

## Retaining wall work is progressing faster in Port-Daniel

● GILLES GAGNÉ

PORT DANIEL: – The Transports Québec project to build a retaining wall along a stretch of the Capitaine Fournier Street in Port Daniel, at the west end of the railway tunnel, has been accelerated over recent weeks after what appeared to be a slower pace over the summer.

From a distance, people can observe the interior of the retaining wall, while on the right-hand side, the progress of its outer component along the shore is visible. An aerial view highlights that there remains quite a bit of work left to complete before the delivery of the \$23,682,014 contract carried out by the firm Couillard Construction. The deadline for completion is the end of November. The contract which began in January also includes the expansion of the tunnel in both width and height. The retaining wall and work on the tunnel play a vital role in the resumption of rail

traffic between New Richmond and Port Daniel's cement plant. The federal government contributed \$10 million to this specific construction site thanks to a program made to counter the effects of coastal erosion. Saint Mary's Cement's Port Daniel plant is currently the largest source of revenue for the Société du chemin de fer de la Gaspésie, the transporter under municipal control that offers the freight service between Matapédia and New Richmond for now. Since the plant opened in 2017, cement delivered by rail to customers must be trucked to New Richmond and then transshipped to rail cars, at a much greater cost. Traffic is expected to increase considerably once the plant will be served by the railroad, as rail cars can carry the equivalent of two-and-a-half to three truck trailers of cement.

*Photos: Gilles Gagné and Douglas Allen Shaw.*

