

CHINA

Controlling (for 60 years) the gateway to the Great Lakes St. Lawrence Seaway System?



Controlling a Maritime Route to the U.S.

Overlooking the St. Lawrence River, Québec City and its port control the gateway to the Great Lakes St. Lawrence Seaway System, *the* Maritime route from the North Atlantic Ocean to the U.S. Midwest.

Léonce Naud, Geographer

Complexe Samuel Holland, Block 3, # 1031 - 840, Ernest Gagnon Avenue, Québec G0A 1S0

What is at stake?

A second container port on the St. Lawrence River is to be built by a Chinese conglomerate downtown Historic Quebec City. This facility will be under Chinese command and control for *sixty years* (60). In time, this China run terminal could replace the Port of Montreal as the main container port on the Great Lakes St. Lawrence Seaway System. ([Ref.](#))

When they signed a *very* long-term commercial Agreement on May 28, 2019, the officials took care not to utter a word about the fact that Hutchison Ports was a Chinese conglomerate and that the Agreement would see China having command and control of most of the Port business for the next *sixty years* (60),

This May 2019 Agreement is a tightly guarded secret. Lately, local citizens have put a bounty of \$ 1000.00 dollars rewarding whoever finds a copy of it (see p. 7).

This project has absolutely no social acceptability. You cannot decide to dispatch (for 60 years) three-quarters of a million containers annually through the densely populated downtown of Historic Quebec City and expect any kind of approval from the local citizenry.

“It is what we prevent, rather than what we do that counts most in Government.”



William Lyon Mackenzie King

(1874 – 1950)

Prime Minister of Canada

A choke point in their own backyard?



Since centuries, the location of Quebec City commands the access from the Atlantic Ocean to the Great Lakes, thus to the United States Midwest.

The United States naval experts are closely watching for the security of maritime choke points all around the world. *What about looking in their own backyard?*



Ports and China Maritime Influence

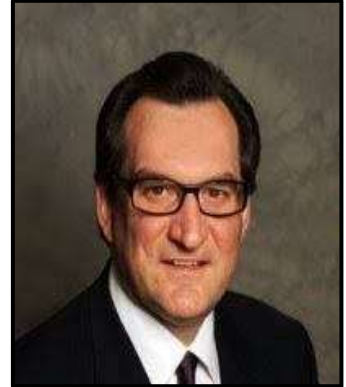
Isaac B. Kardon



**Naval War College
Newport**



Christopher R. O'Dea



**Hudson Institute
Washington**

“Implications of China’s Emerging Maritime Network. There is little doubt from the observable transaction record that a top priority for Chinese SOEs operating in the port, terminal, and shipping sectors is to acquire these assets aggressively and consolidate them into an integrated network that not only benefits Chinese commercial interests but advances Chinese maritime influence, in accordance with CPC priorities? The presentation of the 2016 results of CMPH confirmed three primary goals: to consolidate Asia, consummate Africa, break through Europe, and acquire new exposure in America.”

Christopher O'Dea - [Asia Rising – Ships of State?](#) P. 22.

Isaac B. Kardon

**“China’s Development of
Expeditionary Capabilities:
“Bases and Access Points”**

Christopher R. O'Dea

**“Asia Rising: Ships of
State?”**

[Hidden Harbors: China’s State-backed Shipping Industry](#)
[Regionalization of Hutchison Ports Holdings in Mainland China](#)
[Hutchison Ports in Mainland China](#)
[China’s Trojan Ports](#)



“Implications & Recommendations”

“There is a growing body of evidence that the commercial facilities owned or operated by those firms are a key component of Chinese efforts to project power abroad”.

“Properly equipped and utilized, commercial ports may perform valuable functions (...) for intelligence and communications”.

“Economic influence is the leading instrument of Chinese efforts to achieve security abroad. The Chinese firms building and operating infrastructure overseas are on the front lines of a nascent great power competition”.



“For China, business is inseparable from politics.”

The Spying Game – China’s Global Network

[BBC - July 7, 2020](#)

“In recent years, Chinese state-owned companies have built a global network of shipping and port assets that suggests the country is using maritime commercial investments to advance its geostrategic priorities by establishing economic influence over countries in which Chinese-controlled port facilities are located.”

[Asia Rising - Ships of State, 1.](#)

“Shipping industry analysts warn that, given the importance of ports to host-country economies, the transactions are not only transport investments but sources of political leverage and influence that mark the emergence of China as a global maritime power, and that from this vantage point Chinese port investments must be viewed in the context of geopolitics.”

[Asia Rising - Ships of State, 22.](#)

“Perhaps the article’s most significant contribution is to propose that the collective transactions of Chinese port and shipping Chinese State-owned enterprises now constitute an integrated network for Chinese maritime power expansion through commercial channels.”

[Asia Rising - Ships of State, 23.](#)





The spying game: China's global network (BBC)

“Intelligence agencies launch recruitment drive for Mandarin speakers...”



China and its Strategic Transportation Corridors in North America

“Exactly the same as that of the British in our Empire building days...”

“How China Got Sri Lanka to Cough Up a Port”. New York Times, June 26, 2018.

WANTED!

CASH REWARD

\$1000.00

For a copy of the Top Secret Agreement signed on May 28, 2019, between the Port of Quebec, the Canadian National Railways (CN) and Hutchison Ports of CHINA, giving command and control of much of the Beauport Peninsula near Historic Quebec City to this Chinese company for the next SIXTY YEARS (60).

Get your hands on this Top Secret Agreement and ONLY THEN, get in touch with:

nauolonnois@gmail.com

This bounty will be yours as soon as the document found will have been authenticated by one of these signatories: the Port of Québec, CN or Hutchison.



China and the Age of Strategic Rivalry



Canadian Security Intelligence Service ([CSIS](#))

Ottawa, 2018



Régis Labeaume, Mayor of Québec City

« *Québec n'en a pas besoin* ».

“Quebec City does not need it.”

The people agree.

[Le Soleil Québec City, December 19, 2020](#)

**This hare-brained project
[lacks any social acceptance.](#)**

This huge [Press Review](#) proves it.



Toronto - Canada

Erin O'Toole: It's time for Canada to stand up to China, and stand up for freedom

Pushing back against the goals of the Chinese Communist Party is important for the safety of Canadians, both here and abroad.

Erin O'Toole

December 9, 2020

Erin O'Toole is the leader of the Conservative Party of Canada.

Tomorrow, Canada marks a grim milestone. For two years, Michael Kovrig and Michael Spavor will have been held hostage in China simply for being Canadian. While Canadians are rightfully concerned about the fate of our two wrongfully imprisoned citizens, China's hostage diplomacy has awoken the Canadian public to a far larger reality. A realignment in geopolitics has taken place over the last 40 years, and Canada has been late to heed its warnings.

For 40 years the great opening of China's free market has not gone as we had hoped. And for the past 30 years, since tanks rolled into Tiananmen Square, the Western world has chosen to hope that things would get better.

To this day, every business, public or private, remains subject to the strategic objectives of the Chinese state. This may not have been a big deal when China produced mainly low-tech goods like shoes and toothbrushes, but it has dramatic implications today as Chinese tech firms export facial recognition technology and surveillance drones. All Chinese firms are required by law to collaborate with Chinese intelligence agencies. Yes, that includes mining TikTok videos and feel-good apps for data. And it certainly concerns Huawei building our digital future.

For decades, the Chinese Communist Party wooed Western companies with promises of cheap labour and, indirectly, without concerns for environmental regulations. In recent years the same has applied to concerns with respect to fair labour conditions in China. Once companies had firmly linked their supply chains to the Chinese economy, demands on them for technology transfers and forced joint ventures sharply increased — and considerations for our values were ignored.

Simultaneously, massive industrial espionage campaigns were launched, and “wolf warrior diplomacy” techniques deployed. Named after an over-the-top Chinese action movie, this is the unapologetic use of pressure tactics, outright threats and economic coercion to advance China's strategic aims. It stems from a belief that the 2008 economic crisis revealed the West's vulnerability, and that now is the time for China to remain the wolf-like aggressor and alter international norms in its favour.

Intellectual property theft, counterfeiting and digital piracy are not exceptions to our dealings with China. They are the reality. I saw this firsthand fighting against Chinese intellectual property abuse a decade ago. It is high time our government and corporate leaders realized that things are getting worse and not better.

Even during this pandemic, China misrepresented its COVID-19 numbers and moved to corner the personal protective equipment market. Despite this record of self-interest, the Trudeau government still decided to prioritize partnering with a Chinese firm to deliver a vaccine to Canadians.

CSIS had been flagging [CanSino](#) as a national security threat for years, but the Liberals turned a blind eye to our Canadian experts. After undoubtedly extracting useful Canadian vaccine research, China broke off relations and refused to ship samples. This put Canada at a serious disadvantage and delayed our position accessing vaccines. For too long, our country has watched the long arm of Beijing establish itself on our soil. We tolerated Confucius Institutes — basically propaganda outlets — under the belief it would be great for our kids to learn Mandarin through programs financed by the Chinese Communist Party.

Professors tolerated a dilution of their curriculum on human rights after being repeatedly told their teachings shouldn't offend students from mainland China. And we stood by as pro-Beijing media outlets disseminated anti-Western narratives and propaganda in our communities. In recent years, however, this has taken a much darker turn. Canadians of Chinese origin have been threatened by foreign agents in our country. Anti-Hong Kong protests were organized in Canada to bully democracy activists. Uighur students in our universities have been intimidated and deplatformed in co-ordinated actions led by Chinese consulates across our country. And the very values we hold dear, like openness, justice and tolerance, have been weaponized against us.

When a dictatorship starts having so much influence that protecting Canadian citizens on Canadian soil is now a question open for debate, you know you have a problem. Some voices might suggest that standing up for human rights is anti-Chinese racism or that it is paternalistic to denounce Chinese state bullying. Even ministers in Prime Minister Justin Trudeau's government have cried "misinformation" when journalists or opposition parties ask them about their approach to China.

I cannot say this enough. The conflict we currently have is with the Chinese Communist Party, not the Chinese people. The Chinese people have not been holding Canadian citizens hostage for two years — the corrupt Communist regime has.

Facing a challenge as big as this will require a national effort. From the highest levels of government to the individual choices of consumers, we must speak openly about the stakes at hand. Our values require us to speak the truth and to work with like-minded countries to support these values and the rules-based systems they created.

Our Australian friends, with far more at risk in bilateral trade, have tackled the Chinese threat to their institutions headfirst. Our British allies took the courageous step to ban Huawei from their 5G networks. And the United States under President Joe Biden will continue to spearhead a realignment of democracies so that we may unite in confronting the geopolitical challenge of our times.

We are not alone in this endeavour. It is time for Canada to once more stand on the right side of history. It is time for us to stand for freedom — for the two Michaels, for our country and for the future of the democratic world.

THE AUTHOR

LÉONCE NAUD

GEOGRAPHER, QUEBEC CITY, CANADA



Son of a St. Lawrence pilot, Léonce Naud was born in 1945 in Deschambault. He graduated from Laval University (Quebec City), St. Paul University (Ottawa) and the University of Ottawa (philosophy and geography). Naud divides his professional life between land-use planning, development of the St. Lawrence River and geopolitics. He previously worked as a parliamentary researcher in Quebec City, a research professional in Ottawa at the Department of Indian and Northern Affairs, an advisor to the Minister of State for Planning, and then in the office of then-deputy minister of the Environment André Caillé

The author served as Senior Advisor to the St. Lawrence Development Secretariat from 1982 to 1997, a Government of Québec central task force. From 1989 to 1997, he was member of the Board of the International Association of Cities and Ports (Le Havre, France). He also served a few years on the Water Quality Board of the International Joint Commission. For more than a decade, he worked closely with the Great Lakes Commission (Ann Harbor, Michigan). He cofounded the Great Lakes and St. Lawrence Mayors Conference in 2006, then headquartered in Quebec City. Later, this international network merged with the Great Lakes and St. Lawrence Cities Initiative. From 1989 to 1995, he was also member of the Ports Land Use Committee of the Association of Canadian Ports Authorities.

He is a frequent speaker in Canada and abroad and publishes regularly. He has studied the contrasting European and North American philosophies toward urban shoreline development and specializes in the relationship between urban and port environments, between cities and ports.

He produced a map of Quebec inspired by the geopolitical vision of geographer Samuel de Champlain, who founded Quebec City in 1608. It is published by Les Publications du Québec.

Naud has been actively involved in St. Lawrence River, maritime and urban-port affairs for nearly 40 years, and has extensively researched, worked and presented without any kind of government, corporate, academic or private support. He has never solicited grants from any organization or accepted research contracts.

Given his interests, he has worked closely with the European community specializing in urban-port relations. Through his work with the Secrétariat à la mise en valeur du Saint- Laurent from 1982 to 1997, he became familiar with North American ports, particularly those on the Great Lakes-St. Lawrence Seaway System.

His research has never been called in question by anyone. While governments are happy to disregard it and not even acknowledge its existence, Naud's work is recognized elsewhere for its quality and importance. In the words of one academic, "Thank you for your paper on the St. Lawrence, one of the best ever written on the river, our waters and our lands." (Jean Morisset)