.

On last May 1, when it was registered as a Canadian Port Authority managed by a regional Board of Directors, the Port of Sept-Îles became much more autonomous, now able to serve as an indispensable tool in the promotion of regional, economical and social development.

Aware of its social responsibilities and of the importance of the tourist industry on the economic development of the area, the Port Authority has decided to integrate these aspects through the consolidation of its infrastructures in the urban sector.

*All urban sector tourism and community projects stretching from the Old Dock to the Mgr Blanche dock, have been integrated into the Mgr Blanche passenger terminal project.*

### **3.3 The Environment**

All of the Port of Sept-Îles' projects and activities are conducted in conformity with environmental laws and regulations and in respect of the community.

An environmental audit of port activities and installations conducted in 1998 identified certain shortcomings. Since the audit, users have been informed of the results and, in the majority of situations, corrective measures have been implemented, or shall be in the near future. This dossier is being closely monitored by the Port Authority.

The consolidation of activities in the Urban Sector and the construction of a bulk terminal at Pointe-Noire will also contribute to improving existing practices and ensuring a greater protection of the environment.

As part of these projects, the Port has implemented a compensation program in collaboration with the Sept-Îles Environmental Protection Corporation.

*For the Port of Sept-Îles, respect for the environment and the community are an integral part of the development and management of its activities.*

For all new projects, the Port Authority intends to continue working in association with the community and assume its environmental responsibilities.

### **3.4 Financing**

By virtue of the Canada Marine Act, the local port authority must be financially autonomous and always remain so. The Port of Sept-Îles is financially autonomous. It generates annual revenues in the order of 8 million dollars. These revenues allow the Authority to finance its development projects with local banking institutions.

*These revenues further allow the Port of Sept-Îles to cover its operating costs as well as finance its development projects.*

## **4. DEVELOPMENT PLAN**

Sept-Îles benefits greatly from its strategic location and maritime accessibility to Europe and North America. Situated at the mouth of the St Lawrence, its deep water port is ideal for the economical shipping of bulk cargoes by some of the world's largest ships.

The availability of natural resources and economical electrical energy make Sept-Îles a location of choice for receiving raw materials and other products from Europe that are critical in the determining production costs.

### **4.1 Consolidation and Layout of Infrastructures**

Over the past 10 years, approximately 22 million tons of products have been handled annually. More than 90% of this traffic consists of bulk materials and all development forecasts favour this type of operation.

The arrival of new industries to the region depends on the availability of space and equipment for the transshipment of bulk materials produced for export.

Contrary to many other North American ports, Sept-Îles has the necessary available space to adequately meet the needs of present and future clients and functions in an industrial environment that is free from urban zoning conflicts.

Because of more restrictive environmental regulations, especially regarding the use of coal, the American Mid-West must import a higher quality coal that is lower in sulphur content. Navigation conditions on the St Lawrence coupled with transportation costs make Sept-Îles the ideal location for the transshipment of imported and exported bulk products.

In order to meet present and future needs, the Port of Sept-Îles must consolidate its urban terminal operations and pursue development activities at the Pointe-Noire Terminal.

Studies have shown that if economical diversification is to succeed, a link must exist with the North American Railway system. This was made possible in 1992 with the arrival of the Railcar Ferry Terminal at Pointe-Noire. Furthermore, the arrival of new industries, the use of the bulk terminal for cargo transfers, and a link to the industrial sector at Port Cartier have all been key factors in the optimisation of services.

*The Port of Sept-Îles' development strategy consists of consolidating its Urban Sector operations, in offering a variety of efficient services and in completing the Pointe-Noire development project that will accommodate major industries and the bulk material companies that transport to and from the interior of the continent.*

## 4.2 Orientation by Sector

The Port of Sept-Îles' installations are situated in two sectors: the **Urban Sector** that is located at the north end of the bay of Sept-Îles and the **Pointe-Noire Sector** located on the south end, near the Marconi peninsula.

In the **Urban Sector**, the Port is comprised of private installations belonging to the Iron Ore Company of Canada and various other public installations under the jurisdiction of fishers, Fisheries and Oceans Canada and the Port of Sept-Îles:

- the tug basin (Station 1, Iron Ore Company of Canada),
- Dock #2 (Iron Ore Company of Canada),
- Dock #4 (Iron Ore Company of Canada), Dock #5 (Iron Ore Company of Canada),
- the Pointe-aux-basques Dock (Station 7),
- the Petroleum Dock (Station 8),
- the mooring jetty SIMEC (Station 9),
- the Arcand Dock (Station 11, winter dry dock),
- the Mgr Blanche Dock (Stations 14 & 15),
- the Fishermen's Wharf (Station 16),
- the boat ramp (City of Sept-Îles),
- the Naval Reserve, the Sept-Îles Marina (Station 17),
- the Old Dock (Station 20, MPO).

### **The Pointe-Noire Sector includes:**

- the Wabush Mines Dock (Stations 30 and 31),
- the La Relance Dock (Station 40),
- the Railcar Ferry Terminal (Station 41).

All terminals located in this sector are the property of the Port of Sept-Îles.



*Photo Sylvie Guignard, Sept-Îles Tourist Corporation*

#### **4.2.1 Urban Sector**

The Urban Sector is comprised of the oldest operating installations of the Port of Sept-Îles. It consists of a combination of various commercial and industrial businesses ranging from fishing to tourism and recreation. Intertwined with urban infrastructures, there is very little possibility for industrial development. Nevertheless, the recent dismantling of the Ultramar petroleum park has allowed for the allocation of these spaces to various commercial and industrial interests.

A few projects should be forthcoming in this sector, in co-operation with the City of Sept-Îles. They are aimed at completing the extension of the urban park up to the Mgr Blanche Dock and finalising the landscaping around the boat launch. These projects will improve the integration of port activities with tourism and as a result will improve

the quality of life for the community. Finally, it is intended to revitalise commercial activity in the oldest section of the city.

Maps of the Urban Sector, found in the Appendices, illustrate very well the installations and the properties belonging to the Port of Sept-Îles. The empty lots in the sector are reserved for services associated with maritime activities, either commercial fishing or businesses linked to tourism or leisure.

For terminals under the Port's responsibility, the completion of the following projects will greatly improve services offered in this sector:

### **The Mgr Blanche Dock**

Projects undertaken since 1995 will be complete when all installations are in place to receive cruise ships. Situated in the heart of the urban setting, activities at the Mgr Blanche dock will be oriented more and more towards tourism and serving the needs of the Lower North Shore. Considering that Sept-Îles is situated along the route taken by cruise ships and that there is great interest in the native communities as well as in the vast territories that surround the area, the region offers many attractions that are greatly sought after by American and European tourists.

### **The Petroleum Dock**

Mainly used to supply petroleum products, this dock can also be used to transfer liquid bulk shipments. The installation of some new equipment and modifications will enable the diversification of its activities allowing for the reception of a greater variety of bulk liquids.

## The Pointe-aux-Basques Dock

At present, this dock is used for general merchandise and bulk products on a small scale. This area will be developed by renovating the old Ultramar site and using it for the storage and handling of raw bulk materials such as silica. **This material, which looks like a rock, contains very few fine particles and does not produce atmospheric emissions. Besides, it is already handled through a temporary site at Pointe-aux-Basques dock (station 7) and does not cause any problems.** Certain sites will also be reserved for companies that service port clients. Environment protection equipment will be installed to ensure conformity to norms and the protection of residents and a screen will be planted to limit and reduce noise levels. **This screen will consist of trees planted on backfill to hide material piles and handling activities. Moreover, the ground level of the storage area will be lower than the street level in order to diminish the perception of stored material and activity noise. In designing the wall of trees, the Port will take the residents' view on the Bay of Sept-Îles into account.\***

\*In bold – Addendum, September 4, 2000

*Consolidation activities at the Port of Sept-Îles are ongoing with modifications to the Mgr Blanche dock to make room for greater storage space of bulk materials. When the final touches have been made including the landscaping activities at the Urban Park, the Pointe-aux-Basques project will be complete.*



#### **4.2.2 Pointe-Noire Sector**

Activities at the Pointe-Noire Sector are oriented towards heavy industry. The projects intended for this sector reflect the heart of the Port's mission, that is to improve the transportation of merchandise and people through the installation of adequate facilities.

On the short term, projects will concentrate on the transshipment of bulk merchandise. The addition of handling installations that will allow for the simultaneous loading and unloading of materials from several ships will mark an increase in efficiency. New bulk storage facilities between the Wabush Dock and the La Relance Dock will complete the port complex and increase both the volume and variety of products managed by the Port. These newly planned infrastructures will also have a positive effect on the environment in terms of dust control and water drainage management.

The addition of businesses and an increase in volume of merchandise handled justify the implementation of a regular scheduled railcar link. This liaison with North American markets will not only meet the needs of clients but will provide an additional opportunity in the diversification process of the region's economy.

In an industrial zone that is free of urban constraints, this sector is one of the most sought after sites on the North American East Coast for the development of industrial and maritime activities.

The installation of efficient transshipment, storage and handling facilities is the principal attraction for the implementation of new industrial projects. Reception and service infrastructures are also part of the process and will add to the competitive advantage of this super Port.

Part of the Port's planning process involves considering the impacts on our natural surroundings and undertaking all the required environmental studies.

In addition, a compensation program has been put into place with the various parties involved and concerned government agencies to ensure minimum destruction of natural habitat caused by the project.

*With the Pointe-Noire bulk terminal project, the Port will be able to increase its bulk handling activities and reduce related dust emission levels. The project also includes compensation for any loss of production existing installations might experience due to this project.*

## APPENDIX 1

### Article 48.

(1) A port authority shall, within 12 months after the issuance of its letters patent, develop a detailed land-use plan that contains objectives and policies for the physical development of the real property and immovables that it manages, holds or occupies and that takes into account relevant social, economic and environmental matters and zoning by-laws that apply to neighbouring lands.

(2) The land-use plan may:

- a) prohibit the use of some or all of the real property and immovables for, or except for, certain purposes;
- b) prohibit the erecting of structures or works or certain types of structures or works; and
- c) subject to any regulations made under section 62, regulate the type of structures or works that may be erected.

(3) A land-use plan shall not have the effect of preventing:

- a) the use of any real property or immovable existing on the day on which the land-use plan comes into force for the purpose for which it was used on that day, so long as it continues to be used for that purpose; or
- b) the erecting or alteration of a structure or work that was authorised before the day on which the land-use plan comes into force if the

erecting or alteration is carried out in accordance with the authorization.

- (4) A port authority shall, at least sixty days before the coming into force of a land-use plan, have notice of the plan published in a major newspaper published or distributed in the place where the port is situated.
- (5) The notice shall include information as to where a copy of the plan, including any related documents necessary to understand it, may be obtained and an invitation to any interested person to make representations to the port authority with respect to the proposed plan within those sixty days and to attend a public meeting at a specified time and place.
- (6) After the port authority considers any representations made by interested persons with respect to a proposed plan, it may adopt the plan.
- (7) The port authority shall have notice of each land-use plan that it adopts, together with notice of the place at which a copy of the plan may be obtained, published in a major newspaper published or distributed in the place where the port is situated.
- (8) A port authority need not comply with subsections (4) to (7) in respect of a proposed land-use plan that:
  - a) has previously been published pursuant to subsection (4), whether or not it has been changed as a result of representations made pursuant to subsection (5); or

b) makes no substantive change to an existing plan.

(9) Land-use plans are not regulations within the meaning of the *Statutory Instruments Act*.

# VILLE DE SEPT-ÎLES

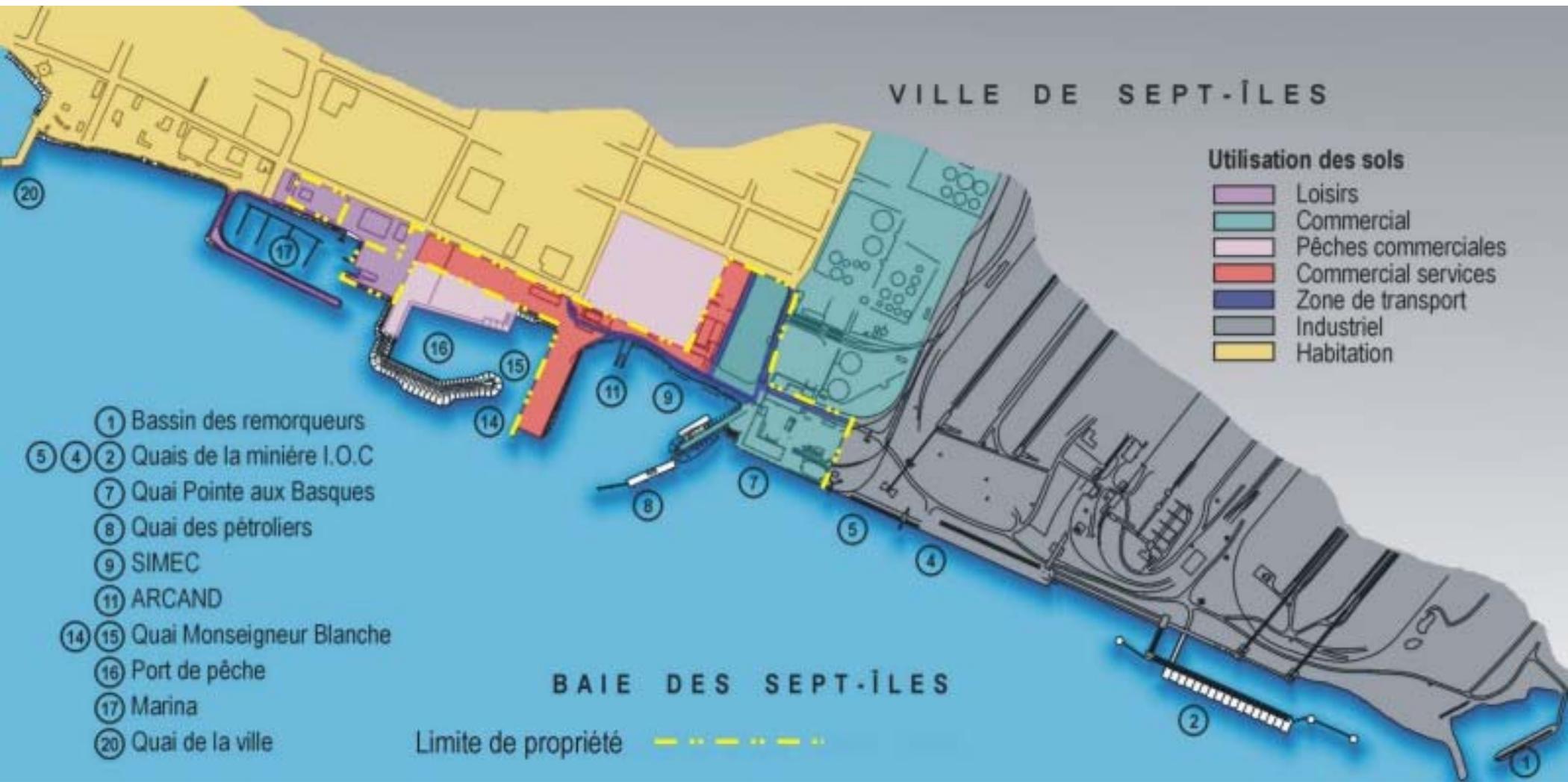
**Utilisation des sols**

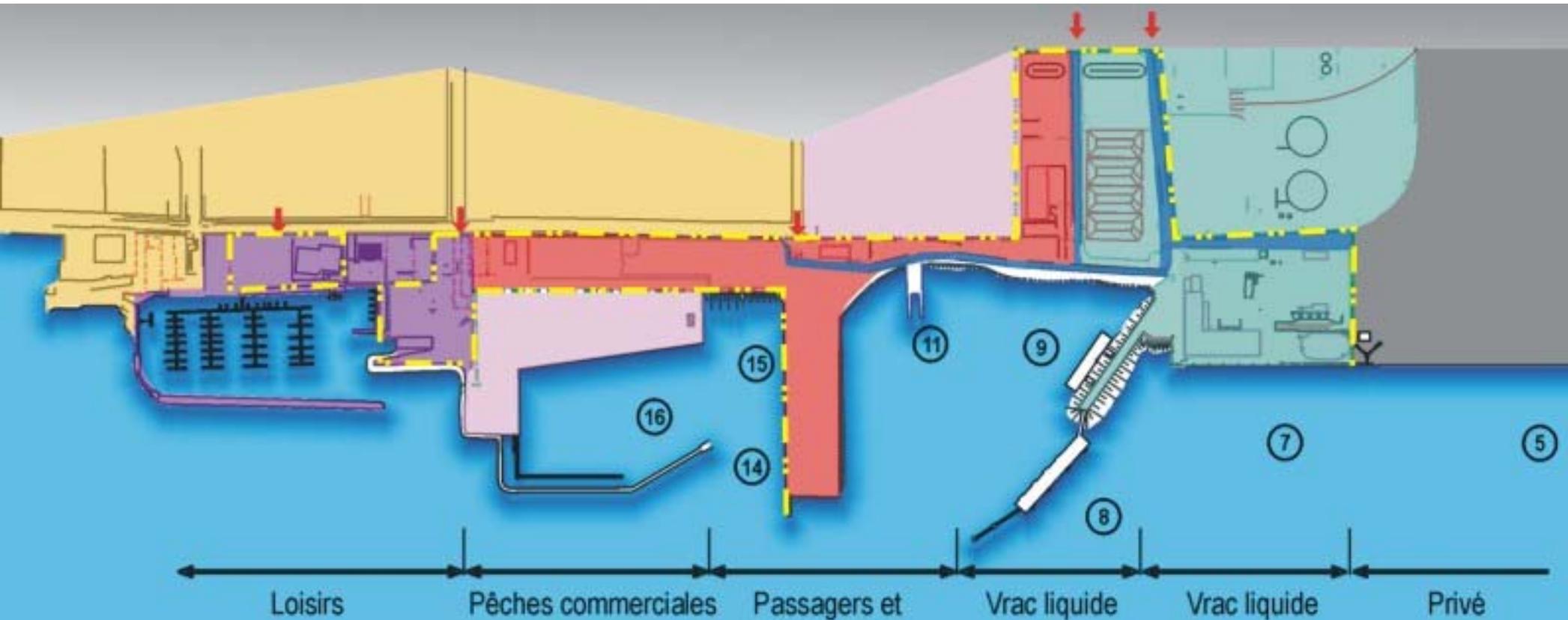
- Loisirs
- Commercial
- Pêches commerciales
- Commercial services
- Zone de transport
- Industriel
- Habitation

- ① Bassin des remorqueurs
- ② Quais de la minière I.O.C
- ④ ⑤
- ⑦ Quai Pointe aux Basques
- ⑧ Quai des pétroliers
- ⑨ SIMEC
- ⑪ ARCAND
- ⑭ ⑮ Quai Monseigneur Blanche
- ⑯ Port de pêche
- ⑰ Marina
- ⑳ Quai de la ville

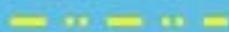
## BAIE DES SEPT-ÎLES

Limite de propriété — — — — —





Limite de propriété  
du Port de Sept-Îles



Accès au Port de Sept-Îles



Usage dominant



### Utilisation des sols

Habitation	
Industrie	
Commercial services	
Commercial	
Pêches commerciales	
Loisirs	
Zone de transport	

## BAIE DES SEPT-ÎLES

- |                              |                              |
|------------------------------|------------------------------|
| ⑤ Quais de la minière I.O.C. | ⑪ Quai Arcand                |
| ⑦ Quai Point aux Basques     | ⑭ ⑮ Quai Monseigneur Blanche |
| ⑧ Quai des pétroliers        | ⑯ Parc de pêche              |
| ⑨ Jetée d'amarrage SIMEC     |                              |

PORT DE SEPT-ÎLES  
SECTEUR URBAIN

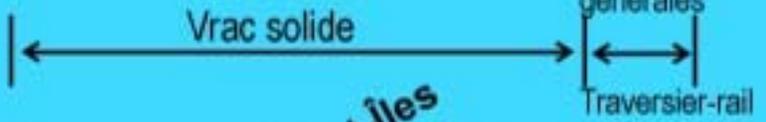
### Utilisation des sols

- Industrie 
- Usage portuaire projeté 
- Zone de transport 

### Numéro de poste à quai

- 30 Poste à quai Minière Wabush
- 31 Poste à quai Pointe Noire
- 40 Poste à quai La Relance
- 41 Poste à quai traversier-rail

Accès au Port de Sept-Îles   
Usage dominant 



Baie des Sept-Îles

Limite de propriété du Port de Sept-Îles

30

31

Pointe à la Baleine

40

41

Aluminerie Alouette

Pointe-Noire

