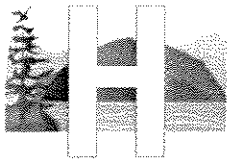


Deep River  
and District



Hospital

117 Banting Drive  
Deep River ON K0J 1P0  
☎ 613-584-3333  
☎ 613-584-4920  
www.drdh.org

①

January 23, 2015

**ANNOUNCEMENT: LifeLabs Partnership**

Deep River and District Hospital (DRDH) is pleased to announce a new partnership with Life-Labs Medical Laboratories Services (LifeLabs) to provide patients and healthcare providers with community-based access to laboratory services. In accordance with the Ontario Health Insurance Act, DRDH will be transferring all testing of its out-patient specimens to LifeLabs.

The Hospital will continue to maintain on-site laboratory services through EORLA (Eastern Ontario Laboratory Association) for patients admitted to hospital or those being cared for in the Emergency Department and Ambulatory Care Clinics. Out-patient testing represents approximately 70% of the Laboratory's total volume. As such, EORLA will adjust its staffing level to meet the reduction in testing while maintaining quality of service and improving laboratory coverage at the hospital.

Beginning on February 9th, 2015, the collection center will be located in the same office as the previous collection center and continue to be staffed by EORLA personnel. They will provide quality services, fast results and the same walk-in services and hours of operation as before. LifeLabs is Canada's largest community laboratory provider with 240 collection centers and 12 processing facilities across Ontario. LifeLabs is an experienced and trusted community laboratory provider held to the same high provincial standards as hospital laboratories. DRDH is pleased to partner with LifeLabs to provide reliable and trusted care to patients and to the community.

Thank you to patients, staff and members of the community for your understanding during this transition and for your support of the walk-in laboratory services provided at the hospital over the years.

Sincerely,

Gary Sims  
Chief Executive Officer  
DRDH

Jean-Luc Cyr  
Regional Manager  
EORLA

Our Vision

Every Client's Health Care Experience Will Be Exceptional

January 14, 2015

450 – 1st Street S.W.  
Calgary, AB  
Canada T2P 5H1  
Tel.: 1.855.895.8750  
Fax: 1.855.895.8751  
Email: EnergyEast@TransCanada.com

**Re: Independent Reviews into Energy East’s Impact on Natural Gas in Ontario & Quebec**

Dear Mayor and Council:

Further to my letter dated November 10, 2014, and in response to ongoing misinformation being shared by Union Gas (“Union”) and Enbridge Gas Distribution (“Enbridge”) in Ontario, I wanted to share with you the results of two independent, fact-based reviews into natural gas supply and pricing in Ontario and Quebec, released in the past three weeks. Each of these independent reviews considers the impact on the supply and price of natural gas as a result of our Energy East receiving approval.

It is my sincere hope that these independent reviews will show the fears being raised by Union and Enbridge to be largely unsubstantiated and without basis in fact.

As you know, Energy East proposes to convert natural gas pipeline capacity along the Canadian Mainline to oil service. Doing so will redeploy un-contracted gas transmission capacity and will reduce costs to consumers in Ontario and Quebec.

In fact, we estimate the repurposing of gas transmission through the Energy East project will help save our gas customers, including Union and Enbridge, approximately \$950 million over the next 15 years alone. Those are savings which we believe can – and should – be passed onto consumers and businesses in Ontario.

Last week, on January 7, 2015, Quebec’s energy regulator, the Régie de l’énergie (“Régie”) released its review of Quebec’s natural gas requirements in the context of the Energy East pipeline conversion and Eastern Mainline gas pipeline projects. (Like Ontario, Quebec is served by natural gas from western Canada and southern Ontario that is transported on our Canadian Mainline.) The Régie deemed Energy East “desirable” overall, concluding that:

“[T]he Energy East project is desirable insofar as it consists of converting natural gas transport assets that are currently underused to another use. The Régie believes that such a conversion could contribute to limiting the increase in natural gas transport rates.”<sup>1</sup>

“The Régie concludes that the Energy East project will have little impact on the price of natural gas in the Dawn and AECO hubs. Since Quebec’s distributors supply themselves from these points, the Energy East project will have little effect on their cost of supply.”<sup>2</sup>

---

<sup>1</sup> Avis sur les approvisionnements en fourniture et transport de gaz naturel nécessaires pour répondre aux besoins en gaz naturel des consommateurs québécois à moyen et long termes. Régie de l’énergie. Page 16.

<sup>2</sup> Ibid. Page 62

The Régie also recommended that TransCanada obtain an additional assessment of market need in Quebec (and by default, Ontario), to answer fears being raised by companies including Union, Gaz Metro and Enbridge ("the LDCs"), of a shortage of gas supply on the Canadian Mainline as a result of Energy East, particularly on the coldest peak-use days in the winter months.

As the Régie report acknowledged, TransCanada already launched that process in December. Local gas distributors including Union and Enbridge, again have the opportunity to share their forecasted growth and contract with TransCanada for firm, long-term gas supply. Of particular note, this 'open season' is being held in conjunction with Union as result of the Agreement reached recently between the LDCs and TransCanada, at the National Energy Board.

The Régie review, entitled *Avis sur les approvisionnements en fourniture et transport de gaz naturel nécessaires pour répondre aux besoins en gaz naturel des consommateurs québécois à moyen et long termes*, is available in its entirety at the following link for your information: [http://www.regie-energie.gc.ca/documents/autres/Avis\\_A-2014-01.pdf](http://www.regie-energie.gc.ca/documents/autres/Avis_A-2014-01.pdf)

### **The Changing Source of Gas Supply for Ontario**

TransCanada and the LDCs have agreed that all communities west of North Bay will continue to be served by the existing Canadian Mainline that has more than sufficient capacity to meet all market requirements after the transfer of one of the pipes to Energy East. The LDCs have publicly acknowledged that they have no concerns with the proposed transfer in this area of the system. The only markets where there is debate regarding gas transmission capacity are located east of North Bay and east of the Greater Toronto Area (GTA).

That is precisely why we are planning to build new natural gas pipelines where they are needed most – in the Toronto-Montreal corridor, to allow greater access to affordable new gas supplies from the northeastern United States:

First, our Eastern Mainline Project, filed as part of our Energy East application, is being built along this corridor, because that is where demand is strongest. Even in the coldest winter months, much of the gas being transported eastward on the Canadian Mainline east of North Bay is for export, and not for use in Ontario or Quebec. Energy East proposes to re-purpose pipeline capacity that is no longer being contracted by U.S. export markets. Natural gas capacity that serves Canadian consumers will not be impacted.

Second, and in addition to Eastern Mainline, the National Energy Board recently ruled in favour of an agreement between TransCanada and the LDCs which enables the construction of new pipeline projects in southern Ontario and the GTA to allow even greater access to new gas supplies from the United States.

An independent report contracted by the Ontario Energy Board (OEB) underscores the need for Energy East and the new gas infrastructure along the Toronto-Montreal corridor. In considering the outlook for natural gas supply and price in Ontario, Navigant Consulting delivered their report, entitled *Natural Gas Market Review Final Report* to the OEB three weeks ago, on December 22, 2014, which found:

"Decreased throughput on the [TransCanada] Mainline from Alberta is expected to continue as Marcellus [shale gas from northeastern U.S.] supplies continue to dominate the east. The outlook is for Marcellus supplies to increase from meeting 13 percent of Ontario gas demand in 2013 to 41

percent in 2020, with the Western Canadian Sedimentary Basin declining from meeting 74 percent to 42 percent of Ontario gas demand. Expanded pipeline infrastructure is expected to increase access of markets, including Ontario, to these prolific supplies from the U.S. Marcellus shale and Utica shale basins.<sup>3</sup>

In discussing the proposed Energy East conversion specifically, Navigant's final report for the OEB cannot be clearer:

"As evidenced by the decreasing utilization of the TCPL Mainline pipeline system partially as result of the decreased levels of production in Alberta over the last five to ten years, it is Navigant's further expectation that production will continue to drop over the long term to 2035. Supported by this market view, it is Navigant's expectation that the TCPL Mainline conversion will likely have minimal impact upon Ontario gas consumers. This expectation is based upon the fact that Ontario as well as Eastern Canadian demand more generally is already being met without dependence on the Mainline capacity to be converted. This also serves to shape our view that future gas demand growth in Ontario will be met primarily from gas coming into Ontario from U.S. gas supplies in the Marcellus and Utica basins."<sup>4</sup>

Navigant's full report can be accessed on the Ontario Energy Board site: [http://www.ontarioenergyboard.ca/oeb/Documents/EB-2014-0289/2014 Natural Gas Market Review Final Report.pdf](http://www.ontarioenergyboard.ca/oeb/Documents/EB-2014-0289/2014_Natural_Gas_Market_Review_Final_Report.pdf)

TransCanada welcomed the findings of both the Navigant report and those of the Régie de l'énergie in Quebec, as they each provide an independent, fact-based assessment of the impact on natural gas supply and pricing as a result of the Energy East project.

In addition, it is again worth emphasizing, as I stated in my November 10<sup>th</sup> letter, that the independent National Energy Board (NEB) is the regulatory body that will ultimately decide whether Energy East and the Eastern Mainline Projects, are in the interest of Canadians, including any associated impacts on natural gas supply and prices. We look forward to the NEB's independent review and assessment.

As we have for over 60 years, TransCanada will continue to provide a safe and reliable supply of natural gas for schools, hospitals, businesses and homes in Ontario and Quebec. For additional information, you can visit [www.energyeastpipeline.com/natural-gas-consumers/](http://www.energyeastpipeline.com/natural-gas-consumers/)

I hope this letter has provided necessary facts to help dispel any misinformation being advanced in recent weeks. Our project has been designed to ensure natural gas customers in Ontario are better off with Energy East, than without.

If you have any additional questions, please feel free to contact me, or my colleague Stefan Baranski, Energy East's Ontario Director at: [stefan\\_baranski@transcanada.com](mailto:stefan_baranski@transcanada.com) or by phone at (416) 869-2136.

---

<sup>3</sup> 2014 Natural Gas Market Review Final Report. Navigant Consulting. Page 1.

<sup>4</sup> Ibid. Page 19.

Sincerely,



François Poirier  
President  
Energy East Pipeline

January 15, 2015

Mr. Jim Gibson  
Reeve  
United Townships of Head Clara & Maria  
15 Township Hall Rd  
Stonecliffe, ON K0J 2K0

RECEIVED  
JAN 21 2015

Dear Mr. Gibson,

**Re: Request for Support to Save Canada Post**

Over a year ago, Canada Post Corporation announced a plan to change public postal service as we know it, and the government endorsed this plan. As a result, the corporation has dramatically hiked postage rates and is planning on eliminating door-to-door delivery, closing and downsizing post offices, reducing post office hours, and destroying thousands of decent jobs in communities throughout our country.

These major changes will be bad for seniors, people with mobility issues, charities, small businesses and many other people who rely on public postal service.

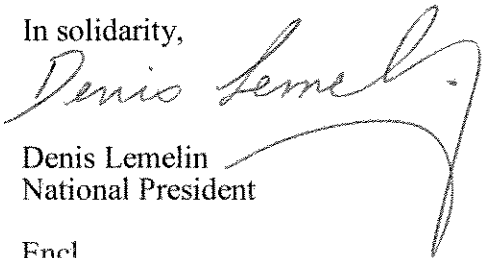
The Canadian Union of Postal Workers wants the federal government to reverse the Canada Post plan, and to look instead for ways to increase service and revenues in areas like postal banking, as other postal administrations have done. At the very least, we think the government should properly consult with the public about what kind of postal service they need before allowing Canada Post to make such major changes.

CUPW has attached a fact sheet with more information about Canada Post's plan.

The union has also attached a resolution that it would like your municipality to consider passing. To date, over 400 municipalities and municipal organizations have passed resolutions opposing Canada Post plan for cuts, or calling for a halt to door-to-door delivery cuts until there is proper consultation. CUPW hopes you will think about joining and building on these efforts by passing our or your own resolution.

Thank you very much for considering this request. Thanks as well if your municipality passed an earlier resolution in support of postal banking or improving the Canadian Postal Service Charter. If you would like an electronic version of the resolution, please contact Brigitte Klassen at [bklassen@cupw-sttp.org](mailto:bklassen@cupw-sttp.org). Please call me at 613-236-7238 if you have any questions or concerns.

In solidarity,



Denis Lemelin  
National President

Encl.

c.c. National Executive Committee, Regional Executive Committees, National Union Representatives, Regional Union Representatives, Specialists

/bk cope 225



## SAVE CANADA POST - STOP THE CUTS

**WHEREAS** Canada Post and the Conservatives are taking an axe to long-treasured postal services – killing good jobs, eliminating door-to-door delivery, drastically increasing postage rates and closing, downsizing and reducing hours at post offices:

**WHEREAS** Canada Post did not properly consult on these changes, effectively eliminating any opportunity for input from the people who will be most affected; and

**WHEREAS** closing and downsizing post offices, reducing post office hours, and eliminating door-to-door delivery will reduce service and eliminate thousands of jobs in communities throughout our country.

**WHEREAS** Canada Post offers a public service that needs to be protected;

**BE IT RESOLVED THAT** the (name of municipality) write a letter to the Minister responsible for Canada Post that calls on the government to reverse the changes to services announced by Canada Post, and to look instead for ways to increase service and revenues in areas such as postal banking.

**BE IT FURTHER RESOLVED THAT** (name of municipality) ask the Federation of Canadian Municipalities to request that the federal government consult with the public about what kind of postal service they need before allowing Canada Post to make such major changes to public postal service.

### MAILING INFORMATION

Please send your resolution to: Lisa Raitt, Minister of Transport, Place de Ville, Tower C, 29th Floor, 330 Sparks Street, Ottawa, Ontario, K1A 0N5.

Please send copies of your resolution to: Denis Lemelin, President, Canadian Union of Postal Workers, 377 Bank Street, Ottawa, Ontario, K2P 1Y3

Your Member of Parliament. You can get your MP's name, phone number and address by calling 1-800 463-6868 (at no charge) or going to the Parliament of Canada website:  
<http://www.parl.gc.ca/common/index.asp?Language=E>.

Brad Woodside, President, Federation of Canadian Municipalities, 24 Clarence St, Ottawa, Ontario K1N 5P3

/bk cope 225



# Save Canada Post.ca

Canada Post has announced a plan to:

## 1. Attack the public postal network.

Canada Post plans to use more private post offices while streamlining the public postal network. This means closing and downsizing public post offices, as well as reducing their hours. Canada Post has closed about 40 urban and 75 rural post offices since 2012. This is the largest number of closures we have seen since the Conservatives closed about 1,500 rural and urban post offices in the eighties and nineties. More closures are expected. The corporation is also reviewing all urban offices to see if they can be made smaller and operated with fewer workers. In addition, it is dramatically reducing hours of service in rural communities.

## 2. Introduce huge postage rate hikes.

On March 31, 2014, the price of buying one stamp increased by 59% while the price of buying a book or coil of stamps increased by 35%. The price for pre-sorted and incentive letters increased by 15% and metred mail increased by 19%. These sudden and dramatic increases are unfair,

unreasonable and bad for the corporation's business. It would have been wiser and more reasonable for Canada Post to adopt gradual increases to keep up with rising costs.

## 3. Make our country the first in the world to eliminate door-to-door delivery.

Canada Post plans on taking away door-to-door delivery from over five million Canadian households and replacing it with community mailbox (CMB) delivery. There is a great deal of opposition to this plan, which will create huge problems for many Canadians, especially seniors and people with mobility issues. According to a recent poll, sixty per cent of people oppose the delivery cuts. In spite of this, Canada Post is determined to wipe out home mail delivery within a five year period. So far, Canada Post has announced its plans to convert more than a million households. The bulk of conversions will occur after the 2015 federal election. The federal government fully supports this major cut to public postal service.

## 4. Destroy 6000 to 8000 decent jobs.

Canada Post would need fewer employees if it goes to community mailbox delivery. It expects to eliminate 6000 to 8000 positions. Closing and downsizing post offices and reducing post office hours will also reduce the number of jobs in communities throughout the country. Our communities and our economy cannot afford to lose thousands of decent paying jobs.



## The future of Canada Post

Canada Post and the Conservatives should consult on their plan to change public postal service as we know it. The public owns Canada Post. They have a right to input. This has not really happened in any meaningful way. Canada Post engaged in some discussions, but they were completely inadequate. The corporation held invite-only meetings in 46 communities and conducted a largely online public consultation on its future, focusing on cut. Since this time, over 400 municipalities and municipal organizations have passed resolutions or sent letters protesting the cuts or asking for a halt until there is meaningful consultation. Moreover, many thousands of Canadians have signed petitions and sent messages to their Members of Parliament (MPs). People have asked their federal representatives to tell Canada Post to stop the cuts and consider alternatives such as postal banking. Cutting might help Canada Post with its money problems in the short-term but it is not a good long-term strategy and it certainly won't improve the future of postal service in our country. The corporation should be following the lead of other postal administrations by innovating and introducing new revenue-generating services.

**For more information, go to:**

**Save  
Canada  
Post.**

## Postal banking

The Canadian Union of Postal Workers (CUPW) believes that our country needs improved financial and banking services and that Canada Post is well placed to fulfill this need. Moreover, the union thinks that adding financial and banking services at Canada Post will help the corporation preserve public postal service and generate revenue. CUPW is not alone. Close to two-thirds of Canadians support Canada Post expanding revenue-generating services like bill payments, insurance and banking, according to a poll from April 2014. Many municipalities like the idea too. About 600 municipalities have passed resolutions endorsing the addition of financial and banking services at our public post office. Not only that, three former Canada Post Presidents have spoken favourably about the corporation getting more involved in financial services (i.e. Michael Warren, Andre Ouellet and Moya Greene). In recent years, Canada Post has even conducted studies on postal banking that appear to indicate that getting into financial services would be “a win-win strategy” and a “proven money-maker” for the corporation. This positive assessment was obtained through an Access to Information (ATI) request. Unfortunately, 701 of 811 pages of the ATI request were redacted. To date, Canada Post President Deepak Chopra has refused to release the 811 pages in their entirety.

**Learn more.** Check out *Why Canada Needs Postal Banking* at <https://www.policyalternatives.ca/publications/reports/why-canada-needs-postal-banking>

## The future of Canada Post

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**For more information, go to:**



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**Learn more.** Check out *Why Canada Needs Postal Banking* at <https://www.policyalternatives.ca/publications/reports/why-canada-needs-postal-banking>

6



450 – 1st Street S.W.  
Calgary, AB  
Canada T2P 5H1

Tel: 1.855.895.8750  
Fax: 1.855.895.8751  
Email: EnergyEast@TransCanada.com

RECEIVED  
JAN 23 2015

January 7, 2015

To: Individuals and Groups Identified for Distribution of National Energy Board (NEB)  
Application to Participate Notice

Re: **Energy East Pipeline Ltd. (Energy East)**  
**Energy East Project and Asset Transfer Applications**  
**NEB Application to Participate Notice**  
**NEB File OF-Fac-Oil-E266-2014-01 02**

Dear Landowner:

In accordance with an NEB letter dated January 6, 2015, enclosed is a copy of the Application to Participate (ATP) Notice for an NEB public hearing on the Energy East Project. The ATP Notice was provided as Appendix B to the NEB letter.

Anyone wishing to participate in the NEB hearing must apply to do so through the ATP process described in the enclosed notice. See also the Energy East website at: [www.energyeastpipeline.com](http://www.energyeastpipeline.com).

If you have any questions or require additional information, contact myself by email at the address below or by phone at (403) 920-5150.

Sincerely,

Graeme Wright  
Senior Land Representative – Energy East Pipeline  
[graeme\\_wright@transcanada.com](mailto:graeme_wright@transcanada.com)

Enclosure

## Appendix B

### Notification of Application to Participate in National Energy Board Public Hearing

#### Energy East Pipeline Ltd. Energy East Project

The National Energy Board (Board) received an application from Energy East Pipeline Ltd. (EEPL) for approvals needed to construct and operate the proposed Energy East Project, a 4,500 km crude oil pipeline system from receipts points in Alberta and Saskatchewan to delivery points in Quebec and New Brunswick, comprised of both new oil pipeline facilities and existing natural gas pipeline facilities to be transferred from TransCanada PipeLines Limited to EEPL and converted from gas to oil service (Application).

EEPL's Application and a description of the Energy East Project are available on the Board's website at [www.neb-one.gc.ca](http://www.neb-one.gc.ca).

The Energy East and Eastern Mainline Projects will be reviewed by a single Panel made up of three Board Members, who will consider all evidence filed on both projects. This is the most effective approach to conduct a thorough review. The details of the hearing process will follow once the Application to Participate (ATP) process has ended. Further information on the Panel can be found on the NEB website.

The Board is currently assessing completeness of the Energy East Project application. The completeness determination is an initial threshold question where the Board determines if an application is sufficiently complete to proceed to assessment. If the application is found to be sufficiently complete, the Board will hold a hearing, at which time it will collect evidence from the parties approved during the ATP process. Any information received prior to the completeness determination is not considered to be evidence in the hearing.

#### **Participation in the Hearing**

The Board has updated its List of Issues. The List of Issues is available on the Board's website and will be part of the ATP form for the Energy East Project.

Those who wish to participate in the hearing for the Energy East Project must apply to participate using the ATP form. Persons who apply to participate must clearly describe their interests and how those interests relate to the issues on the List of Issues. Those persons or groups who, in the Board's view, demonstrate clearly that they are directly affected will be allowed to participate. The Board may allow people who clearly demonstrate they have relevant information or expertise to participate.

The Board encourages persons to collaborate or form a group with those who share similar interests or views or will present similar evidence. Groups should complete one ATP form on behalf of their group, identifying the individual(s) who will speak on behalf of the group.

The ATP form will be available on the Board's website **from 3 February to 3 March 2015**. All deadlines must be adhered to.

**The deadline to submit an Application to Participate is noon, 3 March 2015, Mountain Standard Time.**

To access the ATP form, select "Energy East Project" from the Quick Links menu on the right hand side of the Board's main page. A link to *Apply to Participate* will be visible on the right hand side menu of the Energy East Project webpage.

### **Process Advisory Team**

The Board's Process Advisory Team will provide general information and a step-by-step overview of the ATP process through technology-based (online) sessions. The ATP forms and the schedule for information sessions are available at [www.neb-one.gc.ca](http://www.neb-one.gc.ca) along with information on the Board's hearing process and participant funding.

If you have process questions or need further assistance accessing the website or the ATP forms, please contact the Board's Energy East Process Advisory Team:

Email: [energyeast.processhelp@neb-one.gc.ca](mailto:energyeast.processhelp@neb-one.gc.ca)

Telephone: 403-292-4800

Telephone (toll free): 1-800-899-1265

**Ms. Katherine L. Murphy**

**Communications Officer, NEB**

Email: [KatherineL.Murphy@neb-one.gc.ca](mailto:KatherineL.Murphy@neb-one.gc.ca)

Telephone: 587-538-2120

Telephone (toll free): 1-800-899-1265

Ministry of Transportation

Regional Director  
1355 John Counter Boulevard  
Postal Box 4000  
Kingston, Ontario K7L 5A3  
Tel.: 613-545-4600

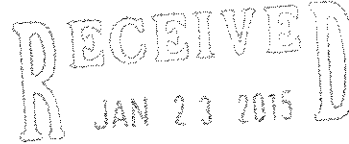
Ministère des Transports

Directrice Régionale  
1355, boulevard John Counter  
Case postale 4000  
Kingston, Ontario K7L 5A3  
Tél.: 613-545-4600



January 16, 2015

The Corporation of the Town of Petawawa  
1111 Victoria Street  
Petawawa, ON K8H 2E6



M2014-6357

Attention Dawn Recoskie, Deputy Clerk:

Thank you for your recent letter to the Honourable Kathleen Wynne outlining Council's resolution regarding the four lane expansion of Highway 17 through Renfrew County. I have been asked to respond on behalf of the Premier.

The ministry appreciates the importance of expanding Highway 17 including the 34 kilometres of planned freeway from Arnprior to west of Renfrew. I am pleased to provide you with some details about the future of this project. The first phase, from Ottawa Road 29 to Division Street, was completed in 2012. Construction of the second phase, to Scheel Drive, started in 2014 and is expected to be complete by the end of 2016. Currently the ministry is purchasing property for the future phases from Scheel Drive to west of Renfrew. The timing for construction of these future phases is subject to completion of design and property acquisition, receipt of environmental approvals, relocation of utilities, and the availability of funding.

For the 80 kilometres of highway corridor from Renfrew to Petawawa where the ministry owns most of the property to accommodate a future freeway, the ministry would need to complete preliminary design and environmental assessment studies to update the 1970's expansion plan. Staging of the work will be reviewed with future studies, and we will be reviewing Council's suggestion to consider expansion of the highway from west to east.

West of Petawawa, where the ministry does not own the property for future freeway, a route planning and environmental assessment study would be required. All planning studies for Highway 17 will need to be prioritized with other provincial planning studies.

Thank you again for your interest in the Highway 17 corridor. We will continue to plan and prioritize key improvements to the existing highway in advance of expansion. We will also continue to work with the County of Renfrew and all municipal stakeholders to help prioritize the need for future studies for Highway 17 as provincial planning priorities are determined.

Sincerely,

A handwritten signature in black ink that reads "Kathryn E. Moore".

Kathryn E. Moore  
Regional Director

cc: Steven Del Duca, Minister of Transportation  
John Yakabuski, MPP, Renfrew-Nipissing-Pembroke  
Cheryl Gallant, MP, Renfrew-Nipissing-Pembroke  
County of Renfrew  
Township of Head, Clara and Maria  
Township of Laurentian Valley  
Township of Whitewater Region  
Town of Deep River  
Town of Laurentian Hills  
City of Pembroke

9

9 INTERNATIONAL DRIVE  
PEMBROKE, ON, CANADA  
K8A 6W5  
613-735-3204  
FAX: 613-735-2492  
www.countyofrenfrew.on.ca

Department of Development &  
Property



January 13, 2015

Melinda Reith, CAO/Clerk  
Township of Head, Clara & Maria  
15 Township Hall Road  
Stonecliffe, ON K0J 2K0

RECEIVED  
JAN 23 2015

Dear Melinda:

**Re: CP Abandoned Rail Corridor Acquisition Update**

The Partner municipalities (Renfrew County, Lanark County and Township of Papineau-Cameron) met with CP Rail on November 27, 2014 to discuss the acquisition of the 302 km abandoned rail corridor from Smiths Falls to Mattawa.

During the meeting CP Rail advised that railway track materials (rails, tie plates, spikes, ties, gates, signals) are now totally cleared off from Mile 1.4 (Sturgess Road in Smiths Falls) to Mile 85.9 (Meath Hill). The rest of the corridor to Mattawa is still considered a construction site which will be cleared by the end of 2015.

The Partners asked CP Rail if the municipalities or the public can work (trim weeds, cut grass, etc.) on the corridor. CP Rail advised that this may encourage locals to trespass and leave CP open to lawsuits. The land remains private property and is posted as no trespass. All corridor inquiries can be directed to CP Rail at 1-800-766-7912; <http://www.cpr.ca/en/contact-us> ; or

**Canadian Head Office**

Canadian Pacific  
7550 Ogden Dale Road S.E.  
Calgary, AB T2C 4X9  
Canada

The parties discussed terms of the potential purchase through a DRAFT Agreement in Principle and negotiations will continue into 2015.

The Partner municipalities are researching various issues that are contained in the Agreement in Principle and will meet again in early 2015.

Sincerely,

Robert Sweet  
Chair  
bsweet@countyofrenfrew.on.ca



10


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## Board Confirms Support for Double Hatter Firefighters

09/10/2014

AMO's Board will continue to advocate for an end to union interference in the off-duty activities of Ontario's firefighters.

At its August 14, 2014 meeting, AMO's Board confirmed their continued support for Ontario's double hatters.

Double hatters are full-time, professional firefighters that work as volunteer firefighters during off-duty hours. The International Association of Fire Fighters (IAFF) forbids this practice and can put firefighters "on trial" for violating union rules. Since many municipalities can only employ card-carrying union members based on collective agreement restrictions, the threat of being put on "trial" and the loss of union membership is ultimately a threat of job termination.

Understandably, most double hatters resign their volunteer position when threatened with job loss. This has happened on many occasions in a variety of municipalities.

Double hatters play an important role in keeping hundreds of Ontario municipalities safe. They provide fire protection services in small municipalities that do not require and could not possibly afford a full-time, salaried fire department. They also play a critical role in larger, sprawling municipalities, like Hamilton and Ottawa, where volunteers are needed within their composite fire services.

Municipalities pay for the cost of training new volunteer firefighters. Many volunteers use that training to secure a full-time firefighting job while maintaining a volunteer position with the municipality that provided the training. Property taxpayers in larger municipalities often benefit from the training provided by smaller municipalities.

The union's actions interfere with their own members' freedom of association – something we would think they would want to protect. They argue that double hatters weaken collective bargaining. They also argue that it is a health and safety issue and that double hatting is physically taxing. However, it is common for firefighters to have part-time jobs on their off-duty time that are physically difficult, such as construction and contracting. The reality is, double hatters allow many communities to benefit from the expertise of full-time firefighters on an on-call basis.

The union is using its power against good people, for political reasons. The union's position effectively means that firefighters can do anything they want in their free time, except what they are trained to do.

The cost to replace all of Ontario's double hatters with new volunteers is staggering from both a public safety and financial perspective. It's simply not a reality for many municipalities that are working hard to provide high quality services to the community and invest in infrastructure.

Has the union interfered in the activities of your municipality's volunteer firefighters? We are looking for more local examples of double hatters being threatened with job loss. If you would like to confidentially share

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### Links

[Double Hatter Issue in the Media](#)  
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your story, please contact Monika Turner, Director of Policy.

Gary McNamara  
AMO President  
Mayor, Town of Tecumseh

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