

TGIRT-EIJB Mistissini FMU 26-61 and 26-62

Minutes of the **SIXTEENTH MEETING**

Held on September 11, 2019 in Room 102 of the Business Center, 168 Main Street in
Mistissini



Gouvernement régional
d'Eeyou Istchee Baie-James
Eeyou Istchee James Bay
Regional Government

APPROVED ON: DECEMBER 4, 2019

ATTENDING

Delegates:

Dion Michel – Eskan
Mireille Gravel - Nibiischii
Jean-Pierre Boudreault – Chantiers Chibougamau
Alex Coonishish – Local economic development

Observers:

Gabriel Rheault – MFFP
Johanne Morasse (telephone) – EIJBRG
Martin Fillion – EIJBRG, animator

Guests:

Sonia Légaré (telephone) – MFFP

TGIRT-EIJB MISTISSINI SIXTEENTH MEETING

1. Call to order, introductions

The animator welcomes all participants and asks them to introduce themselves.

2. Reading and approval of the agenda

The animator reads the agenda. An observer asks for the addition of an item under Miscellaneous: Update regarding the road improvement. The item will be presented by the Nibiischii delegate.

On a motion by Mrs. Mireille Gravel, duly seconded by Mr. Dion Michel, it is unanimously agreed to approve the agenda with the requested additions.

3. Reading, follow-up and approval of the minutes of the meeting held on June 12, 2019

The animator reviews the minutes and pays a particular attention to the decisions and follow-up items.

In the absence of at least two delegates present at that meeting, the approval of the minutes is postponed to a later meeting.

4. Correspondence

There is no correspondence for this meeting.

5. Follow-up on the issues

The members review the issues grid and the latest work done by the technical committee. The discussions are focused on a new multiple issue regarding access to the territory, aesthetics and the safety of the users. The members discuss some solution elements to reduce the congestion of some ancient roads when they are being reopened. Currently, when reopening an ancient road, the trees are cut and simply pushed to either side of the road. This has the effect of reducing the access outside the road. The vegetation pushed on either side of the road creates an actual barrier in some cases, restricting the capacity to circulate for the trappers and wildlife. As a considered solution, it is proposed to chip the wood. Tests should be done shortly. Discussions continue generally on the needs related to the access to the territory issue. The animator reviews the wording of the needs already established in the issues grid and confirms with the delegates that these needs are still relevant. Then, he takes the first need listed in the grid, confirms its relevance with the delegates and asks them how they would like to implement this need, while suggesting the intervention of a technical committee. The MFFP observer suggests the direct intervention of a technical committee with the BGAs since they are responsible for the road construction and maintenance. He suggests that a tallyman also joins the committee and especially a contact person for the forest management unit, i.e. Mr. Georges Dion who is responsible for the application of the RADF in the road construction. A delegate mentions that tallymen increasingly denounce the cases of congestion in the roads when they are reopened. This is why he raises the issue and wants concrete solutions to be implemented. A delegate suggests first to invite Mr. Georges Dion of the MFFP to come answer the questions and concerns of the delegates at a future meeting. A delegate returns to the initial suggestion to form a technical committee and indicates who should be on it: one representative per BGA, the MFFP, including Mr. Georges Dion, Mr. Dion Michel and one or two tallymen according to their availability. The members discuss the most appropriate time, considering the availability of every member and the next consultations.

After discussion, it is agreed to form a technical committee on the access to the territory in order to establish possible solutions and the terms applicable in the case of the reopening of ancient roads to reduce the congestion caused by the vegetation cut on the right-of-way of these roads. A survey will be sent to the

members identified in order to determine the date of a meeting between the second week of October and the first week of November.

6. Variance management grid – Clarifications from Chantiers Chibougamau (Mr. Jean-Pierre Boudreault)

The representative from Chantiers Chibougamau is no longer able to provide details as part of this meeting. The item is postponed to a future meeting.

7. Access road management plan (Sonia Légaré, MFFP)

The animator informs the members of the TGIRT that the regional technical committee on the access road management is put on ice for the time being, at the request of the MFFP representatives. In this case, item 7 becomes null.

- a. Composition of the regional technical committee**
- b. Beginning of the work**

8. Potential road closure

a. Maurès Lake area

Mr. Gabriel Rheault introduces this item by mentioning that it is a pilot project. He explains the purpose of the project and what it entails. A map of the target area is displayed on screen. This area was chosen following a consultation of the tallymen and is considered lightly sensitive in regards to road closures. In addition, it fits well with the caution approach for this area. Mr. Rheault explains the various steps included in the closure project.

In conclusion, the animator asks the delegates if they have comments on the project and if they agree. The delegates do not have any objections.

9. Woodland caribou habitat management strategy (Sonia Légaré, MFFP)

This item is discussed right after item 5. A PowerPoint presentation was prepared for this item. Mrs. Légaré starts her presentation by explaining its context. She touches on the notion of weighted approach that should apply in order to implement a strategy to re-establish the woodland caribou habitat. Mrs. Légaré explains this approach. She also explains the notion of compromise in this file. She mentions the wildlife phenomena caused by forest management and roadway operations, namely an increased predation pressure.

Mrs. Légaré explains the notion of anticipated territory and explains what is an adequate territory where the disturbance level must be below 35%. She discusses more specifically the habitat condition of the Assinica herd. She provides a mapped description of the planned strategy, considering the northern limit of the commercial wood allocations and the location of the large protected areas. She introduces the notions of vast proper area (VEP), habitat under restoration and connectivity, which will condition the development of a restoration plan for the region. Regarding the VEPs, there are those of Détour, Broadback, Assinica and Témiscamie. The VEPs are displayed on a map on screen. The VEPs are areas that are already good for the caribou and that they wish to maintain. These territories must have an area of at least 5,000 km² to be able to support viable populations. The objective regarding the VEPs is to support the self-sufficiency of the caribou herds by limiting the disturbance level. To this effect, they are aiming to remain under the 35% level. To reach this objective, they must have at least one large land mass, i.e. at least 1,000 km², per VEP. Fortunately in the region, there are such land masses and large protected areas that contribute to the maintenance of the habitat. In addition, they are looking for a vegetation composition dominated by softwood species, old forests and the least amount of permanent infrastructures possible, including roads, and a certain connectivity between the land masses. In some land masses deemed sensitive, a harvest delay, which can vary from 100 to 150 years, will be prescribed depending on the feared economic impact. The sensitive land masses will be preserved as long as they

contribute to the maintenance of the habitat. The restoration zone indicates a similar objective to the VEP, which is to limit the disturbance rate to 35%. However, the restoration zone corresponds to disturbed areas beyond this limit for which restoration work will need to be planned. The connectivity zones allow for the establishment of a connection between the land masses used by the caribou. Mrs. Légaré touches on the infrastructures that have an impact on the woodland caribou habitat, namely the roads and resort areas. The strategy does not aim to stop development but to concentrate it in locations where the impact on the woodland caribou habitat will be the lowest in addition to contributing more to the socio-economic expectations.

Mrs. Légaré explains how the ecosystems approach contributes to the maintenance of the woodland caribou habitat. She mentions the upcoming implementation of regional operational groups in various regions of Quebec. Mrs. Légaré explains that in locations where moose populations are low, they wish to keep them low. She explains certain terms regarding the management strategy and some operational concerns, namely the permanent closure of roads. Mrs. Légaré continues by explaining the notion of residual habitat. A map of the areas that should be the subject of specific terms is displayed on screen. Mrs. Légaré provides a brief description of some areas deemed sensitive and the approach planned to be applied.

Different maps are displayed on screen and explained, including the distribution of the large herds and the contribution of the vast forest masses, those under protection and those that it would be appropriate to maintain. Mrs. Légaré mentions that, on average for the entire EIJB territory, the anticipated reduction is about 7%. The impact on the forest potential will be different depending of the FMU.

During the next year, they are planning to work closely with the Cree and the economic partners to find viable solutions for all. Mrs. Légaré briefly explains the distinction between agglomerated logging and mosaic logging. She explains how the first seems more appropriate in terms of a strategy to restore the woodland caribou habitat. Mrs. Légaré mentions that the development of a good caribou plan will require its development in cooperation with the Cree, the BGAs and the other partners. She discusses more specifically the closure and return to production of a portion of forest roads.

Mrs. Légaré concludes her presentation by reviewing important steps to come in the development of a caribou plan along with the stakeholders involved in the different steps. They are planning to work with the Cree, the economic partners and the other groups of interest, including the TGIRTs, independently at first since they will not necessarily be discussing the same aspects with each group. However, there will come a time during the exercise when it will be appropriate to assemble all these groups around one table.

A delegate asks if it was discussed in the planned strategy to review the northern limit for commercial allocations. Mrs. Légaré explains that the current limit already contributes adequately to the maintenance of a proper habitat for the woodland caribou. Another question is asked to know if an area of 5,000 km² can ensure adequately the viability of a woodland caribou herd. Mrs. Légaré mentions that it is a minimum acceptable level. A third question is asked to know the anticipated area of the harvest blocks as part of the planned strategy. Mrs. Légaré provides some indications but this question, in regards to some adaptations anticipated as part of the mosaic logging regime, are currently the subject of negotiations with the CNG. A final question is asked to know what would be the impact of the application of the anticipated strategy on the forest allocations from FMU 026-61 and 026-62. In response, Mrs. Légaré agrees to send the detailed information for each FMU to the CNG representatives. For FMU 026-62, the anticipated annual impact is 20,000 m³. But this must still be the subject of discussions. Another question is asked to know if the Nibiischii territory may be affected by the strategy. In response, it was mentioned that the current roads could be retained and maintained. As for the ancient roads, there is no guarantee that they can be reopened. However, mining operations will not be subject to this strategy, which is surprising to some members. The question of the impact of the strategy on the forest allocations per FMU is brought back to the table. The animator asks why the detailed information per FMU cannot be presented to the TGIRTs. Mrs. Légaré mentions that the presentation of such information should be accompanied by an explanation of the related methodological approach. However, it can be done as part of another meeting of the TGIRTs.

10. Miscellaneous

a. Update regarding the improvement of roads

The delegate from Nibiischii reports on the work to improve certain roads, that was performed as part of a program managed by the EIJB RG. She thanks the EIJB RG for the financial assistance received.

b. Composition of the TGIRT

Amendments are requested to the composition. Mr. Dion Michel becomes delegate for Eskan. Also, Mrs. Amélie Lapointe becomes alternate for Nibiischii. Other amendments are requested to the composition. The animator will make the changes and have the validated afterward. He asks the delegates to update their new coordinates, namely in the members section.

11. Adjournment

The meeting is adjourned at 3:00 PM. The next meeting will be held on December 4 at 12:00 PM. A schedule of meetings for 2020 will be developed shortly by the coordination committee.

On a motion by Mr. Alex Coonishish, duly seconded by Mr. Jean-Pierre Boudreau it is unanimously agreed to adjourn the meeting.

ACRONYMS

BGA:	Beneficiary of a supply guarantee
BMMB:	Wood marketing board
COMEV:	Evaluation committee in charge of examining the preliminary information provided by the promoter of a project located in the territory covered by the James Bay and Northern Quebec Agreement (JBNQA) and located south of the 55 th parallel
CRV:	Variable retention logging
EIJB	Eeyou Istchee James Bay
FHVC:	Forest with a high conservation value
FQCM	Fédération québécoise des clubs de motoneigistes
CNG:	Cree Nation Government
EIJBRG:	Eeyou Istchee James Bay Regional Government
HVC	High conservation value (other than forests)
MERN	Ministère de l'Énergie et des Ressources naturelles
MFFP:	Ministère des Forêts, de la Faune et des Parcs
CRM	County Regional Municipality
PADF:	Sustainable Forest Management Program
PAFIT:	Tactical Plan for Integrated Forest Management
PAFIO:	Operational plan for Integrated Forest Management
PFNL:	Non-wood forest product
PRAN:	Annual schedule
PRAU:	Harvest permit to supply a mill
RADF:	Regulations on sustainable forest management
SÉPAQ:	Société des établissements de plein air du Québec
SOPFEU:	Société de protection des forêts contre le feu
TGIRT:	Integrated Land and Resources Management Panel
FMU	Forest Management Unit
VEP	Vast proper area
VHR:	Off-road vehicles
VNR:	Non-harvested volumes
VO:	Value, objective
VOIC:	Value, objective, indicator, target
ATV:	All-terrain vehicle