

Kuma Brakes taken over internationally

NELSON SERGERIE

GASPÉ – The company Plaque de frein B & B, also known as Kuma Brakes of Gaspé, which declared bankruptcy on November 3, has been taken over by a multinational corporation.

Dellner Wind Solutions, a global leader in the design and manufacturing of braking and hydraulic systems for the wind energy sector, has acquired the assets. The buyer has signed a short-term lease with the Town of Gaspé, as the company is located in the Sandy Beach industrial park.

"We don't have the details yet. Since we own the building, the buyer has contacted us for a new three-month transitional lease. Will there be any interest in continuing operations here? I'm hopeful," says Mayor Daniel Côté.

Kuma Brakes manufactured brake pads for wind turbines and developed brakes for railways with its own innovations.

"Let's hope that the company can continue to grow in Gaspé with its current staff," says Mr. Côté.

Dellner has facilities in the United States, Brazil, Europe, and Asia. The mayor is betting that the company will stay in Gaspé.

"There's nothing stopping them from having a business in Gaspé. There is major wind



Photo: Nelson Sergerie

Mayor Daniel Côté during the presentation of the 2025 budget. No commitment at this time on an inflation-targeted tax account.

power potential coming with 10,000 megawatts in Quebec. There are already several wind farms in Quebec. Kuma Brakes had American customers and could develop international customers," says the mayor.

Daniel Côté was unable to speak with the company directly, and Dellner did not respond to our emails.

An economic portfolio

As surprising as it may seem, Gaspé did not have a portfolio to present economic data to developers of all categories.

"We had some internal data that we highlighted when we met with investors. We went at it informally, without having a big marketing plan to

attract them," admits the mayor.

"We are going to develop a document to attract investors in general, whether in real estate, commercial, or industrial. The document is intended to be attractive, with socioeconomic data aimed at generating investment," explains the elected official. The firm LGP is responsible for putting together the document under an \$8,850 contract.

Maritime ferry service

Developments regarding the maritime link between Gaspésie, Anticosti, and the North Shore will take place in the coming weeks as the promoter, the Port of Havre-Saint-Pierre, is set to provide an update. The port had commissioned economic studies to validate the feasibility of re-establishing a ferry service.

"We are getting closer to something more concrete. Every time we talk to politicians in Quebec City, there is a lot of openness. That wasn't always the case. Opening up Anticosti Island and developing tourism are big talking points," explains Mr. Côté.

The mayor also sees economic potential in supplying the island from Gaspé, much like Relais Nordik, a subsidiary of Groupe Desgagnés, does from Rimouski for the Lower North Shore.

"The economic studies are conclusive. More results will be revealed at an upcoming press conference organized by the project leader," says the mayor.

Train

The mayor of Gaspé remains confident that the rail line will be rehabilitated to Gaspé, even though at the turn of 2026, nothing has transpired, and the provincial government has referred the file back for study in last March's budget.

"It would be unusual for the government to throw in the towel, especially since a lot of work has been done on the Port-Daniel-Gascons-Gaspé line. There is still work to be done on certain structures," notes the mayor.

"A fully restored railway must be viewed over a 100-year horizon. They are capable of investing in various transportation projects. If no work was done between Port-Daniel-Gascons and Gaspé, I would scratch my head. Currently, there is a lot of work being done. Are we going to leave bridges that have been renovated at a cost of tens of millions of dollars? It doesn't make sense," states Mr. Côté.

The mayor points out that the potential for rail development lies in Gaspé with the export of wind turbine blades.

"I think we're going to have a plan accordingly. MTQ engineers are at the drawing board re-evaluating costs. Maybe they'll present a plan B or C to the Minister of Transportation. We continue to believe in it," says Mr. Côté. "They've started the job. I think they'll finish it," he says.

In June 2023, the provincial government announced \$571 million for section 3. The bids came in \$150 million to \$200 million higher than estimated.

Discretion on the budget

Elected officials have begun work on defining the 2026 budget. However, there are too many unknowns to make a projection, given that the new council only took office on November 14. Bills still need to be entered, organizations need to be met with, and the three-year capital plan needs to be analyzed. The budget will be tabled on December 22.

No promise of a tax increase above the inflation target of 3.2%.

"I cannot guarantee that we will be at gross inflation. Over each four-year period, we have respected inflation. That is a commitment I can make for this term of office. As for the upcoming budget, I cannot commit to anything at this stage. There are still too many parameters to consider," says the elected representative.