

INTERVIEW OF THE MONTH

CHANTAL ROULEAU – MINISTER FOR TRANSPORT, MINISTER RESPONSIBLE FOR THE METROPOLIS AND THE MONTRÉAL REGION AND MEMBER OF THE COMITÉ MINISTÉRIEL DE L'ÉCONOMIE ET DE L'ENVIRONNEMENT

A Québec recovery and recycling industry pioneer, Chantal Rouleau has been involved in sustainable development initiatives in Montréal's east end for more than 30 years. She founded her own recycled paper-sector company and then became plant manager with Groupe Cascades. In 2002-2008, she was active in the St. Lawrence River clean-up project in Montréal's east end and in developing sites giving the public access to the riverbank. In recognition of the project's success, Canadian Geographic awarded her the Canadian Environment Award in the Community Action category in 2008.



In a June 2010 by-election, Chantal Rouleau became mayor of the Rivière-des-Prairies – Pointe-aux-Trembles borough. She was re-elected in November 2013 and became a member of Ville de Montréal's Executive Committee, where she was responsible for the water and water infrastructures file.

In Fall 2018, she entered provincial politics, was elected Member for Pointe-aux-Trembles and was appointed Minister in the Coalition avenir Québec government. Resolutely committed to promoting a sustainable, innovative metropolis, she is dedicated to taking concrete action to reach this goal, notably by implementing measures to meet the significant challenge of urban mobility.

Ms. Rouleau, you have taken an active interest in the St. Lawrence River for many years now. Could you describe your vision of the River for us?

The St. Lawrence River is our backbone, our lifeblood and the driving force behind our development.

«Representing true wealth for Québec and central to our social and economic growth, the River's geographic position, which is strategic where major national and international markets are concerned, gives Québec competitive advantages in terms of trade and regional vitality.»

The St. Lawrence also constitutes a key ecological unit that shelters a wide range of diversified wildlife and plant life.

This is the spirit in which our government intends to pursue the Maritime Strategy in carrying out the St. Lawrence River Project, which uses the St. Lawrence and Québec's strengths to propel our economy forward, protect the River's ecosystem and ensure our communities' well-being. It is a veritable sustainable development tool that will allow our maritime territory's wealth in terms of biodiversity and potential land use to be preserved for future generations.



The maritime industry will soon be working with you. What are your expectations in its regard?

From now on, we must think carefully about economic development linked to the maritime industry in order to maintain ecosystems and respect the communities concerned. The Québec government wants to work towards this goal with its partners to promote Québec's maritime development potential.

In the months to come, we will develop the Maritime Strategy's next five-year action plan, for 2020-2025.

«This plan will provide an opportunity for maritime industry and marine sector players to join in deliberations on current and future economic, environmental and social issues.»

Talks with the maritime industry have convinced me that we will be able to implement concerted action leading to enlightened, optimal, long-term use of Québec's maritime resources, in keeping with our neighbours in the Great Lakes basin.

What three (3) action priorities will you pursue during your mandate to promote the development of shipping in Québec?

First, major investments must be made in Québec's commercial port network to upgrade, modernize and develop its facilities. We hope to improve these infrastructures and develop high-performance, flowing logistics chains. The Maritime Strategy provides funding in the amount of \$200 M for this purpose.

Second, as provided for in the Strategy, we wish to move forward with the implementation of 15 industrial port zones in all Québec regions based on our powerful development hubs. These

zones, located near port services and road and rail infrastructures, represent a considerable advantage for businesses and, among others, can reduce their transport costs, bring about better industrial synergy and contribute to sustainable mobility through enhanced transport intermodality and potential greenhouse gas reduction.

«Finally, the availability and retention of qualified human resources clearly remains a key issue.»

Knowledge about occupations related to the St. Lawrence still remains somewhat vague, and these trades and professions deserve our attention. This activity sector's enormous potential must be highlighted.

What are your intentions regarding the Marine Industry Forum?

«It is essential to ensure that government actions mesh with marine industry needs.»

The Marine Industry Forum is an ideal venue for promoting exchange between the various marine sector and government partners. I am confident that the Forum's work will be able to contribute to preparation of the Maritime Strategy's next five-year plan.