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# NATIONAL ASSEMBLY OF QUÉBEC

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FIRST SESSION

FORTY-THIRD LEGISLATURE

## **Order Paper and Notices**

**of the Assembly**

**Wednesday, 29 January 2025 – No. 175**

*Nine forty a.m.*

**President of the National Assembly:  
Madam Nathalie Roy**

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Part 1  
**ROUTINE PROCEEDINGS**

**STATEMENTS BY MEMBERS**

- The Member for Richelieu on the following subject: *Fire at École secondaire Bernard-Gariépy.*
- The Member for Acadie on the following subject: *Underline the 20th anniversary of AQDR Ahuntsic-St-Laurent.*
- The Member for Huntingdon on the following subject: *Tribute to our local builder, Mr. Marcel Lacaille.*
- The Member for Taschereau on the following subject: *Our culture is suffering.*
- The Member for Rivière-du-Loup–Témiscouata on the following subject: *Alliance de l'énergie de l'Est.*
- The Member for Bourassa-Sauvé on the following subject: *Underline the 75th anniversary of the Québec Youth Parliament.*
- The Member for Portneuf on the following subject: *Mr. Rolland Hamel, a Portneuf local with a passion for horticulture.*
- The Member for Bellechasse on the following subject: *Ms. Claude Dufour, world expert in honey sensory analysis.*
- The Member for Saint-François on the following subject: *Mr. Guillaume Brien, distinguished cooperator.*
- The Member for Saint-Hyacinthe on the following subject: *First elementary school in Canada to receive a WELL Silver certification, in Saint-Hyacinthe.*
- The Member for Sanguinet on the following subject: *Ms. Bates' 30 years of service as Mayor of Ville de Sainte-Catherine.*
- The Member for Mégantic on the following subject: *Tribute to three Disraeli firefighters.*

**STATEMENTS BY MINISTERS**

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**BUSINESS HAVING PRECEDENCE**

**URGENT DEBATES**

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**I. Government Bills**

*Passage in Principle*

- (1) Bill 81  
An Act to amend various provisions relating to the environment  
Introduced by the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks on **20 November 2024**
  
- (2) Bill 82  
An Act respecting the national digital identity and amending other provisions  
Introduced by the Minister of Cybersecurity and Digital Technology on **21 November 2024**
  
- (3) Bill 83  
An Act to foster the practice of medicine in the public health and social services network  
Introduced by the Minister of Health on **3 December 2024**
  
- (4) Bill 85  
An Act to amend various provisions for the main purpose of reducing regulatory and administrative burden  
Introduced by the Minister for the Economy on **4 December 2024**
  
- (5) Bill 86  
An Act to ensure the long-term preservation and vitality of agricultural land  
Introduced by the Minister of Agriculture, Fisheries and Food on **5 December 2024**

- (6) Bill 87  
An Act respecting mainly the development and enhancement of industrial land and the governance of the Société du parc industriel et portuaire de Bécancour  
Introduced by the Minister for the Economy on **6 December 2024**
- (7) Bill 88  
An Act amending the Act respecting the process of negotiation of collective agreements and the settlement of disputes in the municipal sector  
Introduced by the Minister of Labour on **6 December 2024**

*Committee Stage*

- (8) Bill 69  
An Act to ensure the responsible governance of energy resources and to amend various legislative provisions  
Introduced by the Minister of Economy, Innovation and Energy on 6 June 2024  
Report from the Committee on Agriculture, Fisheries, Energy and Natural Resources (consultations) tabled on 24 September 2024  
Passed in principle on **3 October 2024**, and  
Referred to the Committee on Agriculture, Fisheries, Energy and Natural Resources
- (9) Bill 79  
An Act to enact the Act respecting contracting by municipal bodies and to amend various provisions mainly for the purpose of reducing the administrative burden of municipal bodies  
Introduced by the Minister of Municipal Affairs on 7 November 2024  
Report from the Committee on Planning and the Public Domain (consultations) tabled on 6 December 2024  
Passed in principle on **28 January 2025**, and  
Referred to the Committee on Planning and the Public Domain

*Report Stage*

*Passage*

## II. Private Members' Public Bills

### *Passage in Principle*

- (10) Bill 190  
An Act to recognize the Members' oath to the people of Québec as the sole oath required for Members to take office  
Introduced by the Member for Jean-Lesage on **1 December 2022**
- (11) Bill 191  
An Act to amend the Act respecting safety in sports to prohibit fighting in sports activities in which persons under 18 years of age participate  
Introduced by the Member for Marquette on **8 December 2022**
- (12) Bill 192  
An Act to ensure student health and safety in the classroom by regulating ambient air quality in schools  
Introduced by the Member for Saint-Laurent on **7 December 2022**
- (13) Bill 193  
An Act to amend the Charter of human rights and freedoms to recognize the right to a healthful environment as a fundamental right  
Introduced by the Member for Notre-Dame-de-Grâce on **1 February 2023**
- (14) Bill 195  
An Act to amend the Consumer Protection Act to fight planned obsolescence and assert the right to repair goods  
Introduced by the Member for Saint-Laurent on **2 February 2023**
- (15) Bill 196  
An Act to amend the Educational Childcare Act to guarantee the right to receive childcare services  
Introduced by the Member for Robert-Baldwin on **14 March 2023**
- (16) Bill 197  
An Act to improve the quality of care through the setting of ratios in certain institutions governed by the Act respecting health services and social services  
Introduced by the Member for Pontiac on **6 December 2022**

- (17) Bill 198  
An Act to amend the Civil Code to ensure greater protection of seniors as lessees against repossession of dwellings and evictions  
Introduced by the Member for Sherbrooke on **21 February 2023**  
Resuming the debate adjourned in the name of the Member for Vimont on **28 March 2024**
- (18) Bill 199  
An Act to better protect consumers against abusive credit contracts  
Introduced by the Member for Saint-Laurent on **23 February 2023**
- (19) Bill 390  
An Act to promote taking gender equality and diversity in an intersectional perspective into account in the budgetary process  
Introduced by the Member for Mercier on **21 March 2023**
- (20) Bill 391  
An Act to amend the Education Act to enshrine the right to free special school projects offered in schools providing preschool or elementary and secondary education and to limit the distance between immovables of a school with a special project  
Introduced by the Member for Saint-Laurent on **16 March 2023**
- (21) Bill 392  
An Act respecting the suspension of the issuing of new mining claims and ending the precedence of mining and gas rights over other land uses  
Introduced by the Member for Verdun on **18 April 2023**
- (22) Bill 393  
An Act to combat food waste  
Introduced by the Member for Verdun on **6 April 2023**
- (23) Bill 394  
An Act respecting the implementation of study-family-work balance policies in particular in higher education institutions  
Introduced by the Member for Hochelaga-Maisonneuve on **5 December 2023**

- (24) Bill 395  
An Act to replace the name of the electoral division of Matane-Matapédia by Matane-Matapédia-Mitis  
Introduced by the Member for Matane-Matapédia on **11 April 2024**
- (25) Bill 396  
An Act to amend the Act to reduce the debt and establish the Generations Fund to provide for the achievement of a capitalization of one hundred billion dollars  
Introduced by the Member for Marguerite-Bourgeoys on **16 March 2023**
- (26) Bill 397  
An Act to prevent and fight sexual violence in educational institutions that provide preschool education services, elementary school instructional services or secondary school instructional services in general or vocational education, including adult education services  
Introduced by the Member for Mercier on **27 April 2023**
- (27) Bill 398  
An Act to amend the Education Act to enshrine the right of handicapped students and students with social maladjustments or learning disabilities to receive educational services equivalent to those provided by the school  
Introduced by the Member for Westmount–Saint-Louis on **20 April 2023**
- (28) Bill 399  
An Act to amend the Act respecting the Caisse de dépôt et placement du Québec to require the Caisse de dépôt et placement du Québec to make and to report on investments with sustainable social and environmental impacts  
Introduced by the Member for Maurice-Richard on **27 April 2023**
- (29) Bill 490  
An Act to reinforce the qualified majority required for the appointment and removal of persons appointed by the National Assembly  
Introduced by the Member for Nelligan on **18 April 2023**
- (30) Bill 491  
An Act amending the Public Infrastructure Act to submit projects included in the Québec infrastructure plan to a climate test  
Introduced by the Member for Taschereau on **14 September 2023**

- (31) Bill 492  
An Act to combat waste  
Introduced by the Member for Îles-de-la-Madeleine on **18 April 2023**
- (32) Bill 493  
An Act to amend the Québec Immigration Act to take temporary residents into account for immigration planning purposes  
Introduced by the Member for Nelligan on **10 May 2023**
- (33) Bill 494  
An Act to amend the Civil Code to render without effect the clauses of a lease of a dwelling tending to prohibit companion animals  
Introduced by the Member for Laurier-Dorion on **25 May 2023**
- (34) Bill 495  
Anti-Farm Land Grabbing Act  
Introduced by the Member for Verdun on 26 September 2023  
Resuming the debate adjourned in the name of the Member for Jonquière on **31 January 2024**
- (35) Bill 496  
An Act to recognize the white admiral as the emblematic insect of Québec  
Introduced by the Member for Argenteuil on **9 June 2023**
- (36) Bill 499  
An Act to establish a new electoral system  
Introduced by the Member for Jean-Lesage on **5 October 2023**
- (37) Bill 591  
An Act mainly to reinforce Members' oversight of government action by recognizing their right to visit administrative institutions  
Introduced by the Member for Sherbrooke on **21 March 2024**
- (38) Bill 593  
An Act to amend the Civil Code to prohibit evictions carried out with a view to converting a dwelling into short-term tourist accommodation  
Introduced by the Member for Mille-Îles on **4 October 2023**

- (39) Bill 596  
An Act amending mainly the Act respecting land use planning and development so that municipalities may adopt a differentiated zoning by-law aimed at increasing and sustaining the supply of social housing or affordable housing  
Introduced by the Member for Mille-Îles on **24 October 2023**
- (40) Bill 597  
An Act to amend the Environment Quality Act to establish a right of citizen initiative in environmental matters and reinforce the powers and independence of the Bureau d'audiences publiques sur l'environnement  
Introduced by the Member for Matane-Matapédia on **1 February 2024**
- (41) Bill 599  
An Act to amend mainly the Act respecting the Québec Pension Plan to abolish the reduction of the retirement pension of a person who receives a disability pension between 60 and 65 years of age  
Introduced by the Member for Maurice-Richard on **20 February 2024**
- (42) Bill 690  
An Act to amend the Act respecting the Québec Pension Plan to rectify an inequity toward disabled retirees  
Introduced by the Member for La Pinière on 23 November 2023  
Resuming the debate ajourned on **7 December 2023**
- (43) Bill 691  
An Act to amend various legislative provisions regarding financial assistance for education expenses  
Introduced by the Member for Matane-Matapédia on **7 December 2023**
- (44) Bill 693  
An Act to foster the active contribution to society of recipients under the Social Solidarity Program  
Introduced by the Member for Notre-Dame-de-Grâce on **22 February 2024**
- (45) Bill 694  
An Act to amend the Highway Safety Code to more effectively fight drinking and driving  
Introduced by the Member for Nelligan on **19 March 2024**

- (46) Bill 695  
Parliamentary Budget Officer Act  
Introduced by the Member for Nelligan on **14 March 2024**
- (47) Bill 697  
An Act to combat waste  
Introduced by the Member for Îles-de-la-Madeleine on **23 April 2024**
- (48) Bill 699  
An Act to amend the Charter of human rights and freedoms to enshrine the right to decent housing  
Introduced by the Member for Laurier-Dorion on **4 June 2024**
- (49) Bill 790  
An Act to extend to users sheltered in a continuous assistance residence the application of the Regulation respecting the terms governing the use of monitoring mechanisms by a user sheltered in a facility maintained by an institution operating a residential and long-term care centre  
Introduced by the Member for D'Arcy-McGee on **22 May 2024**
- (50) Bill 791  
An Act to allow public transit authorities to develop real estate projects near or above their public transit infrastructures  
Introduced by the Member for Nelligan on **1 May 2024**
- (51) Bill 792  
An Act to enhance the presence of the flag of Québec  
Introduced by the Member for Matane-Matapédia on **30 May 2024**
- (52) Bill 793  
An Act respecting the process for publishing the documents from the inquiry conducted by Bernard Grenier concerning the activities of Option Canada in the referendum held in Québec in October 1995  
Introduced by the Member for Matane-Matapédia on **27 November 2024**
- (53) Bill 794  
An Act to declare Québec's commitment to achieve net-zero emissions by 2050  
Introduced by the Member for Verdun on **7 November 2024**

- (54) Bill 796  
An Act to replace the name of the electoral division of Arthabaska by the name “Arthabaska-L’Érable”  
Introduced by the Member for Arthabaska on **30 May 2024**
- (55) Bill 892  
An Act to prohibit offering supervised consumption services near an educational childcare facility or an educational institution providing preschool-, elementary- or secondary-level education  
Introduced by the Member for Saint-Laurent on **27 November 2024**
- (56) Bill 893  
An Act respecting maintaining seniors’ autonomy  
Introduced by the Member for Îles-de-la-Madeleine on **3 December 2024**
- (57) Bill 894  
An Act to extend health insurance plan and basic prescription drug insurance plan eligibility to all women or persons who are pregnant and living in Québec regardless of their migratory status  
Introduced by the Member for Saint-Henri–Sainte-Anne on **4 December 2024**

*Committee Stage*

- (58) Bill 194  
An Act to establish a presumption of consent to organ or tissue donation after death  
Introduced by the Member for Pontiac on 26 April 2023  
Passed in principle on **9 June 2023**, and  
Referred to the Committee on Health and Social Services

*Report Stage*

*Passage*

### III. Private Bills

#### *Hearings and Clause-by-Clause Consideration*

- (59) Bill 201  
An Act respecting Municipalité de Morin-Heights  
Introduced by the Member for Argenteuil on **20 April 2023**, and  
Referred to the Committee on Planning and the Public Domain
- (60) Bill 203  
An Act respecting the objects and powers of the Roman Catholic  
Archiepiscopal corporation of Montreal  
Introduced by the Member for Westmount–Saint-Louis on **19 April 2023**,  
and  
Referred to the Committee on Institutions
- (61) Bill 213  
An Act respecting certain immovables situated in Municipalité de Dixville  
Introduced by the Member for Saint-François on **3 December 2024**, and  
Referred to the Committee on Health and Social Services

#### *Passage in Principle*

#### *Passage*

### IV. Government Motions

- (62) 28 January 2025  
Motion moved by the Minister of International Relations and La  
Francophonie

THAT, pursuant to section 22.3 of the *Act respecting the Ministère des Relations internationales*, the National Assembly approve the Decision No. 1/2024 of the Joint Committee on Mutual Recognition of Professional Qualifications of 10 October 2024 setting out an agreement on the mutual recognition of professional qualifications for architects within the context of the Comprehensive Economic and Trade Agreement between Canada and the European Union and its Member States.

In compliance with section 22.3 of the *Act respecting the Ministère des Relations internationales*, this motion cannot be debated before 7 February 2025.

**V. Estimates of Expenditure**

**VI. Statutory Debates**

**BUSINESS STANDING IN THE NAME OF MEMBERS IN OPPOSITION**

**(63)** 28 January 2025

Motion moved by the Leader of the Official Opposition

THAT the National Assembly take note of U.S. president Donald Trump's oft-repeated threat to impose 25% tariffs on Canadian exports to the United States;

THAT it acknowledge that the imposition of such tariffs would have a major impact on the competitiveness of thousands of Québec companies, greatly weaken our economy, and jeopardize thousands of jobs;

THAT it ask the Québec government to step up its diplomatic initiatives with elected U.S. officials, both in Washington D.C. and in key states with which Québec maintains major trade relations, to raise awareness on the negative impacts of a trade war;

THAT it declare that the Canadian economic market constitutes a major advantage for Québec in this situation, and that the diversification of Québec exports to other Canadian provinces and to countries other than the United States is a need that the Québec government must address with energy and leadership;

THAT, lastly, it ask the CAQ government to commit to creating a departmental action group tasked with diligently removing obstacles to interprovincial trade.

**Part 3**  
**BILLS PASSED**  
*(Bills awaiting Royal Assent)*

## **Part 4**

### **PROCEEDINGS IN COMMITTEES**

*The detailed calendar of the proceedings of each committee is available on the Internet site of the Assembly.*

#### **COMMITTEE ON THE NATIONAL ASSEMBLY**

#### **COMMITTEE ON PUBLIC ADMINISTRATION**

#### **Orders in compliance with the Standing Orders**

- Hearing of the Ministère de la Santé et des Services sociaux, the CISSS de la Montérégie-Centre, the CIUSSS de l’Estrie-CHUS and the CIUSS de l’Ouest-de-l’Île-de-Montréal on Chapter 2 of the Auditor General’s May 2023 report entitled “Octroi de contrats de gré à gré : en vertu du décret d’urgence sanitaire, ou pour obtenir des places d’hébergement et de la main-d’œuvre indépendante” (Awarding untendered contracts: Under public health emergency orders, or to obtain residential and long term care beds and independent labour).
- Hearing of the Auditor General of Québec on its annual management report and financial commitments.

#### **COMMITTEE ON AGRICULTURE, FISHERIES, ENERGY AND NATURAL RESOURCES**

#### **Orders of reference**

##### Consideration of Bills:

- **Bill 69**, An Act to ensure the responsible governance of energy resources and to amend various legislative provisions (Order of reference given on 3 October 2024).

## COMMITTEE ON PLANNING AND THE PUBLIC DOMAIN

### Orders of reference

#### Special Consultations:

- **Bill 86**, An Act to ensure the long-term preservation and vitality of agricultural land (Order of reference given on 28 January 2025).

#### Consideration of Bills:

- **Bill 79**, An Act to enact the Act respecting contracting by municipal bodies and to amend various provisions mainly for the purpose of reducing the administrative burden of municipal bodies (Order of reference given on 28 January 2025).
- **Bill 201**, An Act respecting Municipalité de Morin-Heights (Order of reference given on 20 April 2023).

## COMMITTEE ON CULTURE AND EDUCATION

## COMMITTEE ON LABOUR AND THE ECONOMY

### Orders of reference

#### Special Consultations:

- **Bill 85**, An Act to amend various provisions for the main purpose of reducing regulatory and administrative burden (Order of reference given on 28 January 2025).
- **Bill 87**, An Act respecting mainly the development and enhancement of industrial land and the governance of the Société du parc industriel et portuaire de Bécancour (Order of reference given on 28 January 2025).

## COMMITTEE ON PUBLIC FINANCE

### Orders of reference

#### Special Consultations:

- **Bill 82**, An Act respecting the national digital identity and amending other provisions (Order of reference given on 28 January 2025).

## COMMITTEE ON INSTITUTIONS

### Orders of reference

#### Special Consultations:

- **Bill 88**, An Act amending the Act respecting the process of negotiation of collective agreements and the settlement of disputes in the municipal sector (Order of reference given on 28 January 2025).

#### Consideration of Bills:

- **Bill 203**, An Act respecting the objects and powers of the Roman Catholic Archiepiscopal corporation of Montreal (Order of reference given on 19 April 2023).

## COMMITTEE ON CITIZEN RELATIONS

## COMMITTEE ON HEALTH AND SOCIAL SERVICES

### Orders of reference

#### Special Consultations:

- **Bill 83**, An Act to foster the practice of medicine in the public health and social services network (Order of reference given on 28 January 2025).

#### Consideration of Bills:

- **Bill 194**, An Act to establish a presumption of consent to organ or tissue donation after death (Order of reference given on 9 June 2023).
- **Bill 213**, An Act respecting certain immovables situated in Municipalité de Dixville (Order of reference given on 3 December 2024).

## COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

### Orders of reference

#### Special Consultations:

- **Bill 81**, An Act to amend various provisions relating to the environment (Order of reference given on 28 January 2025).

**SELECT COMMITTEE ON THE IMPACTS OF SCREENS AND SOCIAL MEDIA ON YOUNG  
PEOPLE'S HEALTH AND DEVELOPMENT**

**Special Consultations:**

- The Impacts of Screens and Social Media on Young People's Health and Development.

## Part 5

### WRITTEN QUESTIONS

*Questions already placed on the Order Paper  
are published each Wednesday*

(191) Mr. Bérubé (Matane-Matapédia) – **19 November 2024**  
To the Premier

On 7 October 2024, the elected municipal officers of the Bas-Saint-Laurent region sent the Premier a letter requesting a review of the Minister of Finance’s policy concerning increasing the fuel tax to finance the development of regional public transportation. The request is motivated by the desire to increase the fuel tax in the Bas-Saint-Laurent region, as is the case in the Gaspésie and Montréal regions. Such a measure is deemed more appropriate than the passenger vehicle registration tax. Following the Minister of Finance’s refusal to grant the request, the Minister Responsible for the Bas-Saint-Laurent Region and the Gaspésie–Îles-de-la-Madeleine Region committed to meeting with the Premier to discuss this essential issue for the region.

My questions are the following:

Given that the Minister Responsible for the Bas-Saint-Laurent Region and the Gaspésie–Îles-de-la-Madeleine Region made a commitment to the members of the Table régionale des élus municipaux du Bas-Saint-Laurent to organize a meeting with the Premier regarding their request to increase the fuel tax in order to fund public transportation in the region, can the Premier confirm whether that meeting will be held, and if so, can he specify a time frame for that meeting? If no meeting is to be held, can he explain why not?

(193) Mr. Grandmont (Taschereau) – **20 November 2024**  
To the Minister of Finance

The tramway is a major investment for the city of Québec, with positive economic benefits expected in both the short and long terms.

The construction of the tramway alone will create thousands of jobs and pump billions of dollars into the local economy. The project is expected to result in 19,000 new jobs (12,000 directly and 7,000 indirectly), for a total payroll of \$1.1 billion. The average annual salary for these jobs is estimated at \$61,200.

Once operational, the tramway will spur economic activity by improving mobility and facilitating access to employment, education, recreation and trade. It will also help businesses more easily recruit the qualified workforce they need, thereby increasing their productivity. The tramway is also expected to increase business density across its route and lead to growth in private investments and higher property values.

Furthermore, the tramway will allow many families to eliminate the need for a second car, which means substantial savings of up to \$10,000 per year. These savings, once reallocated to other expenses, will have a 20% greater economic impact than if the expenses were vehicle-related.

In short, the city of Québec tramway is much more than a mere public transport project: it is a strategic investment that will boost the region's economy and improve the population's quality of life.

My question to the Minister of Finance is the following:

Does the Minister of Finance agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(194) Mr. Grandmont (Taschereau) – **20 November 2024**  
To the Minister Responsible for Housing

The tramway is a major investment for the city of Québec, with positive economic benefits expected in both the short and long terms.

The tramway will promote densification across its route, thus creating hubs for new real estate projects. It will also result in an increased density of local businesses, growth in private investments and higher property values. This densification will enable the construction of more housing, which will increase the supply and help stabilize housing prices. The tramway will also provide efficient and reliable public transportation, making new neighbourhoods more attractive for residents.

It is well known that the tramway will facilitate major real estate investments across its route. The total amount of investments is estimated at nearly \$2 billion. In the context of the housing crisis currently experienced province-wide, particularly in our Capitale-Nationale region, such a construction project for new housing would be most welcome.

The tramway's implementation will also revitalize the city's existing neighbourhoods. All of the spaces between both ends of the tramway's route will be redeveloped, in keeping with the spirit of the neighbourhoods it spans. The urban integration of the city of Québec's tramway will be exemplary. Nothing will be left to chance! The tramway will be part of a global urban planning vision that places the well-being of its citizens at the forefront of its priorities.

In short, the tramway will provide a host of benefits for our Capitale-Nationale region's economy. It is therefore crucial to support this important project, which will help make the city of Québec more prosperous, sustainable and inclusive, while ensuring long-lasting solutions for the housing crisis.

My question to the Minister Responsible for Housing is the following:

Does the Minister Responsible for Housing agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(195) Mr. Grandmont (Taschereau) – **21 November 2024**

To the Minister Responsible for Social Solidarity and Community Action

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The tramway will provide an accessible, affordable and reliable transportation solution, in particular for those who rely on community support networks. The elderly, pregnant women, mobility impaired persons or persons with visual or hearing disabilities, and young families will be able to easily use the tramway. By facilitating transportation, the tramway will help them get to essential services, such as food banks, health centres and community organizations.

The tramway will pass through neighbourhoods where many social services are concentrated and will help those who are most vulnerable participate more actively in the city's social and economic life. 65% of the population and 81% of jobs are located within 800 metres (a 10-minute walk) from the tramway's route.

The tramway will foster a sense of community and solidarity between citizens. By providing a shared public space, it will encourage social interactions and the creation of bonds between people from all backgrounds.

The construction of the city of Québec's tramway is therefore an important social investment that will benefit all citizens, in particular those who are most vulnerable. By improving mobility and promoting social inclusion, the tramway will help build a city that is more just, united and prosperous.

My question to the Minister Responsible for Social Solidarity and Community Action is the following:

Does the Minister Responsible for Social Solidarity and Community Action agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(196) Mr. Grandmont (Taschereau) – **21 November 2024**

To the Minister Responsible for Sports, Recreation and the Outdoors

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The tramway will be seamlessly integrated into active transportation networks, such as bike and pedestrian paths. The transfer hubs, stations and Parc-O-Bus areas will promote greater intermodality by making it easier for those who use cars, buses, or active transportation (walking or cycling) to access the high-frequency network. A complete redevelopment of public spaces and the addition of pedestrian and cycling links will be implemented across the tramway's entire route. It will encourage citizens to walk and bike for their daily trips, thus promoting a more active lifestyle and contributing to the fight against a sedentary lifestyle.

The tramway will provide direct and efficient access to many important sites for sports, recreation and the outdoors. Its route will pass through neighbourhoods with parks, sports centres and recreational facilities. 65% of the population is located within 800 metres (a 10-minute walk) from the tramway's route. Citizens will therefore be able to more easily access their favorite activities, whether they be sports, enjoying green spaces or participating in cultural and recreational events.

By promoting active mobility and improving access to green spaces and recreational infrastructure, the tramway will help create a more welcoming, healthy, and sustainable city. The tramway will revitalize the city's neighbourhoods. All of the spaces between both ends of the tramway's route will be redeveloped, in keeping with the spirit of the neighbourhoods it spans. The urban integration of the city of Québec's tramway will be exemplary. Nothing will be left to chance! The tramway will be part of a global urban planning vision that places the well-being of its citizens at the forefront of its priorities.

The construction of the city of Québec's tramway is a major investment for the future of the city and will have considerable positive benefits for citizens' quality of life. The city of Québec will be more beautiful, more welcoming, and more sustainable. The tramway will facilitate the adoption of healthy lifestyles, improve access to sports and recreation, and help make Québec a more dynamic, attractive and inclusive city for all.

My question to the Minister Responsible for Sports, Recreation and the Outdoors is the following:

Does the Minister Responsible for Sports, Recreation and the Outdoors agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(197) Mr. Grandmont (Taschereau) – **26 November 2024**  
To the Minister of Tourism

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The city of Québec tramway will quickly become a symbol of modernity and dynamism for the city, helping to raise its international profile. Its urban integration will be exemplary. Nothing will be left to chance! The tramway's infrastructure will be designed with aesthetics in mind and will be seamlessly integrated into the urban landscape, ensuring that visitors have a pleasant visual experience. Furthermore, the tramway will mitigate the deterioration of traffic conditions by accounting for nearly 75% of the 52,000 additional trips expected in the heart of the city when the tramway is operational.

The tramway will facilitate the promotion of tourist attractions across the city of Québec by providing visitors with a convenient and efficient means of transportation for exploring the city. The tramway will link the main trip generators by seamlessly integrating with the improved public transit network. The tramway's route will pass through the main tourist districts, allowing visitors to easily move between historic sites, museums, parks, restaurants, and shops. Tourists will be able to move in high-capacity vehicles with large windows, making their stay in our Capitale-Nationale region all the more comfortable and pleasant.

The tramway will be interconnected with the main transportation hubs where tourists arrive in the city of Québec, such as the train and bus stations, Jean-Lesage Airport, and the cruise terminal. The transfer hubs, stations and Parc-O-Bus areas will promote greater intermodality by making it easier for those who use cars, buses, or active transportation (walking or cycling) to access the high-frequency network. This interconnectivity will help tourists travel to and from the city and reach their destination quickly and efficiently.

The construction of the city of Québec's tramway is therefore a major investment for tourism development in the Capitale-Nationale region. The tramway will revitalize the city's neighbourhoods, making them more accessible to visitors. All of the spaces between both ends of the tramway's route will be redeveloped, in keeping with the spirit of the neighbourhoods it spans. The tramway will help raise the city's profile on the world stage, improve access to a wide range of tourist attractions, and improve the overall experience of visitors to the city.

My question to the Minister of Tourism is the following:

Does the Minister of Tourism agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(198) Mr. Grandmont (Taschereau) – **26 November 2024**

To the Minister Responsible for Infrastructure and for the Capitale-Nationale Region

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

Québec stands out as the only major city in Canada without a state-of-the-art public transit system. The tramway will close this gap and allow the Capitale-Nationale region to join the ranks of other major Canadian cities with regard to urban mobility. The tramway will link the major trip generators by integrating with the improved public transit network.

The construction of the city of Québec's tramway will bring important economic benefits for the region. The project will create thousands of jobs in the construction sector and stimulate local economic activity. The tramway's construction will also contribute to the region's economic vitality by creating many jobs. In addition to the jobs related to the completion of the project, many long-term positions will be required to operate and maintain the network, including tramway drivers and specialized mechanics. The tramway will also attract new investments and boost the city's economic development. In the long-term, the tramway will have major positive impacts on local and regional economic activity.

The tramway will contribute to raising the city of Québec's profile as a modern, dynamic, and attractive city. The project will improve quality of life for citizens and visitors by providing an efficient, comfortable, and green means of transportation. The tramway will help make the city a top tourist destination, while attracting new talent and investments. Since 2018, several other cities have launched new public transit network lines. Edmonton extended its Valley Line, Montréal launched the REM, and Ottawa has its O Train. What are we waiting for to do the same in our capital? The tramway will revitalize the city's neighbourhoods. The urban integration of the city of Québec's tramway will be exemplary. Nothing will be left to chance!

The construction of the city of Québec's tramway is a visionary project that will give the Capitale-Nationale region a modern and high-performance public transit system. The tramway will have major economic benefits for the region and will also enhance the city's reputation as an attractive and dynamic city.

My question to the Minister Responsible for Infrastructure and Minister Responsible for the Capitale-Nationale Region is the following:

Does the Minister Responsible for Infrastructure and Minister Responsible for the Capitale-Nationale Region agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(201) Ms. Prass (D'Arcy-McGee) – **28 November 2024**

To the Minister Responsible for Social Services

The safety of persons with a disability is a priority.

According to the 2023–2024 annual report on the anti-maltreatment policy, covering the period from 1 April 2023 to 31 March 2024, there was a considerable increase in the number of reported maltreatment cases.

The number of maltreatment reports handled by local service quality and complaints commissioners rose from 5,241 in 2022–2023 to 8,420 in 2023–2024, an increase of 60%.

What measures does the Minister intend to implement to significantly reduce the number of maltreatment cases against these vulnerable persons?

(204) Ms. Rotiroti (Jeanne-Mance–Viger) – **28 November 2024**

To the Minister Responsible for de Metropolis and the Montréal Region

According to a new survey of a majority of residents, the Village neighbourhood is still considered “somewhat or very unsafe”. The survey was conducted online in August 2024 on a voluntary basis with more than 700 respondents, on the initiative of the Association citoyenne du Village de Montréal (ACVM).

Used needles found on the ground, breaking and entering in buildings: more than two thirds of the Village residents feel that safety has decreased near their homes, according to a recent survey. Two thirds of respondents (66%) say that they intentionally avoid certain places.

Cases of vandalism and problems related to homelessness exacerbated tensions in the Village last summer, the situation even forcing businesses to close their terrasses. Montréal stated that it has made “unprecedented efforts” since then to decrease the sense of insecurity in the area.

Montréal asks the Québec government for support in its efforts to provide better services to homeless people suffering from drug addiction or mental health problems. A Village resident also calls for more “political will” on the part of the Québec government, including the creation of an interdepartmental committee to bring together all the departments concerned.

Can the Minister tell us how she intends to follow-up on each of these requests, and what timeline she has set to improve the situation in Montréal's Village?

(205) Mr. Grandmont (Taschereau) – **28 November 2024**

To the Minister Responsible for Social Services

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

Access to social services is crucial for the well-being of the population. However, vulnerable or marginalized populations, such as low-income earners, persons living with disabilities and newcomers may experience issues in travelling to and accessing those services. The city of Québec's tramway will help reduce these inequalities by providing a means of transportation that is accessible to all. The elderly, pregnant women, mobility impaired persons or persons with visual or hearing disabilities, and young families will be able to easily use the tramway. The tramway will pass through neighbourhoods where many social services are concentrated, such as health centres, community centres and organizations helping people in need.

The tramway will provide a public transportation alternative that is more reliable, comfortable, and quicker than existing options. With its exclusive track (dedicated platform) and priority at traffic lights, the tramway will only stop to let passengers on and off at stations. There will be no delays because the travel time will be reliable and regular! Furthermore, the cost to use the tramway will be lower than that of a car, which will mean substantial savings on transportation for vulnerable populations. The tramway and its network will help many families avoid buying an additional vehicle, which represents up to \$10,000 in savings per year.

By improving access to social services and providing an affordable and reliable means of transportation, the tramway will contribute to improving the quality of life of all citizens, in particular those who are most vulnerable. It will allow people to participate more actively in the city's social and economic life, and to enjoy a more independent and fulfilling life.

The construction of the city of Québec's tramway is therefore a socially responsible investment that will create a more inclusive and accessible city for all.

My question to the Minister Responsible for Social Services is the following:

Does the Minister Responsible for Social Services agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(206) Mr. Grandmont (Taschereau) – **28 November 2024**

To the Minister of Municipal Affairs

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The city of Québec's tramway will contribute to the fight against urban sprawl by promoting denser, more compact development along its route. This efficient public transit mode will encourage citizens to live, work and leisure in more centralized neighbourhoods, thus reducing the pressure on farmlands, wetlands and forests on the city's outskirts. The tramway's introduction will also result in an increased density of local businesses and higher property values.

The construction of the tramway is a unique opportunity to densify the existing neighbourhoods and stimulate real estate development along its route. Proximity to a reliable, efficient public transit system will increase the attractiveness of land near stations, thus promoting the construction of new housing, businesses and offices. In February 2024, the Institut de développement urbain du Québec estimated that the construction of 6,000 to 7,000 housing units would be delayed due to the uncertainty surrounding the tramway project. The value of pending projects along the tramway route was then estimated at between \$1.7 and \$1.9 billion. Accelerating this densification will help meet the growing demand for housing in the city of Québec region, and contribute to alleviating the current housing crisis in the city.

The tramway will have a positive impact on the revenue of cities and towns around the city of Québec. The construction of the tramway will generate thousands of direct and indirect jobs. Higher property values on land near the tramway will bring in more property taxes for Ville de Québec. Furthermore, the region's increased attractiveness to businesses and residents will stimulate economic activity, yielding additional revenues for the cities and towns. The tramway's introduction will bring about an increase in private investments and a greater commercial reach for businesses near the stations.

The construction of the city of Québec's tramway is therefore a strategic investment that will benefit all municipalities in the city's metropolitan community. By promoting sustainable urban development, protecting natural environments, stimulating densification and real estate development, and increasing the city's revenue, the tramway will help create a more prosperous, equitable and attractive region for all.

My question to the Minister of Municipal Affairs is the following:

Does the Minister of Municipal Affairs agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(208) Mr. Chassin (Saint-Jérôme) – **3 December 2024**

To the Minister Responsible for Government Administration and Chair of the Conseil du trésor

The last few years have seen the establishment of a number of public bodies under the current government. However, given the precarious state of our public finances, choices must be made, particularly regarding existing public bodies.

To get an idea of the current situation, can the Minister tell us how many public organizations exist today (including Mobilité Infra Québec and other organizations scheduled to be established)?

Is it possible to know which “public” or “parapublic” bodies are NOT included in the Government's reporting entity? Is there a comprehensive list of these bodies?

Is the Fondation de la Faune du Québec classified as a public body in the examples or lists provided?

(210) Ms. Rotiroti (Jeanne-Mance–Viger) – **4 December 2024**

To the Minister Responsible for Regional Economic Development

On 25 November 2024, the President-elect of the United States of America, Mr. Donald Trump, publicly stated his intention to impose 25% tariffs on Canadian exports.

This threat of higher American tariffs on Canadian goods would be a severe blow to many Québec businesses who export to the U.S. or who were planning to enter the U.S. market. Many entrepreneurs are very concerned about the situation and dread the major economic impact of these tariffs. According to several manufacturers, this could even put Canadian businesses at risk.

Can the Minister tell us what specific measures she intends to implement to support our entrepreneurs during this time of uncertainty, ensure that Québec is prepared for any tariffs, and compensate our exporters if necessary?

(211) Mr. Grandmont (Taschereau) – **5 December 2024**

To the Minister of Health

The tramway is a major investment for the city of Québec, with positive benefits expected in both the short and long terms.

The tramway will make it easier for citizens to access health services. With an extended network and stations close to hospitals, clinics and health centres, the tramway will provide a reliable and efficient transportation alternative for people going to medical appointments or who have difficulty getting around by car.

The construction of the tramway will promote active mobility, which will have a positive impact on public health. The tramway will be integrated into a multimodal transport network that will include cycling and pedestrian infrastructure, thus encouraging citizens to travel by foot or bicycle. This increase in physical activity will reduce risks for chronic diseases, such as heart disease, diabetes and obesity, which will result in lower health-related costs in the long term.

The tramway will contribute to road safety by reducing the number of vehicles on the road. By providing an attractive public transit alternative, the tramway will encourage citizens to leave their cars at home, lowering the risks of traffic accidents. In turn, this will mean fewer injuries, hospitalizations and deaths, and will have a positive impact on health system costs.

The tramway will meet the mobility needs of older persons who no longer have access to a vehicle. It will also be an accessible and adapted transport solution for mobility impaired persons, allowing seniors to travel in a safe and autonomous manner. Thanks to the tramway providing an easy means of getting around, older persons will remain active and engaged in the community to the benefit of their physical and mental wellbeing.

The construction of the city of Québec's tramway is a wise investment that will have major benefits for the health of citizens. By improving access to health services, promoting active mobility, reducing traffic accidents and meeting the mobility needs of older persons, the tramway will help make the population healthier and the health system more sustainable.

My question to the Minister of Health is the following:

Does the Minister of Health agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(212) Mr. Grandmont (Taschereau) – **5 December 2024**

To the Minister of Education

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The tramway will greatly facilitate travel for Lévis residents who work or study in the city of Québec. Currently, these people rely heavily on cars, which can be costly in both time and money. The tramway will provide a fast, reliable and comfortable alternative, making it easier for Lévis residents to get to their work or school in the city of Québec.

The tramway will help reduce traffic on the Pierre-Laporte and Québec bridges. By providing an attractive public transport alternative, the tramway will encourage citizens to leave their cars at home, thus reducing the number of vehicles on the bridges and improving traffic flow. The reduction in traffic congestion will have a positive impact on the economy, the environment, and citizens' quality of life. The tramway will mitigate the deterioration of traffic conditions by accounting for nearly 75% of the 52,000 additional trips expected in the heart of the city.

Lastly, the tramway will contribute to reducing GHG emissions by providing a sustainable transportation alternative to cars. The use of electricity as an energy source for the tramway will reduce dependence on fossil fuels and improve air quality in the area. Furthermore, the tramway will promote a more active lifestyle by encouraging citizens to walk and ride their bicycle, thus contributing to public health and environmental protection.

The construction of the city of Québec's tramway is a strategic investment that will benefit all citizens, including residents of Lévis and the Chaudière-Appalaches region who work or study in the city of Québec. The tramway will help protect the environment, reduce GHG emissions and traffic congestion, and improve access to education and employment.

My question to the Minister of Education is the following:

Does the Minister of Education agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(213) Mr. Grandmont (Taschereau) – **5 December 2024**

To the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks

The tramway is a major investment for the city of Québec, with positive benefits expected in both the short and long terms.

The city of Québec tramway, an electric public transit system, will greatly contribute to reducing GHG emissions and improving air quality. By promoting a shift from cars to the tramway, we will reduce the number of gas-powered vehicles on our roads, reducing carbon emissions and other air pollutants, 63% of which stem from means of transportation in the Québec region.

The tramway will provide an attractive and reliable public transit solution, encouraging citizens to leave their cars at home. With distances between stations averaging 690 metres, the tramway will be accessible to a great deal of people and facilitate travelling without a vehicle. The tramway will also be integrated into a multimodal transport network that includes cycling and pedestrian infrastructure, thus promoting active and sustainable means of transport.

The tramway will contribute to the fight against urban sprawl by promoting denser, more compact development along its route. The existence of an efficient and accessible public transit network will promote real-estate and commercial investments close to the stations, thus creating lively and dynamic neighbourhoods where residents can live, work and enjoy their leisure time without having to rely on vehicles.

The construction of the tramway will bring about a complete redevelopment of public spaces along its route. Landscaping, bike paths and pedestrian spaces will be integrated to the project and result in a greener, more welcoming and enjoyable environment for citizens. Planting trees and creating green spaces will improve air quality, decrease the number of urban heat islands, and promote biodiversity.

The construction of the city of Québec's tramway is a project for the future that is consistent with a sustainable development vision for the city. By helping to protect the environment, reduce GHG emissions, lower dependence on fossil fuels, decrease reliance on vehicles, and contribute to the fight against urban sprawl, the tramway will create a greener, healthier and more comfortable city for present and future generations.

My question to the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks is the following:

Does the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(214) Mr. Fortin (Pontiac) – **5 December 2024**  
To the Minister of Health

The Hôpital Sainte-Croix in Drummondville, built in 1948, is one of the oldest hospitals still in operation in Québec. Despite the addition of a family-child centre in 2018, more than 70% of the total floor area of the hospital has not undergone major transformations over the years. The situation is clear: the hospital's infrastructure no longer meets the growing needs of the population of the Centre-du-Québec region and could potentially have a detrimental effect on the quality of health care provided.

The hospital is facing multiple challenges: shortcomings of the building are well documented, such as significant distances to travel, operating rooms on different floors and the inability to separate the flow of people; major gaps in functionality over a short period of time that significantly impact the care provided to the population have been identified; a major space shortage as compared to the standards established by the Ministère de la Santé et des Services sociaux has been identified; clinical spaces overall are unsuitable and insufficient for quality practice and adequate integration of the teaching mission; care units are dilapidated, with rooms that are cramped with three or four beds and clearly insufficient in number due to the growing population.

An independent study carried out in December 2023 found that various scenarios, including multiple expansions and functional improvements, the construction of a critical pavilion or the phased reconstruction of the hospital on the site would not meet the population's current and future needs. The only way to remedy the hospitals' dysfunctional aspects and increase floor space to meet government requirements is to build a new hospital.

The Minister of Health, like myself, had the opportunity to visit the Hôpital Sainte-Croix facilities. He was able to see the urgent need for action on this matter. He was also able to see how the staff themselves are literally keeping the hospital afloat.

Does the Minister recognize that the Hôpital Sainte-Croix in Drummondville has reached the end of its useful life, and that more than renovations are needed to meet the needs of the population of the Centre-du-Québec region?

(215) Ms. Cadet (Bourassa-Sauvé) – **5 December 2024**

To the Minister Responsible for Government Administration and Chair of the Conseil du trésor

A pay equity agreement was signed more than 10 months ago for Class 3 personnel in the health and social services network. This agreement provided for a single payment of the amounts owed, during the pay period that includes the date 31 October 2024 (payroll of 14 November 2024).

However, we recently learned that the personnel have still not received a single penny, and that the salary adjustments related to the agreement have still not been made. The Government has therefore failed to uphold its promise of paying the amounts owed to employees and adjusting salaries, as per the agreement to settle pay equity complaints.

Pay equity is a fundamental right, and it is disappointing to see that the Government, as an employer, is not meeting its obligations in this regard. This situation affects not only the morale of employees, but also their trust in our public institutions.

Does the Chair of the Conseil du trésor agree that this delay is an abnormal situation that must be corrected?

Can the Chair of the Conseil du trésor tell us when the payments will be made?

(217) Mr. Bérubé (Matane-Matapédia) – **6 December 2024**

To the Minister of Health

I am calling on the Minister of Health with regard to wait times for prostate magnetic resonance imaging (MRI) in Bas-St-Laurent, which has increased from 3 to 12 months over the past year.

My questions are the following:

- What is the expected timeframe for reducing wait times for prostate MRIs in Bas-St-Laurent?
- In terms of reducing wait times for prostate MRIs, what target has the CISSS du Bas-St-Laurent set for 2025?
- What concrete measures has the CISSS du Bas-St-Laurent implemented to reduce wait times for prostate MRIs?
- How many people are currently on the waiting list for a prostate MRI appointment in Bas-St-Laurent?

(218) M. Grandmont (Taschereau) – **6 December 2024**  
To the Minister of Higher Education

The tramway is a major investment for the Québec city area, with positive benefits expected in both the short and long terms.

For many years now, numerous experts and stakeholders from civil society and the Québec university sector have supported the construction of the city of Québec's tramway. Université Laval, as an institution, has consistently been a leading partner of the project, as the tramway will improve access to its campus. Many professors and researchers at Université Laval have also endorsed the project, citing its many economic, environmental and social benefits.

The construction of the tramway will reinforce the city's attractiveness as a premier destination for students and researchers not just from the province, but the world over. A modern and efficient public transit system like the tramway is a significant asset for cities trying to attract the best talent.

By improving mobility and accessibility, students and professors will have greater access to university and college campuses, libraries, laboratories, and other educational resources provided by the city of Québec's many higher education institutions. Furthermore, the tramway will improve access to a wider range of housing units, businesses and services, making daily travel easier for all students.

By linking the main trip generators and by integrating the existing public transit network, the tramway will greatly facilitate travel for students, professors, lecturers and workers who enrich our higher education institutions. With its stations located close to campuses and student residences, the tramway will provide a reliable and comfortable alternative to cars and buses. Students and professors will reach their classrooms, offices, and research activities more easily and quickly, which will save them time. The tramway will also help reduce traffic around university campuses, thus improving the quality of life of university communities who rely on these travel hubs.

The construction of the city of Québec's tramway is a strategic investment that will benefit all citizens, including the higher education community. By facilitating travel, improving the city's attractiveness and contributing to its sustainable development, the tramway will be the spearhead of an environment more conducive to education, research and innovation. These are the qualities a city of education like Québec wishes to see thrive.

My question to the Minister of Higher Education is the following:

Does the Minister of Higher Education agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(219) M. Grandmont (Taschereau) – **6 December 2024**

To the Minister of International Relations and La Francophonie and Minister Responsible for the Status of Women

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The construction of the city of Québec's tramway will provide a unique opportunity to collaborate with international partners. The project will require the expertise of various companies and organizations specializing in tramway design, construction and operation. This collaboration will allow Québec to forge ties with world leaders in the field, and open up new business and investment opportunities.

The city of Québec's tramway will showcase Québec's know-how in public transit. The project will highlight the expertise of Quebec companies in fields such as engineering, construction and transportation technologies. This technological showcase will contribute to Québec's international reputation and position us as a leader in sustainable and innovative transportation.

France is a historic partner of Québec and has extensive expertise in tramway construction. The construction of the city of Québec's tramway will provide a unique opportunity to strengthen ties between the two nations. Collaborating with French companies will allow Québec to benefit from their know-how and experience, while fostering economic and cultural exchanges.

More women than men use public transit. Seniors, pregnant women, mobility impaired persons or persons with visual or hearing disabilities, and young families will be able to easily use the tramway. The city of Québec's tramway will provide everyone with a safe, accessible and comfortable mode of transportation, and will contribute to improving the quality of life and independence of women by facilitating daily travel.

The construction of the city of Québec's tramway is a large-scale project that will have major benefits for Québec, both economically and socially. The tramway represents an exceptional opportunity to develop ties with international partners, showcase Québec's expertise and improve the status of women.

My question to the Minister of International Relations and La Francophonie and Minister Responsible for the Status of Women is the following:

Does the Minister of International Relations and La Francophonie, Minister Responsible for the Status of Women agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(220) M. Grandmont (Taschereau) – **6 December 2024**

To the Minister Responsible for Seniors and Minister for Health

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The tramway will provide a means of transportation that is accessible and adapted to the needs of people with functional limitations, who are mostly seniors. The elderly, pregnant women, mobility impaired persons or persons with visual or hearing disabilities, and young families will be able to easily use the tramway. Stations will be designed to facilitate boarding and disembarking, with raised platforms for level access to the trains.

In addition, the stations will be 690 meters apart on average, providing shelter from bad weather and, in some cases, heated spaces. The tramway's cabins will also provide a comfortable and safe environment for seniors, with ergonomic seats, spaces reserved for people with reduced mobility and a clear and accessible information system.

The tramway will help break seniors' social isolation by enabling them to get around easily and independently to take part in social, cultural and recreational activities. The tramway will link the major trip generators by integrating with the improved public transit network. The tramway will facilitate access to workplaces, community centres, libraries, museums, parks and other gathering places, helping seniors maintain their social ties and achieve personal fulfilment.

The construction of the city of Québec's tramway is perfectly in line with the Government's universal accessibility objectives. The tramway will offer an inclusive means of transportation, accessible to all citizens, regardless of age or physical condition. Universal accessibility is highlighted as an important benefit of the tramway project. This project will contribute to creating a more equitable and inclusive city, where everyone can participate fully in social and economic life.

The tramway is a major investment in the wellbeing and inclusion of seniors. It will help to improve their mobility, encourage social participation, create a more accessible and user-friendly city for all, and combat isolation. I urge you to support this promising project, which will have a lasting positive impact on the community and the future of the city of Québec.

My question to the Minister Responsible for Seniors and Minister for Health is the following:

Does the Minister Responsible for Seniors and Minister for Health agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(221) M. Zanetti (Jean-Lesage) – **6 December 2024**  
To the Minister Responsible for Social Services

The 2017–2022 departmental action plan on the health and wellbeing of men has been out of date for two years. The action plan was based on three main directions: better reaching men through promotion and prevention strategies, adapting services to improve access and meet men's needs, and improving understanding of male dynamics and practices to meet the needs of the male population.

Society has undergone considerable change since the action plan was first drawn up, in particular because of the pandemic. Men's mental health deteriorated during the health crisis. The housing crisis, the soaring demand for food banks and the increase in homelessness are also factors in the development of psychological distress among men. Masculinism has seeped into social media and is likely to grow in the future. Housing resources for women who are victims of domestic violence are overwhelmed. Community organizations providing services for men are overburdened. The time is right for an updated departmental plan that takes into account new needs and data.

Furthermore, on 22 August 2024, the Ministère de la Santé et des Services sociaux sent CISSS and CIUSSS executives a letter confirming that Action 2.5 of the current plan would now have to be self-financed by the various centres and that, consequently, the \$1,200,000 dedicated to regional plans would no longer be paid by the department. This budget cut led to job reductions for certain regional officials in charge of men's health and wellbeing, which may compromise the adequate deployment of the new action plan.

Better support for men is essential to ensure the health and safety of women and children, better social unity, and a more harmonious coexistence. A departmental action plan is necessary to guide policymakers and stakeholders toward common objectives. It serves as a collective tool to develop and implement strategies that are adapted to the specific needs and various realities of the male population in a consistent manner. Prevention is an investment that can help society avoid human tragedies and save money on rehabilitation costs.

My questions to the Minister of Social Services are the following:

1. Does the Minister recognize that it may be more costly, both from a human and economic perspective, not to table a second departmental plan rather than investing in an updated plan?
2. Is there a coordinator currently working on this matter in the Ministère de la Santé et des Services sociaux?
3. Does the Minister believe that it is a priority to maintain full-time jobs for regional officials in charge of men's health and wellbeing working at the various CISSS and CIUSSS, and does he intend to invest for this purpose?

4. Has the new plan been completed, and if so, why has it not been made public?
5. Does the Minister believe he will be able to make his new plan public by 2025, and if so, when?

(223) Mr. Ciccone (Marquette) – **28 January 2025**

To the Minister Responsible for the Metropolis and the Montréal Region

It is obvious to anyone who has had to catch a flight from Montréal in the last few months that the airport's facilities and access roads are no longer up to the task. There were reports last summer of travellers waiting for hours to reach the terminal gates. There was even footage of people, suitcase in tow, walking towards the Montréal-Trudeau access ramp in fear of missing their flight.

Aéroports de Montréal and their partners have proposed various measures to improve traffic flow around the facilities, including the implementation of a people mover or an automated shuttle to link Montréal-Trudeau Airport and VIA Rail's Dorval station. This solution would help connect the mere 700 metres between these two transit hubs while also meeting intermodality and decarbonation target goals.

Such a solution would link the Via Rail and Exo train stations with the Société de transport de Montréal's nearby terminus, which would improve access to the REM for not only the 40,000 public transportation users who transit there, but also the 55,000 airport passengers, 30,000 workers and 150,000 motorists who use the Dorval interchange daily.

Can the Minister tell us what specific measures she intends to implement to link the various transport hubs around the airport and help improve traffic flow in the area? Also, what is her opinion on the proposal of Aéroports de Montréal and their partners for a people mover or an automated shuttle?

**Part 6**  
**NOTICES**

**I. NOTICES PREVIOUSLY GIVEN**

**Government Bills**

**Private Members' Public Bills**

**Private Bills**

**II. NOTICES APPEARING FOR THE FIRST TIME**

**(aa)** An Act respecting national integration – *Minister of the French Language*

**(bb)** Motion by the Official Opposition House Leader under Standing Orders 315 to 321:

THAT, pursuant to Standing Orders 315 to 321, the National Assembly rule on the conduct of the Member for Louis-Hébert and Deputy Premier and Minister of Transport and Sustainable Mobility, who allegedly acted in contempt of Parliament by failing to table, within the time prescribed by the *Act respecting the Société de l'assurance automobile du Québec* (CQLR, chapter S-11.011) the 2023 annual management report of the Société de l'assurance automobile du Québec;

THAT, accordingly, the Assembly rule on the alleged offence by voting on a report from the Committee on the National Assembly, which shall previously have inquired into the matter without special reference.