



Efforts to modernize airport infrastructure must respond to community expansion and the development of the region's potentials.

Under the *James Bay and Northern Québec Agreement (1975)* and the *Sanarrutik Partnership Agreement on Economic and Community Development in Nunavik (2002)*, the governments made a commitment to improve marine infrastructure in the communities, including the construction of breakwaters, anchoring basins, access ramps and sealift zones.

A marine transportation subsidy for Nunavik, similar to the program offered along the Lower North Shore, is needed.

Adopt a policy with regards to the construction, maintenance and shared use of land, air and sea links associated with industrial development.

Study the feasibility and strategic importance of deep-sea ports near Kuujuaq and Kuujuarapik.

Based on the results of feasibility studies and public consultations, construct land links between Kuujuarapik and Radisson and between Kuujuaq and Schefferville.

## Discussion

The maintenance and continued expansion of airport, marine and local road infrastructure will continue to be essential. Nonetheless, possible land links with southern Québec and deep-sea port construction are strategic issues for regional development. While enhanced transportation links have the potential to reduce high living costs and stimulate the economy through business opportunities and job creation, roads, railways and ports could pose a threat to the way of life in the communities, the environment and wildlife. How and under what conditions should Nunavik connect to the rest of Québec and the world?

