

MACKENZIE COUNTY

REGULAR COUNCIL MEETING

NOVEMBER 12, 2014

10:00 A.M.

COUNCIL CHAMBERS
FORT VERMILION, AB



STRATEGIC PRIORITIES CHART

COUNCIL PRIORITIES (Council/CAO)

NOW		ADVOCACY
1. HOUSING ENTITY: Housing needs study funds	Oct	<input type="checkbox"/> <i>Zama Road Paving Funds</i>
2. HAMLET STREETS: Develop Policy	Sept	<input type="checkbox"/> <i>Highway Development</i>
3. RURAL ROADS: MY rural road upgrade plan	Sept	<input type="checkbox"/> <i>Canada Postal Service – La Crete</i>
4. OIL AND GAS STRATEGY	Sept	<input type="checkbox"/> <i>Land Use Framework Input</i>
5. ZAMA ROAD: Business Case	Aug	<input type="checkbox"/> <i>Senior's housing</i>
6.		<input type="checkbox"/> <i>OSB Plant</i>
7.		
NEXT		
<input type="checkbox"/> TRANSPORTATION DEVELOPMENT		<input type="checkbox"/> TOURISM: Strategy (REDI)
<input type="checkbox"/> REVENUE DECLINE		<input type="checkbox"/> BRANDING STRATEGY (2015 – REDI)

OPERATIONAL STRATEGIES (CAO/Staff)

CHIEF ADMINISTRATIVE OFFICER (Joulia)		ECONOMIC DEVELOPMENT (Joulia/Byron)	
1. HOUSING ENTITY: Study Completion	Oct	1. OIL AND GAS STRATEGY: Info	Sept
2. Canada Postal Service – La Crete	Aug	2. ZAMA ROAD: Business Case	Aug
3. _____		3. Economic Development	Dec
<input type="checkbox"/> Regional Sustainability Study	Oct	<input type="checkbox"/> OSB Plant	
<input type="checkbox"/> First Nations Relations		<input type="checkbox"/> TRANSPORTATION DEVELOPMENT (Apache and P5 Road Assessments)	
		<input type="checkbox"/> Bio-Industrial Project	
COMMUNITY SERVICES (Ron)		AGRICULTURAL SERVICES (Grant)	
1. COR Certification: Self-Audit	Nov	1. Surface Water Management Plan - Lidar	July
2. Rec. Board Agreement Renewal	Aug	2. Steephill Creek/BHP Surface Water Management Plan – ESRD Approval	July
3. Disaster Emergency Planning – Communication & Shelter Planning	Dec	3. 2014 Ag Fair Planning	July
<input type="checkbox"/> Radio Communication System – Secure Frequency Channel	Aug	<input type="checkbox"/> Emergency Livestock Response Plan	Nov
<input type="checkbox"/> _____		<input type="checkbox"/> Wilson Prairie Surface Management Plan	Aug
PLANNING & DEVELOPMENT (Byron)		LEGISLATIVE SERVICES (Carol)	
1. Infrastructure Master Plans	Aug	1. Communication Plan – Front Desk Protocol	Sept
2. Land Use Framework		2. Flag Policy	Sept
3. LC & FV Airports – Infrastructure Review	Sept	3. Cell Phone Review & Draft RFP	Sept
<input type="checkbox"/> Urban Development Policy	Sept	<input type="checkbox"/> Human Resource Policy Review	Nov
<input type="checkbox"/> _____		<input type="checkbox"/> Event Planning – Golf, 88 Opening	Sept
FINANCE (Mark)		PUBLIC WORKS* (John/Ron)	
1. Long Term Capital Plan	Aug	1. RURAL ROADS: MY RR upgrade plan	Sept
2. Long Term Financial Plan	Sept	2. HAMLET STREETS: Develop Policy	Sept
3. _____		3. Gravel Pit Transfer (Meander)	Oct
<input type="checkbox"/> Investments Strategy Review		<input type="checkbox"/> Multi-Year Capital Assessment	Oct
<input type="checkbox"/> _____		<input type="checkbox"/> _____	
ENVIRONMENTAL (John)			
1. Rural Water		<u>Codes:</u>	
2. HL North Waterline Assessment		BOLD CAPITALS – Council NOW Priorities	
3. _____		CAPITALS – Council NEXT Priorities	
<input type="checkbox"/> Sewer Servicing Options		<i>Italics</i> – Advocacy	
<input type="checkbox"/> Potable Water Supply Study RFP	Aug	Regular Title Case – Operational Strategies	
		* See Monthly Capital Projects Progress Report	

**MACKENZIE COUNTY
REGULAR COUNCIL MEETING**

**Wednesday, November 12, 2014
10:00 a.m.**

**Fort Vermilion Council Chambers
Fort Vermilion, Alberta**

AGENDA

			Page
CALL TO ORDER:	1.	a) Call to Order	
AGENDA:	2.	a) Adoption of Agenda	
ADOPTION OF PREVIOUS MINUTES:	3.	a) Minutes of the October 29, 2014 Regular Council Meeting	7
		b) Minutes of the October 31, 2014 Special Council (Budget) Meeting	25
DELEGATIONS:	4.	a) Farm Credit Canada (FCC) – Presentation of AgriSpirit Fund Grant Awarded to Field of Dreams Stampede (10:00 a.m.)	
		b)	
		c)	
GENERAL REPORTS:	5.	a) CAO Report	31
		b)	
TENDERS:	6.	a) None	
PUBLIC HEARINGS:		Public hearings are scheduled for 1:00 p.m.	
	7.	a) None	

COMMUNITY SERVICES:	8.	a)		
		b)		
ENVIRONMENTAL SERVICES:	9.	a)		
		b)		
OPERATIONS:	10.	a)	Second Access Request – NW 1-104-18-W5M	41
		b)		
		c)		
PLANNING & DEVELOPMENT:	11.	a)		
		b)		
FINANCE:	12.	a)		
		b)		
ADMINISTRATION:	13.	a)	November 26, 2014 Regular Council Meeting	47
		b)	Letter of Support – La Crete Recreation Society	49
		c)	Canada Transportation Act – Feedback and Input	51
		d)	International Day for Persons with Disabilities	115
		e)		
		f)		
INFORMATION / CORRESPONDENCE:	14.	a)	Information/Correspondence	117
IN CAMERA SESSION:	15.	a)	Legal	
			• Waste Hauling Agreement (Town of Rainbow Lake)	
		b)	Labour	

c) Land

NOTICE OF MOTION: 16. Notices of Motion

**NEXT MEETING
DATES:** 17. a) Regular Council Meeting
Wednesday, November 26, 2014
1:00 p.m.
Fort Vermilion Council Chambers

ADJOURNMENT: 18. a) Adjournment



MACKENZIE COUNTY REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	November 12, 2014
Presented By:	Joulia Whittleton, Chief Administrative Officer
Title:	Minutes of the October 29, 2014 Regular Council Meeting

BACKGROUND / PROPOSAL:

Minutes of the October 29, 2014 Regular Council meeting are attached.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

Approved council minutes are posted on the County website.

RECOMMENDED ACTION:

That the minutes of the October 29, 2014 Regular Council meeting be adopted as presented.

Author: C. Gabriel Review by: _____ CAO _____

**MACKENZIE COUNTY
REGULAR COUNCIL MEETING**

**Wednesday, October 29, 2014
1:00 p.m.**

**Fort Vermilion Council Chambers
Fort Vermilion, Alberta**

PRESENT:

Bill Neufeld	Reeve
Walter Sarapuk	Deputy Reeve
Jacque Bateman	Councillor
Peter F. Braun	Councillor
Elmer Derksen	Councillor
John W. Driedger	Councillor
Eric Jorgensen	Councillor
Josh Knelsen	Councillor (left at 5:07 p.m.)
Ricky Paul	Councillor
Lisa Wardley	Councillor

REGRETS:

ADMINISTRATION:

Joulia Whittleton	Chief Administrative Officer
Ron Pelensky	Director of Community Services & Operations
John Klassen	Director of Environmental Services & Operations
Byron Peters	Director of Planning & Development
Carol Gabriel	Manager of Legislative & Support Services

ALSO PRESENT: Mark Onaba, WSP
Members of the media and the public.

Minutes of the Regular Council meeting for Mackenzie County held on October 29, 2014 in the Fort Vermilion Council Chambers.

CALL TO ORDER: 1. a) Call to Order

Reeve Neufeld called the meeting to order at 1:00 p.m.

AGENDA: 2. a) Adoption of Agenda

MOTION 14-10-744 MOVED by Councillor Driedger

That the agenda be approved as presented.

CARRIED

**ADOPTION OF
PREVIOUS MINUTES:**

3. a) Minutes of the October 14, 2014 Regular Council Meeting

MOTION 14-10-745

MOVED by Councillor Wardley

That the minutes of the October 14, 2014 Regular Council meeting be adopted as presented.

CARRIED

**ADOPTION OF
PREVIOUS MINUTES:**

3. a) Minutes of the October 28, 2014 Organizational Council Meeting

MOTION 14-10-746

MOVED by Councillor Braun

That the minutes of the October 28, 2014 Organizational Council meeting be adopted as amended.

CARRIED

GENERAL REPORTS:

5. a) Municipal Planning Commission Meeting Minutes

MOTION 14-10-747

MOVED by Councillor Derksen

That the Municipal Planning Commission meeting minutes of September 25, 2014 and October 9, 2014 be received for information.

CARRIED

TENDERS:

6. a) 100 St. at 101 Ave. Traffic Signal (Hamlet of La Crete)

MOTION 14-10-748

MOVED by Councillor Wardley

That the 100 St. at 101 Ave. Traffic Signal (Hamlet of La Crete) tenders be opened.

CARRIED

Tenders Received:

TB Traffic Inc.	\$ 240,900.00
Can Traffic Services Ltd.	\$ 300,000.00
Faxed Amendment	\$ 132,887.00 reduction

Revised Total \$ 183,824.30 (incl. contingency)

MOTION 14-10-749 MOVED by Councillor Braun

That the 100 St. at 101 Ave. Traffic Signal (Hamlet of La Crete) tender be awarded to the lowest qualifying bidder subject to budget amendment.

MOTION 14-10-750 MOVED by Councillor Wardley

That the vote on Motion 14-10-749 be TABLED following review by the engineer.

CARRIED

OPERATIONS: 10. a) Support Mackenzie Regional Waste Management Commission Obtaining a Second Landfill

MOTION 14-10-751 MOVED by Councillor Driedger

That Mackenzie County commits to selling the proposed landfill lands (ESRD application PLS13003) upon acquisition for costs to the Mackenzie Regional Waste Commission due to their commitment to incur the land testing costs, and subject to suitability and feasibility of the second landfill being developed at the identified location.

CARRIED UNANIMOUSLY

PUBLIC HEARINGS: 7. c) Bylaw 973-14 Land Use Bylaw Amendment to Rezone Part of NW 01-104-18-W5M from Agricultural "A" to Public Institutional District "P"(Bluehills Area)

Reeve Neufeld called the public hearing for Bylaw 973-14 to order at 1:28 p.m.

Reeve Neufeld asked if the public hearing for proposed Bylaw 973-14 was properly advertised. Byron Peters, Director of Planning & Development, answered that the bylaw was advertised in accordance with the Municipal Government Act.

Reeve Neufeld asked the Development Authority to outline the proposed Land Use Bylaw Amendment. Byron Peters, Director of Planning & Development, presented the

Development Authority's submission and indicated that first reading was given on September 24, 2014.

Reeve Neufeld asked if Council has any questions of the proposed Land Use Bylaw Amendment. There were no questions.

Reeve Neufeld asked if any submissions were received in regards to proposed Bylaw 973-14. The following written submissions were received and are attached to these minutes.

- Dicky Driedger – Opposed
- George Krahn – Opposed
- Jake Z. Peters, Chairman for BHMS – In Favor

Reeve Neufeld asked if there was anyone present who would like to speak in regards to the proposed Bylaw 973-14. Jake Z. Peters commented that the letter submitted provides the explanation of what the Society wants.

Discussion was held in regards to agreements and responsibility for the road to the south, the intersection, and any required road upgrades. A comment was made that Highway 697 should not require any upgrades as the traffic will be coming from the south and there should be less traffic on the Highway.

Reeve Neufeld closed the public hearing for Bylaw 973-14 at 1:41 p.m.

MOTION 14-10-752 **MOVED** by Councillor Derksen

That second reading be given to Bylaw 973-14, being a Land Use Bylaw amendment to rezone Part of NW 01-104-18-W5M from Agricultural "A" to Public/Institutional District "P".

CARRIED

MOTION 14-10-753 **MOVED** by Councillor Knelsen

That third reading be given to Bylaw 973-14, being a Land Use Bylaw amendment to rezone Part of NW 01-104-18-W5M from Agricultural "A" to Public/Institutional District "P".

CARRIED

PUBLIC HEARINGS: 7. a) **Bylaw 939-14 Land Use Bylaw Amendment to**

Rezone Part of Plan FVS, Range 2, RL 8 from Hamlet Residential 1 “HR1” to Hamlet Residential 2 “HR2” and Recreational District 2 “REC2” (Fort Vermilion)

Reeve Neufeld called the public hearing for Bylaw 939-14 to order at 1:48 p.m.

Councillor Knelsen stepped out of the meeting at 1:48 p.m.

Reeve Neufeld asked if the public hearing for proposed Bylaw 939-14 was properly advertised. Byron Peters, Director of Planning & Development, answered that the bylaw was advertised in accordance with the Municipal Government Act.

Reeve Neufeld asked the Development Authority to outline the proposed Land Use Bylaw Amendment. Byron Peters, Director of Planning & Development, presented the Development Authority’s submission and indicated that first reading was given on September 24, 2014.

Councillor Knelsen rejoined the meeting at 1:51 p.m.

Reeve Neufeld asked if Council has any questions of the proposed Land Use Bylaw Amendment. A question was asked regarding the uses allowed under “REC2”.

Reeve Neufeld asked if any submissions were received in regards to proposed Bylaw 939-14. No submissions were received.

Reeve Neufeld asked if there was anyone present who would like to speak in regards to the proposed Bylaw 939-14. No one was present to speak to the proposed bylaw.

Reeve Neufeld closed the public hearing for Bylaw 939-14 at 1:50 p.m.

MOTION 14-10-754

MOVED by Councillor Braun

That second reading be given to Bylaw 939-14 being a Land Use Bylaw Amendment to rezone FORT VERMILION SETTLEMENT, Range 2, Riverlot 8, from Hamlet Residential 1 “HR1” to Recreational 2 “REC2” for the purpose of developing an intensive recreational area.

Councillor Knelsen abstained from the vote as per Section 184

of the Municipal Government Act.

CARRIED

MOTION 14-10-755

MOVED by Councillor Paul

That third reading be given to Bylaw 939-14 being a Land Use Bylaw Amendment to rezone FORT VERMILION SETTLEMENT, Range 2, Riverlot 8, from Hamlet Residential 1 "HR1" to Recreational 2 "REC2" for the purpose of developing an intensive recreational area.

Councillor Knelsen abstained from the vote as per Section 184 of the Municipal Government Act.

CARRIED

PUBLIC HEARINGS:

7. b) Bylaw 972-14 Land Use Bylaw Amendment to Rezone Plan 132 4101, Block 2, Lot 1 from Agricultural "A" to Rural Light Industrial District "RI1"(La Crete Rural)

Reeve Neufeld called the public hearing for Bylaw 972-14 to order at 1:52 p.m.

Reeve Neufeld asked if the public hearing for proposed Bylaw 972-14 was properly advertised. Byron Peters, Director of Planning & Development, answered that the bylaw was advertised in accordance with the Municipal Government Act.

Reeve Neufeld asked the Development Authority to outline the proposed Land Use Bylaw Amendment. Byron Peters, Director of Planning & Development, presented the Development Authority's submission and indicated that first reading was given on September 24, 2014.

Reeve Neufeld asked if Council has any questions of the proposed Land Use Bylaw Amendment. A comment was made regarding the concern of using agricultural land for the industrial purposes. Another comment was made that it is a challenge to allow urban to grow while preserving farmland.

Reeve Neufeld asked if any submissions were received in regards to proposed Bylaw 972-14. No submissions were received.

Reeve Neufeld asked if there was anyone present who would like to speak in regards to the proposed Bylaw 972-14. No one was present to speak to the proposed bylaw.

Reeve Neufeld closed the public hearing for Bylaw 972-14 at 1:55 p.m.

MOTION 14-10-756

MOVED by Councillor Derksen

That second reading be given to Bylaw 972-14 being a Land Use Bylaw Amendment to rezone Plan 132 4101, Block 2, Lot 1 from Agricultural "A" to Rural Light Industrial District "RI1" for the purpose of Industrial development.

CARRIED

MOTION 14-10-757

MOVED by Councillor Braun

That third reading be given to Bylaw 972-14 being a Land Use Bylaw Amendment to rezone Plan 132 4101, Block 2, Lot 1 from Agricultural "A" to Rural Light Industrial District "RI1" for the purpose of Industrial development.

CARRIED

Reeve Neufeld recessed the meeting at 1:56 p.m. and reconvened the meeting at 2:08 p.m.

TENDERS:

6. a) 100 St. at 101 Ave. Traffic Signal (Hamlet of La Crete)

MOTION 14-10-749

MOVED by Councillor Braun

That the 100 St. at 101 Ave. Traffic Signal (Hamlet of La Crete) tender be awarded to the lowest qualifying bidder subject to budget amendment.

CARRIED

MOTION 14-10-758

Requires 2/3

MOVED by Councillor Braun

That the 2014 budget be amended to include an additional \$20,000.00 for the 100 St. at 101 Ave. Traffic Signal (Hamlet of La Crete) with funding coming from the Roads Reserve.

CARRIED

TENDERS:

6. b) 2014 Bridge Maintenance Contract Tender

MOTION 14-10-759

MOVED by Deputy Reeve Sarapuk

That the 2014 Bridge Maintenance Contract tenders be opened.

CARRIED

Tenders Received:

Carmacks Enterprises Ltd.	\$173,800.00 Original Tender + \$106,000.00 Faxed Amendment \$279,800.00 Revised Tender
Bridgemen Services Ltd.	\$214,600.00 Original Tender + \$100,000.00 Faxed Amendment \$314,600.00 Revised Tender
Griffin Contracting Ltd.	\$137,000.00 Original Tender + \$10,000.00 Faxed Amendment \$147,000.00 Revised Tender
Driedger Construction	\$867,400.00
Northern Road Builders	\$516,090.00

MOTION 14-10-760

MOVED by Deputy Reeve Sarapuk

That the 2014 Bridge Maintenance Contract tender be awarded to the lowest qualifying bidder subject to an Engineering review and being within budget.

CARRIED

DELEGATIONS:

4. a) Nader Hodaly, Telus General Manager Alberta North

Nader Hodaly, Telus General Manager for Northern Alberta, and Bilal Mian, Telus Field Support Manager for Alberta North West, were present to discuss Telus services in our region.

DELEGATIONS:

4. b) Larry Neufeld, La Crete Chamber of Commerce

MOTION 14-10-761

MOVED by Councillor Braun

That the County enter into a long term land lease with the La Crete Chamber of Commerce for \$1.00 per year for locating the Chamber building at the Jubilee Park and that administration

review the lease details.

CARRIED

Reeve Neufeld recessed the meeting at 2:59 p.m. and reconvened the meeting at 3:09 p.m.

COMMUNITY SERVICES:

8. a) None

ENVIRONMENTAL SERVICES:

9. a) None

OPERATIONS:

10. b) Waste Hauling Contract Extension

Councillor Bateman declared herself in conflict and left the meeting at 3:09 p.m.

MOTION 14-10-762

MOVED by Councillor Braun

That administration be authorized to negotiate a one year contract extension with L & P Disposal for the hauling of the transfer station waste and that it include an option for hauling the Town of Rainbow Lake transfer station waste, subject to the Town of Rainbow Lake paying their portion of the transfer station hauling costs.

CARRIED

MOTION 14-10-763

MOVED by Councillor Wardley

That administration be authorized to enter into a waste hauling agreement with the Town of Rainbow Lake.

CARRIED

Councillor Bateman rejoined the meeting at 3:15 p.m.

10. c) Second Access Request – SW-17-106-12-W5M

MOTION 14-10-764

MOVED by Deputy Reeve Sarapuk

That the second access for SW-17-106-12-W5M be APPROVED as the primary access with conditions as discussed.

CARRIED

**PLANNING &
DEVELOPMENT:**

11. a) Zama Crown Land Procurement – PLS 080023

MOTION 14-10-765

MOVED by Councillor Wardley

That the County move forward with the application for the acquisition of lands in Zama under PLS 080023 and that administration work with the government to pursue a land swap.

CARRIED

11. b) La Crete Airport – Lot Size Concern

MOTION 14-10-766

MOVED by Deputy Reeve Sarapuk

That the La Crete airport lot size concern be received for information.

CARRIED

FINANCE:

**12. a) Accredited Supportive Living Services (ASLS) –
Property Tax Exemption Request**

MOTION 14-10-767

MOVED by Deputy Reeve Sarapuk

That Accredited Supportive Living Services be exempt from paying property taxes for the two offices that they lease in La Crete in the amount of 6% for 2015 as requested.

CARRIED

12. b) Financial Reports – January 1 to September 30, 2014

MOTION 14-10-768

MOVED by Councillor Wardley

That the financial reports for the period, January 1 – September 30, 2014, be accepted for information.

CARRIED

ADMINISTRATION:

13. a) Meetings with Ministers at AAMDC Convention

MOTION 14-10-769

MOVED by Deputy Reeve Sarapuk

That five Councillors be authorized to attend the meetings with Ministers during the AAMDC Convention.

CARRIED

13. b) Town of High Level – 2015 Capital Projects Request

MOTION 14-10-770

MOVED by Councillor Jorgensen

That the Town of High Level 2015 capital request be accepted as presented.

CARRIED

13. c) La Crete Agricultural Society – Request for Letter of Support

MOTION 14-10-771

MOVED by Councillor Jorgensen

That Mackenzie County provides a letter of support to La Crete Agricultural Society for their application for the Communities Facilities Enhancement Program as requested.

CARRIED

Reeve Neufeld recessed the meeting at 4:27 p.m. and reconvened the meeting at 4:35 p.m.

**INFORMATION/
CORRESPONDENCE:**

14. a) Information/Correspondence

MOTION 14-10-772

MOVED by Councillor Bateman

That the letter from the La Crete Agricultural Society regarding personal lender debt be received for information and that administration send a response letter outlining the County's financial contributions to date.

CARRIED

Councillor Knelsen left the meeting at 5:07 p.m.

MOTION 14-10-773

MOVED by Councillor Braun

That the information/correspondence items be accepted for

information purposes.

CARRIED

IN-CAMERA SESSION: 15. In-Camera Session

MOTION 14-10-774 MOVED by Deputy Reeve Sarapuk

That Council move in-camera to discuss issues under the Freedom of Information and Protection of Privacy Regulations 18 (1) at 5:08 p.m.

- 15. a) Legal
- 15. b) Labour
- 15. c) Land

CARRIED

MOTION 14-10-775 MOVED by Councillor Jorgensen

That Council move out of camera at 5:30 p.m.

CARRIED

15. a) Legal – Brownlee LLP – Legal File Summary Report

MOTION 14-10-776 MOVED by Councillor Jorgensen

That the Brownlee LLP legal file summary report be received for information.

CARRIED

15. a) Legal – Winter Petroleum

MOTION 14-10-777 MOVED by Councillor Wardley

That administration be authorized to proceed as discussed regarding the winter petroleum tax recovery.

CARRIED

NOTICES OF MOTION: 16. a) None

**NEXT MEETING DATES: 17. a) Regular Council Meeting
Wednesday, November 12, 2014
10:00 a.m.**

Fort Vermilion Council Chambers

ADJOURNMENT: **18. a) Adjournment**

MOTION 14-10-778 **MOVED** by Councillor Jorgensen

That the council meeting be adjourned at 5:32 p.m.

CARRIED

These minutes will be presented to Council for approval on November 12, 2014.

Bill Neufeld
Reeve

Joulia Whittleton
Chief Administrative Officer

UNAPPROVED

From: [Byron Peters](#)
To: [Liane Lambert](#)
Subject: FW: 40-sub-14
Date: Monday, August 18, 2014 8:46:53 AM

From: Dicky Driedger [mailto:dickyd@telusplanet.net]
Sent: Friday, August 15, 2014 7:48 AM
To: Byron Peters
Subject: 40-sub-14

I appose this new subdivision for several reasons.

1. Interference with traffic and safety.

We already have three exits for schools off of 697 in 5 miles [R 17-2] [[R 17-5] and[R 18-0]and this new one would be [R 18-1] making it four in 6 miles.

as you are well aware 697 is the main highway into the region with an awful lot of bulk loads logs,fuel, grain, wood chips, heavy equipment etc.

all those vans and traffic turning off at all those intersections make it a real traffic hazard especially with fog and dust in the fall and ice and snow in the winter.

Anther concern is all the dust it creates on the gravel roads.

Another concern I have is safety and interference with farming.

I am already forbidden to grow Hemp the apparent new Cinderella crop promoted by the county for this region on section 31 103 because of its proximity to the Bleu Hills school.

If this new subdivision is approved and I want to do proper crop rotations I will not be able to grow hemp on section 11 104 either.

Then there always the issues of spraying and dust and noise and odour around schools that come with every day farming.

approving this subdivision would be like approving a school adjacent to Knelsons gravel yard on 94 ave and then restricting him on what he could do.

the solution is to build the schools on quarter sections that already have existing schools.

October 17, 2014

Mackenzie County Council

To whom it concerns,


Recently I received a notice of a land rezoning from Agricultural to Public Institutional, for the purpose of a Private School. I currently live adjacent to this proposed location and have some concerns as to how this will affect my quality of living. I live on the SE 2-104-18-W5M, right on the north east corner, placing my home approximately 600 yards from the proposed school property.

I operate a farm with animals, including horses and like most farms a dog or two. In the agricultural area, most farms do not tie up their dogs, as this defeat the purpose of owning them. I am concerned that with having a school so close to me that my dog will wander over enticed by the sound of so many children. I do not want to have to tie up my dog or any future dogs I may get. I also have future plans on digging a dugout in the northwest corner of my land which also places it extremely close to the school. I am concerned that this may entice kids close and place liabilities on me that I do not need.

I would like it if the proposed school could be placed further away from my place such as towards the north end of the quarter. I feel that this would give me more space and distance.

I would greatly appreciate your consideration in my suggestion to move the proposed location further away from my location so as to not interfere with my farm and quality of life.

Yours Truly



George Krahn

Buffalo Head Mennonite School Society
Box 38
Buffalo Head Prairie, AB T0H 4A0

October 29, 2014

Mackenzie County
Re: Request for Amendment

Recently the School Board representing Buffalo Head Mennonite School Society applied for a subdivision of NW 1-104-18-W5M for the purpose of building another school; they were later informed that this particular piece of land was actually zoned for agriculture. Therefore, before the Society can proceed with their plans they need, and are requesting Council approval for the rezoning of NW 1-104-18-W5M from agricultural to commercial use. Additionally, they are then again asking for a subdivision of NW 1-104-18-W5M.

In order to meet the demands of a rapidly growing community, the Buffalo Head Mennonite School Society determined that the best solution to accommodate the needs of its members was to construct another school. After careful deliberation it was decided that NW 1-104-18-W5M would be the most favourable quarter section to build on for several reasons. Being situated in a central location, this piece of land would reduce the amount of necessary bussing considerably. Also, building here would put two schools on one section (the existing Bluehills public school and the potential private school), thereby freeing more land for agricultural use. Furthermore, and more significantly, a school on NW 1-104-18-W5M would eliminate almost half of the school traffic turning onto and off of Highway 697. Instead, the traffic would be rerouted along Range Road 181 as it would now be coming north out of Bluehills, thereby bypassing the highway entirely. This would be a huge asset for safety concerns, not only for school-related people, but also for all others using this extremely busy highway.

On September 11, 2014, the School Board representing Buffalo Head Mennonite School Society met with Mackenzie County Council to ask for the amendment of this specific parcel of land. They were advised by Council to attend the September 24th Regular Meeting in Fort Vermilion.

Subsequently, at the September 24th meeting Council asked that they (the School Board) present a formal letter outlining their request to the Council at the October 29th Public Meeting.

On behalf of the Buffalo Head Mennonite School Society, the School Board would like to thank the Council for their prompt attention to and assistance in this matter.

Sincerely,

Jake Z. Peters
Chairman for BHMS



MACKENZIE COUNTY REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	November 12, 2014
Presented By:	Joulia Whittleton, Chief Administrative Officer
Title:	Minutes of the October 31, 2014 Special Council (Budget) Meeting

BACKGROUND / PROPOSAL:

Minutes of the October 31, 2014 Special Council (Budget) meeting will be presented on meeting day.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

Approved council minutes are posted on the County website.

RECOMMENDED ACTION:

That the minutes of the October 31, 2014 Special Council (Budget) meeting be adopted as presented.

Author: C. Gabriel Review by: _____ CAO _____

**MACKENZIE COUNTY
SPECIAL COUNCIL MEETING**

**October 31, 2014
10:00 a.m.**

**Fort Vermilion Council Chambers
Fort Vermilion, AB**

PRESENT:

Bill Neufeld	Reeve
Walter Sarapuk	Deputy Reeve
Jacque Bateman	Councillor
Peter F. Braun	Councillor
Elmer Derksen	Councillor
John W. Driedger	Councillor
Eric Jorgensen	Councillor
Josh Knelsen	Councillor
Ricky Paul	Councillor
Lisa Wardley	Councillor

REGRETS:

ADMINISTRATION:

Joulia Whittleton	Chief Administrative Officer
Mark Schonken	Interim Director of Finance
Ron Pelensky	Director of Community Services & Operations
John Klassen	Director of Environmental Services & Operations
Byron Peters	Director of Planning & Development
Grant Smith	Agriculture Fieldman
Carol Gabriel	Manager of Legislative & Support Services

ALSO PRESENT: Members of the public.

Minutes of the Special Council meeting for Mackenzie County held on October 31, 2014 in the Council Chambers at the Fort Vermilion County Office.

CALL TO ORDER: 1. a) **Call to Order**

Reeve Neufeld called the meeting to order at 10:09 a.m.

AGENDA: 2. a) **Adoption of Agenda**

MOTION 14-10-779 **MOVED** by Deputy Reeve Sarapuk

That the agenda be approved as presented.

CARRIED

**MINUTES FROM
PREVIOUS MEETING:**

3. a) None

DELEGATIONS:

4. a) None

BUSINESS:

5. a) **2015 Operating Budget Draft**

Mark Schonken presented the draft 2015 operating budget.

- Significant Budget Changes
 - Revenue – taxation, water sales, provincial grants
 - Expenses – wages and salaries, professional fees, enhanced policing, repairs and maintenance (bridges), dust control.

Discussion was held regarding additional areas for dust control.

MOTION 14-10-780

MOVED by Councillor Jorgensen

That the 2015 dust control budget be limited to \$800,000 and that priorities be discussed at a later date.

DEFEATED

MOTION 14-10-781

MOVED by Councillor Wardley

That the 2015 dust control budget be set at \$1M and that administration bring back additional information including dust control policies, mapping, hamlet road plans, etc.

CARRIED

Reeve Neufeld recessed the meeting at 11:18 a.m. and reconvened the meeting at 11:28 a.m.

Mark Schonken continued the presentation of the draft 2015 operating budget.

- Significant Budget Changes
 - Expense – gravel, and grants to local governments

MOTION 14-10-782

MOVED by Councillor Wardley

That a letter be sent to the Town of High Level requesting additional information and justification regarding the following 2015 capital requests:

- Extension of water and sewer services for the leased tenants at the airport
- Airport lawn equipment items, and
- Costs for the training grounds fire hydrant.

CARRIED

Mark Schonken continued the presentation of the draft 2015 operating budget.

- Significant Budget Changes
 - Expense – depreciation

Reeve Neufeld recessed the meeting at 12:03 p.m. and reconvened the meeting at 12:40 p.m.

Mark Schonken continued the presentation of the draft 2015 operating budget.

- Cash Flow Requirement
- Long Term Debt
- Assessment and Estimated Tax Revenues
- Review of Water and Sewer Rates

MOTION 14-10-783

MOVED by Councillor Wardley

That water and sewer rates remain the same as 2014.

MOTION 14-10-784

MOVED by Councillor Jorgensen

That the vote on Motion 14-10-783 be TABLED to after the recess.

DEFEATED

MOTION 14-10-783

MOVED by Councillor Wardley

That water and sewer rates remain the same as 2014.

CARRIED

Reeve Neufeld recessed the meeting at 1:45 p.m. and reconvened the meeting at 1:55 p.m.

MOTION 14-10-785

MOVED by Councillor Bateman

That any 2014 surplus revenue from water and sewer be contributed to the Water Reserve.

CARRIED

Discussion regarding honorariums, contract graders, and minimum tax rate on vacant oil field properties.

Discussion regarding water rates for seniors.

BUSINESS:

5. b) Fort Vermilion Recreation Board – Request for 2014 Operating Funds

MOTION 14-10-786

MOVED by Councillor Jorgensen

That the last quarter of the 2014 operating funds for the Fort Vermilion Recreation Board be released and that the 2015 operating funds not be released until the documents requested by the Finance Committee are received.

CARRIED

IN CAMERA SESSION:

6. a) None

NEXT MEETING DATE:

7. a) Next Meeting Date

Special Council (Budget) Meeting
Thursday, December 4, 2014
10:00 a.m.
Fort Vermilion Council Chambers

ADJOURNMENT:

8. a) Adjournment

MOTION 14-10-787

MOVED by Councillor Jorgensen

That the Special Council Budget meeting be adjourned at 2:38 p.m.

CARRIED

These minutes will be presented to Council for approval on November 12, 2014.

Bill Neufeld
Reeve

Joulia Whittleton
Chief Administrative Officer



MACKENZIE COUNTY REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	November 12, 2014
Presented By:	Joulia Whittleton, Chief Administrative Officer
Title:	CAO Report

BACKGROUND / PROPOSAL:

The CAO and Director reports are attached for information.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION:

That the CAO report for October 2014 be accepted for information.

Author: C. Gabriel Reviewed by: _____ CAO _____

Mackenzie County

Monthly CAO Report to Council – October 2014

The following provides highlights on some completed or ongoing initiatives:

1. **Strategic Priorities Chart** – the Chart was updated by administration and approved by Council at July 14 meeting; administration is proceeding as directed.
2. **Regional Sustainability Study** – Three CAOs, including myself, met with Nichols Applied Management and discussed the project's progress. It is expected that the next committee meeting will include the project progress report, the proposal for moving forward, and the committee will be seeking Councils affirmation on the direction to move forward (expected to be presented to council in November).
3. **Regional Housing Needs Assessment** – The draft report was presented to the Committee at their October 15 meeting. The Committee provided their feedback and additional individual stakeholders interviews were held. The final draft was distributed to the Committee on November 4th.
4. **Buffalo Head Drainage** – the draft hydrological study and application to construct the channel were completed and submitted to AB ESRD; we are awaiting their approval. Administration also obtained an engagement letter from DCL on completing the design, tendering for the first phase and overseeing the construction for the first phase of this project. Administration prepared and submitted an application for funding under the Alberta Community Resilience Program. We are expecting to learn about their decision by mid November. As part of the application, administration consulted with Peace Watershed Alliance group and obtained their statement regarding our priorities. A copy of the application was sent to Frank Oberle, MLA.
5. **AB ESRD meeting** - met with Darcy Beach on October 27 and we discussed the following topics:
 - Buffalo Head Drainage - ACR application
 - Weed control on ESRD land
 - Open houses/information sessions for farmers regarding draining their agricultural parcels
6. **Synergy Conference** – attended the Synergy conference along with four councillors. This is the first time our municipality has attended this conference. The sessions have been very informative. Many communities across Alberta have established local Synergy groups with their mission to inform, consult, engage, solve the issues between the energy sector, land owners, developers, etc. When it comes to development, a municipality is now responsible and can be found liable when it approves a development in an area of oil and gas activity (or past activities) without proper risk assessment and mitigation measures. The Synergy groups had provided various examples of success stories where industry, municipality and locals work together to solve or mitigate issues. These can be around water use, road use, traffic, dust control, wastewater use, air quality, emergency response, etc. Mackenzie County has one community (Zama City) that is surrounded with oil & gas activity, and has been for years. As

the oil & gas industry will be expanding in the future in our Region, the County needs to get educated about potential conflicts and its responsibilities & liabilities in order to be proactive.

7. **Build Canada Fund** –The estimated timeline for releasing the final guideline is two months. The program may be open for application in early 2015. Administration identified a number of projects within the eligible projects criterion (based on the known information today) and will present the list to Council for prioritizing. It is important to mention that the timeline to submit will be narrow, therefore it is critical to be prepared with our estimates and engineering documents if applicable.
8. **Mackenzie Regional Waste Commission** – attended the Commission’s meeting on October 19th to discuss the waste hauling contracts and potential landfill expansion in the south-east portion of our municipality. The Commission members have discussed testing the lands (identified by Mackenzie County – application to ESRD) and they are considering funding the test program. If the site is found suitable and establishment of a second landfill site is feasible, the Commission is willing to acquire lands from the County at costs.
9. **East Peace Resources (P5) Road** – a letter was sent to the Minister of AB ESRD as per tri-county motion (in support of establishing all weather access for resource extraction industries). Meanwhile, we received additional information from DMI regarding this road (maps, bridges/crossings locations, road conditions for different sections, Provincial Agreements; we are still waiting for info regarding the existing road use agreements (will help to identify what companies operate in the area); and bridges structures details. The road portion that lies within Mackenzie County boundary is not an all weather road and requires construction. No one has been volunteering to upfront funds for construction of this road. I’ve met with Darcy Beach, AB ESRD Regional Director to discuss the existing Ministerial Orders (were attached to the last CAO report). I would like to receive further direction from council regarding pursuing opening up this road to the public.
10. **Effective Supervision Workshop** – Administrative team has attended a two day training session as a part of professional development. The session was very useful and everyone had “take-aways”. Our HR department is working on developing an internal scanning initiative to assess the health of our organization as perceived by our employees. This is intended to be a positive experience and once completed, administration will share the results and our action plan to make Mackenzie County the best employer and to improve our retention statistics.
11. **ATB Building in La Crete** – attended the Mackenzie Library Board meeting to discuss potential acquisition of the old ATB property in order to accommodate the La Crete Library. The Board and La Crete Library Society are working on operating plans and a proposal to Council. More information will be presented to Council at their last meeting of November.

Please review the attached Directors reports and we will be happy to answer any questions Council may have.

Respectfully submitted,
Joulia Whittleton

MONTHLY REPORT TO THE CAO

For the month of October 2014

From: Byron Peters
Director of Planning & Development

Strategic Priorities for Planning & Development

Program/Activity/Project	Timeline	Comments
Land Use Framework	TBA	Waiting for province to initiate the actual LUF process for the LPRP. Timeline is unknown.
Community Infrastructure Master Plans	Summer 2014	Final Zama draft received. Draft LC transportation plan received. Hope to receive draft copies of all plans by end of November.
North West Bio-Industrial Cluster	Spring 2015	MARA, REDI and province working on grant application to do more feasibility research. Manitoba Harvest and provincial reps were in LC last week to discuss hemp opportunities.

Annual Operating Programs, Projects and Activities

Program/Activity/Project	Timeline	Comments
Leap frog development & business incentives	Fall 2014	Leap frog developments are being addressed in Urban Development Standards policy. Business incentives to come as an RFD before end of 2014.
Development Agreements	Fall 2014	Essentially completed. Only a few changes that were needed.
Community Investment Readiness package	Fall 2014	Information has been added to the website, just need a final going-over. Beginning work on paper portfolios

Capital Projects

Projects	Timeline	Comments
Rural Addressing	2014	RFP awarded, but delaying the project until 2015 to ensure a smoother implementation.

Personnel Update:

None to report at this time.

Other Comments:

Permits have slowed down, staff catching up on other projects.

Andrew & I attended Alberta Tourism Investment Forum on November 5th, representing the County and REDI. More details will be available at this Council meeting.

MONTHLY REPORT TO THE CAO

For the month of October 2014

From: Grant Smith
Ag Fieldman

Annual Operating Programs, Projects and Activities

Program/Activity/Project	Timeline	Comments
Wilson Prairie/Bear Creek Flood Control	Nov 14, 2014	Earthworks are complete. Only remaining work to do is installation of culverts in approaches. Length of project is 1.25 miles.
Culverts in Tompkins area	Nov 3, 2014	2-900mm culverts were installed in range road 18-3.
Spruce Road Drainage	Oct 15, 2014	This project is complete.
Water Pumping Program	Oct 31, 2014	There were 26 rentals in 2014. Program ended October due to cold weather.
2014 Regional ASB Conference	Oct 24, 2014	This was held in Rycroft, there were 5 resolutions passed. Alberta Agriculture also gave an update on the ASB grant program and the Emergency Livestock Response Plan.

Capital Projects

Projects	Timeline	Comments
Buffalo Head/Steephill Creek Flood Control	Ongoing	Applications have been submitted to Alberta Environment for approval under the <i>Water Act</i> . Funding applications have been forwarded.
Master Drainage Plan (non TCA)	Ongoing	WSP will be presenting final report in January 2015. This will include all lidar updates.

Personnel Update:

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Other Comments:

--

MONTHLY REPORT TO THE CAO

For the Month of October, 2014

From: John Klassen
Director of Environmental Services & Operations

Annual Operating Programs, Projects and Activities

Program/Activity/Project	Timeline	Comments
Road Maintenance	Ongoing	- Shaping roads for winter freeze up is in progress.
Roads to New Lands	Ongoing	- This is an ongoing venture as we have a number of roads at various stages of construction. - Attached is a list of new roads that have been completed and/or in progress.
Gravel		- Graveled 4 miles of Spruce Road on September 3 rd .
Strategic Priorities	Ongoing	1. Rural Water 2. HL North Waterline Assessment 3. _____ <input type="checkbox"/> Sewer Servicing Options <input type="checkbox"/> Potable Water Supply Study RFP
Asphalt Patching	October	-The patching is complete.
2015 Budget	Sept - Jan	-Compiling the operating budget and had the first meeting with finance department on Sept 26 th .

Capital Projects

Projects	Timeline	Comments
Bridge Repairs	Ongoing	Bridge maintenance contract tenders were opened at Council and has not officially been awarded as of yet.

Loader Purchase	June	Complete
La Crete Street Projects	Summer 2014	Complete
Grader Tender	Feb 2014	All units have been delivered.
88 Connector	July 2014	Complete.
La Crete Lagoon Upgrade	2013/2014	Some of the piping has been installed and if the weather cooperates the contractor claims that they should meet the completion deadline with the exception of cleanup which may carry over into spring of 2015.
FV-43 rd Ave Water & Sewer Project	Summer 2014	Complete.
2014 Projects	May to Oct,2014	<ul style="list-style-type: none"> - South access paving is complete. - Spruce Rd reconstruction under review. - 100 St traffic lights. - 50th St FV water & sewer, designing - Lakeside Estates walking trail and street lights are complete. - WTP Generators project is in progress.

Personnel Update:

Other Comments:

Respectfully;

John Klassen
 Director of Environmental Services & Operations
 Mackenzie County

MONTHLY REPORT TO THE CAO

For the month of October 2014

From: Ron Pelensky

Director of Community Services and Operations

Annual Operating Programs, Projects and Activities

Program/Activity/Project	Timeline	Comments
Road Maintenance	Ongoing	<ul style="list-style-type: none"> • Now that the rain stopped we are grading roads and preparing them for winter • Summer crew cleaning up tree branches at Machesis Lake campground and hauling firewood to Fort Vermilion. They are also cleaning a few culvert ends • Contractor completed asphalt Line Painting • Contractor placed rip rap on 10 mile drainage ditch • Contractor repaired two soft spots on Store Road • Crew assisted with installation of playground at FV complex • Spot graveled a few muddy areas • Hauled and placed additional gravel on Assumption Road • Zama – Closed campground for the season • Contractor completed road repair on access road. Hauled Sand and Salt for the road. Admin completed TRAVIS registration
Buildings	Ongoing	<ul style="list-style-type: none"> • Repaired heating system and lights at entrance sign at La Crete office • Installed Base Board heater at High Level office • Organized and assisted with Fire Extinguisher annual inspections • Repaired Deck railing at the County House • Arranged contractor to build railings, steps and landing at Zama trailers • Arranged contractor to build lean-to's and shed at Zama public work yard

		<ul style="list-style-type: none"> • Fixed plugged sewer at Zama Trailer • Ground concrete floor at FV EMS • Repaired multiple leaking taps and lights • Numerous other small requests
Dogs	Ongoing	Patrolled for dogs in Fort Vermilion, La Crete and Rocky Lane School
By-Law	Ongoing	<ul style="list-style-type: none"> • Dealt with vandalism of county signage and red lights • Dealt with concerns of children crossing road to schools • Dealing with issue of cat tracks on Hwy 88 Connector • Installed camera at Rocky lane transfer station • Zama Hamlet Inspections
Emergency/Disaster Service	Ongoing	Working on obtaining a radio frequency license. Completed a grant application for 2015 table top exercise
Health and Safety	Ongoing	Health and Safety meeting at the shop. And office
Peace Officer	October	Patrolled La Crete two separate weekends in October. Issued 58 tickets and 53 warnings most of the tickets were speeding while the other ones were failing to stop, stunting, no insurance, no registration
Fire Department	October	<p>Fort Vermilion responded to 6 Medical Assists, 2 Fire Alarm</p> <p>La Crete responded to 2 Medical Assists, 2 Motor Vehicle Accident, 1 Fire Alarm</p> <p>Zama No responses however the Fire Chief is moving therefore he is resigning</p>
Fire Department Training	October	Practical training for 1001 fire training. And in house training for search/rescue, salvage and ventilation

Capital Projects

Projects	Timeline	Comments
High Level to Ainsworth Rural Waterline	October	Town of High Level and Mackenzie County waterline is 99% complete. Ainsworth is setting up boilers Contractor still has some cleanup work left



MACKENZIE COUNTY REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	November 12, 2014
Presented By:	John Klassen, Director of Environmental Services & Operations
Title:	Second Access Request – NW 1-104-18-W5M

BACKGROUND / PROPOSAL:

Administration received an application for a second access to a parcel of land, and as per Policy PW039, it must be approved by Council. Item 7 of the policy reads as follows...

Mackenzie County will approve only one access per titled property (rural or urban). Any and all subsequent accesses will be at the discretion of Council. Where deemed applicable and beneficial, a shared access to agricultural lands will be mandated.

The request is for a subdivision that will be located in the south west corner of the quarter. The applicant is requesting two accesses that will be a turnaround or specific entrance and exit for bussing students to and from school.

OPTIONS & BENEFITS:

Option 1: To approve the second access application as requested.

Option 2: To deny the second access.

COSTS & SOURCE OF FUNDING:

N/A

SUSTAINABILITY PLAN:

N/A

Author: S Wheeler **Reviewed by:** John Klassen **CAO** _____

COMMUNICATION:

Administration will write a letter to the applicant stating Council decision.

RECOMMENDED ACTION:

Motion 1:

That the second access for NW 1-104-18-W5M be denied.

Motion 2:

That Mackenzie County approves one access up to a 16 meter top width, which is the maximum as per Policy PW039, for the subdivision within NW 1-104-18-W5M.

Author: S Wheeler **Reviewed by:** John Klassen **CAO** _____

Fire Smart Grant	Project Complete	Surveyed the proposed area for tree thinning. Manual tree thinning.
Gravel Crushing	October	Contract awarded to Sage Management Ltd. 21300m3 of gravel crushed at W La Crete & 30000m3 at Fidler & 27000m3 at N Vermilion
Zama Mower	Project Complete	Mower purchased from Kubota
Bobcat Toolcat and Flail Mower	Project Complete	Bobcat Toolcat and Flail mower purchased from Rentco Eqm Ltd.
Regraveling Tender	Project Complete	Contracted awarded to Knelsen Sand and Gravel and Bateman Petroleum Project complete
Chip Seal Project	Project Complete	Contracted awarded to Westcan sealcoat Project is complete
45 St Paving	Project Complete	Contracted awarded to Knelsen Sand and Gravel
Golf Course road High Level	Project Complete	Contracted awarded to Knelsen Sand and Gravel. Project Completed
Zama Pickup truck	Project Complete	Truck purchased from High Level Motors. Project completed.

Personnel Update:

Two positions off on sick leave. Fire Chief in Zama is Resigning

Other Comments:

Fort Vermilion Rec Board installed play ground

NW1 104-18-5

Access #1

Council discretion

Access #2

Access #3 existing



MACKENZIE COUNTY REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	November 12, 2014
Presented By:	Joulia Whittleton, Chief Administrative Officer
Title:	November 26, 2014 Regular Council Meeting

BACKGROUND / PROPOSAL:

The Reeve has requested that the November 26, 2014 regular council meeting be changed due to scheduling conflicts.

Administration recommends that the meeting be held no later than Monday, December 1, 2014 as the next meeting date is December 8th.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION: (Requires Unanimous)

That the November 26, 2014 Regular Council meeting be changed to _____, 2014.

Author: C. Gabriel Reviewed by: _____ CAO _____



MACKENZIE COUNTY REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	November 12, 2014
Presented By:	Joulia Whittleton, Chief Administrative Officer
Title:	Letter of Support – La Crete Recreation Society

BACKGROUND / PROPOSAL:

The La Crete Recreation Society is requesting a letter of support for their application to the 2015 Alberta Recycling Municipal Demonstration Grant Program which will provide rubber matting in the Northern Lights Recreation Centre lobby and walkways.

See attached request.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

N/A

SUSTAINABILITY PLAN:

N/A

COMMUNICATION:

N/A

RECOMMENDED ACTION:

That a letter of support be provided to the La Crete Recreation Society for their application to the 2015 Alberta Recycling Municipal Demonstration Grant Program.

Author: C. Gabriel **Reviewed by:** _____ **CAO** _____

From: [Peter F. Braun](#)
To: [Carol Gabriel](#)
Subject: Fwd: Letter of Support Request
Date: Wednesday, November 05, 2014 10:55:36 PM

Can u add to agenda for next meeting.

Sent from my iPhone

Begin forwarded message:

From: Darlene Bergen <eddarb@telus.net>
Date: November 5, 2014 at 10:40:53 PM MST
To: Joulia Whittleton <jwhittleton@mackenziecounty.com>
Cc: "Peter F. Braun" <peter@mackenziecounty.com>
Subject: Letter of Support Request

Good evening,
I am applying for the 2015 Alberta Recycling Municipal Demonstration Grant Program on behalf of the La Crete Recreation Society. The \$10,000 funding from the grant would provide rubber matting in the Northern Lights Recreation Centre lobby and walkways. A letter of support from the municipality would be a great asset to our application.

If you are able to provide a support letter by email to me by November 21 it would be much appreciated.

Thank you,
Darlene Bergen



MACKENZIE COUNTY REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	November 12, 2014
Presented By:	Joulia Whittleton, Chief Administrative Officer
Title:	Canada Transportation Act – Feedback and Input

BACKGROUND / PROPOSAL:

Attached is a copy of the Position Paper on Air Access Issues in Canada – Informing the Government of Alberta’s Submission to the Canada Transportation Act Review Panel prepared by InterVISTAS.

Administration is recommending that the Feedback and Input Form be completed by Council as a Whole for submission by November 14, 2014.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

Author: C. Gabriel Reviewed by: _____ CAO _____

RECOMMENDED ACTION: (Requires Unanimous)

That the Canada Transportation Act Feedback and Input Form be submitted on behalf of Mackenzie County.

Author: _____ Reviewed by: _____ CAO _____

From: [Ron Pelensky](#)
To: [Joulia Whittleton](#)
Cc: [Carol Gabriel](#)
Subject: FW: Canada Transportation Act - Feedback and Input
Date: Tuesday, November 04, 2014 5:48:19 PM
Attachments: [Air Access Issues 2014 \(2oct2014\) Discussion Draft.pdf](#)
[Feedback and Input Form_Oct2014.xlsx](#)

Did you get this?

Should we ask council for their feed back?

Ron Pelensky

Mackenzie County

P: 780.927.3718

F: 780.927.4266

From: James Emerson [mailto:james.emerson@intervistas.com]
Sent: Tuesday, November 04, 2014 12:42 PM
To: Ron Pelensky
Subject: Canada Transportation Act - Feedback and Input

Dear Mr. Pelensky,

As you are no doubt aware, the federal Minister of Transport has appointed Hon. David Emerson to lead the mandated review of the *Canada Transportation Act*. While the initial focus of Mr. Emerson is on rail issues (he must deliver an initial report on rail this December; the final report is due next December), aviation is within the scope of the review. The review encompasses not only this Act, but all acts of Parliament that pertain to the economic regulation of transportation. Moreover, the mandate includes issues such as:

- ? needed changes to legislation and the policy framework to improve competitiveness, trade, economic growth, and prosperity;
- ? how to leverage strategic transportation gateways to support prosperity;
- ? innovative financing mechanisms for transportation infrastructure;
- ? how technology can improve transportation infrastructure and services; and
- ? how the vitality of the Canadian aviation sector, air connectivity, and Canada's ability to attract visitors and transiting travelers can be maintained and improved in light of a range of cost factors and competitive global markets.

Alberta Culture and Tourism, on behalf of the Government of Alberta, has been tasked with developing the Alberta position on aviation issues. (Other Ministries are leading the development of positions on other modes.) Alberta Culture and Tourism commissioned InterVISTAS Consulting to develop a draft position paper for discussion with Alberta aviation stakeholders. The paper is attached for your review.

There are nine key issues identified in the report, with one or more tentative positions recommended. It would be greatly appreciated if you could review the issues and recommendations and indicate whether you support the position, and if not, what position you would prefer the Government consider. A spreadsheet which summarizes the draft position for each of the nine

issues is attached; it may help you focus your input. Of course, if there are other relevant issues you would like the Government to address, your input would be most welcome.

Attached is a spreadsheet that summarizes the draft position for each of the nine issues. It would be greatly appreciated if you could fill out the form before Friday, November 14, 2014, indicating which proposed positions you are in support of. If there are issues where you hold a different position, please describe the alternative position you would like the Government to consider.

If you have any questions about this, please feel free to contact Bill Hodgins, Manager, Tourism Strategy, Policy and Partnerships at 780-427-6585 or bill.hodgins@gov.ab.ca or contact Moe Rehemtulla, Director, Business Development and Investment Attraction Branch at 780-427-6689 or moe.rehemtulla@gov.ab.ca.

-

Best regards,

James Emerson, on behalf of:

-

Robert Andriulaitis

Vice President, Transportation & Logistics Studies
Inter VISTAS Consulting Inc.

P +1-604-717-1807 | **E** rob.andriulaitis@intervistas.com | **W** www.intervistas.com

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Issue	Draft Position	Strongly Agree	Agree	Preferred position
Open Skies	Commitment to Open Skies by federal government			
Bilateral Negotiations	Airports get observer status			
	Provincial input into mandate of relevant negotiations			
	Any other positions Alberta should consider?			
Airport Rent	Reduction of rent to level that restores competitiveness			
	Invest rent paid back into airport infrastructure			
	Grant airports ability to issue tax-free bonds			
	Any other positions Alberta should consider?			
Regional Airport Viability	TC to revisit regulatory tax burden			
	expand ACAP beyond safety-related needs			
	Allow CATSA to permit fee-for-service screening to facilitate services at smaller airports			
	Any other positions Alberta should consider?			
Domestic Regulatory Initiatives	What are your views on airport governance model?			
	What are your views on federal environmental levies on aviation?			

	Any other positions Alberta should consider?			
Foreign Ownership Limitations	Raise foreign ownership cap from 25% to 49%			
	Allow right of establishment for foreign ownership of domestic Canadian airlines			
	Any other positions Alberta should consider?			
Visa Policy and Processing	Support Electronic Travel Authorization			
	One-day express service for eligible travellers			
	Add additional visa processing centers in high visitor growth areas			
	Any other positions Alberta should consider?			
Fiscal Policies Burdening Aviation	Address cost burden to improve competitiveness of Canadian aviation industry			
Global Environmental Charges	Make room for industry to absorb pending new costs by addressing current burden			

REPORT

Position Paper on Air Access Issues in Canada – Informing the Government of Alberta’s Submission to the Canada Transportation Act Review Panel



PREPARED FOR
Alberta Culture and Tourism

PREPARED BY
InterVISTAS Consulting Inc.

2 October 2014

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1 Introduction

1.1 Background and Context

The Government of Alberta has long taken an interest in Canadian aviation policy. It has in the past expressed concerns about air access (Open Skies and mandate development of bilateral air service agreement negotiations) the high level of costs imposed by the federal government (airport rent, Air Travellers Security Charge, regulatory burden) and regional airport viability. The Government of Alberta has long believed that inbound tourism and trade are being hindered by current federal policies.

Nevertheless, aviation, tourism and international trade continue to be dynamic, changing industries. Moreover, the world economy has gone through difficult times and is only emerging from a recent major recession. There has also been somewhat of a changing of the guard, with new globally focused airlines emerging as dominant forces. Air Canada and WestJet continue to evolve with new routes and operating divisions (Rouge and Encore). Policy regarding carbon taxes, ownership, and carrier access continue to evolve. These changes may be enough to have altered the positions and priorities of key stakeholders.

Moreover, the federal government has begun its legislatively mandated review of the *Canada Transportation Act* (CTA). While much of the focus of the review will focus on recent rail service issues, the CTA, and hence the review, does cover domestic and international aviation as well. More to the point, the review goes beyond the provisions of just the CTA and certain other acts pertaining to the economic regulation of transportation. It includes whether changes are required to the current transportation and policy framework to support Canada's international competitiveness, trade interests and economic growth and activity. It covers how to best develop Canada's transportation gateways and corridors. Thus while the CTA itself does not deal with issues such as Open Skies, foreign carrier access or airport costs, the CTA Review clearly includes these issues within its mandate. This is a key opportunity to identify and advocate for changes to air transportation to better serve the interests of the province of Alberta from a tourism and trade perspective. As a result, it is once again timely to conduct a review to see what changes have occurred and to identify outstanding air access issues, and opportunities that remain critical. This Position Paper will inform conversations with Alberta stakeholders relative to confirming recommendations that the Government of Alberta should provide in its Submission to the CTA Review Panel relative to the changes to the CTA as well as the general legislative and policy framework affecting air transportation.

1.2 Key Recent Developments

There have been several key developments affecting both the Canadian and global airline industry structure as well as Canadian aviation policy in the last few years.

- Since the introduction of Canada's Blue Sky policy in November 2006, Canada has reached Open Skies-type agreements with 16 countries. With the exception of South Korea, Brazil and the EU, the majority of countries are not significant markets for inbound tourism and trade. Expanded agreements have also been reached with China, India, and Japan, but they still fall short of opening up access to market forces.¹

¹ While these three countries had historically been opposed to open skies, the U.S. has succeeded in reaching open skies agreements with both Japan (2010) and India (2005), suggesting more liberal agreements should be possible.

- WestJet Encore commenced operations in June 2013, using a fleet of Bombardier Q400s. The airline initially launched from its western base at Calgary International Airport, serving regional destinations in Western Canada, including Fort St. John, Nanaimo, and Brandon. On June 27, 2014, Encore began service out of its eastern base at Toronto Pearson International Airport. It currently serves 14 communities in western Canada, as well as Thunder Bay and Toronto. Alberta points include Calgary, Edmonton, Grande Prairie and Fort McMurray.
- Air Canada Rouge began service on July 1, 2013, serving predominantly leisure destinations in Europe, the Caribbean, Central America, Mexico, and the United States from Toronto and Montréal. It serves three southwestern U.S. points from Calgary (four from Vancouver), but does not yet operate out of Edmonton. As of June 2014, Air Canada Rouge has 27 planes in its fleet, 19 Airbus A319-100s and 8 Boeing 767-300s.
- The Comprehensive Economic and Trade Agreement (CETA) is a proposed free trade agreement between Canada and the European Union. CETA is Canada's biggest bilateral initiative since NAFTA and could potentially significantly increase the flow of goods and business travel between Canada and the EU. There is evidence that increased business travel and trade leads to increased tourism flows as well. However, it is important to note that the proposed agreement does not contain provisions for aviation. An agreement in principle was signed by Prime Minister Stephen Harper and European Commission President Jose Manuel Barroso on October 18, 2013. The negotiations were concluded on August 1, 2014; however, the agreement is awaiting ratification. The German government has expressed apprehensions with CETA in its current form, particularly the investor-state dispute settlement provision. The provision would accord companies the right to pursue legal action against national governments via tribunals embedded in CETA.
- In October 2012, Canada formally entered into Trans-Pacific Partnership (TPP) negotiations. The Trans-Pacific Partnership is a trade agreement under negotiation by 12 countries throughout the Asia-Pacific region, which now includes Canada, Mexico, and Japan. The other members are Australia, Brunei, Chile, Malaysia, New Zealand, Peru, Singapore, the United States, and Vietnam. TPP is a major opportunity for Canada, and in particular western Canada, to boost trade with some of Asia's most dynamic economies. Many of Alberta's key export sectors would benefit from the agreement, including wood products, advanced manufacturing, energy and agriculture.
- In April 2012, the Government of British Columbia officially eliminated the provincial aviation fuel tax on international flights. This change brings the province in line with its neighbouring jurisdictions of Alberta, Washington and California, which do not have a comparable fuel tax.
- In August 2013, the Government of Canada announced measures intended to improve Canada's marketing of its foreign trade zone (FTZ) program to attract international investment and reduce red tape and costs for Canadian businesses. These measures include:
 - Eliminating the annual registration fee for the Customs Bonded Warehouse program;
 - Simplifying the application process to access Canada's FTZ programs;
 - Introducing service standards for application processing times;
 - Accepting requests for new "FTZ Point" single windows to enhance delivery of FTZ program at strategic locations in Canada; and
 - Launching a five-year, \$5-million program to market Canada's FTZ advantage and attract foreign investment to strategic locations across Canada.

See **Appendix B** for a list of air service agreements reached since the November 2006 introduction of Canada's Blue Sky policy. **Appendix C** describes the freedoms of the air (traffic rights) that are the focus of air service agreement negotiations.

While the new FTZ provisions are positive steps forward, they do not address the key shortcomings of the Canadian approach, such as minimum thresholds for exports, the prohibition against substantially altering the goods, and restrictions on the amount of value that can be added. As a result, Canadian FTZs are not likely to be truly competitive with the competing alternatives in the United States.

- The over \$2 billion Airport Development Program at Calgary International Airport (YYC) is well underway. As of June 2014, the Runway Development Project is complete and fully operational. The new runway is YYC's fourth runway and the longest in Canada. In addition, construction for the International Facilities Project has begun with completion targeted for Fall 2015. The new International Concourse will double the size of the existing terminal building and add 22 new aircraft gates for international and U.S. flights.
- In February 2012, Edmonton International Airport opened a new U.S. departures terminal with the capacity to serve up to 10 million passengers. The new area adds about 11,000 square meters of new space to the airport, features an expanded customs and border protection area, and adds six gates dedicated to flights heading to the U.S.
- WestJet began international services (outside Canada and the U.S.) in November 2006 with a service to Nassau, Bahamas from Toronto, followed by Jamaica, the Dominican Republic and Mexico in 2007. Since 2011, WestJet has added several international destinations to their network, while expanding a number of pre-existing routes to year-round service.

Table 1-1: WestJet's New International Destinations since 2011

International Destination	Origin	Launch Date	Seasonal	Year-round
San Juan, Puerto Rico <i>(Expanded)</i>	Toronto	November 5, 2011		X
Kingston, Jamaica	Toronto	April 30, 2012		X
Oranjestad, Aruba	Toronto	May 6, 2012		X
St. John's, Antigua and Barbuda <i>(Expanded)</i>	Toronto	October 28, 2012		X
Willemstad, Curacao	Toronto	October 28, 2012	X	
Liberia, Costa Rica <i>(Expanded)</i>	Toronto	October 29, 2012		X
Manzanillo, Mexico	Calgary	November 2, 2012	X	
Port of Spain, Trinidad and Tobago	Toronto	November 16, 2012	X	
Dublin, Ireland	St. John's	June 15, 2014	X	

- Since 2011, WestJet has added the following U.S. destinations to their network:

Table 1-2: WestJet’s New Transborder Destinations since August 2011

U.S. Destination	Origin	Launch Date	Seasonal	Year-round
Orange County, California	Vancouver	May 2, 2011		X
	Calgary	June 13, 2011		
Chicago, Illinois	Vancouver	May 14, 2012	X	
	Calgary			
New York City, New York (Laguardia)	Toronto	June 4, 2012		X
Dallas, Texas	Toronto	April 29, 2013	X	
Myrtle Beach, South Carolina	Toronto	May 2, 2013	X	
New York City, New York (JFK)	Calgary	April 27, 2014	X	

- Real GDP has grown steadily in both the U.S. and Canada. In 2012, real GDP grew +1.7% and +2.3% in Canada and the U.S. respectively over the previous year. Similarly, in 2013, real GDP grew +2.0% and +2.2% in Canada and the U.S. respectively. Analysts forecast that real GDP in both countries will grow modestly over the next couple of years as the global economy continues to recover.
- In line with the recovery of the economy, system-wide available capacity and passenger traffic have grown since 2011 for Canadian carriers. In 2013, Air Canada’s system-wide available capacity increased by +1.7% from 2011 and by +2.1% over 2012, while the carrier’s system-wide passenger traffic increased by +2.8% from 2011 and by +1.8% over 2012. WestJet’s available capacity growth from 2011 (+6.3%) slightly outpaced passenger traffic growth (+5.8%) from the same year. On the other hand, the carrier’s passenger traffic growth (+8.3%) marginally outpaced available capacity growth (+8.2%) over 2012.
- Crude oil prices peaked at \$134 per barrel in June 2008, before declining steadily to bottom out at \$39 per barrel in February 2009. Crude oil prices then began to rise, reaching \$110 per barrel by April 2011. Over the past few years, the price of crude oil has traded with a narrower price range of \$80 to \$110 per barrel. The current spot price is \$96 per barrel, with futures prices in the long term to be in the range of \$86 per barrel. Factors affecting the price of crude oil include: political uncertainty (e.g., issues in the Ukraine), continued global economic growth driving oil consumption, and general shifts in production which is affecting the supply and demand of crude oil.
- According to IATA’s Jet Fuel Monitor, in late August 2014, the price per barrel of aviation jet fuel was \$120. This is down 5.8%, compared to 1 year ago and is down 13% from \$135 per barrel in March 2011. Greater price drops of over 7% were experienced in Asia & Oceania, Europe & CIS and Middle East & Africa which make up 57% of the world jet fuel index. Correspondingly, North America with 39% share of the world jet fuel index was down only 3.7% (Aviation gasoline trades at prices higher than crude oil due to refining, extra transport and demand-based differential pricing).

- Because of increased concerns with environmental impacts, the aircraft manufacturing and airline industries have made great strides in reducing fuel consumption per passenger kilometer, more than any other mode of transport. The challenge of the industry is that growth in the demand for travel (roughly 4% globally) outstrips annual fuel efficient improvement (just under 2% per year). In response to these concerns, airlines and aircraft manufacturers have been investing in initiatives designed to reduce costs and increase fuel efficiency. In August 2013, WestJet announced its plan to add the Boeing 737 MAX to its fleet, starting in 2017. The 737 MAX is expected to be 13 per cent more fuel efficient than WestJet's current 737 Next Generation aircraft. Similarly, Air Canada has order 37 new Boeing 787 Dreamliner jets, with the first flight completed in May 2014. The 787 Dreamliner has been designed to be 20% more fuel efficient than aircrafts of similar size.
- While fewer airlines have faced bankruptcy since 2011, the industry continued its trend of restructuring. American Airlines filed for bankruptcy protection in November 2011 due to the carrier's inability to reduce costs and debt. The bankruptcy was the longest and most expensive in aviation history, lasting 1,150 days and costing \$400 million in consulting and legal fees. American Airlines officially exited bankruptcy in February 2013 through a historic merger with US Airways Group Inc. American also used its bankruptcy proceeding to negotiate deep concessions from its main labor unions, ultimately cutting about \$1 billion in annual labor costs.
- In the United States, airline passenger security fees charged by the Transportation Security administration have increased due to the Bipartisan Budget Act of 2013. Previously, a passenger was charged \$2.50 for each leg of a journey. For a non-stop round trip, the cost was \$5. For a round trip with a connection each way, the cost was \$10. Now, passengers must pay a flat fee of \$5.60 in each direction, no matter how many plane transfers are made to get from one city to another. This amounts to a \$0.60 increase for passengers with connections and a \$6.20 increase for passengers on non-stop flights.
- In June 2012, the Senate Standing Committee on Transport and Communications released a report detailing its investigation into emerging issues in Canada's aviation industry.² The report revealed that Canada's aviation industry suffers from a disproportionate tax burden compared to the United States. The Committee cited an example of a typical flight from Toronto to Orlando to demonstrate the difference in base fares and taxes. A typical Toronto-Orlando flight had a base fare of \$118 and taxes and charges totalling \$89.53. If that passenger were to drive to Buffalo and fly to Orlando, a typical base fare would have been \$124, but with taxes and charges totalling \$20.88. Even though the base fare was cheaper in Toronto, because of taxes and charges, it cost over \$60 less to fly from Buffalo.

In April 2013 the Senate released a follow-up report.³ The Committee indicated its view that "it is apparent that Canada's air transportation industry lacks a clear national strategy" and offered some "specific direction on how Northern and Regional airports should fit into this overall national strategy".⁴ This call came in recognition of the important role Northern and Regional airports played not only in feeding traffic into larger airports for international travel but in connecting sparsely populated regions. The unique features of these airports should factor into regulatory, policy and funding decisions. The report also reiterated the earlier finding that government should stop using airports as a source of public revenue.

² Standing Senate Committee on Transport and Communication, "The Future of Canadian Air Travel: Toll Booth or Spark Plug?" June 2012.

³ Standing Senate Committee on Transport and Communications, "One Size Doesn't Fit All: The Future Growth and Competitiveness of Canadian Air Travel", April 2013.

⁴ Ibid, p.1.

1.3 Objectives of this Position Paper

Given the significance of these developments, and the opportunity presented by the *Canada Transportation Act* review, the question is whether there are any changes in the issues that have implications for tourism and trade.

The issues covered in this Position Paper are:

- Open skies agreements (or at least substantively liberal agreements that do not limit frequencies and which include 5th and 6th freedoms to support thin routes);
- The nature of Canada's bilateral negotiating approach;
- NAS airport rent;
- Air Travellers Security Charge;
- Regional airport viability;
- Federal regulatory initiatives;
- Foreign ownership restrictions;
- Visa policy and processing issues;
- Fiscal policies which increase the cost of aviation to/from Canada; and
- Global regulatory initiatives

The paper covers Global Regulatory Initiatives as a separate section, Right of Establishment within the section on foreign ownership limitations, and airport governance within the section on federal regulatory initiatives.

Recommendations for changes to the CTA, supporting acts and related air policy need to be examined relative to positions that have been articulated in previous position papers and assessments that the Government of Alberta has commissioned. Provincial stakeholders representing broad tourism and trade perspectives need to be engaged to discuss and confirm recommended positions to inform the Government of Alberta's submission to the CTA Review panel.

1.4 Organization of the Paper

Each of the following sections deals with one of the issues. The policy developments are discussed, the implications for tourism and trade are revisited, the policy options outlined, and a policy recommendation provided.

Appendix A provides a list of abbreviations/acronyms used in this report. Appendix B summarizes Canada's recent air service agreements while Appendix C describes the various freedoms of the air that are the focus of the air service agreements.

2 Open Skies Agreements

2.1 Policy Issues/Developments

Canada continues to adhere to the Blue Sky policy announced in 2006. It is increasingly apparent, however, that while the federal government is seeking more liberal agreements, it has not adopted as aggressive a stance on Open Skies as many had hoped. Since the introduction of Canada's Blue Sky policy in November 2006, Canada has reached Open Skies-type agreements with 16 countries. While this represents modest progress towards liberalizing Canada's aviation policy, it should be noted that, with the exception of South Korea, Brazil and the EU, the majority of these nations are not significant potential inbound tourism markets nor do they represent major growth areas for trade. It thus appears that the policy is still primarily used to advance the interests of Canadian air carriers and/or the country's diplomatic relations, rather than to try to stimulate growth of the Canadian inbound tourism as well as trade activity.⁵

Canada had negotiations with five key nations since 2011 that led to expanded, but still restrictive, agreements: China, India, Taiwan, the Philippines and Japan. While these agreements are positive steps forward, they also indicate that Canada's progress in reaching Open Skies agreements with major markets for inbound tourism and trade has been underwhelming. This is all the more telling in that the U.S. has succeeded in reaching an open skies agreement with three of these nations: Taiwan, Japan and India.

While Canada has negotiated five Open Skies agreements since March 2011, only Brazil represents a major potential inbound tourism and trade growth market.

Notably, Canada's improvement in Taiwan access still falls short of the market potential and aspirations of Taiwanese carriers. This is a market that Air Canada does not currently serve, nor is it one where Air Canada has a non-stop alliance partner. Air Canada only serves Taiwan as a backhaul from Hong Kong on a carrier that is not part of its family of alliances - a poor level of service.

While relations between Canada and the UAE have improved of late, Canada has still not provided increased access to either Emirates Airlines or Etihad Airways.⁶ Nevertheless, the visa requirement on Canadian travellers to the UAE was eliminated recently, Canada and the UAE signed a nuclear co-operation deal and they have undertaken other initiatives to improve relations. Despite progress, the access issue remains unresolved.

⁵ In contrast, the U.S. government clearly adopted the Open Skies philosophy as a means to stimulate travel and trade. Its first Open Skies agreement was with the Netherlands, a nation that had relatively limited home carrier access to the U.S. but which was relatively open to U.S. carriers. From a U.S. carrier perspective, Open Skies with the Netherlands gave them nothing new and opened them up to more competition. The government persevered however, and the resultant open skies agreement did lead to innovations in service and increased traffic flows. Since then, the U.S. has reached agreement with over 110 other nations.

⁶ The carrier had sought additional capacity into Toronto, and new capacity to Calgary and Vancouver. Canada decided sufficient capacity existed to serve the current origin/destination demand between Canada and the UAE, and declined to provide more access. Emirates responded by accusing the Canadian government of hypocrisy (preaching free trade and practicing protectionism) and in October 2010 the government of the UAE rescinded the use of a military base that the Canadian Forces had been using as a staging point for its Afghanistan mission.

The UAE had been the third nation that recently was looking for substantially enhanced access that was denied. This had previously happened in the case of Singapore and Panama, which we understand did get increased access but not the ability to serve beyond markets from their respective principal hubs.

There appears to be a pattern here. In the case of all three nations, their respective carriers (Emirates, Singapore Airlines and COPA) serve as major gateway carriers.⁷ All three carriers funnel traffic from North America through their respective hubs and onwards to various beyond points.⁸ While Canadian carriers do not serve many of these beyond points themselves, they do have alliance partners that do. This appears to be a case where the interests of Canadian carriers and their partners were deemed more important than the potential service improvements for travellers and shippers. This seems to support the view that the policy continues to be employed in a manner which primarily serves the interests of Canadian air carriers rather than the broader Canadian economy or the tourism and trade industries in particular.

Three nations seeking enhanced access have been denied: Singapore, Panama, and the UAE. Their carriers were viewed as threats to Air Canada.

On a more positive note, the negotiations with the EU led to an agreement which gives all EU carriers open access to all Canadian markets (open 3rd and 4th freedom traffic rights). The agreement has the potential to develop into full open skies by adding 5th freedom rights, pending changes to Canada's airline ownership restrictions, and even has provision for removing the prohibition against Right of Establishment and cabotage services. Even as it now stands, with the agreement providing open 3rd and 4th freedom rights to EU carriers, the agreement allows these carriers access to any Canadian markets they choose to serve.⁹

The EU agreement gives open 3rd and 4th freedom rights, and has the potential to become a full Open Skies agreement if Canada changes its ownership restrictions.

While progress has been made, Canada was largely reluctant to dramatically increase foreign carrier access to Canada (particularly Vancouver) to capitalize on the tourism opportunity arising from the 2010 Olympic and Paralympic Winter Games. With the Toronto Pan Am and Parapan Games approaching in 2015, along with the potential for Edmonton to host the 2022 Commonwealth Games, Canada has another opportunity to learn from its past lessons and increase Canada's and Alberta's accessibility to the world.

Canada needs to target key tourism markets in order to maximize the potential of its 2006 "Blue Sky" policy and the raised profile of the nation arising from the 2010 Games. According to the Canadian Tourism Commission's (CTC) most recent *Tourism Snapshot: 2012 Year-in-Review*, the core markets

⁷ The same thing can increasingly be said of Turkish Airlines. Canada's air service agreement with Turkey has pre-determined capacity limitations.

⁸ Another example of this is Turkish Airlines. Turkish Airlines has been expanding dramatically in North America in recent years and acts as a hub for inbound tourism to Canada from regions such as India. However, we still limit access.

⁹ It should be noted that Canada had Open Skies, or relatively liberal bilateral agreements, with a number of the key EU markets prior to this agreement. This includes open skies with the U.K. and Ireland, and liberal bilateral agreements with Germany and the Netherlands. Nevertheless, this is a significant step forward since many of the previous agreements limited access to only Montréal and/or Toronto, and Canada did not even have agreements with eight EU nations (Cyprus, Estonia, Latvia, Lithuania, Luxembourg, Malta, Slovakia and Slovenia).

that were identified in 2006: the U.S., Mexico, Japan, China, Australia, South Korea, Germany, France, the United Kingdom, Brazil, and India remain core markets today. The Government of Canada has yet to reach open skies agreements with several of these core markets: Mexico, Japan, China, Australia, and India. The U.S. has open skies with Japan, Australia and India, significantly opening up opportunity for market stimulation in the competing U.S. tourism industry.

On the trade side, open skies would likely stimulate significant trade and economic growth opportunities with large and/or rapidly growing trade partners that currently have restricted access. This would include many of the same markets, particularly China and India.

2.2 Implications for Tourism and Trade

Canada was a latecomer to the ranks of Open Skies supporters, and has much catching up to do. The evidence also appears to suggest Canada's commitment to Open Skies is contingent upon Canadian carrier support, rather than the interests of air service dependent industries including tourism and international trade. Finally, Canada does not appear to be fast-tracking such agreements, even though the pace of reaching Open Skies agreements has increased. It remains a critical problem that Canada still does not have Open Skies agreements with many of its core tourism and trade markets, particularly those that represent the key growth markets. This continues to significantly handicap tourism access both from the perspective of having a relatively limited number of 3rd and 4th freedom opportunities, and from the perspective of having very few 5th freedom service opportunities. As 5th freedom opportunities can make marginal/start-up routes and other thin routes more attractive by combining traffic from different markets, their absence hurts secondary Canadian tourism destinations, and limits major Canadian centres to foreign markets large enough to support service on their own. Foreign carriers that have 5th freedom rights from Canada and the U.S. would have a number of intriguing service opportunities by combining secondary Canadian and U.S. points.

The relative lack of Open Skies agreements continues to have serious implications for tourism and trade. In order to facilitate increased tourism and trade flows to Canada, foreign air carrier access is critical. While it must be acknowledged that Air Canada, and to an increasing extent WestJet, do bring tourists to Canada, their primary strengths are in their home market, and Air Canada and WestJet are best positioned to capture the Canadian outbound market by virtue of their feeder network.¹⁰ Many of Canada's Open Skies agreements are with Caribbean and Central American markets, which seem better suited to Canadian carrier outbound traffic than inbound tourism traffic. It is the foreign carriers in key target markets that have the market reach, recognition, and networks within their own countries to mount a significant inbound operation to Canada, and their ability to bring foreign tourists to various Canadian communities is contingent upon liberal air service agreements.¹¹ In addition, it is carriers like COPA,

Canada's tepid commitment to Open Skies impedes foreign carrier access, and seriously constrains growth of Canada's tourism and trade sectors

¹⁰ On the trade side, neither Air Canada nor WestJet operate freighters and are not considered major players in the air cargo market.

¹¹ Transport Canada has argued in the past that the existence of "unused capacity" (where the actual capacity provided is less than what is allowed under the agreement) in core markets shows that open skies are not needed. However, the fact that limitations exist might preclude a carrier from even attempting to stimulate the market – if they

Turkish Airlines, Singapore Airlines, Emirates, Etihad Airways and Qatar Airways that have effective 6th freedom hubs that can increase access to Canada from many markets that are currently poorly connected to Canada and that continue to have limited access and/or predetermined capacity limitations.

Since Canada has still not shown that it is fully committed to implementing an Open Skies policy, Canada's tourism and trade potential will be limited to those markets where services are explicitly permitted by foreign carriers, and to Canadian air carrier ability to tap into foreign markets. For Canadian tourism potential to be fully realized, easy air transport from behind the foreign gateway markets to Canadian gateways and behind the gateway markets is necessary. This implies Open Skies access for foreign carriers to all Canadian gateways as well as access to behind the gateway markets.

The lack of priority for Open Skies agreements is reflected in the erosion of Canada's share of international tourism arrivals. The limited number of Open Skies agreements negotiated with core and target inbound markets does not come close to helping Canada strengthen, or even maintain, its position in CTC defined core markets. Key competitors like the U.S. and the EU, with their strong commitment to Open Skies and aggressive approach to signing such agreements, are consolidating their positions relative to Canada as tourism destinations through more competitive air access. This has helped these nations better recover from the recent economic downturn. WTO statistics show that in 2012, Canada's 16.3 million international tourists were -1.2% less than in 2008. While other markets were also hit hard, the impact was not as great. U.S. tourism is up +3.7%, while EU nations, such as France (+1.2%), the U.K. (-0.7%), and Germany (+5.1%), did better than Canada. China and India, which are continually getting more aggressive in marketing and seeking expanded air access also performed better, reporting gains of +2.1% and 5.6% respectively.

2.3 Policy Options

The 2006 introduction of the Blue Sky policy has, to date, produced mixed success in the promotion of Open Skies-type air service agreements. While Canada has reached Open Skies agreements with a number of nations, few of these agreements (with the notable exceptions of the EU, South Korea and Brazil) are with key inbound tourism target markets or markets with significant potential trade growth. The increased global competitiveness, the rapidly changing nature of traffic flows, and a decline in U.S. traffic means it remains imperative for the Canadian tourism and international trade industries to ensure that Canada expand service options from other nations so that carriers are able to respond quickly to changing conditions.

A number of previously identified options no longer are relevant. The option of "**Status Quo**" should not be supported by the tourism industry and trade sector stakeholders as the pace of liberalization has been too slow to enable Canada's tourism and trade sectors to effectively compete with other nations. The option of the "**Open Port**" is unlikely to gain any traction with Transport Canada and could also face opposition from other jurisdictions. The former practice of selective liberal access (e.g., the Experimental

were successful, they could not fully capitalize on the generated market, so why bother? Maintaining a caretaker level of service might be an appropriate response in such a case. Moreover, Open Skies provides fifth freedom opportunities that could be used to grow markets. We could expect to see more limited growth where that option does not exist. It also promotes the entry of new more aggressive carriers. Finally, the Canadian approach is still mired in the belief that air transport should be carefully managed, rather than recognize that significant growth is possible if carriers are given the opportunity to innovate (or forced to innovate by the actions of another carrier given open access).

Transborder Air Services Program and the International Air Cargo Transshipment Program) appears to have been abandoned by the federal government.¹² Key inbound tourism and trade markets, such as Taiwan, China, Hong Kong, the Philippines, and India, continue to be restricted either directly or by limitations on intervening hub carriers. Therefore, the optimal option from a tourism and trade sector position is “**Open Skies**”.

Tourism and trade sector interests would be best served by a true, hard and fast commitment by the Canadian government to advance the bilateral Open Skies policy. This would go beyond what is outlined in Blue Skies, and would require the elimination of the Open Skies caveats currently in place. At a minimum, the tourism and trade sectors should advocate that Canada adopt a very strict and narrow definition of these caveats so that they are used to ensure that only real and significant market abuses are reason for traditional air services agreements. Moreover, these caveats should not be employed to avoid entering into an Open Skies agreement because market abuses could potentially occur, but only as reasons for cancellation of open skies agreements once market abuses are proven. Nebulous concern that potential abuses might occur is not an acceptable rationale for abandoning the pursuit of Open Skies.

In addition, the fact that other carriers operate as gateway carriers linking foreign markets to many beyond points should not be considered a reason to deny those carriers access. While it is true this might bleed some traffic from Air Canada and its alliance partners, this would only be the case if Air Canada and its alliance partners do not provide a competitive product. In fact, Air Canada operates in this fashion itself, albeit to a lesser extent than Singapore, COPA or Emirates. A UK resident can fly Air Canada from London to Chicago (via Toronto). Air Canada in fact touts this capability to the investment community as a key strength of the carrier. The bottom line is that Canadian air policy should seek to ensure that Canadians wishing to access other points, and foreign tourists wishing to access Canadian points, should have a real choice of service options that best meet their needs.

The key issue for this option would be establishing priorities for negotiations and creating a sense of urgency to move quickly on this. An Open Skies policy that has a ten-year timeframe for implementation is not truly an Open Skies policy.

As a fall-back position, the tourism industry and trade sectors could advocate a more selective liberalization policy. Support for open skies appears to have waned among some stakeholders. The Canadian Airports Council no longer maintains a commitment to Open Skies. Certain airport authorities have muted their voices, apparently in deference to Air Canada’s goals to develop as a major 6th freedom operator. The position of a number of Airport Authorities appears to be selective pushes for enhanced access, rather than Open Skies per se. Thus, rather than seeking a hard and fast commitment to Open Skies, the Government of Alberta could advocate a more selective approach to Open Skies.

In recognition that opening up some markets will be more difficult than others, the Government of Alberta could prioritize their targets (e.g., China) and advocate for Open Skies or at least more liberalized access for these markets.

¹² The Experimental Program applied only to Mirabel. It was allowed to lapse. The Transshipment Program initially applied to Mirabel. Hamilton was added in 1987. Now designation is essentially available for the asking – the original rationale was underutilization – Toronto Pearson was granted designation in 2008.

2.4 Recommended Position

While it is recognized that increased service levels by carriers like Singapore, COPA and Emirates will take some traffic from Air Canada and its Star Alliance partners, it is likely that these new service options will stimulate traffic by increasing Canada's accessibility. The traffic levels at risk for Air Canada are unlikely to have a material effect that would threaten its viability, or the ability of Toronto Pearson to continue to evolve into a global gateway. As a result, the recommended position for the Government of Alberta is still in support of a true, hard and fast commitment to Open Skies. Should tourism industry and trade sector interests take a softer stance on Open Skies, there will little pressure on Transport Canada to seek such agreements.

3 Air Bilateral Negotiations

3.1 Policy Issues/Developments

The previous concerns regarding the absence of non-carrier interests in the development of Canadian bilateral air service agreement negotiating positions appears to be close to at least a partial resolution. A number of sources have indicated that Transport Canada has decided to grant observer status to the Canadian Airports Council (CAC), although this has not been publicly announced.

Having observer status will allow the CAC to see how hard the federal government is pushing for increased access and where the impediments to increased access are. Up to now, the only information available on what transpired at the negotiating table was what Transport Canada chose to provide. The increased transparency will assist stakeholders in developing its positions by increasing their understanding of the real issues at stake.

Canada is expected to extend observer status to the CAC to join Canadian air carriers in the negotiating sessions. It is essential that this be achieved.

While this is a positive step forward, it does not fully address the issue of influencing the development of the Canadian negotiating mandate for each set of negotiations. As was the case in 2011, shippers, travellers, tourism and economic development agencies, and Provincial/Territorial government views still are not directly solicited by Transport Canada in developing mandates. None of the Provinces/Territories have been invited to provide input into negotiations – not even Alberta, British Columbia or Ontario in the high profile case of the Emirates, even though the potential new services would have had significant impact on these provinces.

While the Blue Sky policy broadens the parameters of the negotiating mandate to include the broader stakeholder interests, and not just carrier interests, the evidence to date is that carrier interests continue to dominate and the consideration of broader user interests remain words on paper rather than guiding principles for action in negotiations. Input from the broader stakeholder group is needed if air bilateral negotiations are to lead to situations where the benefit to all Canadians is maximized, rather than benefit to a sub-set of aviation industry stakeholders.

Canada still does not consult with Provincial and Territorial governments on bilateral issues, even where interest should be known to exist.

3.2 Implications for Tourism and Trade

The implications for tourism and trade remain the same. The carrier-centric Canadian negotiating position generally means a focus on a limited number of services where the Canadian carrier(s) feel they have the resources to exploit the market that exists. Given the relative lack of resources of the Canadian carriers, they rightly need to be careful in determining which new international services to start up. However, as a result, the Canadian carriers' limitations wind

Without input and weight in the policy development balance, Canada will continue to develop narrow positions that do not maximize economic benefit.

up imposing limitations on the opportunities of foreign carriers. There are documented instances of foreign air carriers (e.g., Singapore, COPA, Emirates, Air France/KLM, China Airlines and EVA Airways of Taiwan) that want to provide an enhanced level of service, but are unable to do so due to lack of Canadian carrier interest.

Additionally, limiting the number of services not only puts a limit on capacity, it also tends to lead to higher fares. Both limited capacity and high fares will have a significant negative impact on business and leisure travel. Moreover, they will limit trade opportunities. This is particularly problematic in situations where Open Skies agreements are not in place with nations which Canada had negotiated a Free Trade Agreement (FTA). The ability to capitalize on new opportunities made possible by FTA will be constrained if air access is limited or restricted.

Until a broader perspective on the negotiating mandate is adopted, the Canadian tourism and trade industries will continue to be competitively disadvantaged.

3.3 Policy Options

The implications for tourism and trade remain the same. The carrier-centric Canadian negotiating position generally means a focus on a limited number of services where the Canadian carrier(s) feel they have the resources to exploit the market that exists. Given the relative lack of resources of the Canadian carriers, they rightly need to be careful in determining which new international services to start up. However, as a result, the Canadian carriers' limitations wind up imposing limitations on the opportunities of foreign carriers. There are documented instances of foreign air carriers (e.g., Singapore, COPA, Emirates, Air France/KLM, China Airlines and EVA Airways of Taiwan) that want to provide an enhanced level of service, but are unable to do so due to lack of Canadian carrier interest.

Without input from the broader stakeholder groups, Canada will continue to develop narrow positions that do not maximize economic benefit.

Additionally, limiting the number of services not only puts a limit on capacity, it also tends to lead to higher fares and cargo rates. Both limited capacity and high fares/rates will have a significant negative impact on Canadian tourism and trade.

Until a broader perspective on the negotiating mandate is adopted, the Canadian tourism industry and other important trade sectors will continue to be competitively disadvantaged.

3.4 Recommended Position

It is recommended that the Government of Alberta continues to advocate the **elevation of airports to the status of carriers** with respect to air bilateral negotiations and work with its airports to put forward Provincial interests. Although this is apparently soon to be announced, until it is, the tourism and trade sector interests should continue to advocate for this.

In addition, the Government of Alberta should advocate for input into specific air service negotiations, particularly ones that offer significant potential growth in inbound tourism and trade, including nations with which Canada has an FTA. Transport Canada needs to be reminded that just because most stakeholders are not observers to the negotiations, this does not remove the obligation for the federal government to

consult with all the other principal stakeholders, including Provincial/Territorial governments, the tourism industry, and trade interests, in order to assess the broader economic impacts associated with air services.

4 Airport Rent

4.1 Policy Issues/Developments

Although the issue of airport rents has been an issue for a long time, it remains a key impediment to Canadian airport competitiveness.

Canadian airports pay ground rents to the federal government, whereas U.S. airports do not and, in fact, receive subsidies through budgetary allocations to the Federal Aviation Administration from general revenues. Since the operations of Canada's airports were transferred to airport authorities in the early 1990s, an estimated \$2.5 billion has been collected by the federal government in airport rent – including \$282.4 million in 2011 – that has simply gone into the general revenue of the federal government. The impact of these costs is greater for the airport pairs engaged in cross-border competition. For example, the four largest Canadian airports (YVR, YYZ, YUL, and YYC) pay over 90 percent of the airport ground rents. It is estimated that airport rents costs \$5.26 per passenger on average.



AIRLINES
Ottawa urged to end airport rent fees

STEVEN CHASE
OTTAWA — The Globe and Mail (includes correction)
Published Thursday, Apr. 18 2013, 6:19 PM EDT
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This is manifesting itself in an increasing amount of Canadians driving across the border to access lower cost services at U.S. airports. The Senate Standing Committee on Transport and Communications documented why this leakage is taking place. It cited an example of a typical flight from Toronto to Orlando, where even though the base fare to Orlando was lower in Toronto, the higher fees and taxes made it over \$60 more to fly from Toronto than to fly from Buffalo.¹³ The Canadian Airports Council estimates that Canada loses up to 9,000 jobs, employment income of \$511 million, and tax revenue of \$190 million due to cross-border leakage.¹⁴

Cheaper U.S. border airports are often a booming business because they are subsidized by American taxes

JENNIFER HOUGH | July 4, 2014 6:28 PM ET
More from Jennifer Hough



The rent-relief program introduced by the federal government in May 2005 was a step forward but does not adequately address the competitiveness issue. Additional measures are required to reduce rents as part of a program to increase the competitiveness of Canada for trade and as an in-bound tourism destination.

4.2 Implications for Tourism and Trade

The issue of airport rent does not appear to have remained a top priority for Canadian airports. The thinking appears to be that in the current fiscal environment, rent relief is highly unlikely. Airports therefore

¹³ Standing Senate Committee on Transport and Communications, “The Future of Canadian Air Travel: Toll Booth or Spark Plug?”, June 2012

¹⁴ Canadian Airports Council – “Revisiting Air Industry Cost Structure”, 2014

do not wish to “waste ammunition” firing missives that are publically critical of the federal government when the government is unlikely to be in a position to address the issue.

While they are losing passengers to competing U.S. airports, Canadian Airport Authorities appear to be reconciled to simply dealing with issue as best they can. The major Canadian airports continue to generate revenues in excess of costs so they are not in immediate peril.

However, for the highly competitive trade and tourism industries, this remains a key issue. High airport rents are part of the larger fiscal policy issue that continues to negatively affect the attractiveness of Canadian aviation and airports. When faced with options for new services to North America, foreign carriers tend to prefer lower cost U.S. airports to Canadian airports, all else equal. The lack of cost competitiveness with our neighbour will make attracting new services more difficult, severely limiting potential tourism and trade opportunities. While the 2013 World Economic Forum Travel and Tourism Competitiveness Report ranked Canada as the eighth (fifth in 2010) most competitive tourism market in the world overall, when it comes to price competitiveness, Canada ranked 124th (106th in 2010). A large part of this was driven by ticket taxes (federal government) and airport charges (primarily driven by airport rents and other government policies and decisions), as well as overall taxation.¹⁵ The report indicates the tremendous tourism potential that Canada enjoys – we need to address cost issues to fully realize this potential.



Despite continuing announcements of fee reductions by various airport authorities, high airport rents still mean higher landing fees in Canada than in the U.S. In order to cover the costs of operating to Canada, air carriers have to charge higher fares than would otherwise be the case. This negatively impacts the price-conscious tourism market to a greater extent than the business market, and turns prospective traffic away. It is instructive to consider the large number of services U.S. low cost carriers have started up at airports near the Canadian border, such as Niagara Falls and Ogdensburg, New York as well as Bellingham, Washington. These services clearly rely on Canadian traffic – traffic that would otherwise be supporting development of air services at Canadian airports that would be more effective in supporting the development of in-bound tourism. It should be noted that cargo also flows south to the U.S. to be loaded on aircraft flying to international markets.

Canadian airports are constrained in their ability to effectively compete with U.S. airports.

4.3 Policy Options

As the federal government has already collected more in rent than the value of the assets transferred to the airport authorities, and fails to provide any of the services normally expected from a “landlord”, there is a solid rationale for the **elimination of rent**. Although the federal treasury will lose an existing revenue stream, the federal government will continue to benefit from private investment in airport facilities that will

¹⁵ It must be acknowledged that a large part of the cost disadvantage stemmed from purchasing power parity. Nevertheless, federal taxation and airport rents remain key impediments to realizing Canada’s tourism potential.

lead to higher taxes paid by airport tenants and travellers, and higher general economic activity through enhanced trade.

As the federal government may insist on some level of rent, an option would be to **lower rents** to a nominal or at least significantly lower amount that helps restore the competitive balance vis á vis U.S. airports. This will strengthen Canadian airports by lowering airport costs, yet still leave potential for the federal government to enjoy a reasonable cash flow for general revenues. Note that the Standing Committee recommended that rents be reduced by 75% from their original level. As the 2005 rent reduction reduced rents only by 60%, further reductions could be readily justified.

As is the case in the U.S., where the federal government provides capital funding for U.S. airports, the Canadian government could **reinvest revenues from rents**, and other taxes, such as fuel taxes, etc. back into the aviation industry. This would help offset other costs and would provide considerable support for the industry; however, the federal government has not shown much interest in dedicating tax revenues to a specific area as it reduces scope for directing expenditures to meet government of the day priorities or goals. Even in the case where funds are supposed to be dedicated (e.g., ATSC) much of what is collected goes into general revenues.

Although this does not address airport rent directly, allowing airport authorities to issue **tax-exempt bonds** would lower costs of financing airport capital projects, and bring down airport costs.

4.4 Recommended Position

Although historically, there is support among some stakeholders for outright elimination of rent, the federal government has become too used to this revenue stream to give it up entirely. Such a move would also likely draw criticism from the Auditor General, who criticized Transport Canada for not determining fair market value when it transferred the airports in the first place.

It is therefore recommended that the Government of Alberta maintain support for the **reduction of airport rents to a level which helps restore Canadian airport competitiveness relative to U.S. airports**. Moreover, the rent collected should be reinvested in airport infrastructure. Given that the CAC and individual Canadian Airport Authorities are not pushing this agenda item at the moment, it will remain up to others, such as the tourism industry and trade interests, to keep this issue on the table.

Furthermore, it is still recommended that Government of Alberta also support the **Canadian Airport Authorities be granted the ability to issue tax-exempt bonds or be provided with an equivalent benefit in order to lower their capital financing costs to a level comparable to U.S. airports**. This is something that may be difficult to limit to airports, so the Government of Alberta would also need to be willing to support this for Canadian ports as well.

5 Air Travellers Security Charge

5.1 Policy Issues/Developments

Air Travellers Security Charge. In April 2010, the ATSC for passengers travelling by air within Canada increased to \$7.48 for one-way trips from \$4.90. The ATSC for round-trip domestic flights increased to \$14.96 from \$9.80. For transborder flights departing from Canada, the ATSC was also raised to \$12.71 from \$8.34. Passengers flying to other international destinations from Canada currently pay an ATSC of \$25.91 compared to \$17.00 prior to the increase. The ATSC for domestic and transborder flights indicated above include the goods and services tax (GST) or the federal portion of the harmonized sales tax (HST).

There continues to be a question regarding whether this charge has merit or whether this is a national security matter that should be funded by the federal government rather than air passengers. The argument accepted by most stakeholders, but not the federal government, is that terrorist attacks are attacks on a nation, not an attack on transportation users. Transportation is merely one avenue of many that terrorists can use to harm a nation. Twelves times more people died in office buildings on 9/11 than died in aircraft. In contrast to the statement by the Department of Finance staff that aviation security is only a benefit to air travellers, it is in fact a matter of broad national security. All Canadians are safer due to the improved security measures after 9/11 and the burden of this national security policy should not be placed on passengers.

September 11 Passenger Security Fee. There has, however, been an important development in the United States. Recently, the airline passenger security fees charged by the Transportation Security Administration (TSA) have increased due to the congressional budget deal passed in December 2013. Traditionally, the September 11 passenger security fee has been collected to fund part of the TSA's airport security measures. The fact that this fee did not cover all TSA costs was in recognition that this security service was in part a matter of national security and not simply an aviation security issue. With the recent change however, most of the new revenue will go to pay down the federal deficit. Previously, a passenger was charged \$2.50 for each leg of a journey. For a non-stop round trip, the cost was \$5. For a round trip with a connection each way, the cost was \$10. Now, passengers must pay a flat fee of \$5.60 in each direction, no matter how many plane transfers are made to get from one city to another. While this amounts to a mere \$0.60 increase for passengers with connections, it is a \$6.20 increase for passengers on non-stop flights.¹⁶

The recent hike in the September 11 passenger security fee is concerning, especially as it pertains to aviation policy in North America. First, it sets a poor precedent for government to continue exploiting the aviation industry for its own, short-term fiscal agenda. Second, it detracts from the argument that issues of national security should be funded from general revenues rather than from transportation users.

¹⁶ It should be noted that while the fees paid by passengers increased, the security fees charged directly by TSA to some air carriers for screening will be eliminated. This offsets a portion of the increased revenue TSA will collect.

5.2 Implications for Tourism and Trade

The April 2010 increase continues to raise significant issues affecting the ATSC relative to equity with other modes of transportation and funding structures in other countries. Particularly for short haul and low-cost carrier routings, the fees have the ability to disproportionately impact demand for aviation. This invariably leads to a dampened demand for air travel, as compared to other modes of transportation or consumer choice for other discretionary activities. As such, the ATSC should be seen as having a negative impact on the demand for air services. This has also been exacerbated by the high fuel costs that are being passed on to passengers.

While the increase in U.S. security fees sets a poor precedent for aviation policy, it ironically has the potential to be beneficial for Canadian inbound tourism as it makes the U.S. a relatively more expensive travel option.

5.3 Policy Options

A **reduction of the ATSC** could be considered in order to approach the level of fees in other countries. A potential benchmark is the U.S. September 11th Security Fee. While this was a more attractive option before the latest increase, it is still an improvement over the current fees. It may also be an easier approach to sell to policymakers.

A more difficult argument would be to **abolish the ATSC**. Security should be seen as a service in the interests of national security that should be paid for from General Revenues. The benefits of security accrue to all Canadians, not merely to those travelling by air. As a result, as a service of general public benefit, the ATSC should be abolished and the cost of security paid for out of General Revenues. Given the recent move in the U.S., however, this argument (though still valid) will be a harder sell. The Government of Canada need merely point at the U.S. position to justify retention of the fee.

5.4 Recommended Position

It is recommended that the Government of Alberta support the **reduction of the ATSC as an impediment to air travel**. The level of the U.S. fee could serve as a benchmark for a revised ATSC.

6 Regional Airport Viability

6.1 Policy Issues/Developments

There have been no new policy developments in the last few years. Thus viability of some of Canada's regional airports remains an issue, despite the recent recovery of traffic from the levels experienced during the recent recession. The Airport Capital Assistance Program (ACAP) continues to exist to support regional airports, but the funding remains limited and restricted to safety related investments. Moreover, in the current fiscal environment, ACAP may be a target for reduction, potentially even elimination. In addition, securing screening services from the Canadian Air Transport Security Authority (CATSA) is an impediment to developing services at smaller regional airports.

Capital Assistance. Even if ACAP is retained, especially with a reduced level of funding, there is still question about the financial ability of regional airports to support themselves for the long-term. While they may be able to cover operating costs, the question of capital investment is crucial. This concern could be exacerbated if the smaller NAS airports (which are currently ineligible for ACAP) are given the opportunity to opt out of the NAS.¹⁷ If there are questions now with ACAP split only among the regional airports, how will these airports fare if the number of airports eligible expands to include some current NAS airports?

In the past few years, Canadian airports have benefitted from the federal government's infrastructure and gateway funding programs. These programs, however, are ad hoc and do not provide a reliable source of airport funding as is the case with ACAP, even with its limitations.

Failures of regional airports would lead to a situation where beyond-the-gateway tourism and trade opportunities are lost. Furthermore, Canada's major centres would lose the enhanced level of service this additional tourism and trade activity could have supported. The U.S. addresses this issue through capital programs funded by taxes collected from the aviation industry (via the Airport and Airway Trust Fund) and general revenues as well as support programs for services to smaller communities (the Small Community Air Service Development Program). Canada limits its capital support to safety (other than some ad hoc funding) and has no equivalent to the Small Community Air Service Development Program in the U.S.

Screening Services. A number of smaller, regional airports in Canada and Alberta are interested in securing scheduled air service by major Canadian air carriers in order to grow their regional economies relative to tourism and trade sectors. Obtaining interest from air carriers to fly to smaller regional airports is difficult because many airports lack security screening and cannot, therefore, support scheduled flights to larger international airports at this time. Larger international airports generally require that all arriving flights at their main terminals be security screened at the originating regional airport. With federal funding to the Canadian Air Transport Security Authority (CATSA) severely constrained, Transport Canada has generally been unwilling to add regional airports in Alberta or other additional airports to the current list of 89 airports that are designated for CATSA screening and receive government-funded aviation screening services.

¹⁷ The federal government has not made any such announcement, but this position has been advocated in the past by some airports and we understand the federal government is considering it.

6.2 Implications for Tourism and Trade

Although tourism is often associated with the major metropolitan areas in many countries, there is a strong and growing “wilderness” component to tourism in Canada. Given the large size of the country, and short duration of many vacations, and inaccessibility of many areas, surface transport is an ineffective means of moving tourists from the major gateways to the more remote destinations that characterize outdoor and nature-based tourism experiences, such as Fort Chipewyan. This means that regional airport viability is important for the development of important sectors of Canada’s tourism industry. In the absence of mechanisms to address the viability issue (whether by reducing regulatory costs, providing improved foreign carrier access, enhancing government financial support for small and regional airports) and/or providing CATSA screening services, Canada’s tourism and trade potential will be limited to the major international gateways, and capped at a lower level than if all regions could be effectively reached.

The same is true for international trade. While many major firms are located in major urban centers, not all are. Communities in Alberta and elsewhere in Canada that are more than two hours drive time from an international airport are negatively impacted. The drive time is a strong disincentive for tourism and business related traffic. Without CATSA security screening, scheduled air service to the airport by major air carriers is limited and prevents tourism and broader economic growth in these areas.

With globalization, many small firms in regional centres are participating in international markets. Airports in smaller and more remote communities are key for these innovative exporters to access the international markets they need to sustain growth. In addition, regional airports support resource development in energy, agriculture, forestry, even when the final product does not move by air.

6.3 Policy Options

The ACAP program should be **broadened in scope** to cover economically justifiable capital projects and not just safety related projects. The Airport and Airway Trust Fund serves a similar role in the U.S. An expanded ACAP program (including enhanced funding) will enable regional airports to support the growing tourism and trade markets outside the gateway cities, and could help them address regulatory implementation costs as well.

In addition, should the eligibility requirements for inclusion in the ACAP program be expanded to include smaller NAS airports, the level of funding should be increased accordingly.

There appears to have been significant “regulatory creep” by Transport Canada since it handed over operation of airports to others. An option that would assist regional airports would be to **address the regulatory burden**. Runway End Safety Areas (RESAs) is an example. This results in additional costs that have been imposed on regional airports. This issue needs to be revisited and excessive costs eliminated. A necessary step is to identify and measure the imposed costs.

Joint federal/provincial infrastructure programs are established from time to time. An option would be to **include small/regional airports in general infrastructure programs**. As has been the case with airports such as Kindersley, Saskatchewan, that received funding from the Building Canada initiatives, small/regional airports could be included as eligible projects under all these programs. The risk is that without an established airport fund such as ACAP, achieving funding under such a program is subject to a wide range of competing interests.

The federal government may argue that the economic development role of regional airports is a provincial responsibility, and that the federal government's responsibility only covers safety. The option of the **status quo**, however, is not attractive from a tourism and trade perspective. A faltering regional airport system limits the tourism and trade opportunities primarily to major centers.

Finally, Transport Canada has indicated its willingness to work with small community airports in Alberta for alternative operational and funding models in order to provide security screening services. A potential solution is to relax current policies to allow CATSA to externally charge for its services (i.e., airport, airline, etc. funded services) and/or to invoke Section 7 of the *CATSA Act* in which airport authority/operator staff provide aviation security screening services.

6.4 Recommended Position

It is recommended that the Government of Alberta continue to advocate that the federal government **revisit the regulatory burden imposed on small/regional airports and expand the ACAP program or other federal funding programs to provide for an on-going capital source for capital projects that address traffic demand as well as safety-related projects at airports that cannot self-finance their capital investment.**

It is also recommended that the Government of Alberta support Transport Canada's efforts to **relax policies that would allow external charging by CATSA to permit fee-for-service screening operations** similar to that of the Canada Border Services Agency and the use of overtime and/or enhanced services. In addition to providing new CATSA screening services at airports, allowing third-parties to pay for CATSA operations could also serve to grow air services at smaller-regional airports and facilitate their viability in supporting growth of regional and provincial economies.

7 Domestic Regulatory Initiatives

7.1 Policy Issues/Developments

Aviation Fuel Tax. As announced in the 2014 budget plan, the Government of Ontario has proposed to increase the tax rate on aviation fuel by one cent per litre each year for four years, beginning in 2014. The one cent per litre rate increase for 2014 was effective September 1, 2014. Subsequent rate increases of one cent per litre in 2015, 2016, and 2017 will be effective on April 1 of each respective year. In effect, the proposal would increase the aviation fuel tax by 148 per cent from 2.7 cents per litre to 6.7 cents per litre over the next four years.

The jet fuel tax hike runs counter to the approach elsewhere in Canada. British Columbia eliminated its jet fuel tax for international flights in 2012, joining other jurisdictions including Québec and Alberta. Similarly, in the United States, the jet fuel used by commercial airlines is taxed at 4.4 cents per gallon, or about 1.2 cents per litre, making it less than one-fifth of the proposed Ontario rate. A study prepared for the National Airlines Council of Canada indicates that the tax increase could drive away as many as 407,800 air travelers per year from Ontario's airports.¹⁸

Canada Transportation Act Review. On June 25, 2014, the Government of Canada launched a statutory Review of the *Canada Transportation Act*. The Review provides an opportunity to consider how the national transportation system can be best leveraged to support Canada's economic growth. While the Review is largely being pushed by rail issues, particularly grain transportation, issues pertaining to airport and international air policy are sure to be given consideration. In particular, the Review opens the door for a discussion on airport governance and the potential resurrection of a new *Canada Airports Act*. Previous versions of the act were overly onerous and failed to pass. Nevertheless, the Government of Alberta should pay particular attention to this issue, in light of its own legislation (the *Regional Airports Authorities Act*) in this area.

There are limitations in the current model. Issues include:

- financing paradox (the need for not-for-profit entities to generate profits to fund capital projects)
- sub-optimal debt/equity structure (as non-equity entities, they are solely reliant on debt, which may not always be optimal)
- rent burden
- limited ability to match risk-return profile to potential projects
- carrier complaints about lack of pricing controls
- impact on land development (bureaucracy adds to uncertainty)
- attracting investment near end of lease (short period to earn return the closer to the end of the lease, raising the rates that would have to be charged).

The discussion on airport governance is likely to include a whole range of possible governance models, including the privatization of NAS airports such as Calgary and Edmonton. The debate will likely cover issues such as:

- lease or own

¹⁸ Lazar, Dr. Fred, *The Economic Impacts of Proposed Increases to the Ontario Aviation Fuel Tax*, June 2014, p. 3.

- land tenure (who owns the land has implications for property tax)
- the nature of the operator (for-profit vs. not-for-profit, and the ramifications of income tax)
- ownership issues (can an entity own multiple airports and whether and how much foreign investment should be allowed)
- performance standards (to ensure airports remain key economic development generators)
- the need for and nature of economic regulation (light-handed vs. heavy-handed).

The issues are many and complex. There is by no means a consensus on what the best model should be, or even if there should be a single model for all NAS airports. Dialogue between the Government of Alberta and Alberta airport authorities is needed to inform a provincial position. The air carriers will also have an interest in the nature of this discussion. With WestJet based in Calgary and operating a major hub there, it will likely have strong views on this issue.

From a tourism and trade perspective, changes to the governance model that can improve the efficiency of operations, increase innovation, and enhance access would be positives from the perspective of growing inbound tourism as well as trade. There are, however, risks involved.

Environmental Concerns. Environmental concerns continue to be a key policy issue at both the provincial and federal levels of government. There have, however, been no new Canadian carbon taxes introduced since August 2008. Québec and British Columbia remain the only two jurisdictions that have introduced a carbon tax.

7.2 Implications for Tourism and Trade

The impact of Ontario's jet fuel tax hike is still unclear as it pertains to Alberta. On one hand, the increase could have negative ramifications on connecting, inbound tourism to the province, as Toronto serves as Canada's foremost gateway. On the other hand, the increase could improve Alberta's position relative to Ontario in the competition for direct services to Canada, especially as the tax becomes increasingly more onerous.

The impact of potential changes to the tourism and trade sector interests of airport governance structure is still unclear. At this point, the impacts on airports and aviation are not clear. There has been extremely limited public debate to date on possible revisions to airport governance structure, and the airports, air carriers and other stakeholders are likely to have concerns. Discussion within Alberta is needed to enable the development of an informed position. However, it is clear that given the limitations of the current model, the federal government will face pressure to make changes.

Any new federal or provincial carbon tax could potentially impact demand for aviation, and thus tourism, depending on how it is implemented. If the carbon tax is extended to foreign carriers operating in Canada, airlines interested in expanding new services to North America may tend to prefer points in the U.S. to those in Canada (assuming the U.S. lags Canada in implementing such a tax). Creating additional cost and regulatory burdens upon the high level of cost and burden Canadian airports and airlines already face will further hinder the ability of Canadian airports to attract new services and limit tourism and trade opportunities. Again, this will depend on how the tax is implemented. The British Columbia carbon tax is revenue neutral.

7.3 Policy Options

There is likely no need for a position on the Ontario fuel tax, despite the potential impact on the Toronto gateway.

As for airport governance, tourism and trade sector interests should **join the pending discussion of ways to address the limitations of the current airport governance model**. The objective is to create a governance structure that maximizes efficiency, innovation and connectivity.

In the discussion, one option would be to **ensure that no new *Canada Airports Act* is revived** in a form similar to the previous two versions. Adding a burdensome regulatory regime on airports that are likely to undergo significant changes in governance structure simply does not make any sense.

This may be a difficult position to adopt given public concern about environmental impacts of aviation, but the tourism and trade sector interests should advocate in support of **environmental initiatives that do not negatively affect aviation**. An alternative is to encourage voluntary carbon offset purchases, which result in genuine carbon reductions (carbon taxes have no assurance of any reduction) and which do not raise fares on the most price sensitive travellers.

The tourism industry and trade interests should **support subsidies directed towards the development of alternative aviation fuels**. The test flight by Virgin Airlines and others showed the viability of biofuels. Federal support for the development of aviation fuel alternatives could assist the continued growth of aviation, tourism and trade activity

Airport rent, ATSC, regulatory burdens, limited capital support, and restrictive air bilaterals are all sources of additional costs that Canadian airports bear relative to their U.S. counterparts. Tourism and trade sector interests should support **addressing other policy-based cost disadvantages imposed on Canadian aviation**. Addressing these issues likely will more than compensate for any environmental charges aviation is required to bear.

7.4 Recommended Position

The Government of Alberta should **engage with its stakeholders on the preferred means of addressing the limitations of the current governance model**. Consistent with the recommended position on airport rents, it is recommended that the **Government of Alberta advocate that the cost disadvantages imposed on Canadian aviation through fiscal and other policies be addressed**. This is key, particularly in light of new environmental charges the industry will have to bear.

8 Foreign Ownership Limitations

8.1 Policy Issues/Developments

As noted in the 2011 update, in 2009, Bill C-10 established that Governor in Council may by regulation increase that allowable amount of foreign ownership in Canadian airlines to 49% from 25%.

However, while Bill C-10 received Royal Assent, it is surprising that this portion of the Act has still not come into force. It will come into force on a day to be fixed by order of the Governor in Council made by the Minister of Transport.

While Bill C-10 received Royal Assent, the Act has still not come into force.

The air service agreement between Canada and the EU makes provision for the granting of additional access rights subject to the granting of Right of Establishment. This would give EU carriers the ability to own and set up airlines in Canada to operate domestic services. As yet, the federal government has taken no steps towards allowing this.

8.2 Implications for Tourism and Trade

Liberalized foreign ownership provisions would boost tourism and trade volumes by enabling carriers to lower their cost of capital, thus enabling lower cost transportation. It could also result in the launch of new air capacity, either by foreign investment in expansion of existing Canadian air carriers, or by the launch of new air carriers operating within the Canadian market.

Canada has no plans to allow Right of Establishment, which could address the current lack of behind-the-gateway access for foreign carriers.

Increased ownership of Canadian airlines by foreign air carriers would likely lead to stronger ties between carriers, enabling an improved service level and greater market penetration for tourism and trade. Furthermore, benefits of decreased costs, as a result of foreign ownership liberalization, could be passed on to air travelers to alleviate the recent upward pressure on ticket prices and travel fees.

Granting Right of Establishment could be an effective way to improve behind the gateway access. While the code sharing agreement between WestJet and various foreign carriers gives behind-the-gateway access such as only Star Alliance previously enjoyed, there could still be opportunity under Right of Establishment (e.g., Virgin Canada). Transport Canada, however, has given no sign it is amenable to this, despite the encouragement of the Competition Policy Review Panel.

8.3 Policy Options

Tourism and trade sector interests should support **enactment of the 49% foreign ownership provision**. The work has been done, the stakeholders seem to be in accord, and the only thing left to do is enact the provision.

While no momentum appears to have been generated by the Review Panel recommendations on Right of Establishment, the Canada-EU air services agreement opens the door to discussion. The CTA Review is an appropriate venue for advocacy effort by the tourism and trade sectors in support of this. Canadian air

carriers are likely to express concerns; the CTA Review needs to be made aware of the positive impact this could have on inbound tourism and trade

8.4 Recommended Position

It is recommended that the Government of Alberta encourage the Federal government to **enact the new foreign ownership cap of 49%**. It is also recommended that the Federal government be encouraged to support **right of establishment to enable foreign interests to start up domestic Canadian air carriers** in support of inbound tourism and other expected broader economic spin-offs from improved connectivity and competition that will drive increased trade.

9 Visa Policy and Processing

9.1 Policy Issues/Developments

Online Applications. In December 2012, the Government of Canada globally launched Electronic Applications (e-Apps) (also known as Online Submission of Applications (OSAP)) for temporary resident programs. E-Apps moves all of the information submitted with a temporary resident visa application into an electronic format. This will help Citizenship and Immigration Canada (CIC) to manage its workload more efficiently. While it is still a manual process to send passports for processing, the CIC E-Apps system provided advanced/editable PDF forms used to minimize data entry and delays.

Multiple-Entry Visas. Since February 2014, visitors to Canada have been automatically considered for a multiple-entry visa. Multiple-entry visas allow qualified visitors to come and go from Canada for six months at a time for up to 10 years without having to reapply each time. In addition, the fee for the temporary resident visa program will now be reduced from \$150 to \$100 for the processing of either a single or multiple-entry visa. By harmonizing the single- and multiple-entry visa fees, the visa application process will become simpler for applicants and promote tourism and trade by increasing the number of eligible travellers who are able to make multiple visits to Canada.

CAN+ Program. In May 2014, the Government of Canada launched the CAN+ program to facilitate trade and travel with Mexico. Previously, Mexican nationals were required to provide proof of financial support in order to be granted a temporary resident visa to travel to Canada. Under the CAN+ program, Mexican nationals who have travelled to Canada or the United States will be eligible for expedited visa process. By fast-tracking a large number of applications, CAN+ is freeing up visa officers to work on other cases. A six-month pilot of the CAN+ program delivered tangible results: visas were issued in seven days or less with an approval rate of over 95 percent. It is expected that the CAN+ program will speed visa processing for an expected 50 percent or more Mexican travellers to Canada.

In July 2014, CAN+ was extended to Indian nationals. Indian nationals rank in the top 10 source countries of international visitors to Canada – in 2013, more than 130,000 visitor visas were issued to Indian citizens.

Electronic Travel Authorization. In April 2015, Canada will implement the electronic travel authorization system (eTA). The eTA program is a component of the Perimeter Security and Economic Competitiveness Action Plan and will mirror the current U.S. Electronic System for Travel Authorization (ESTA). Before travelling to Canada by air, foreign nationals from visa-exempt countries must apply for an eTA through an online application process. Applicants will be required to pay a \$7 processing fee before submitting their application. The information required for this application would be similar to the personal information that is currently collected by a Canada Border Services (CBSA) Officer at a port of entry in Canada. The eTA program seeks to address an integrity gap in the current program whereby high-risk individuals from visa-exempt countries can travel to Canada on a temporary basis without prior screening.

9.2 Implications for Tourism and Trade

Visa facilitation is recognized as a vital ingredient for tourism development. The UN World Tourism Organization (UNWTO) has issued a number of position papers calling for the removal of visa restrictions. While Canada has made some progress in this regard (i.e., e-Apps, multiple-entry visas, CAN+ program),

it has fallen behind many of its competitors in attracting inbound traffic from key tourism source countries, such as Brazil, Russia, India, and China. The U.S. has reduced visa wait times to an average of 5 days for Chinese and Brazilian nationals, while Canada requires an average of 14 days. As well, the U.K. has invested in products with 24-hour visa turnaround times, similar to Passport Canada's premium service for passport issuance. Similarly, Australia has streamlined the visa application process by allowing electronic passport submissions. In short, the hassle factor for the application process, the uncertainty of processing wait times, and a lack of service options have impeded Canada's ability to develop its tourism profile. These issues can also impact international trade by making business travel to Canada less attractive than to competing jurisdictions.

The U.S. has reduced visa wait times to an average of 5 days for Chinese and Brazilian nationals, while Canada requires an average of 14 days.

9.3 Policy Options/Recommendations

The following policy options supplement rather than conflict with each other. It is recommended that the Government of Alberta support all three:

Improve visa logistics. Reduce the barrier for submitting passports by allowing electronic submissions like Australia. Phase out visas in favour of a rapid Electronic Travel Authorization method.

Faster issuance. Provide a one day "express service" for eligible travellers and explore a Canada/U.S. reciprocal visa program.

Expand access and information. Add additional visa processing centres in high visitor growth regions and allow applicants to provide additional information, if required, so that an application is not rejected.

10 Fiscal Policies Impacting the Cost of Aviation

10.1 Background and Context

The tourism industry has long been, and continues to be, a key stakeholder in Canadian aviation. It has been a strong advocate of improvements in Canada's aviation policies in support of enhanced international inbound tourism and trade from new and growing markets.

In 2013, Alberta Culture and Tourism (Government of Alberta) commissioned an examination into the high cost burden placed on the Canadian aviation industry and what those costs mean in foregone tourism, trade, investment, and productivity gains.

This section includes an update to the 2013 report, specifically the total government receipts from aviation as well as the impacts of the current aviation policies on aviation, tourism and the catalytic impacts on national economic productivity. Data has been updated from 2011 to 2012 figures, and the results are presented as 'per enplaned passenger' and 'per round trip'.¹⁹

While the figures below are based on InterVISTAS calculations, our findings and concerns have been echoed by others, including the Canadian Senate, Conference Board of Canada and SNC Lavalin, Canadian Airports Council, the National Travel and Tourism Coalition and C.D. Howe Institute among others.²⁰

10.2 Tally of Government Receipts from Aviation

10.2.1 Airport Rent

In 1994, Canada implemented the National Airport Policy under which Canada's largest airports were transferred from Transport Canada to private airport authorities. Autonomous airport authorities took over the operation of 26 airports in Canada that together form the National Airport System (NAS).²¹ The airport authorities lease land and airport property from the federal government and pay annual airport rent under long-term lease agreements. Prior to 2005, the amount of airport rent was computed differently for many airports. In 2005, the formula was revised by Transport Canada and is based on airport revenues, applying different rates to different airport revenue brackets.

¹⁹ Statistics Canada counts enplaned passengers. An itinerary with two flights in each direction constitutes one round trip and four enplaned passengers. To make the results more intuitive for passenger decisions, we express our results both 'per enplaned passenger' and 'per round trip.' Some round trips have a single flight in each direction and some have two or more flights in each direction. Based on research we have conducted, our round trip figures are 2.5 times the figures per enplaned passenger.

²⁰ See Standing Senate Committee on Transport and Communications, "One Size Doesn't Fit All: The Future Growth and Competitiveness of Canadian Air Travel", April 2013; Standing Senate Committee on Transport and Communications, "The Future of Canadian Air Travel: Toll Booth or Spark Plug?", June 2012; National Travel and Tourism Coalition Whitepaper: "Looking to 2020: The Future of Travel and Tourism in Canada", October 2010; Canadian Airports Council, "Righting the Canadian Disadvantage, Pre-Budget 2010 Submission"; Conference Board of Canada and SNC Lavalin, "The Economic Impact of the Air Transportation Industry in Canada", April 2013; C.D. Howe Institute, "Excess Baggage: Measuring Air Transportation's Fiscal Burden", February 2007

²¹ Whitehorse, Yellowknife and Iqaluit were transferred to their respective territorial governments.

Rents are based on airport revenues, including Airport Improvement Fee (AIF) revenues. But these are collected only for financing airport capital, not for covering operating costs. Thus the airport rent formula penalises airports with major capital programs. The federal government receives higher rents when an airport's passengers pay higher AIF to finance capital improvement, even though the landlord (the federal government) made none of the investment.

Airport ground rent payments are \$282 million per year.

Per enplaned passenger lease payments are approximately equal to \$5.26 on average, based on \$282 million in total lease payments for the fiscal year 2012-2013 and 54 million in passenger traffic at the 26 NAS airports in 2012. This is equivalent to \$13.14 per average round-trip itinerary. For Alberta's NAS airports,²² per enplaned lease payments are approximately equal to \$4.44 on average, equivalent to \$11.10 per average round-trip itinerary. For both Alberta's NAS airports and the national average, the rent charge per passenger went up over the previous year (2011/12), 2% for the national average and 10% for Alberta's NAS airports.

Further discussion of airport rent and the policy implications can be found in Section 4.

10.2.2 PILT/GILT

Canada's airports that are located on federal government lands are exempt from property taxes.

However, payments in lieu of taxes (PILTs) or grants in lieu of taxes (GILTs) are made by some airports.²³ For the regional/local airports, those operated by Cities typically do not make any PILT/GILT payments, but some of those operated by independent airport societies do make payments. In contrast, airports in the United States, almost without exception, are not required to pay land taxes or grants in lieu of taxes to municipal governments.

The estimated PILT/GILT payments totalled \$127 million for the largest airports in fiscal year 2012/13, or an additional cost of \$2.36 per enplaned passenger (\$5.90 per average round trip itinerary). Alberta's NAS airports paid approximately \$19 million in PILT/GILT payments, equating to \$2.01 per enplaned passenger at the NAS airports (\$5.02 per average round trip itinerary). Both Alberta's NAS airports and the national average per enplaned passenger increased from the previous year (2011/12), 15% and 4% respectively.

In addition to ground rents, airports make PILT/GILT payments to municipal governments.

Nationally, PILT/GILT payments are an additional cost of \$2.36 per enplaned passenger (\$5.90 per average round trip).

Almost without exception, U.S. airports make no PILT/GILT payments.

²² Calgary International Airport and Edmonton International Airport.

²³ It should be noted that several NAS airports are owned and operated by territorial governments (e.g. Yellowknife in the Northwest Territories, Whitehorse in Yukon and Iqaluit in Nunavut), and do not pay PILT or GILT to municipal governments. In addition, PILT/GILT payments for several airports have been substantially reduced to zero previously as a result of airport property tax disputes and subsequent arbitration proceedings between the airport authority and the municipal government (Gander was an example of this, though as of 2013, the airport is making PILT payments).

We do not have data on PILT/GILT payments made by smaller non-NAS airports, often referred to as Regional/Local airports. As indicated previously, such airports that are owned and operated by City governments do not make such payments, while some of those operated by independent airport societies do face PILT/GILT challenges.

10.2.3 Fuel Tax

Canada applies excise taxes on the sale of gasoline and diesel motor fuels, including aviation fuel.²⁴ These accrue to the general treasury, and unlike the U.S., are not reinvested in the aviation sector.

The federal government collects revenue from a fixed excise tax on gasoline and diesel fuel (\$0.10 and \$0.04 per litre respectively) used in domestic air transport. Fuel taxes do not apply to international air services under the requirements of a multilateral treaty Canada has signed.²⁵ A general federal sales tax (GST) of 5% is also applied to the sale of fuel, resulting in a cascading tax effect on the excise tax (i.e., a tax on a tax).

Canada's aviation fuel sales are subject to federal and provincial excise taxes.

These accrue to the general treasury, and unlike the U.S., are not reinvested in the aviation sector.

In addition, some provincial and territorial governments in Canada apply excise taxes and provincial sales taxes (PST) on aviation fuels, including fuels used for international aviation. Several Canadian provinces have combined GST and PST into a single harmonized tax (HST), which cascades on the provincial excise taxes.²⁶

The federal excise tax on aviation fuel leads to an additional cost of \$1.63 per enplaned passenger (\$4.09 per average round trip itinerary). This estimate is based on Canada's total federal excise fuel tax revenues of \$97 million in the fiscal year of 2012-2013²⁷ and the total passenger traffic of 59 million in 2012.²⁸

Including provincial revenues, excise taxes on aviation amount to approximately \$241 million, or \$4.05 per enplaned passenger (\$10.13 per round trip).²⁹ The per passenger total is down approximately 1% from the previous year, though this is due to the increase in passengers as the total amount collected in 2012 was 4% larger than in 2011.

²⁴ Fuels such as propane, natural gas, ethanol and biodiesel are exempt from taxes.

²⁵ Transport Canada, Transportation in Canada 2011, p. 28.

²⁶ The provinces of Ontario, Nova Scotia, Prince Edward Island, New Brunswick and Newfoundland and Labrador currently have a single harmonized sales tax (HST). British Columbia abandoned HST as a result of a provincial referendum in 2011.

²⁷ PWGSC, Revenues, Total Excise Tax – Aviation, FY2013.

²⁸ Total passenger traffic refers to all traffic in Canada, not only the NAS airports. Source: Statistics Canada, Air Carrier Traffic at Canadian Airports - 2012, Table1-2.

²⁹ The provincial fuel tax revenues are rough estimates as neither the Provincial Agencies nor Statistics Canada had data on fuel tax revenue for all provinces. We estimated provincial government revenues from the tax on aviation fuel based on the total volume of aviation fuel sold in the province and the current fixed per-litre rate of the applicable provincial excise fuel tax. We then further adjusted this revenue for the provinces that do not apply fuel tax on international flights (Alberta, New Brunswick, Newfoundland, Quebec and Saskatchewan) based on the actual fuel tax revenues we were provided from a province. This province provided total aviation fuel tax rebate. Their actual estimated revenue from taxable aviation fuel (before rebate) was within 10% of InterVISTAS' estimate.

10.2.4 Security Taxes

The Air Traveller Security Charge (ATSC) is the largest source of revenue from air transportation for the federal government of Canada. The federal government instituted the ATSC in 2002 with the objective of fully financing air travel security. The Canadian Air Transport Security Authority (CATSA) administers air travel security, Transport Canada regulates and oversees air transport security and the Royal Canadian Mounted Police (RCMP) provides officers to administer air travel security. The air travel security functions provided by the above-mentioned federal agencies are funded out of proceeds from the ATSC, a charge levied directly on air travellers departing from Canadian airports.³⁰

The amount of ATSC varies depending on whether the flight is domestic, transborder or international. For domestic flights, the pre-tax security charge ranges from \$7.12 to \$14.25, depending on the number of chargeable enplanements. For transborder flights between Canada and the U.S., the pre-tax security charge ranges from \$12.10 to \$24.21, depending on the number of chargeable enplanements. As international air travel is exempt from the application of sale taxes, the security charge on international flights outside the continental zone is \$25.91.³¹ This would be roughly \$14.25 to \$52 for the average round trip.³²

In the fiscal year of 2012-2013, revenue contributions from the ATSC were \$636 million.³³ Using total air passenger traffic of 59 million and adjusted revenue of approximately \$460 million,³⁴ the estimated average per enplaned passenger fiscal penalty resulting from air travel security charges is \$7.79 (\$15.58 per average round trip).³⁵

10.2.5 Other Aviation Charges

NAV CANADA, the not-for-profit provider of air navigation services in Canada, was required to pay \$1.5 billion for ANS assets previously paid for by passengers when responsibility for air navigation was transferred from Transport Canada in 1996. Users of the air navigation infrastructure in Canada now bear the cost of purchasing the ANS assets as a result of this transfer scheme. Prior to transfer, the cost of financing and maintaining air navigation was paid for out of an Air Transportation Tax – a tax that applied to airfares on domestic and international flights. After transfer, NAV CANADA must assess charges not only to finance ongoing capital investment

The requirement that NAV CANADA, a not-for-profit entity, pay \$1.5 billion for ANS assets previously paid for by the old Air Ticket Tax results in an additional cost of \$0.81 per enplaned passenger (\$2.02 per average round trip).

³⁰ Total passenger traffic refers to all traffic in Canada, not only the NAS airports. Source: Statistics Canada, Air Carrier Traffic at Canadian Airports - 2012, Table1-2.

³¹ Canada Revenue Agency, Air Travellers Security Charge (ATSC) Rates, effective April 1, 2010. CRA defines "continental zone" to include Canada, the United States (except Hawaii) and the Islands of St. Pierre and Miquelon

³² Because the ATSC is only levied on the 1st flight segment of a multi-flight one way itinerary, our round trip estimate uses a factor of 2. There are some cases where the ATSC is levied twice on a passenger on a multi-flight itinerary, but for most travellers they only pay the ATSC once in each direction.

³³ PWGSC, Revenues, Other excise taxes and duties— Air travellers security charge, FY2013.

³⁴ In our computations we only use 73% of the amount of the ATSC as the fiscal burden. This is because the U.S. and other countries typically have a small charge for partial recovery of aviation security costs, with the general treasury contributing the rest. In this report, we thus only use the difference between the US and Canadian approaches, which we estimate as being on average, 73% of the ATSC.

³⁵ Even with the recent increase in the TSA fee charged in the U.S., Canadian passengers still pay more per round trip than their American counterparts.

requirements, but also to cover the cost of past capital investments (already paid for by the users as a result of the previous Air Transportation Tax).

This policy choice has resulted in an additional cost to current passengers, estimated at \$0.81 per enplaned passenger and \$2.02 per round trip. This cost has gone down by less than 1% over 2011, due to the overall increase in passenger traffic as well as the decreased years to maturity of the outstanding long-term debt.

10.2.6 GST/HST Cascading

Currently, one of two general value added taxes can be applied to air transportation in Canada, the goods and services tax (GST) or the harmonized sales tax (HST). The former is a tax applicable to the sale of goods and services in Canada and is sometimes accompanied by a provincial sales tax. The latter includes both the federal and provincial tax components and is in effect in Ontario, New Brunswick, Nova Scotia, Newfoundland and Labrador and Prince Edward Island.³⁶ Generally, GST/HST is not applied on exports of goods or services.

The Goods and Services Tax (GST) and Harmonised Sales Tax are cascading taxes, where a tax is applied on other taxes. While international flights are not subject to GST,³⁷ the tax cascades on other taxes for domestic flights and on certain charges for transborder flights between Canada and the United States. The cascading tax effect occurs when GST/HST is applied on the provincial and federal fuel excise taxes, and on the Air Traveller Security Charge. The cascading impact amounts to \$1.33 per enplaned passenger (\$3.33 per round trip). In Alberta, the average cascading impact amounts to \$0.54 per enplaned passenger, or \$1.34 per round trip.

10.2.7 Total Cost Burden

Provincially, the total cost burden varies as total airport rent, PILT/GILT, and taxes differ across the provinces. For Alberta, the total per enplaned passenger cost is estimated at \$18.54 (\$46.35 per round trip).

Nationally, based on the estimates provided in the previous sections, the fiscal challenges faced by air travellers in Canada totalled \$1.24 billion in 2012. The total fiscal challenge is estimated to be \$22 per enplaned passenger, and for the average round trip itinerary, this would be \$50.

Travellers in Canada face an additional cost of \$22 per enplaned passenger (\$50 per average round trip passenger) as a result of policy burdens imposed on the aviation sector by the federal, provincial and municipal governments.

³⁶ Canada Revenue Agency, GST/HST Rates, as of April 1, 2013.

³⁷ GST/HST is paid on AIFs for international flights.

10.3 The Impacts of the Current Aviation Fiscal Challenge

10.3.1 Aviation

The impact of the current aviation fiscal challenge is calculated using the costs from the previous section, split for each of the three air transport sectors: domestic, transborder and international.

The percentage share of fiscal challenges in the ticket price differs for the three segments, it accounts for 8.8%, 9.4% and 6.7% in the domestic, transborder and international segments, respectively – as shown in **Figure 10-1**. Thus, it is actually highest in the transborder segment, which is a sector where tourism growth to Canada has been lackluster. The average percentage share of fiscal challenges in the ticket price

The fiscal cost challenge on Canadian aviation represents 8.8% of domestic fares, 9.4% of transborder fares and 6.7% of international fares.

for international travel was somewhat lower compared to domestic and transborder, even though average ticket prices for international travellers are the highest. However, because the total fiscal challenges per international passenger are lower (not overall but in relative terms), it results in a lower proportion of fiscal challenges. This is due, in part, to the exemption of international services from the Federal fuel excise tax and the removal of GST. Security charges, however, are higher per passenger.

Figure 10-1

Average Base Airfares per Enplanement and Percentage of Fiscal challenges 2012

	Domestic	Transborder	International
Average fare per enplanement	\$192	\$198	\$445
Total fiscal challenges	\$19	\$21	\$32
Total fare price per enplanement	\$211	\$219	\$477
% fiscal challenges	8.8%	9.4%	6.7%

Source: Statistics Canada: Table 2 Average fares, by sector and fare type group — Canadian air carriers, Level 1 (for international and transborder fares the ratio of international to transborder fares from scheduled services Diio Average Fare Estimates (converted into CAD using PACIFIC Exchange Rate Service) have been applied)

Applying a price elasticity of demand (taken from a report prepared for IATA and Transport Canada models) to the percentage of the total fare attributable to the fiscal challenges results in the estimated percentage decline in traffic. Applying this traffic decline to the total passenger count results in the estimate of the forgone passengers. However, our research indicates that much of the drops in taxes or other costs (e.g., fuel costs) tend to be passed on to consumers, but not in full. Thus a pass through factor needs to be applied to reduce the increase in air travel from elimination of taxes by the amount of

the cost decrease not passed through to consumers. After applying this factor, the additional potential enplaned passengers in 2012 are estimated to be 2.3 million, 0.9 million and 0.8 million in the domestic, transborder and international segment, respectively. In total, it was estimated that roughly 4.0 million additional enplaned passengers could have been counted without the fiscal challenges in place.

The loss in traffic corresponds to a loss in revenue for the airlines as well. In 2012, air passengers in Canada generated a total of \$24.8 billion in airline revenues. However, had the fiscal challenges not been in place, the additional passengers could have generated an additional \$1.6 billion in total airline revenues in 2012.³⁸

The elimination of the fiscal cost burden of Canada's aviation policy would not have a dollar-for-dollar impact on Treasury receipts. Because traffic would increase, there would be offsetting tax increases from the additional economic activity that would take place.

Taxes paid by incremental traffic would offset the forgone revenues.

Figure 10-2 estimates these impacts. It is estimated that there would be a total loss of \$1.3 billion in government revenues. However, these revenue losses would be partially offset by a total of almost \$75 million.

³⁸ These figures somewhat underestimate the higher revenues that would result. Higher demand can be expected to support some increase in airline yields, which is not factored into the results.

Figure 10-2
Government Losses and Offsets
(in \$millions)
2012

	Domestic	Trans-border	Int'l	Total
Revenue Loss				
Airport rent lost revenue	-\$188	-\$63	-\$62	-\$313
PILT/GILT lost revenue	-\$84	-\$28	-\$28	-\$140
Fuel tax lost revenue	-\$58			-\$58
Provincial fuel tax lost revenue	-\$56	-\$36	-\$51	-\$144
Security lost revenue	-\$186	-\$105	-\$223	-\$513
Other lost revenue	-\$29	-\$10	-\$10	-\$48
GST/HST lost revenue	-\$61	-\$4	-\$2	-\$67
Total lost revenue	-\$663	-\$245	-\$376	-\$1,284
Offsets				
Additional airfare sales tax revenues	\$64	\$10	\$0	\$74
Net Revenue Loss				
Net lost revenue	-\$599	-\$236	-\$376	-\$1,210

** It was assumed that 10% of sales tax paid by international and transborder tourists will be claimed*

The direct and total GDP and employment impacts from aviation were also calculated based on the potential traffic.³⁹ Using data on the aviation industry from The Conference Board of Canada, the total employment and economic impacts associated with the additional traffic are estimated to be 20,800 person years of employment and \$1.6 billion in GDP in 2012 as summarized in **Figure 10-3**.

³⁹ InterVISTAS analysis of employment and GDP data from the Conference Board of Canada and SNC Lavalin Report "The Economic Impact of the Air Transportation Industry in Canada", April 2013.

Figure 10-3
Direct, Indirect and Induced Aviation Impact
2012

Type of Impact	Employment Impact (Person Years)	GDP (in \$bil)
Direct	9,400	\$0.7
Total	20,800	\$1.6

Source: InterVISTAS analysis using GDP and Employment figures from Conference Board of Canada and SNC Lavalin report.

10.3.2 Tourism

Tourism is one of Canada’s major industries. It is a sector with a heavy dependence on air access, both the level of connectivity (routes, frequencies, seats) and the price paid for access (i.e., total airfare).

Inbound tourism expenditures could increase by \$4.0 billion if the cost burden was eliminated.

The estimated increase in tourism industry expenditures that would result if the fiscal challenges on aviation were to be eliminated were calculated for both residents and non-residents. Non-resident expenditures were calculated by multiplying the additional passengers by the average expenditure per overnight trip. On the domestic tourism side, it was initially estimated that an additional \$4.9 billion could have been generated without the fiscal challenges in place. However, it is recognised that some of the increase in tourism expenditure may be displacing other domestic expenditure; hence, an adjustment factor of 50% has been applied.⁴⁰ Non-resident and resident tourism revenues estimates are \$1.6 billion and \$2.4 billion, respectively. This gives a total of \$4.0 billion in additional tourism expenditure.

Furthermore, Statistics Canada multipliers were used to estimate the direct, indirect and induced employment generated by each dollar of the potential additional tourism expenditures, as well as wages and GDP. The total employment and economic impacts associated with the additional tourism expenditures are estimated to be 68,600 person years of employment and \$5.2 billion in GDP in 2012 as summarized in **Figure 10-4**.

⁴⁰ There were no publically available econometric studies to quantify the percentage - thus, an adjustment factor of 50% was utilized.

Figure 10-4
Direct, Indirect and Induced Tourism Expenditure Impact
2012

Type of Impact	Total Additional Tourism Expenditure (in \$bil)	Employment Impact (Person Years)	Income (in \$bil)	GDP (in \$bil)
Direct	\$4.0	41,793	\$1.6	\$2.4
Indirect	\$2.8	15,106	\$0.9	\$1.5
Induced	\$2.2	11,723	\$0.6	\$1.3
Total	\$9.1	68,622	\$3.1	\$5.2

Source: InterVISTAS analysis using Statistics Canada national multipliers; figures may not add due to rounding

10.3.3 Catalytic Impacts on National Economic Productivity

Improved air service has a catalytic impact on the economy. That is, it facilitates the success of other sectors of the economy, increasing trade, foreign investment and productivity.

Figure 10-5 provides our updated computations of the catalytic effect on national productivity of removing the fiscal burden on aviation.

The one year impact of increased passenger traffic on national GDP may seem small (“only” \$0.69 billion). But the productivity effect on GDP cumulates each year. Over time, the national productivity impact can be large.

Eliminating the fiscal challenge would increase national productivity and GDP by \$0.69 billion in the first year. This impact is cumulative over the years.

Figure 10-5
Potential Gain in National Gross Domestic Product
2012 and cumulative

Actual passenger traffic in 2012 (in mil)	59.5
Potential additional passengers (in mil)	4.0
Potential additional passengers (in %)	6.7%
Estimated impact of passenger traffic on IATA measure of national air transport connectivity	0.84
Coefficient estimate of increased connectivity on national GDP	0.0068
Impact on GDP (first year)	0.05%
Real GDP in 2012 (in \$bil)	\$1,802
Real GDP increase (first year) (in \$bil)	\$0.69

Source: Statistics Canada, Gross domestic product, current prices

10.3.4 Total Economic Impacts

To obtain the total impact of a policy on the economy, one adds the catalytic impacts to the direct, indirect and induced. This gives a better measure of the overall impact of a policy on what an economy has foregone. Not only is economic impact down in tourism and related sectors due to national policies, national productivity has not grown as much as it could have had more aviation-friendly policies been in place.

Figure 10-6 summarizes this overall impact. In terms of GDP, the overall (direct, indirect, induced, and catalytic) impact is estimated to be \$5.9 billion.

Figure 10-6
Total Economic Impact (Tourism and National Economic Productivity)
2012

Type of Impact	GDP (in \$billion)
Direct	\$2.4
Indirect	\$1.5
Induced	\$1.3
Catalytic	\$0.69
Total	\$5.89

Figure 10-7
Total Economic Impact (Aviation, Tourism and National Economic Productivity)
2012

Total Economic Impacts (\$ billion)				
	GDP		Employment (FTEs)	
	Direct	Total	Direct	Total
Aviation	\$0.7	\$1.6	9,400	21,000
Tourism	\$2.4	\$5.2	42,000	69,000
Catalytic Impact	n/a	\$0.7	n/a	6,800
Total	\$3.1	\$7.5	51,400	96,800

10.3.5 Tax Impacts

There are additional tax revenue offsets that have not been accounted for in the previous sections. First, the removal of the fiscal challenges would increase air travel demand and the additional passengers that would materialise absent the high cost of the aviation fiscal policy would generate additional tax revenues. Specifically, governments would raise additional tax revenues generated by tourism expenditure and the catalytic impact of increased national resource productivity.

Based on the updated figures, had the fiscal challenge been addressed in 2001,⁴¹ instead of the \$1.2 billion the government collected from the industry in 2012, it would have collected \$3.47 billion: \$0.07 billion from incremental air ticket sales taxes, \$0.7 billion in incremental taxes from the tourism industry and \$2.7 billion from increased taxes from a higher level of economic activity generated by the improved productivity from increased aviation connectivity.

If the fiscal challenge had been addressed in 2001, instead of collecting \$1.2 billion from the industry in 2012, government would have collected almost \$3.5 billion, with \$2.7 billion coming from taxes on a higher level of economic activity.

10.4 Relevance for the CTA Review

The previous sections highlighted the additional costs faced by air travellers in Canada and the total impacts of Canada's fiscal policies towards aviation. Both are important to highlight in regards to the upcoming review of the *Canada Transportation Act*.

The mandate of the review includes the specific issues related to the vitality of the Canadian aviation sector as well as competitive position in light of cost and market factors. The fiscal challenge caused by the policies put in place by the Canadian government should be reviewed in this context as higher costs lead to reduction in air travel demand. The additional challenges faced by an air traveller in Canada also a put strain on Canada's ability to compete in the market, as in many cases travellers have the ability to look elsewhere (for example, crossing the border to fly from an American airport). Charges such as the airport rent and PILT/GILT put Canadian airports at a disadvantage to their American counterparts; the American airports are subsidised by their government, not penalized for major capital programs.

The mandate of the review also states that the current policy framework should be reviewed to ensure the current policies help Canada remain competitive and prosperous. The current policies have been shown to place an additional burden on both air travel and tourism in Canada. Canada's current fiscal challenges on the aviation industry have resulted in air travel that costs more and have resulted in roughly 4.0 million fewer travellers. This has resulted in a loss of tourism revenues of \$4.0 billion and even greater impacts on national economic productivity. The current policies have not given Canada a competitive advantage, and economic growth and prosperity have also been shown to be hindered. The current policies need to be updated to ensure that air travel, tourism, and in turn, national economic productivity remains stable in the face of higher costs and global competition.

⁴¹ The policy change towards aviation began in 1992 with the first airport transfers, was largely in place by 1996 with ANS commercialisation, and was virtually complete by 2001. To be conservative, we compute the productivity gain from 2001 rather than an earlier point.

11 Global Regulatory Initiatives

11.1 Policy Developments

The environmental impact of aviation continues to be an important concern, and governments have continued with the development of regulations to moderate aircraft emissions. In 2012, the European Union put in place an emissions-trading scheme that made it mandatory for all airlines using EU airports to pay a price for emitting CO₂ during a flight.

The EU-ETS was divisive from the outset and faced opposition from more than 20 countries. The most controversial feature of the scheme was that it applied to all emissions from all flights taking off from or landing in the EU, even if the carrier was a non-European airline and even though the majority of the emissions from that flight would be emitted outside EU airspace.

Against a backdrop of international legal and diplomatic protest, the European Commission suspended the operation of the EU-ETS insofar as it related to international aviation – this was called the “Stop the Clock” decision. The stated purpose of the suspension was to give ICAO time to develop a global consensus on a system to address international aviation emissions.

The European Commission suspended the operation of the EU-ETS insofar as it related to international aviation – known as the “Stop the Clock” decision.

In October 2013, the ICAO Assembly concluded two weeks of negotiations by agreeing to develop a global scheme constructed on market-based measures to limit CO₂ emissions from international aviation. The agreement calls for appropriate measures to be finalised at the next ICAO Assembly in 2016, and to be implemented by 2020. Pending the development of a global scheme, the ICAO Assembly resolved that when states design new schemes and implement existing schemes, they should (i) engage in bilateral or multilateral negotiations with other states to reach an agreement; and (ii) grant exemptions to developing states whose total revenue tonne kilometres of international civil aviation is less than 1 percent.

ICAO is developing a market-based, global emissions scheme to be finalised in 2016 and implemented by 2020.

On April 2, 2014, the European Parliament voted by nearly a four-to-one margin to maintain through December 31, 2016 the exemption for flights by covered operators originating or ending outside the European Economic Area (EEA). If by the conclusion of its next triennial assembly in Autumn 2016, ICAO fails to deliver the framework for a global emissions trading market-based measure capable of implementation worldwide by 2020, then the original full scope of the EU-ETS will return, effective January 1, 2017.

11.2 Implications for Tourism and Trade

It is not yet clear how much of an impact ICAO’s market-based scheme will have on airfares, but the general feedback suggests that it is a more carrier-friendly alternative to the EU-ETS. In the event that ICAO’s scheme fails to be implemented, the potential is there that the additional cost burden associated with the ETS regulatory compliance by Canadian carriers would increase ticket prices as fixed capital

costs and variable operating costs trickle down to consumers and shippers. Given the vast distance between travel points in Canada and the EU, member state charges will be relatively high, and inflated travel costs may adversely affect the realization of tourism and trade potential between Canada and the EU.

11.3 Policy Options

Until ICAO finalizes the parameters for its global emissions scheme in 2016, the related proceedings should not have any impact on Canadian aviation industry.

Similar to the situation concerning domestic policies concerning environmental charges, there are other areas of cost burden that should be addressed to make room for carbon charges. Airport rent, ATSC, regulatory burdens, limited capital support, and restrictive air bilaterals are all sources of additional costs that Canadian airports bear relative to their U.S. counterparts. **Addressing these cost issues** will more than compensate for any environmental charges aviation is required to bear.

11.4 Recommended Position

It is recommended that the Government of Alberta **advocate that existing policy-based cost disadvantages imposed on Canadian aviation by government be addressed in order that any new environmental charges the industry must bear can be accommodated.**

Appendix A: List of Abbreviations

ACAP	Airport Capital Assistance Program
ACTA	Association of Canadian Travel Agencies
ASA	Air Services Agreement
ATAC	Air Transport Association of Canada
ATSC	Air Traveller Security Charge
ATAC	Air Transport Association of Canada
CAC	Canadian Airports Council
CARAC	Canadian Aviation Regulation Advisory Council
CATSA	Canadian Air Transport Security Authority
CBSA	Canada Border Services Agency
CTA	Canadian Transportation Agency or Canada Transport Act
CTC	Canadian Tourism Commission
ETS	Emissions Trading Scheme
EU	European Union
FTA	Free Trade Agreement
GATS	General Agreement on Trade and Services
GHG	Greenhouse Gas
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
NAS	National Airport System
WHTI	Western Hemisphere Travel Initiative
WTO	World Trade Organization

Appendix B: Recent Air Service Agreements

Since the introduction of Canada's Blue Sky policy in November 2006, Canada has concluded new or expanded Air Transport Agreements covering over 80 countries. It is often difficult to determine precisely what is allowed under each individual agreement, as many of them have confidential annexes that only the federal government and the airlines are privy to.⁴² However, these agreements appear to break down as follows:

- **Open Skies-type agreements** with 16 countries: Barbados, Brazil, Costa Rica, Curaçao, the Dominican Republic, El Salvador, Honduras, Iceland, Ireland, Jamaica, New Zealand, Nicaragua, Sint Maarten, South Korea, Switzerland, and Trinidad and Tobago. These agreements allow fifth freedom services, which are key to developing thin passenger markets and cargo services in support of trade.
- **Restricted agreements** with 20 countries: Algeria, China, Cuba, Egypt, Ethiopia, Haiti, India, Japan, Jordan, Malaysia, Mexico, Morocco, Pakistan, Panama, Peru, the Philippines, Saudi Arabia, Singapore, South Africa and Turkey. Depending on the particular nation, these agreements maintain restrictions on which points can be served and a number of them have capacity limitations as well.
- **New first-time agreements** with 21 countries: Azerbaijan, Bahrain, Bangladesh, Burkina Faso, Burundi, Colombia, Croatia, Ecuador, Gambia, Kenya, Kuwait, Macedonia, Paraguay, Qatar, Rwanda, Senegal, Serbia, Sierra Leone, Togo, Tunisia and Uruguay.

The Comprehensive Air Transport Agreement between Canada and the European Union's 28 member states (including Ireland and Croatia) was also reached in 2009. This is an ambitious staged agreement that will provide increased airline access when certain ownership restrictions are relaxed. When foreign ownership restrictions are raised from 25% to 49%, fifth freedom rights are available for passenger services (limited to the EU, Morocco, Switzerland and other members of the European Common Aviation Area) as well as and seventh freedom rights are available for all-cargo services. When Right of Establishment is granted, unlimited fifth freedom rights are granted. When all foreign ownership restrictions are removed, airlines will be permitted to add cabotage services.

⁴² In a change from the historic approach, Canadian airports have for a number of years been provided with copies of agreements, including confidential MOUs, but are prohibited from sharing that with other stakeholders, including provincial governments. There is evidence, however, that not absolutely everything is shared.

Appendix C: Freedoms of the Air

Since nations have sovereignty over their airspace, different types of access were developed to accommodate different air carrier needs. Nine types of access to airspace have been defined, and are known as “freedoms of the air.” The first two freedoms are for transit only, and do not bestow any permission to carry traffic to, from or within that nation. The remaining seven freedoms all grant various types of rights to carry traffic. In some cases traffic will be defined as cargo only; in the majority of cases the rights are for the “transport of passengers and cargo, including mail, separately or in combination.”

In general, the more liberal the freedoms granted, the better air carriers can respond with innovative services to meet the market demands. Thus tourism and trade interests would be better served the more liberal the freedoms of the air that are granted.

First Freedom rights merely allow an aircraft to fly through a nation’s airspace on its way elsewhere. For example, it allows WestJet to fly through U.S. airspace on its services to Mexico. **Second Freedom** rights allow an aircraft to enter a nation’s airspace, land for non-traffic purposes (e.g., to refuel, take on supplies) and depart. No passengers or cargo can board the aircraft or disembark. Collectively, these two freedoms are known as **Transit Rights**.

First Freedom



Second Freedom



At the Chicago Convention in 1944, while no multilateral agreement was reached on the other rights, the participating nations did agree to provide aircraft of the signatory nations transit rights for all other signatory nations. While Canada originally signed this agreement, it later withdrew because of a dispute with the U.K. Canada remained out of the agreement as it anticipated being able to use its ample airspace as leverage in traffic rights negotiations.

The remaining freedoms are known as **Traffic Rights** as they involve the ability to take on board, or offload, traffic moving between the two nations, between the other nation and a third nation, or within the other nation.

Third Freedom rights allow a carrier to take traffic from its home country and disembark it in another nation. **Fourth Freedom** rights allow a carrier to take traffic on board in that other country and carry it to its home country. Since passenger traffic typically travels on a return-trip basis, and the economics of flying one leg of the journey empty simply does not work, these rights are always granted together. These two rights are the basis for most international passenger services.

Third Freedom



Fourth Freedom



The next set of traffic rights involves air transport between three nations. **Fifth Freedom** rights enable a carrier to operate from its home country to another nation, drop off and pick up traffic there, and carry its passengers and cargo to a third nation. The journey must either originate, or terminate, in the carrier's home country. This traffic right is valuable for thin developing markets where it takes the passenger traffic of two nations to provide the volume to make a service to the third nation viable. Fifth freedom rights are also valuable for cargo, which unlike passengers, typically flows in a very unbalanced manner.⁴³ Cargo carriers often have to string together a number of service points to compensate for those certain legs that generate limited volume on their own. For example, Air Canada once operated an around the world cargo service using DC-8 freighters that landed at airports in several different countries, taking advantage of fifth freedoms to make the entire service viable.

Sixth Freedom rights also involve two countries, but link them via the carrier's home country. In effect, the carrier uses its fourth freedom rights to pick up traffic in a foreign nation and bring it to its home nation, and then uses its third freedom rights with another nation to take its own, and the first country's traffic, to yet another nation. While a carrier could operate in this manner without formal approval of the other nations (assuming it had the underlying third and fourth Freedom rights), it would not be able to market this service as connecting the two foreign nations. Traffic would have to figure out it can get to another nation by using neither its nor that other nation's carriers, but the carrier of third party via that other country. Formal approval of sixth freedom rights enables a carrier to offer that service on a through basis. Air Canada is attempting to establish Toronto Pearson as a global hub based on sixth freedoms.

⁴³ Even if far more passengers are generated by one nation than the other, since the passengers return to their starting point, traffic volumes tend to be similar in both directions. Cargo, on the other hand, generally does not return. Thus if one country is generating the bulk of the cargo, there is little volume for the return trip. Linking in a third nation offers additional cargo traffic opportunities that could improve the utilization of the aircraft and hence the viability of the service.

Fifth Freedom



Sixth Freedom



Seventh Freedom rights involve transport between two foreign nations on a service that neither begins nor ends in the carrier's home nation. In essence, it is a fifth freedom service without the connection to the home market. Seventh freedom rights are less common for passenger services than for cargo services; indeed, the U.S. definition of Open Skies includes open first, second, third, fourth, fifth and sixth rights, and seventh freedom rights for cargo only. Nations have been more amenable to seventh freedoms for cargo since many of them do not have all-cargo operators, and thus allowing a carrier of another nation to provide this service is viewed in a more positive light. Passenger seventh freedom services tend to be viewed as "poaching" traffic from its flag carriers.

Seventh Freedom



The final two freedoms are variations of cabotage service: the ability of a foreign carrier to provide domestic services within another nation. **Eighth Freedom** rights have a domestic leg as part of an international service either to or from the carrier's home nation. **Ninth Freedom** rights do not require the connection to the carrier's home country. In essence this would allow a carrier to base an aircraft in another nation and provide domestic services there. The granting of cabotage rights has historically been rare; indeed, it is prohibited by law in both Canada and the U.S. Cabotage rights, however, are starting to become more common. They have been granted to EU carriers for services within member states, and Australia and New Zealand have exchanged such rights. A subset of the MALIAT signatories has also granted cabotage rights (though obviously not the U.S.)

Eighth Freedom



Ninth Freedom



There is one final air access issue that should be noted, despite the fact it is not a traffic “freedom.” This is “**Right of Establishment.**” Right of Establishment is the ability of a foreign investor(s) to establish a domestic air carrier in another nation. Currently, in order to receive a license to operate a domestic service in Canada, federal legislation requires the carrier to be substantially owned and controlled by Canadians. Foreign interests can own shares in Canadian air carriers, but to a maximum of 25%. This limit can be raised to 49% through an Order in Council, but to increase beyond that and eliminate the requirement of “control in fact” would require amendment of the legislation. Right of Establishment is allowed within the European Union, and in select bilateral relationships such as Australia-New Zealand.

The difference between granting cabotage rights for a foreign-owned carrier to operate domestically in Canada, and granting a foreign investor the right to establish a domestic carrier in Canada is actually significant. In the case of cabotage, the air carrier is considered foreign and is subject to that nation’s aviation safety regime. It would operate using aircraft registered overseas and using foreign crews. Under Right of Establishment, the air carrier would be considered Canadian, the aircraft would be registered in Canada, and Canadian crews would be used.



Prepared by

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www.intervistas.com



MACKENZIE COUNTY REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	November 12, 2014
Presented By:	Joulia Whittleton, Chief Administrative Officer
Title:	International Day for Persons with Disabilities

BACKGROUND / PROPOSAL:

The La Crete Continuing Care Centre is planning a celebration in La Crete for the International Day for Persons with Disabilities (IDPD).

They are requesting that a County representative attend and speak on what the County is doing for the Persons with Disabilities in La Crete, or what the County's future plans are in making the community more friendly for persons with disabilities.

The International Day for Persons with Disabilities is December 3, 2014.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION:

For discussion.

Author: C. Gabriel Reviewed by: _____ CAO _____

International Day of Persons with Disabilities

The United Nations recognizes International Day of Persons with Disabilities (IDPD) each year on December 3rd. The intent of this day is to increase awareness and understanding of persons with disabilities and to celebrate their contributions.



Council seeks opportunities to promote IDPD in Alberta. Support and some funding is available to help organizing committees hold IDPD events in their communities. [Premier's Council on the Status of Persons with Disabilities Awards](#) are often presented at these events.

[Apply](#) for funding by September 15, 2014.

If you require the IDPD funding application in alternate format, contact the [Council office](#).

More information about IDPD is available on the [United Nations' website](#).

Created:

Modified: 2014-09-05

PID: 14939

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PID:14939



MACKENZIE COUNTY REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	November 12, 2014
Presented By:	Joulia Whittleton, Chief Administrative Officer
Title:	Information/Correspondence

BACKGROUND / PROPOSAL:

The following items are attached for your information, review, and action if required.

- Correspondence – Teamsters Canada (TV Ad on Rail Safety)
- Correspondence (Tri-Council) – Bernier, Maxime (Temporary Foreign Workers)
- Correspondence – AUMA (APEX Supplementary Pension Plan)
- Correspondence – Town of High Level (CRU Enhanced Policing)
- Correspondence – Alberta Transportation (AB Municipal Water/Wastewater Partnership – La Crete Sewage Lagoon)
- Correspondence (Tri-Council) – Office of the Prime Minister (Temporary Foreign Workers)
- Correspondence – VSI Services (Annual General Meeting)
- Correspondence – VSI Services (VSI Expenditures)
- Mackenzie Library Board Meeting Minutes
- Mackenzie Housing Management Board Meeting Minutes
- La Crete Recreation Board Meeting Minutes
- AAMDC Fall 2014 Resolutions
- FCM Sustainable Communities Conference
- True North Health Advisory Council Meeting Agenda
- Alberta Planning Exchange Newsletter – September 2014
- Northern Alberta Elected Leaders
- Northern Alberta Water and Wastewater Stakeholders

RECOMMENDED ACTION:

That the information/correspondence items be accepted for information purposes.

Author: C. Gabriel **Review by:** _____ **CAO** JW



October 21, 2014

Subject: Teamsters Canada's TV ad on rail safety

Mr. Bill Neufeld
Mayor of Mackenzie County
PO Box 640
Fort Vermilion, AB T0H 1N0

As you may remember, after the Lac-Mégantic disaster, I sent you a letter concerning the rail industry's self-regulation.

In the last few months, the Teamsters have worked tirelessly to improve the safety of rail workers and the Canadian public.

Our latest initiative is an ad campaign broadcast on Sportsnet, TSN, TVA Sports and RDS. The 30-second spots invite the federal government to hire more inspectors to ensure stricter application of rail safety regulations.

You can view the French version at: teamsters.ca/PubRail

The English version is available at: teamsters.ca/RailAd

It appears that the Honourable Lisa Raitt, Minister of Transport, has agreed to our request and made a promise on social media to increase the number of inspectors. While we commend her decision, much work remains to be done.

More specifically, there are two other very important issues that must be addressed: the self-regulation and fatigue management.

Once again, it is everyone's responsibility, especially elected officials, to speak out about the problems that exist in the rail industry. We owe it to both the victims of Lac-Mégantic and the Canadian public.

I would be happy to answer any questions you may have.

Solidarity,

Robert Bouvier
President
Teamsters Canada

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OCT 31 2014

**MACKENZIE COUNTY
FORT VERMILION OFFICE**



Maxime Bernier

Député de Beauce



Ottawa, October 23rd, 2014.

Crystal McAteer, Mayor
Town of High Level
Bill Neufeld, Reeve
Mackenzie County
Boyd Langford, Mayor
Town of Rainbow Lake
4511 – 46e Avenue, Box 640
Fort Vermilion, AB
T0H 1N0

Mrs. McAteer,
Mr. Neufeld,
Mr. Lanagford,

I acknowledge reception of your letter dated September 30th, expressing your concerns about the Temporary Foreign Workers Program.

I read your comments with great interest and rest assured that I will discuss this important matter with my colleague Chris Alexander.

Please accept my best regards,

Maxime Bernier
M.P. for Beauce
Minister of State (Small Business & Tourism)
Minister of State (Agriculture)

RECEIVED
OCT 31 2014

**MACKENZIE COUNTY
FORT VERMILION OFFICE**

Chambre des communes

Pièce 481, Édifice de la Confédération
Ottawa (Ontario)
K1A 0A6
Tél : 613 992-8053
Télééc : 613 995-0687
Courriel : maxime.bernier@parl.gc.ca

Circonscription

11535, 1^{er} Avenue, bureau 430
St-Georges (Québec)
G5Y 7H5
Tél : 418 227-2171
Télééc : 418 227-3093
Sans frais : 1 888 470-2171
Courriel : maxime.bernier.c1a@parl.gc.ca

Circonscription

1068, boul. Vachon Nord, bureau 225
Ste-Marie (Québec)
G6E 1M6
Tél : 418 387-4224
Télééc : 418 387-8124
Courriel : maxime.bernier.c1a@parl.gc.ca



TOWN OF HIGH LEVEL

From the Office of

Crystal McAteer, Mayor

Municipal Building

10511-103 Street, High Level, Alberta T0H 1Z0

Tel: 780-926-2201 Email: cmcateer@highlevel.ca

October 28, 2014

Public Security Division
Solicitor General and Public Security
10th Floor, John E. Brownlee Building
10365-97 Street
Edmonton, AB
T5J 3W7

Attn: Mr. Bill Sweeney, Assistant Deputy Minister

RE: Enhanced Policing Agreement Town of High Level – Crime Reduction Unit

Further to my letter of March 11, 2014 to Minister Denis, please accept this letter as formal notification of non-renewal of the Enhanced Policing Agreement between the Town of High Level and The Province of Alberta dated September 30, 2011.

The Town has seen escalated costs in this position and resolved at our October 27th, 2014 Council meeting to not renew the agreement.

I would like to thank the Province and the RCMP for the service of this position over the past three years.

Please advise me if there are any further actions required on behalf of the Town of High Level.

Yours truly,

Crystal McAteer, Mayor

Cc: S/SGT Peter Pilgrim, RCMP High Level Detachment
Reeve Bill Neufeld, Mackenzie County

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MACKENZIE COUNTY
FORT VERMILION OFFICE

October 30, 2014

Our File: 1560-WWP-MACK-7

Mr. Bill Neufeld
Reeve
Mackenzie County
PO Box 640
Fort Vermilion, Alberta
T0H 1N0

Dear Reeve Neufeld:

**Re: Alberta Municipal Water/Wastewater Partnership
La Crete Sewage Lagoon Expansion Project**

Please be advised that \$632,594 is currently being processed for Mackenzie County. This amount represents an advance payment under the Alberta Municipal Water/Wastewater Partnership program and is provided to assist you with the La Crete Sewage Lagoon Expansion project expenditures incurred from July 11, 2014 to October 17, 2014.

We are pleased to assist you with this worthwhile endeavour.

Yours truly,



Danny Jung, P.Eng.
Acting Regional Director

CB/ljl

cc: Honourable Frank Oberle, MLA Peace River
Dave McIntyre, Water/Wastewater Specialist, Alberta Transportation

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MACKENZIE COUNTY
FORT VERMILION OFFICE



Ottawa, Canada K1A 0A2

October 30, 2014

Her Worship Crystal McAteer
Mayor of the Town of High Level

Bill Neufeld
Reeve, Mackenzie County

His Worship Boyd Langford
Mayor of the Town of Rainbow Lake

Mackenzie Regional Alliance of Municipalities
4511-46 Avenue, Box 640
Fort Vermillion, AB T0H 1N0

Dear Mayor McAteer, Reeve Neufeld, and Mayor Langford:

On behalf of the Prime Minister, thank you for your correspondence of September 30 regarding the Temporary Foreign Worker Program (TFWP). Please rest assured your concerns have been reviewed and noted.

We have taken the liberty of forwarding your correspondence to the Hon. Jason Kenney, Minister of Employment and Social Development, for his attention. As the TFWP falls under Minister Kenney's jurisdiction, we would encourage you to dialogue directly with his office.

Once again, thank you for taking the time to write.

Sincerely,

Salpie Stepanian
Assistant to the Prime Minister

/gg

cc: The Hon. Jason Kenney, P.C., M.P., Minister of Employment and Social
Development and Minister for Multiculturalism

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MACKENZIE COUNTY
FORT VERMILION OFFICE

V.S.I. SERVICES (1980) LTD

A nonprofit organization providing veterinary care in Alberta

BOX 202

FAIRVIEW, AB T0H 1L0

October 30, 2014

Mr. John W. Driedger
Mackenzie County
Box 640
Fort Vermilion, AB T0H 1N0

Dear John, VSI Representative
The **Annual General Meeting (AGM)** of V.S.I. Services (1980) Ltd. will be held on **Friday November 28, 2014 at 10:00 a.m. in Peace River Legion – 10103 – 101 St.** Peace River.

Note: If you require accommodation in Peace River the Western Budget Motel is recommended. They can be contacted by phone at 780-624-3445 or by fax at 780-624-3544.

The following documents are enclosed:

1. Agendas for the AGM and Board of Directors meetings
2. Minutes of the 2013 AGM
3. Minutes of the 2013 Board of Directors meeting
4. Financial Statement for 2013

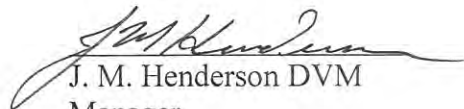
These documents have also been sent to your CAO Ms. Joulia Whittleton. Please advise Joulia if you are unable to attend this meeting so that arrangements can be made for an alternate to attend in your place.

Once again a recommendation will be made to base the 2015 VSI fee schedule on the rates suggested by the Alberta Veterinary Medical Association. Based on information received from the AB.VMA it looks like they will be going with a 3.0% increase. I will get their final recommendation in a couple of days.

I thank you for your support of VSI in the past and look forward to continuation of the VSI program in your jurisdiction in 2015.

If you have any questions please feel free to contact me. Thank you

Thank you


J. M. Henderson DVM
Manager

Encl.

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MACKENZIE COUNTY
FORT VERMILION OFFICE

AGENDA
V.S.I. MEMBERS MEETING
Friday November 28, 2014
ROYAL CANADIAN LEGION
10103 – 101 St.
PEACE RIVER
10:00 A.M.

1. Call to Order
2. Introductions
3. Additions to the Agenda
4. Approval of the Agenda
5. Minutes of the November 21, 2013 meeting
6. Business Arising from the Minutes
7. Manager's Report
8. VSI Update (Round Table Discussion)
Note: At this time Municipal Representatives will be asked to state their intended level of support for V.S.I. in 2015
9. Approval of New Members
10. Deletions from Membership list
11. Nominations for Veterinary Directors
12. Other Business
 - a) Report on "Clinic Usage Fee" & related recommendations
 - b) Appropriate use of code 56
 - c) Clarification of services covered in "Inclusive Codes" e.g. stitch removal in surgical codes
 - d) Claims for referral cases
 - e) Right to refuse services under V.S.I.
 - f) Review of 2015 fee schedule
 - g) Items from the floor
13. Adjournment

AGENDA
V.S.I. BOARD OF DIRECTORS MEETING
Friday November 28, 2014
ROYAL CANADIAN LEGION
10103 – 101 St.
PEACE RIVER
10:00 A.M.

Immediately following the V.S.I. Members Meeting

Note: VSI members and other invited guests can participate in this meeting but only the Directors have a vote.

1. Call to Order
2. Additions to the Agenda
3. Approval of the Agenda
4. Minutes of the November 21, 2013 Board of Directors Meeting
5. Appointment of Directors for 2015
6. Retiring Directors.
7. Auditor's Report – 2013 Financial Statements
8. Appointment of the Auditor for the 2014 Fiscal Year
9. Approval to destroy V.S.I. claim forms and contracts up to and including 2007.
10. Requisitions for 2015
11. Items brought forward from the AGM
12. Veterinary Fee Schedule for 2015
13. Review of President's Honorarium
14. Election of Executive
15. Other Business
 - a) Appointment of Manager for 2015
 - b) Other
16. Adjournment

**Minutes
Annual General Meeting
VSI Services (1980) Ltd
November 21, 2013**

Attendees

<u>NAME</u>	<u>MUNICIPALITY</u>
Dale M ^c Queen	Woodlands County #15
Les Urness	MD of Greenview #16
Gerald Manzulenko	Birch Hills County #19
Lawrence Andruchiw	Saddle Hills County #20
Jake Klassen	Clear Hills County #21
Terry Ungarian	County of Northern Lights #22
Walter Sarapuk	Mackenzie County #23
David Fox	MD of Bonnyville #87
Darren Fulmore	MD of Lesser Slave River #124
Ken Matthews	MD of Big Lakes #125
Robert Brochu	MD of Smoky River #130
Doug Dallyn	Northern Sunrise County #131
Yves Mercier	MD of Spirit River #133
Orwell Bettensen	MD of Peace #135
Peggy Johnson	MD of Fairview #136
Richard McWatt	North Peace Animal Hospital – Fairview
Sheryll Hudye	High Prairie Veterinary Clinic
Jim Henderson	VSI Manager

OTHERS

Dr. Wendy Quist	Frontier Veterinary Services – Fort Vermilion
Dr. Tara Guglich	Mighty Peace Veterinary Clinic - Grimshaw

REGRETS

Wanda Austin	Lac La Biche County #18
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1. Call to Order
The meeting was called to order by Vice-president Peggy Johnson at 10:00 a.m.
2. Introductions
Peggy Johnson introduced herself and stated that she was representing the MD of Fairview #136. She then asked the other attendees to do the same. During the introductions the meeting was advised that Walter Sarapuk was an alternate for John Driedger for Mackenzie County, Ken Matthews was an alternate for Dave Marx for the MD of Big Lakes #125 and Les Urness was an alternate for Dale Smith for the MD of Greenview #16.
3. History of VSI
Dr. Henderson was asked to give a brief history of V.S.I. primarily for the benefit of those that were new to V.S.I.

P2 Annual General Meeting - November 21, 2013

4. Additions to Agenda
Peggy Johnson asked for any additional agenda items. None were brought forward.
5. Approval of the Agenda
It was moved by Doug Dallyn that the agenda be adopted as presented.

CARRIED

6. Minutes of last AGM – November 23, 2012
Upon being advised that the meeting participants were ok with approving the minutes as circulated Peggy Johnson asked if there were any errors or omissions

Darren Fulmore advised the meeting that there was no “c” in the name of Murray Kerik.

It was moved by Terry Ungarian that the minutes of the November 23, 2012 Annual General Meeting be approved with correction of the name Kerik.

CARRIED

7. Business arising from the minutes
Peggy Johnson asked if there was any business arising from the minutes other than what was already on the agenda.

No new items of business arose.

8. Manager’s Report
Dr. Henderson was called upon to give the Manager’s report. The report included the reading of a letter that had been sent to the Alberta Veterinary Medical Association (AB.VMA) pertaining to the development of a fee to cover the provision of help for veterinarians that were not comfortable in working alone after hours.

Doug Dallyn moved that the Manager be directed to write another letter to the AB.VMA expressing VSI’s support for the development of a “Work Alone Policy” including a specific fee for the same.

CARRIED

It was moved by Doug Dallyn that the Manager’s Report be accepted.

CARRIED

A copy of Dr. Henderson’s report, including the letter to the AB.VMA is attached to the file copy of these minutes.

P3 Annual General Meeting - November 21, 2013

9. VSI Update (Round Table Discussion)

All of the municipal representatives were asked to indicate the level of support that their jurisdiction had approved for VSI in 2014.

All representatives of the 15 jurisdictions in attendance indicated that they would be providing the same level of support that they gave in 2013.

For the record these levels were as follows:

MD of Fairview #136

70% coverage with no limits on services

Saddle Hills County

50% coverage with no limits on services

MD of Lesser Slave River #124

60% coverage with a limit of 7 bulls and 200 cows for semen testing & pregnancy testing respectively

County of Northern Lights

50% coverage with no limits on services

MD of Big Lakes #125

50% coverage with no limits on services

Northern Sunrise County

50% coverage with no limits on services

Clear Hills County

50% coverage with limits of 3 caesareans for sheep & cattle, 8 semen tests for bulls, 2 semen tests for rams and 150 pregnancy tests for cattle

Mackenzie County

50% coverage with no limits on services

Birch Hills County

50% coverage with no limits on services

MD of Greenview #16

50% coverage with no limits on services

MD of Peace #135

50% coverage with no limits on services

MD of Bonnyville #87

50% coverage with a limit of 20 semen tests

Woodlands County

50% coverage with a limit of 20 bulls and 400 cows for semen testing & pregnancy testing respectively

P4 Annual General Meeting - November 21, 2013

VSI Update (Round Table Discussion) – continued

MD of Spirit River #133

70% coverage with a limit of 7 semen tests for bulls

MD of Smoky River #130

50% coverage with no limits on services

Mackenzie County

50% coverage with no limits on services

Lac La Biche County

Jim Henderson reported that he had been advised that Lac La Biche would be continuing with a 60% level of coverage with no limits on services.

9. Approval of New Members

It was reported that the following veterinarians had applied for VSI membership:

Dr. Megan Beal	North Peace Animal Hospital – Fairview
Dr. Navjot Singh Gosal	Smoky Lake Veterinar Clinic – Lac La Biche
Dr. James Irwin	Barrhead Veterinary Clinic
Dr. Eric LaPorte	Bonnyville Veterinary Clinic
Dr. John Pegg	High Prairie Veterinary Clinic
Dr. Mike Politis	Barrhead Veterinary Clinic

It was moved by Gerald Manzulenko that Drs. Beal, Gosal, Irwin, Laporte, Pegg, and Politis be approved as V.S.I. members.

CARRIED

Dr. Henderson reported that the following veterinarians have just recently been sent a contract and haven't had time to apply for membership.

Dr. Melissa Hittinger	Bellis Veterinary Clinic
Dr. Meghan M ^c Carty	Greenview Veterinary Clinic – Valleyview
Dr. Sven Pohl	Westlock Veterinary Center
Dr. Patty Tulloch	Westlock Veterinary Center

There was agreement that any of these veterinarians should be accepted as members providing an application is received by December 31, 2013.

11. Deletions from Membership list

It was reported that Drs. Joe Butterweck, Tanya Groundwater, Gudrun Gunther, Carole Kamienicki, Bronwyn Ragetli, & Dewey Stickney did not sign a 2013 VSI contract thus are no longer eligible to be members of VSI.

Walter Sarapuk moved that Drs. Butterweck, Groundwater, Gunther, Kamienicki, Ragetli, & Stickney be removed from the VSI membership list.

CARRIED

P5 Annual General Meeting - November 21, 2013

The Manager was asked to provide all of the jurisdictions with a listing of veterinarians that are currently under contract. This information is to be sent to all of the agricultural fieldmen by e-mail

It was reported that as of this date fifty (50) veterinarians out of the sixty seven (67) that signed a 2013 contract are members of VSI. We are up four (4) veterinarians under contract from 2012 and our VSI membership has increased by three (3).

12. Nomination of Veterinary Directors

Dr. Richard McWatt was nominated by Jake Klassen

Dr. Sheryll Hudye was nominated by Jake Klassen

Dr. Tara Guglich was nominated by Doug Dallyn but declined the nomination

Doug Dallyn moved that nominations cease.

It was moved by Dale McQueen that Drs McWatt and Hudye be recommended for appointment to the Board of Directors

CARRIED

13. Other Business

a) Report on postmortem claims

Dr. Henderson reviewed data on post-mortems that had been collected for the first 9 months of 2013. The primary impetus for this review was to determine the cost, to VSI, of going along with the proposal of the AB.VMA to eliminate the distinction between a "routine" and "extensive" postmortem and to simply go with a flat rate which originally had been the AB.VMA's fee for "extensive postmortems".

Veterinarians were advised that the new fee was for a full and complete postmortem and that it was expected that they would charge less for a less extensive procedure. These changes represented a 30 to 37% increase over our flat rate postmortem fees for 2012 and cost VSI approximately \$1,300 more than an intermediate flat rate would have cost.

Despite evidence, based on the diagnoses that were provided, that most postmortems were of a routine character the majority of claims were for the maximum amount.

The information gathered supported the previous estimate that 25% of postmortems would be considered to be "extensive". This estimate had been used up until 2013 when the VSI fee schedule had a flat rate for postmortems that were part way between the AB.VMA fees for what were classified as "routine" or "extensive".

Report on postmortem claims – continued

The 2013 VSI fee schedule was developed in December of 2012 and was put into place as of January 1, 2013. When the AB.VMA fee schedule came out later in 2013 it was discovered that despite their indicated intention to go to a single fee for each weight class they continued to differentiate between “routine” and “extensive” postmortems.

Following further discussion Terry Ungarian moved that we recommend to the Board that the 2014 fee schedule should set postmortem fees in the manner that had been used for the 2012 fee schedule with an increase of 2.5% to account for the overall increase in 2013 plus whatever increase is recommended for the 2014 fee schedule.

CARRIED

b) Report on costs to cover clinic usage fees

As directed at the 2012 AGM and in response to a new tilt table fee proposed for the 2013 AB.VMA fee schedule the Manager was directed to determine what the costs would be for VSI to cover clinic usage fees.

Dr. Henderson reported that in the first nine (9) months of 2013 eight (8) of twenty-one (21) clinics had charged clinic usage fees ranging from \$12.00 to \$40.00. Only practices that had made 10 or more claims were included in this group of 21. Two of the practices differentiated between the portions of their usage fee pertaining to routine clinic use and to a table fee. Five (5) of the thirteen (13) practices that didn’t charge any clinic fees were 100% ambulatory practices.

The total fees levied, for clinic usage, came to \$18,015. The cost of coverage for each municipal jurisdiction would have been as follows:

Jurisdiction	Total Fee	VSI Support	Cost to Jurisdiction
Birch Hills County	\$ 840	50%	\$ 420
Clear Hills County	2,532	50%	1,266
Mackenzie County	1,860	50%	930
M. D. of Big Lakes #125	2,412	50%	1,206
M. D. of Bonnyville #87	2,112	50%	1,056
M. D. of Fairview #136	1,365	70%	956
M. D. of Greenview #16	2,513	50%	1,256
M. D. of Peace #135	1,099	50%	550
M. D. of Smoky River #130	242	50%	121
M. D. of Spirit River #133	566	70%	396
Northern Lights County	1,844	50%	922
Northern Sunrise County	322	50%	161
Saddle Hills County	480	50%	240

No clinic fees were charged in Lac La Biche County, the M. D. of Lesser Slave River #124 or Woodlands County.

P7 Annual General Meeting - November 21, 2013

Clinic usage fees – continued

Doug Dallyn moved that VSI cover clinic usage charges in accordance with the AB.VMA recommended fee schedule. Terry Ungarian moved an amendment that the VSI covered fee be capped at \$40.00 (producer and VSI portion).

The AMENDMENT was DEFEATED

After the amendment was defeated it was reported that because the entire VSI fee schedule is based on flat rates, other than for the few hourly codes, there would still have to be a finite number put on the fee for clinic usage. The 2013 AB.VMA fee schedule was referenced and it was reported that they had a fee of \$39.00 for clinic usage but that fee was per 10 minutes.

Some of the participants expressed concern that there had to be some limits on what was covered as they were already getting some push back from other councilors about the costs of their VSI program.

After Dr. Hudye stated that they would not be able to abide by the AB.VMA rate of \$39.00 for 10 minutes of clinic usage time a consensus developed that VSI would still be considered to be following the AB.VMA fee schedule by setting a flat clinic usage rate of \$39.00 plus whatever percentage increase was decided upon for the 2014 fee schedule. As a result of this consensus it was decided that the motion under consideration could be voted upon without further amendment.

Dale M^cQueen stated that he was not comfortable voting for the motion as Woodlands County was one of three (3) jurisdictions that didn't have any clinic charges levied by veterinarians providing service to their jurisdictions. He did however recognize that the potential was there for at least some of them to implement clinic fees once they are covered by VSI.

Upon further discussion an understanding was reached that this issue would be reviewed again at the 2014 AGM and the question was called

The motion was CARRIED with 8 votes in favor, 5 opposed and 3 abstentions.

c) Report on effect of changes regarding code 50 (general exam) claims

A change in the 2013 fee schedule was approved allowing veterinarians to make two code 50 claims during the same visit providing both animals were affected with different conditions. Prior to this change the second animal examined only qualified for a code 51 claim. As part of this change veterinarians are now required to charge by the hour, under code 25 whenever more than two animals are examined. Prior to 2013 codes 50 and 51 could be used for 3 animals before being required to go to the hourly rate.

P8 Annual General Meeting - November 21, 2013

Code 50 claims – continued

For the purposes of interpretation and determining when an hourly rate was required a code 50 or 51 claim was to be considered as the second animal any time the claim was made in conjunction with one or more of the VSI flat rate codes.

Analysis of code 50 claims for the first 9 months of 2013 revealed that only 19 of 257 claims resulted in fees that were higher than they would have been under the old system. Based on a difference of approximately \$30.00 between a code 50 and 51 claim the total cost of this change, to VSI, was only \$570.00.

There was a consensus to agree with the Manager's recommendation that we continue with what was approved for the 2013 fee schedule.

d) 2014 VSI fee schedule

Dr. Henderson reported that the AB.VMA is recommending a "Cost of Living" increase of 2.8% in their 2014 fee schedule.

He then passed out a 50/50 fee schedule with a 2.8% increase over 2013 would look like.

It was moved by Dale McQueen that a 2.8% fee increase for 2014 be recommended to the Board of Directors.

CARRIED

13. Adjournment

Vice-President Peggy Johnson declared the V.S.I. AGM adjourned at 11:40 a.m.

All of the Director's were invited to remain for the Board of Director's meeting which was scheduled to start after a 10 minute break.

Minutes
VSI Services (1980) Ltd
Board of Directors Meeting
November 21, 2013

DIRECTORS IN ATTENDANCE:

<u>NAME</u>	<u>MUNICIPALITY</u>
Dale M ^c Queen	Woodlands County #15
Les Urness	MD of Greenview #16
Gerald Manzulenko	Birch Hills County #19
Lawrence Andruchiw	Saddle Hills County #20
Jake Klassen	Clear Hills County #21
Terry Ungarian	County of Northern Lights #22
Walter Sarapuk	Mackenzie County #23
Darren Fulmore	MD of Lesser Slave River #124
Ken Matthews	MD of Big Lakes #125
Robert Brochu	MD of Smoky River #130
Doug Dallyn	Northern Sunrise County #131
Yves Mercier	MD of Spirit River #133
Orwell Bettensen	MD of Peace #135
Peggy Johnson	MD of Fairview #136
Richard McWatt	North Peace Animal Hospital – Fairview
Sheryll Hudye	High Prairie Veterinary Clinic
Jim Henderson	VSI Manager

OTHERS

Dr. Wendy Quist	Frontier Veterinary Services – Fort Vermilion
Dr. Tara Guglich	Mighty Peace Veterinary Clinic - Grimshaw

REGRETS

Wanda Austin	Lac La Biche County #18
David Fox	MD of Bonnyville #87

1. Call To Order

The Board of Directors meeting was called to order by Vice-president Peggy Johnson at 11:51a.m.

2. Additions to the Agenda

Peggy Johnson asked if any items other than those coming forward from the AGM needed to be added to the agenda.

No additional items were brought forward.

P2 VSI Board of Directors Meeting November 21, 2013

3. Approval of the Agenda
Walter Sarapuk moved that the agenda be adopted as presented.

CARRIED

4. Approval of Minutes
Upon being advised that the meeting participants were ok with approving the minutes as circulated Peggy Johnson asked if there were any errors or omissions

As per the minutes of the AGM, Darren Fulmore again pointed out that there was no "c" in the spelling of Kerik.

It was moved by Gerald Manzulenko that the minutes of the November 23, 2012 Board of Directors meeting be approved with correction of the name Kerik.

CARRIED

No business arose from the minutes of November 23, 2012.

5. Appointment of Directors

It was moved by Jake Klassen that Dale Smith from the MD of Greenview #16, Wanda Austin from Lac La Biche County, Gerald Manzulenko from Birch Hills County, Lawrence Andruchiw from Saddle Hills County, John W. Driedger from Mackenzie County Darren Fulmore from the MD of Lesser Slave River #124, Dave Marx from the MD of Big Lakes #125, Yves Mercier from the MD of Spirit River #133 and Orwell Bettensen from the MD of Peace #135 be appointed as Directors.

CARRIED

6. Retiring Directors

It was moved by Doug Dallyn that the resignations of Les Urness from the MD of Greenview #16, Alvin Kumpula from Lac La Biche County, Todd Jones from Birch Hills County #19, Bruce Jack from Saddle Hills County, Diedrich Driedger from Mackenzie County, Murray Kerick from the MD of Lesser Slave River #124, Guy L'Heureux from the MD of Big Lakes #125, Stan Bzowy from the MD of Spirit River #133 and Rick Keillor from the MD of Peace #135, from the Board of Directors be accepted.

CARRIED

P3 VSI Board of Directors Meeting November 21, 2013

7. Auditor's Report – 2012 Financial Statement

Following a review of the 2012 "Notice to Reader" Dale M^cQueen moved that the 2012 Notice to Reader be accepted.

CARRIED

Following approval of the 2012 "Notice to Reader" Dr. Henderson passed out a statement of the current expenditures, by jurisdiction, for the first three quarters of 2013 and an estimate of fourth quarter expenses. These statements revealed that only two jurisdictions are predicted to have a negative balance as of December 31 not counting net administrative costs.

8. Appointment of Accountant for 2013 fiscal year

It was moved by Orville Bettensen that Lancaster-Monner & Company of Fairview be appointed to prepare a "Notice to Reader" for the 2013 fiscal year

CARRIED

9. Approval to Destroy Claim Forms

It was moved by Doug Dallyn that V.S.I. claim forms and contracts up to and including 2006 be destroyed

CARRIED

10. Municipal Contracts and Requisitions for 2014

Upon the recommendation of the Manager, Gerald Manzulenko moved that the 2014 **contract estimates** be based on the following:

- a) actual expenditures from November 1 of 2012 to October 31st of 2013
- b) an estimation of administration & GST costs for the same time period
- c) an increase in accordance with the percentage increase approved by the Board
- d) a 10% contingency

CARRIED

Also upon the recommendation of the Manager, Doug Dallyn moved that the 2014 **requisitions** be based on the following:

- e) actual expenditures from January 1 of 2013 to December 31, 2013
- f) net administration & GST costs for the same time period
- g) an increase in accordance with the percentage increase approved by the Board
- h) a 10% contingency

CARRIED

P4 VSI Board of Directors Meeting November 21, 2013

11. 2014 VSI Fee Schedule

It was moved by Doug Dallyn that the attached fee schedule recommendation which includes the 2.8% "Cost of Living" increase proposed by the AB.VMA, a flat rate fee for postmortems based on the AB.VMA fees for "routine" and "extensive" postmortem with a 25% allowance for more difficult postmortems and a flat rate fee of \$40.00 for clinic usage fees.

CARRIED

The recommended fee schedule referred to in the above motion is attached to the file copy of these minutes.

12. President's Honorarium

It was moved by Robert Brochu that the President's Honorarium be set at \$620.00.

CARRIED

It was moved by Les Urness that this amount be split 50/50 between Peggy Johnson and our former President Bruce Jack.

13. Election of Executive

President

Peggy Johnson asked Jim Henderson to chair this portion of the meeting.

Terry Ungarian nominated Peggy Johnson for the position of President.

Jake Klassen moved that nominations cease

CARRIED

Peggy Johnson was declared President by acclamation and then resumed the chairmanship for the rest of the meeting

Vice-President

Ken Matthews nominated Doug Dallyn for the position of Vice-president.

Richard M^cWatt moved that nominations cease.

CARRIED

Doug Dallyn was declared Vice-president by acclamation.

P5 VSI Board of Directors Meeting November 21, 2013

Veterinary Directors

It was moved by Darren Fulmore that the Board accept the recommendation from the AGM that Drs. Richard McWatt & Sheryll Hudy be approved as Directors.

CARRIED

Executive Committee

Dale McQueen moved that Drs. McWatt & Hudy be appointed to the Executive Committee along with the President and Vice President.

CARRIED

14. Signing Authorities

It was moved by Terry Ungarian that any two of the President, Vice-President or Manager be given signing Authority on the VSI bank account.

CARRIED

15. Appointment of Manager for 2014

Jim Henderson left the room to allow discussion of this agenda item.

It was moved by Jake Klassen that JMCH Consulting Ltd. of Fairview be contracted to manage the affairs of VSI services at a rate of \$85.00 per hour plus 3%. This rate includes computer support services. Jim Henderson will still be named as the Manager for purposes of correspondence.

CARRIED

16. Adjournment

Peggy Johnson declared the Board of Directors meeting adjourned at 12:18 p.m.

V.S.I. SERVICES (1980) LTD.

FINANCIAL STATEMENTS

(Unaudited - See Notice to Reader)

FOR THE YEAR ENDED DECEMBER 31, 2013

V.S.I. SERVICES (1980) LTD.

DECEMBER 31, 2013

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Schedule of Individual Members' Equity	8

Lancaster-Monner & Company
Certified General Accountant

Pat A. Monner, *B.Ed., B.Comm., C.G.A., C.F.P.*

10512 - 110 Street, Box 756

Fairview, AB T0H 1L0

C.
G.
A.

NOTICE TO READER

On the basis of information provided by management, I have compiled the balance sheet of V.S.I. Services (1980) Ltd. as at December 31, 2013 and the statements of financial position and operations and net assets for the year then ended.

I have not performed an audit or a review engagement in respect of these financial statements and, accordingly, I express no assurance thereon.

Readers are cautioned that these statements may not be appropriate for their purposes.

Fairview, Alberta
September 25, 2014

CERTIFIED GENERAL ACCOUNTANT

Fax: 780-835-3510
Phone: 780-835-3544
E-Mail: pat@lancaster-monner.com

V.S.I. SERVICES (1980) LTD.

STATEMENT OF FINANCIAL POSITION (Unaudited - See Notice to Reader)

AS AT DECEMBER 31, 2013

	2013 \$	2012 \$
ASSETS		
Current		
Cash	-	1,459
Investments	236,551	138,178
Accounts receivable	<u>2,697</u>	<u>4,044</u>
	<u>239,248</u>	<u>143,681</u>
LIABILITIES AND NET ASSETS		
Current		
Bank overdraft	52,232	-
Claims payable	<u>28,737</u>	<u>35,404</u>
	<u>80,969</u>	<u>35,404</u>
Unrestricted net assets	<u>158,279</u>	<u>108,277</u>
	<u>239,248</u>	<u>143,681</u>

V.S.I. SERVICES (1980) LTD.

STATEMENT OF OPERATIONS AND NET ASSETS (Unaudited - See Notice to Reader)

FOR THE YEAR ENDED DECEMBER 31, 2013

	2013	2012
	\$	\$
GRANTS	479,200	441,600
CLAIMS	<u>389,661</u>	<u>406,802</u>
	<u>89,539</u>	<u>34,798</u>
EXPENSES		
GST expense	11,992	10,855
Interest and bank charges	210	93
Management remuneration	29,232	30,303
Office	816	870
Professional fees	2,165	2,218
Telephone	300	300
Travel	<u>883</u>	<u>761</u>
	<u>45,598</u>	<u>45,400</u>
EARNINGS (LOSS) FROM OPERATIONS	<u>43,941</u>	<u>(10,602)</u>
DEDUCT (ADD) OTHER ITEMS		
Interest income	<u>(6,061)</u>	<u>(3,761)</u>
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENSES	50,002	(6,841)
NET ASSETS , beginning of year	<u>108,277</u>	<u>115,118</u>
NET ASSETS , end of year	<u>158,279</u>	<u>108,277</u>

V.S.I. SERVICES (1980) LTD.

NOTES TO THE FINANCIAL STATEMENTS
(Unaudited - See Notice to Reader)

FOR THE YEAR ENDED DECEMBER 31, 2013

1. INCORPORATION AND MEMBERSHIP

V.S.I. Services (1980) Ltd. was incorporated under the laws of the Province of Alberta. No shares have been issued and membership is determined by a majority of the current directors. Directors are appointed from each participating local authority, and includes two participating veterinarians and one non-voting member of the A.V.M.A. and the Secretary-Manager.

2. INCOME TAXES

A corporation created under Canadian provincial legislation is a taxable private corporation under the Income Tax Act. Provided that substantially all of the corporation's gross revenue, other than interest, is derived from dealings with members, Canada Revenue Agency is prepared to regard members' excess contributions as amounts required for the operations and not as income of the corporation or its members.

VSI SERVICES (1980) LTD.

Schedule of Allocation of Net Earnings
 Year Ended December 31, 2013
 (Unaudited - See Notice to Reader)

<u>Local Authority</u>	<u>Grant Received</u>	<u>Claims Paid</u>	<u>Expenses</u>	<u>Interest Earned</u>	<u>Net Earnings</u>
Woodlands County	15,400	14,234	1,986	221	(599)
M.D. of Greenview #16	62,000	58,259	6,798	906	(2,150)
Lac La Biche County	21,500	17,968	1,493	279	2,319
Birch Hills County	15,100	14,900	1,360	232	(928)
Saddle Hills County	31,800	33,995	3,012	529	(4,678)
Clear Hills County	22,400	23,969	3,492	373	(4,689)
County of Northern Lights	48,400	28,599	3,399	445	16,847
Mackenzie County	25,100	20,110	2,746	313	2,557
M.D. of Bonnyville #87	78,300	62,964	7,811	979	8,505
M.D. of Lesser Slave River #124	12,500	9,683	1,133	151	1,834
M.D. of Big Lakes #125	51,000	32,220	4,465	501	14,816
M.D. of Smoky River #130	7,800	10,626	960	165	(3,620)
Northern Sunrise County	24,600	21,699	2,226	338	1,012
M.D. of Spirit River #133	12,100	9,545	773	148	1,931
M.D. of Peace #135	24,000	15,086	1,946	235	7,202
M.D. of Fairview #136	27,200	15,803	1,999	246	9,643
Unspecified	0				-
	\$ 479,200	\$ 389,661	\$ 45,598	\$ 6,061	\$ 50,002

Allocation of expenses is based on each Local Authority's pro-rata share of the number of claims filed.
 Allocation of interest earned is based on each Local Authority's pro-rata share of the cost of the claims.

The total for interest earned only includes the interest paid to December 31, 2013.

VSI SERVICES (1980) LTD.

Schedule of Individual Members' Equity
 Year Ended December 31, 2013
 (Unaudited - See Notice to Reader)

Local Authority	VSI #	Balance January 1, 2013	Net Income (Loss)	Balance December 31, 2013
Woodlands County	15	3,733	(599)	3,134
M.D. of Greenview #16	16	(716)	(2,150)	(2,866)
Lac La Biche County	18	4,147	2,319	6,466
Birch Hills County	19	(33)	(928)	(961)
Saddle Hills County	20	2,825	(4,678)	(1,853)
Clear Hills County	21	1,531	(4,689)	(3,158)
County of Northern Lights	22	(8,437)	16,847	8,410
Mackenzie County	23	(1,005)	2,557	1,552
M.D. of Bonnyville #87	87	(3,108)	8,505	5,397
M.D. of Lesser Slave River #124	124	588	1,834	2,422
M.D. of Big Lakes #125	125	(5,290)	14,816	9,526
M.D. of Smoky River #130	130	4,777	(3,620)	1,157
Northern Sunrise County	131	1,999	1,012	3,011
M.D. of Spirit River #133	133	455	1,931	2,386
M.D. of Peace #135	135	(1,326)	7,202	5,876
M.D. of Fairview #136	136	438	9,643	10,081
Unspecified		107,699	-	107,699
		\$ 108,277.00	\$ 50,002	\$ 158,279.00

V.S.I. SERVICES (1980) LTD

A nonprofit organization providing veterinary care in Alberta

BOX 202

FAIRVIEW, AB T0H 1L0

PH 780 835 4531

October 31, 2014

Ms. Joulia Whittleton, CAO
Mackenzie County
Box 640
Fort Vermilion, AB T0H 1N0

Dear Joulia

I am sending this letter as a follow up to the third quarter report of VSI expenditures, for your jurisdiction, that was e-mailed to gsmith@mackenziecounty.com and cnete@mackenziecounty.com.

Our accountant has finalized our financial report for 2013. Based on this report your opening balance for Jan. 1, 2014 has been adjusted slightly from what was reported to you in the first two quarterly reports for 2014. Your opening balance, on January 1, was actually a surplus of \$1,552 rather than \$1,584. Your opening balance in this report includes 2013 administrative costs of \$2,746 less your share of earned interest of \$313 from the investment of surplus VSI funds with Manulife Bank.

Following is an estimate of your current VSI account status:

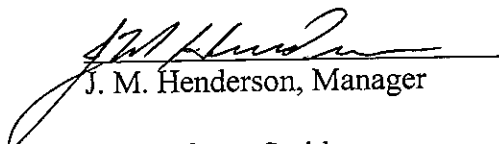
	Claims	Payments	Balance
Jan. 1, 2014			\$ 1,552
Payments in 2014		\$23,400	24,952
First Quarter	\$4,511		20,441
Second Quarter	9,314		11,127
Third Quarter	1,704		9,423

Note the above table **does not include** your share of **administration fees** or **investment income** for 2014.

Your claims for the first three quarters of 2014 are \$561 (13.5%) lower than for the same period in 2013. Last year your fourth quarter claims were \$4,019. If the 3.5% decrease in claims continues your fourth quarter expenses are projected to be approximately \$3,878. This would leave you with a surplus of approximately \$5,500 not including your net administrative costs. In 2013 your net administrative costs were 12.1% of your claims. Note: Administrative costs include G.S.T.

If you have any questions or you detect any errors in the report or my calculations in this letter please let me know.

Yours sincerely


J. M. Henderson, Manager

cc Grant Smith
Colleen Nate

RECEIVED
NOV 2 2014

MACKENZIE COUNTY
FORT VERMILION OFFICE

Mackenzie County Library Board (MCLB)
September 23rd, 2014 Board Meeting Minutes
Mackenzie County Office
Fort Vermilion, Alberta

Present: Lisa Wardley, Wally Schroeder, Beth Kappelar, La Dawn Dachuk, Lorraine Peters, John Driedger, Lorna Joch Lucille Labrecque.

1.0 Call to Order: The meeting was called to order by Beth Kappelar at 7:03 p.m

2.0 Approval of Agenda:

MOTION #2014-07-01 John Driedger moved the approval of the agenda as revised.

CARRIED

3.0 Approval of the Minutes:

MOTION #2014-07-02 Wally Schroeder moved the approval of the August 26/14 minutes as presented.

CARRIED

4.0 Review of Action Items:

- The action items of the previous MCLB meeting were reviewed.

5.0 Financial:

5.1 Financial report as of Aug 31, 2014:

- Balance brought forward: \$ 35,152.83
- Total Revenues \$ 280,550.28
- Total Expenses \$ 236,714.52
- Ending Bank Balance \$ 78,988.59

MOTION #2014-07-03 Lisa Wardley moved to accept the financial report as presented.

CARRIED

5.2 Mackenzie County Library Consortium (MCLC) Promotional Items:

- MCLB discussed buying the following promotional items: book bags, travel mugs, lanyards, bookmarks, cardigans etc. The logo to be used was also decided on.

MOTION #2014-07-04 John Driedger moved That MCLB spend no more than \$1,000.00 on MCLC promotional items and no more than \$1,500.00 on staff, society and board promotional items.

CARRIED

5.3 Funding Distribution to the Libraries re: Holdbacks:

- The Zama and La Crete library societies have submitted all documents requested by MCLB. The Fort Vermilion society still has some outstanding documents to submit.

MOTION #2014-07-05 John Driedger moved that the MCLB pay the outstanding holdbacks of \$5,000.00 and \$9,000.00 to the Zama and La Crete libraries respectively.

CARRIED

5.4 Insurance:

- The La Crete library needs to get insurance coverage in several areas and the Fort Vermilion library need to increase their building and contents coverage.

MOTION: 2014-07-06 John Driedger moved that MCLB draft policy to address the issue of insurance coverage.

CARRIED.

6.0 Library Reports:

6.1 La Crete:

- Financials to Sept 7/14: Income of \$92K, Expenses of \$52 K,
- The new library patron cards are being passed out.
- The Oct 25/14 Salmon Grill fundraiser \$50 tickets sold out very quickly. Phil Callaway will be holding two additional sessions in La Crete and one in High Level.
- The 2014 La Crete library budget request was finalized.
- The County van has been booked for their book buying trip to Edmonton Sept 28 to Oct 2.
- The Seniors book outreach is continuing.
- A list of assets needs to be developed for coverage with Jubilee Insurance.

6.2 Fort Vermilion:

- They have planned a meeting to develop their 2015 budget submission.
- They are doing a lot of weeding of old library materials.
- They received 12 bags of new DVDs.
- Books ordered through the Peace Library System are still arriving.

...2

6.3 Zama:

- They are starting winter hours Oct 1/14.
- Things are running smoothly.

6.4 High Level:

- The Peace Library System has increased their membership rate.

MOTION #2014-07-07 Lisa Wardley moved to accept the library reports as presented.

CARRIED

7.0 Old Business:

7.1 MCLB Web Site:

- MCLB members are no longer listed on the web site.

7.2 Mackenzie County Library Consortium (MCLC) Conversion Update:

- Libraries have until Dec 31/14 to submit their conversion costs.

7.3 Vacant MCLB Position:

- All MCLB positions vacant for the coming year have been advertised.

7.4 Author Tour:

- The author has not responded to the MCLB suggested itinerary.

7.5 Canadian Library Association Postal Rates:

- The three County libraries have been signed up for the reduced rates which are about one half the regular rate.

7.6 Society Staff Performance Reviews:

- A sample performance review was tabled for information.

8.0 New Business:

8.1 Regional Contest Program:

- Sample contest programs which libraries could run were discussed.

9.0 Correspondence:

- Jubilee Insurance
- Minister's Award for Excellence in Public Library Service
- Canadian Library Month
- Alberta Library Trustee's Association

MOTION #2014-07-08 John Driedger moved to accept the correspondence for information.

CARRIED

10.0 In Camera:

- Not required

11.0 Next Meeting Date and Location: November 4/14, Fort Vermilion Mackenzie County Office, at 7:00 p.m.

12.0 Adjournment:

MOTION # 2014-07-09 John Driedger moved the meeting adjourned at 9:45 p.m.

CARRIED

These minutes were adopted this 4th day of November 2014.

Beth Kappelar, Chair

**Mackenzie County Library Board (MCLB) Special
Meeting with the La Crete Library Society
October 28, 2014 Meeting Minutes
Mackenzie County Office
Fort Vermilion, Alberta**

Present: Lorraine Peters, Wally Schroeder, Beth Kappelar, La Dawn Dachuk, John W. Driedger, Lisa Wardley, Lucille Labrecque, Lorna Joch, Tammy Schellenberg, Helen Wiebe, Joyce Wieler, Lena Martens, Martha Driedger, Kathy Janzen, Joulia Whittleton.

1.0 Call to Order: The meeting was called to order by Beth Kappelar at 7:30 p.m.

2.0 Approval of Agenda:

MOTION #2014-08-01 Wally Schroeder moved the approval of the agenda as presented

CARRIED

3.0 Purchase of the La Crete Alberta Treasury Branch Building:

3.1 Proposal

- Roy of ATB contacted Beth Kappelar and John Driedger to offer to MCLB the sale of their current ATB building in La Crete for use as the La Crete Community Library.
- The offer was for \$1.00. The assumption was that this offer included both the building and the land.
- If the building were purchased the operating costs of the La Crete Community Library would increase.

3.2 Ownership

- A discussion was held as to who would have ownership of the building, the La Crete Library Society or the County. Both scenarios have their benefits.
- If the County owned it, it would function similar to the recreation facilities and the rec boards. It would also offer more flexibility and continuity.
- If the Society owned the building it would have more say in the building's future uses.
- An ownership decision would have to be made in the near future.

3.3 Renovations:

- Funds would be required for renovations. These could come from the Society, the County, and the Provincial Community Enhancement Fund.
- The blueprints of the building would be useful in planning the renovations.
- With proper renovations, the basement could be available for library patron use.
- The County would have to plan for renovation funds in both 2015 and 2016 since moving into the building would probably occur in July and August of 2016.

3.4 Round Table:

- A round table was held where everyone at the meeting gave their input and made recommendations concerning the purchase.
- It was unanimous that we move forward to purchase the ATB building in La Crete.

3.5 Moving Forward:

- Joulia Whittleton will phone Roy of ATB to inform him that we plan to move forward with the purchase subject to County approval and to get some questions answered as to timelines, blueprints, etc
- MCLB will put together a proposal for the purchase of the La Crete ATB building which will go to the County Council for approval.
- MCLB will determine what services the La Crete Public School is providing to the current library and what the increased operational costs would be.

4.0 In Camera:

- Not required.

5.0 Adjournment:

MOTION # 2014-08-02 John Driedger moved the meeting adjourned at 9:20 pm.

CARRIED

These minutes were adopted this 4th day of November 2014

Beth Kappelar, Chair

**MACKENZIE HOUSING MANAGEMENT BOARD
REGULAR BOARD MEETING
September 29, 2014 – 10:00 A.M.
Fireside Room – Heimstaed Lodge**

In Attendance: George Friesen, Chair
Jack Eccles
Wally Olorenshaw
Ellis Forest - via telephone at 10:58 am
Wally Schroeder-Vice Chair - via telephone at 10:58 am
Peter H. Wieler
John W Driedger
Paul Driedger
Mike Kowal

Regrets: Cheryl Cunningham-Burns

Administration: Barbara Spurgeon, Chief Administrative Officer
Evelyn Peters, Executive Assistant
Zona Peters, Health Care Manager
Dorothy Klassen, Lodge Manager
Henry Goertzen, Property Manager
Phill Peters, Financial Advisor

Call to Order: Chair George Friesen called the Board meeting to order at 10:00 a.m.

Agenda: **Approval of Agenda**

14 - 110 Moved by Mike Kowal

That the agenda be approved as distributed.

Carried

Minutes: **August 25, 2014 Regular Board Meeting**

14 - 111 Moved by Wally Olorenshaw

That the August 25, 2014 regular board meeting minutes be approved as distributed.

Carried

Reports:

CAO Report

14 - 112

Moved by Wally Schroeder

That the Chief Administrative Officer report be received for information.

Carried

Financial Reports

Housing Financial Reports– August 31, 2014

14- 113

Moved by Paul Driedger

That the August 31, 2014 Housing financial report be received for information.

Carried

Lodge Financial Reports– August 31, 2014

14 - 114

Moved by John W Driedger

That the August 31, 2014 Lodge financial report be received for information.

Carried

Assisted Care Financial Reports– August 31, 2014

14 - 115

Moved by Jack Eccles

That the August 31, 2014 Assisted Care financial report be received for information.

Carried

New Business: **2015 Budget Considerations**

14 - 116 Moved by Wally Schroeder

That Lodge rent calculations be revised to the following:

Rent:	\$1,000.00
Personal Services	<u>755.95</u>
Sub Total	\$1,755.95
Less LAP	<u>- 385.95</u>
	\$1,370.00

Less LAP grant if client qualifies.

Carried

Staff Remuneration

14- 117 Moved by Wally Olorenshaw

That a salary increase of 2% be given to employees effective January 1, 2015

Carried

Pension Plan

14-118 Moved by Wally Olorenshaw

That a pension plan for employees be implemented effective January 1, 2015

Carried

Board Member Honorarium and Expenses

14 - 119 Moved by Wally Schroeder

That correspondence received from Mackenzie County be received for information.

Carried

ASCHA Membership

14 - 120 Moved by John W Driedger

That membership with the Alberta Senior Citizen's Housing Association (ASCHA) be discontinued at the end of 2014

Carried

Alberta Health Services and Alberta Health Continuing Care Standards Audit

14 - 121 Moved by John W Driedger

That the continuing care standards audits conducted by Alberta Health Services and Alberta Health be received for information.

Carried

Policies – Contenance Management – Oral Care – Single Use

14 - 122 Moved by Wally Olorenshaw

That Policy NUR-025 Contenance Management; policy NUR-026 Oral Care; and policy NUR-027 Single Use be approved as presented effective September 29, 2014.

Carried

AHS Funding for 2014

14 - 123 Moved by Wally Schroeder

That the increase in Alberta Health Services funding be received for information.

Carried

CAO Evaluation Forms

14 - 124 Moved by Wally Schroeder

That the CAO Evaluation forms be received for information.

Carried

Peace Zone Meeting

14 - 125 Moved by Ellis Forest

That the Peace Zone meeting correspondence be received for information.

Carried

October Meeting Date

14 - 126 Moved by Ellis Forest

That the regular board meeting scheduled for October 27, 2014 be postponed to October 30, 2014.

Carried

Staff Appreciation Night

14 - 127 Moved by Wally Olorenshaw

That an invitation to attend the Staff Appreciation Supper be received for information.

Carried

2012 Lodge Renewal Grant Fund

14 - 128 Moved by Paul Driedger

That the balance of the 2012 Lodge Renewal Grant be used for the installation of walk in showers in Phase 1.

Carried

Information:

14 - 129 Moved by Wally Schroeder

That the following be accepted for information.

- Bank reconciliation for August 2014
- Seniors Mandate
- Heimstaed Lodge Newsletter
- October Activity Calendar
- Insight

Carried

In Camera: **Legal / Land / or Labor**

14 - 130 Moved by Wally Olorenshaw

That the meeting move to in camera 11:02 am

Carried

14 - 131 Moved by Wally Olorenshaw

That meeting move out of in camera at 11:49 am

Carried

14 - 132 Moved by Peter Wieler

That the Chief Administration Officer Evaluation and salary considerations be approved as discussed.

Carried

Next Meeting Date: Regular Board Meeting – October 30, 2014 at 10:00 am
Fireside Room – Phase I Heimstaed Lodge

Adjournment:

George Friesen Adjourned the regular board meeting of Mackenzie Housing Management at 12:00 noon.

George Friesen, Chair

Evelyn Peters
Executive Assistant

LA CRETE RECREATION SOCIETY
REGULAR MEETING
OCTOBER 23, 2014

Northern Lights Recreation Centre
La Crete, Alberta

President: Abe Fehr, President
Simon Wiebe, Vice President
Wendy Morris, Secretary-Treasurer
Shawn Wieler, Director
Ken Derksen, Director
John Zacharias, Director
Jeff Wiebe, Director
George Derksen, Director
Dave Schellenberg, Director
Peter F. Braun, County Rep
Philip Doerksen, Arena Manager

Absent:

Call to Order: President Abe Fehr called the meeting to order at 6:00 p.m.

Approval of Agenda

1. Peter Braun moved to accept the agenda as amended.
 - 8.5 Score Clock
 - 8.6 Curling Ice Making Session

CARRIED

Approval of Previous Meeting's Minutes

1. Amendments: Hot flash should be replaced by Red Line top of page 4
 - 3 a. Approval of minutes
 - 3 b. Approval of organizational meeting

Abe Fehr moved to accept the June 19, 2014 regular Meeting Minutes as amended.

CARRIED

John Zacharias moved to accept the September 18th Organizational Meeting Minutes for information.

CARRIED

Business from the Minutes

1. None

Review of Action Sheet

1. Reviewed items

Financial Report

1. Reviewed financials
2. Ken Derksen moved to accept financials as presented.

CARRIED

Manager's Report – Philip Doerksen

1. Electrical panel installed
2. Ice went in on Sept 22. All user groups up and running. Peewee tournament Oct 11.
3. Started building BHP Skate Shack on Sept 15.
4. Blumenort tennis courts finished.
5. Rec director is organizing many sporting activities for children and adults
6. Budget meeting Oct 13. Submitted to County on the 14th.
7. Simon Wiebe moved to accept the Manager's Report as amended.

CARRIED

New Business

8.1 Curling Ice

Request to have ice in by Nov 8th.

Philip will check into rerouting water for curling rink and check the price for Jet Ice System.

8.2 Grant application for capital projects

Philip will speak to a contractor about possible lobby renovations & will also speak to Darlene regarding available grants.

8.3 Rubber flooring

Dave Schellenberg moved that Darlene Bergen should move forward with the Alberta Recycling Grant for rubber flooring.

CARRIED

8.4 Signing Authority

Peter Braun moved that Signing Authority will be granted to Philip Doerksen, Simon Wiebe, Ken Derksen and Abe Fehr. Any two to sign.

CARRIED

8.5 Score Clock

Minor hockey is willing to pay a portion of cost. Ken has approached other user groups about pitching in. A score clock costs approximately \$12 000.

Jeff Wiebe moved that the Rec Board will contribute 25%, (up to \$3500,) to purchase a new score clock for the arena.

CARRIED

8.6 Curling Ice Making Session

Ken Derksen moved that Philip Doerksen and Jeff Wiebe will go to a curling ice making session and Philip will check into the dates.

CARRIED

John Zacharias moved to go in camera at 7:05 p.m.

George Derksen moved to go out of camera at 7:12 p.m.

John Zacharias moved that the meeting be adjourned at 7:15 p.m.

Next Meeting: November 13, 2014

Resolutions for the AAMDC Fall 2014 Convention Now Available

There are 21 resolutions that will be presented at the Fall 2014 Convention which AAMDC member municipalities are encouraged to review prior to the resolution session on November 19, 2014. The fall 2014 order paper, as determined by the AAMDC Resolutions Committee, and completed package of submitted resolutions are attached.

The AAMDC's [resolution process policy](#) identifies resolution types and guidelines and the process involved in the resolution session itself. The submission and consideration of any emergent resolutions are also outlined in the policy. As per the AAMDC's resolution process policy, an **emergent resolution** is defined as one submitted to the AAMDC after the aforementioned deadline (October 20, 2014 for the Fall 2014 Convention) that deals with a subject or problem that has arisen subsequent to the deadlines. If any emergent resolutions are being brought forward, the sponsoring municipality is encouraged to notify the AAMDC as soon as possible.

The AAMDC Resolutions Committee will meet November 18 to review any resolutions that have been submitted after the resolution deadline and determine if they meet the definition of emergent as outlined in the policy. If the resolution is deemed to be emergent in nature, it will be brought to the convention floor through the appropriate process. **The member bringing forward the emergent resolution must, at their own expense, provide copies for voting members in attendance, (minimum 600).**

The complete fall 2014 resolutions package is attached and the resolutions will be printed in the handbook and available on the convention app for reference during the resolution session. For more information on the upcoming resolutions and any past resolutions, please see our [Resolution Database](#) available at AAMDC.com

Enquiries may be directed to:

Tasha Blumenthal
Policy Analyst
780.955.4094

Kim Heyman
Director, Advocacy & Communications
780.955.4079

/Attachment

AAMDC Fall 2014 Resolutions

- 1) Call to Order
- 2) Appointment of Parliamentarian
- 3) Acceptance of Order Paper
- 4) Resolution Session

- 1-14F Amalgamation Process Amendments** (*County of Barrhead*)
- 2-14F Controlling and Enforcing the Spread of Aquatic Invasive Species (Quagga and Zebra Mussels)** (*County of Newell and Red Deer County*)
- 3-14F New Building Canada Fund (Provincial – Territorial Infrastructure Component) – Guaranteed Equal Opportunity Funding for Rural & Urban Populations Under 10,000** (*Birch Hills County*)
- 4-14F Reinstatement of Funding for Water and Wastewater Systems** (*Clearwater County*)
- 5-14F Reinstatement of Funding For Resource Roads and Local Bridges in Rural Municipalities** (*County of Lethbridge*)
- 6-14F Improvement of Highways in Alberta** (*Northern Sunrise County*)
- 7-14F Regional Partnership Solution to Municipal/Community Viability** (*MD of Bonnyville*)
- 8-14F Improvement of High-Speed Internet Services in Rural Alberta** (*Northern Sunrise County*)
- 9-14F Fire Department Response to Emergency Medical Service (EMS) Calls** (*Mountain View County*)
- 10-14F Temporary Foreign Workers Program** (*Brazeau County*)
- 11-14F Alberta Health Services – Emergency Medical Service (EMS) Review** (*Mountain View County*)
- 12-14F Amend the Waste Control Regulation 192/1996 to Address Classification of Hazardous Wastes in Landfills** (*County of St. Paul*)
- 13-14F ESRD Monitoring of CleanFARMS Pesticide Container Recycling Program** (*County of Vermilion River*)
- 14-14F Provincial Funding for Municipal Public Libraries and Regional Library Systems** (*County of Forty Mile & County of Grande Prairie*)
- 15-14F Telus Line Locates** (*MD of Taber*)

16-14F Family and Community Support Services (FCSS) Funding (*County of Grande Prairie*)

17-14F Mileage Signage Markers Along Provincial Highways (*MD of Lesser Slave River*)

18-14F Sustaining Schools in Rural Communitiies (*Saddle Hills County*)

19-14F New Home Owners Protection Act (*Cardston County*)

20-14F Micro-generation Reimbursement (*Starland County*)

21-14F Encourage Rural Municipalities to Attend the 2015 FCM Conference in Edmonton
(*Birch Hills County*)

- 5) Acceptance of Emergent Resolutions (if needed)
- 6) Vote on Emergent Resolutions (if needed)
- 7) Closing of Resolution Session

Amalgamation Process Amendments

County of Barrhead

*Three-fifths (3/5) Majority Required
Endorsed by Pembina River District*

WHEREAS the current wording of Sections 102 and 103, subsections 1, 2, 3 and 4 of the *Municipal Government Act*, enables any municipality to initiate an amalgamation process by simply writing a letter to the Minister of Municipal Affairs; and

WHEREAS the current wording of Sections 102 and 103, subsections 1, 2, 3 and 4 of the *Municipal Government Act* does not promote any motivation for municipalities to sit down and talk face to face about the prospect of amalgamation; and

WHEREAS the Alberta Association of Municipal Districts and Counties has a well-researched report titled *Finding Local Solutions: The Impacts of Forced Regionalization*, which identifies that forced municipal relationships of any kind are not successful; and

WHEREAS Section 104 of the *Municipal Government Act* states that the municipal authorities with which the initiating municipal authority proposes to amalgamate must, on receipt of the notice under section 103, meet with the initiating municipal authority to discuss the proposals included in the notice and negotiate the proposals in good faith. There is no requirement for the initiating municipality to also negotiate in good faith;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request the Government of Alberta to amend sections 102 and 103, subsections 1,2,3,4 of the *Municipal Government Act* so as to no longer enable a single municipality to initiate the process of amalgamation without prior negotiation with the municipal authority affected by the proposed amalgamation;

FURTHER BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request the Government to Alberta to also amend Section 104 of the *Municipal Government Act* so as to give equal responsibility to the initiating municipality to negotiate in good faith.

Member Background

On September 9, 2014 the County of Barrhead found out via social media that the Town of Barrhead Council, at its meeting held the evening of September 9, 2014, passed a resolution that the Town of Barrhead initiate amalgamation with the County of Barrhead.

The Town of Barrhead sent a letter to Minister of Municipal Affairs Greg Weadick two days later, thus beginning the process of amalgamation. Prior to this we were given no notification from the Town, neither was there discussion with our municipality on the matter. Over the past year there have been informal comments made by some of the Town of Barrhead's Council Members and staff on amalgamation, and an item in the Town of Barrhead Strategic Plan 2014-2018 which states:

“Objective

- Explore amalgamation feasibility and opportunities for enhanced regional/inter-municipal cooperation
- Explore opportunities for regional shared resources

Key Activities

- Develop an inter-municipal collaboration committee

- Explore grant opportunities for inter-municipal initiatives”

This objective, including the description of the key activities, corresponds with the information on process found in the Alberta Municipal Affairs publication *The Amalgamation Process for Alberta Municipalities*, which states that “in most cases, representatives from the amalgamating municipalities have discussed the idea to ensure that the parties are interested before the first steps in this legal process occur”. However, the Town of Barrhead did not engage in discussions with the County of Barrhead prior to commencing the legal process of amalgamation with Alberta Municipal Affairs in September 2014.

The ability to initiate the process of amalgamating our two municipalities was done in accordance with Section 102 of the *Municipal Government Act* (MGA). The County of Barrhead objects to the MGA giving the authority to any municipality to engage another municipality in an amalgamation process without prior discussion taking place between the two parties. According to MGA Section 104(1):

“The municipal authorities with which the initiating municipal authority proposes to amalgamate must, on receipt of the notice under section 103, meet with the initiating municipal authority to discuss the proposals included in the notice and negotiate the proposals in good faith.”

The end result of the amalgamation process is a report to the Minister of Municipal Affairs, who will make a decision on whether to amalgamate the two municipalities, and what conditions to place in the Ministerial Order. In order to arrive at this report, however, there will be many meetings to attend involving both council members and staff, consultants to hire and manage, and public input to gather, involving both meetings and a vote of electors in each municipality. This is a major project, which will likely take more than a year to complete, with considerable expense and effort involved. Thankfully there is provincial funding available for consulting costs, but this provincial funding does not compensate for the time required of our own council and staff.

The County of Barrhead also has concerns that the initiating municipality does not have the same requirement under the MGA to “negotiate the proposals in good faith” as does the municipal authority it proposes to amalgamate with. This is not fair. Each municipality involved in the process must operate under the same legal obligations, with no municipality having an advantage over another.

AAMDC Background

23-11F: Finding Local Solutions: Examining the Impacts of Forced Regionalization

THEREFORE BE IT RESOLVED that members of the Alberta Association of Municipal Districts and Counties endorse the position outlined in the paper entitled, Finding Local Solutions: Examining the Impacts of Forced Regionalization.

DEVELOPMENTS: The AAMDC presented the final paper entitled Finding Local Solutions: Examining the Impacts of Forced Regionalization to the membership at the Fall 2011 Convention. Notification of the availability of the paper on the AAMDC website has been distributed to members via member bulletin. Based on the completion of this paper, the AAMDC deems the status of this resolution as Accepted.

The study can be accessed online at aamdc.com.

Controlling and Enforcing the Spread of Aquatic Invasive Species (Quagga and Zebra Mussels)

County of Newell & Red Deer County

*Three-fifths (3/5) Majority Required
Endorsed by Foothills Little Bow & Central Districts*

WHEREAS current provincial legislation, the *Weed Control Act* and the *Fisheries (Alberta) Act*, contain some limited provisions in relation to the enforcement for control/elimination of Aquatic Invasive Species; and

WHEREAS Alberta Environment and Sustainable Resource Development estimates that a dreissenid mussel (Quagga and Zebra Mussels) invasion into Alberta water bodies could have a detrimental \$75 million annual impact on the Alberta economy; and

WHEREAS the economic impact targets many aspects of the economy including but not limited to drinking water systems, water diversion intakes, water management structures and power generation; and

WHEREAS the annual cost of preventing the invasion of this species is much less than the annual cost of mitigating the damages after an invasion; and

WHEREAS these mussels are listed as prohibited species in the *Fisheries (Alberta) Act* but current provincial measures are not sufficient to ensure the species does not invade provincial water bodies; and

WHEREAS as far as has been determined, Aquatic Invasive Species such as Zebra Mussels and Quagga Mussels are not present within water bodies located within the Province of Alberta but are migrating closer and have been found as close as Lake Winnipeg increasing the urgency to address this situation; and

WHEREAS due to the serious irreparable damage that can be caused to water bodies (particularly lakes and reservoirs) if Zebra Mussels or Quagga Mussels do enter the water bodies, action should be taken to adopt legislation to assist with enforcement for control/elimination of Aquatic Invasive Species;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the Government of Alberta to enact/amend legislation and/or regulations, including the *Fisheries (Alberta) Act*, to include prohibited species and encompass zero tolerance, mandatory inspections and the necessary enforcement authority for Aquatic Invasive Species, including dreissenid mussels, to ensure these species do not invade Alberta;

FURTHER BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the Government of Alberta to take preventative measures by working with all levels of government to further develop the provincial Aquatic Invasive Species program to include:

- improved monitoring through the establishment, funding and staffing of mussel inspection stations at strategic entrances into Alberta,
- the funding of a comprehensive awareness campaign on the risk of the species entering the province and the preventative measures boaters must take to eliminate the risk,
- making the necessary policy and legislative changes, and
- working with all levels of government for implementation in preventing the spread of Aquatic Invasive Species.

Member Background

Aquatic Invasive Species include dreissenid mussels (both Zebra Mussels and Quagga Mussels), which are non-native species that are native to Eastern Europe. It is thought that they were introduced into North America on ocean ships through the St. Lawrence Seaway. They are spreading throughout parts of the United States and eastern Canada with Zebra Mussels found in Lake Winnipeg in October 2013. Over the past few years, concerns have been raised in relation to the irreparable damage that may be caused to Alberta's water bodies if aquatic invasive species such as Zebra Mussels or Quagga Mussels were to infiltrate these water bodies. These aquatic invasive species can be transferred from other water bodies on boats that have travelled in water bodies that are already infested.

These mussels filter organisms out of water, altering the food chain and in turn threatening existing native species. They also cling on to any solid object, accumulating to the point that they clog up municipal water intake pipes and irrigation infrastructure. If introduced into Alberta it is estimated that the financial impact to mitigate damages will be \$75 million annually including \$20,839,921 to drinking water systems. These mussels are listed as prohibited species in the *Fisheries (Alberta) Act* but diligence in enforcement is lacking. When inspection stations have been set up, the requirement for the inspections is voluntary with many Canadians opting not to have their boats inspected. On the other hand, Americans at Alberta inspection stops are more likely to agree to the inspections as they are mandatory in some states. In fact, inspections in the United States in 2013 alerted the province that seven boats contaminated with the mussels were headed for lakes in Alberta.

Alberta tested for the mussels in some water bodies in 2013 and have carried out pilot boat inspections at certain border locations. They intend to continue with this program in 2014. This is not enough, however, as inspections are voluntary as noted earlier. A more diligent approach backed by strong legislation is required along with funding for 76 inspection stations.

Currently in Alberta, the enforcement of AIS falls into two categories based on the two Acts associated with AIS:

1. The *Weed Control Act* provides provincial and municipal Weed Inspectors the authority over listed species in the *Weed Control Act* – which includes riparian invasive species.
2. The *Fisheries (Alberta) Act* Ministerial Order acknowledges Zebra and Quagga Mussels as species of concern based on ecological threat and provides authority for Fishery Officers to stop suspect vehicles, perform inspections, issue decontamination orders and, if necessary, quarantine fouled vessels. At this time, only appointed Fishery Officers are able to enforce this (Fish & Wildlife Officers, Conservation Officers, RCMP). In addition, Transport Officers have recently been appointed to enforce the Ministerial Order as inspection stations are located at Commercial Vehicle Scales where Transport Officers are usually present.

Alberta Environment and Sustainable Resource Development (ESRD) representatives are working to develop an AIS program that will contain elements for monitoring, rapid response, inspections, education and outreach, and policy and legislation. Funding education campaigns is important in preventing these mussels from entering Alberta. Boaters need to be aware of the risks that these mussels pose and the steps that they can take to ensure they are not contaminating our lakes.

Spending money on these precautionary methods is much cheaper on an annual basis than having to enter the mitigation phase, and with these mussels already in Manitoba the province must act now. Support from municipalities by way of the Alberta Association of Municipal Districts and Counties would encourage provincial representatives to favorably consider the proposed legislative amendments that will result from the development of this program.

AAMDC Background

The AAMDC has no active resolutions directly related to this issue.

Resolution 3-14F

**New Building Canada Fund (Provincial – Territorial Infrastructure Component) –
Guaranteed Equal Opportunity Funding for Rural & Urban Populations Under
10,000**

Birch Hills County

*Simple Majority Required
Endorsed by Northern District*

WHEREAS the New Building Canada Fund provides \$848 million for medium and large scale projects and \$94 million over 10 years for Small Communities Fund which provides funding to municipalities with populations under 100,000; and

WHEREAS small communities with a population under 10,000 (Alberta Association of Municipal Districts and Counties definition of a small community) require essential infrastructure services in addition to MSI Operating and Capital Funding; and

WHEREAS approximately 33% of the Alberta population lives in communities under 10,000 population and should have guaranteed equal access to the \$94 million available from the Small Communities Fund;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties lobby the Government of Alberta to designate a minimum of one-third of the Small Communities Fund (\$94 million) for communities under 10,000 population for essential infrastructure projects.

Member Background

New Building Canada Fund: Provincial-Territorial Infrastructure Component - Small Communities Fund

What is it?

The \$10-billion Provincial-Territorial Infrastructure Component (PTIC) provides support for projects of national, local or regional significance. This includes the Small Communities Fund (PTIC–SCF) that will provide \$1 billion for projects in municipalities with fewer than 100,000 residents.

Why is it important?

Smaller communities will be able to build projects that deliver on local needs. Through the Small Communities Fund, our Government continues to provide dedicated funding for small communities, building on the successful practices established under the 2007 Building Canada Fund and the Infrastructure Stimulus Fund. In addition, communities can use the Gas Tax Fund towards a wider range of projects, including highways, disaster mitigation, broadband, brownfield redevelopment, recreation, culture, tourism and sport.

How does it work?

To ensure that small communities receive funding opportunities, ten per cent (10%) of the PTIC allocation of each province and territory will be set aside for the PTIC–SCF.

Infrastructure Canada will enter into funding agreements with the provinces and territories who will be responsible for identifying and proposing projects for consideration.

Projects funded through the PTIC–SCF must meet the following program objectives:

- Economic growth;
- A clean environment; and
- Stronger communities.

Eligible recipients under the PTIC–SCF:

Eligible recipients are restricted to those whose projects are situated within or are for the benefit of, communities with a population of fewer than one hundred thousand people (100,000) as determined by Statistics Canada — Final 2011 Census.

The following are eligible recipients for the purposes of the PTIC–SCF:

1. A municipal or regional government established by or under provincial or territorial statute;
2. A provincial or territorial entity (e.g., a department, corporation or agency) that provides municipal-type infrastructure services to communities, as defined in provincial or territorial statute;
3. A band council within the meaning of section 2 of the Indian Act; or a government or authority established pursuant to a Self Government Agreement or a Comprehensive Land Claim Agreement between Her Majesty the Queen in right of Canada and an Aboriginal people of Canada, that has been approved, given effect and declared valid by federal legislation;
4. A public sector body that is established by or under provincial or territorial statute or by regulation or is wholly owned by a province, territory, municipal or regional government which provides municipal-type infrastructure services to communities; and
5. A private sector body, including for-profit organizations and not-for-profit organizations, whose application is supported by a municipal or regional government referred to above. Such support could take the form of a resolution from the municipal or regional government council.

Eligible Categories under the PTIC–SCF:

- Public transit
- Drinking water
- Wastewater
- Solid waste management
- Green energy
- Innovation
- Connectivity and broadband
- Brownfield redevelopment
- Disaster mitigation infrastructure
- Local and regional airports
- Short-line rail
- Short-sea shipping
- Highways and major roads
- Northern infrastructure (applies to Yukon, Nunavut and Northwest Territories only)

<http://www.infrastructure.gc.ca/plan/sc-cp-eng.html>

AAMDC Background

2-12F: Advocacy in Support of a New Long-Term Federal Plan for Municipal Infrastructure Funding

THEREFORE BE IT RESOLVED that the AAMDC endorses the FCM campaign and urges the Minister of Transport, Infrastructure and Communities to work with FCM to ensure the new long-term infrastructure plan meets the core infrastructure needs of municipalities and is fully in place when existing programs expire in 2014.

DEVELOPMENTS: In the 2013 federal budget, the government announced plans for new infrastructure funding such as permanently implementing the Gas Tax Fund with the introduction of a 2% annual indexation. The AAMDC understands that Transport Canada did consult with

FCM on its new long-term infrastructure plan but the government has not supported all of FCM's requests.

Additionally, in February 2014, the Government of Canada released some information on the new Building Canada Fund (BCF). It included \$10 billion over 10 years in a Provincial/Territorial Component, \$1 billion of which will form a Communities Component reserved for municipalities with populations of less than 100,000. Despite this progress, there are several details that have still not been made available, including how municipalities can apply for BCF funding, and whether local road improvements will be eligible for funding under the new eligibility categories.

The Government of Canada proclaimed the new BCF to be "open for business" on March 28, 2014 and directed Alberta municipalities to contact Alberta Infrastructure for application details. Alberta Infrastructure indicated that they were surprised by this announcement, as no progress had been made with the federal government in setting eligibility criteria or application processes. Further, Alberta Infrastructure indicated that it would be unlikely that the Provincial/Territorial Component of the new BCF would be ready in time for the 2014 construction season. As such, the AAMDC deems the government response to this resolution as Unsatisfactory.

Reinstatement of Funding for Water and Wastewater Systems

Clearwater County

*Simple Majority Required
Endorsed by Central District*

WHEREAS municipalities are required to fund any new water or wastewater systems or new extensions to existing water or wastewater systems; and

WHEREAS water and wastewater systems in Alberta must be extended and/or built in order to ensure the health and safety of residents; and

WHEREAS the 2013 provincial budget included no funding for a number of grant programs essential to development or maintenance of infrastructure in rural municipalities; and

WHEREAS the Alberta Municipal Water/Wastewater Program – Water for Life grant funding to municipalities was insufficient and underfunded, and failed to meet the current needs of municipalities in Alberta;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties lobby the Government of Alberta to reinstate and enhance funding for the Alberta Municipal Water/Wastewater Program – Water for Life in the 2015 provincial budget.

Member Background

In the 2013 budget, the Government of Alberta announced that the Alberta Municipal Water/Wastewater Program – Water for Life will be zero-funded, a decision that has had a significant impact on municipalities across the province.

In the past, the Government of Alberta has assisted municipalities by providing funding through the Alberta Municipal Water/Wastewater Program – Water for Life. The program was funded at \$75 million for 2014/15 for previously submitted applications. However, the program is not currently accepting any new applications. The program is now un-funded and municipalities are left with the responsibility to fund any new water and wastewater developments. Consequently, the infrastructure deficit continues to grow.

Many water and wastewater systems across Alberta are at the end of their lifespan and, without funding, the only choice for municipalities will be to substantially increase taxes, as needed, in order to fund the development of new water and/or wastewater systems. Municipalities do not have sufficient funding available to extend existing water/wastewater systems or develop new water/wastewater systems. The removal of the \$75 million of Alberta Municipal Water/Wastewater Program – Water for Life funding will result in further growth in infrastructure deficits and will have detrimental impacts for years to come.

AAMDC Background

ER1-13S: Funding of Approved Water for Life Projects Based on Actual Total Costs

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties advocate on the behalf of municipalities for the Government of Alberta to continue to fund “projects” through the Water for Life Program at the approved percentage of the estimate rather than to the amount indicated in the approval letter to reflect actual cost; and

FURTHER BE IT RESOLVED that the Government of Alberta ensures that current approved projects are funded based on actual total costs prior to the approval of new projects under the Water for Life Program.

DEVELOPMENTS: The AAMDC deems the government response to this resolution as Unsatisfactory. Though the Government of Alberta has indicated that projects approved under the Water for Life Program that have not started construction may not receive full funding in 2013-14,

there is no intent indicated to fund existing projects based on actual total cost. In addition, there is no indication that changes will be made to the approval process to accommodate actual project costs instead of estimated costs moving forward. The funding levels for the Water for Life program were increased slightly (1%) in the 2014-15 provincial budget, but no indication was made that funding for Water for Life projects would be based on actual project costs. The AAMDC will continue to advocate on this issue and advise members of funding or approval process changes as applicable.

6-11F: Water for Life Program Funding for Rural Water Co-ops

THEREFORE BE IT RESOLVED that the AAMDC urge the Government of Alberta to provide capital grant funding for rural water supply through the Water for Life Program to connect as many rural residents as possible to regional water lines for the provision of safe potable drinking water.

DEVELOPMENTS: The 2013-14 provincial budget included Water for Life funding was decreased nearly 50 per cent to \$74.5 million and was increased minimally in the 2014-15 budget. At previous meetings with the Ministers of Transportation and Environment and Sustainable Resource Development (ESRD), the AAMDC highlighted this resolution and the issue of changes to potable water funding for small hamlets and existing small growth areas. Earlier this year, ESRD hosted a series of "water conversations" where guided discussions on key issues regarding water in Alberta took place. Rural residential access was discussed and it is anticipated that the Government will release a "What We Heard" document later this year highlighting those discussions, the last of which is scheduled to take place in April 2014. The AAMDC will continue to advocate on the need for increased funding for the Water for Life Program.

Reinstatement of Funding For Resource Roads and Local Bridges in Rural Municipalities

County of Lethbridge

*Simple Majority Required
Endorsed by Foothills Little Bow District*

WHEREAS rural municipalities are the economic drivers of Alberta with their agricultural production and natural resources; and

WHEREAS resource roads and bridges in Alberta must be maintained in order to ensure safe and efficient movement of farm commodities, natural resources, and people; and

WHEREAS the 2014 provincial budget includes no funding for a number of grant programs that are essential to maintaining transportation infrastructure in rural municipalities;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties lobby the Government of Alberta to reinstate funding for the Resource Road Program and the Local Road Bridge Program in the 2015 provincial budget.

Member Background

The Resource Road Program and Local Road Bridge Program were both zero-funded in the 2013 provincial budget. Further, in 2014 these two essential programs were again zero-funded. This has had a significant impact on rural infrastructure/transportation networks. Previously, the Resource Road Program was funded at \$31 million; the Local Road Bridge Program was funded at \$26 million.

Agricultural producers and natural resource industries require roads and bridges that can accommodate the volume of heavy traffic that these industries generate. Many rural municipalities have limited funding. Maintenance and rebuilding of both roads and bridges is now problematic because of the zero-funding of these programs.

There are some 8500 bridges for which rural municipalities have responsibility. Bridges throughout rural Alberta are at the end of their lifespan. Without funding in place some bridges may have to be closed.

The road and bridge infrastructure deficit continues to grow. Safe and efficient movement of farm commodities, natural resources, and people require sound infrastructure.

AAMDC Background

4-13S: Local Road Bridge Program

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties call upon the Government of Alberta to ensure a second round of consultation is held after hearing data from the Committee by going to the region for a vote.

DEVELOPMENTS: The AAMDC deems the government response to be Unsatisfactory. Since this resolution was passed in spring 2013, the Local Road Bridge Program became zero-funded in the 2013-14 provincial budget and continued to be zero-funded in the 2014-15 budget. This directly shifts the entire financial burden of bridge maintenance and replacement to municipalities. Support through government funding and reduced bureaucratic process while maintaining needed safety is critical. The AAMDC is pleased to be part of a committee to review bridge design standards for local roads and the funding structure for the Local Road Bridge Program, and will monitor the entire bridge issue holistically going forward.

3-11F: Alternative Bridge Structures and Eligibility for Funding

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties commission a report to study, outline and evaluate alternate ideas, methods and theories that could address the high cost currently associated with the replacement of bridge structures as currently outlined by the Government of Alberta;

FURTHER IT BE RESOLVED that the Alberta Association of Municipal Districts and Counties present this report to the Government of Alberta and urge them to change their funding guidelines to include alternative, more affordable options for bridge replacement on rural roads.

DEVELOPMENTS: In 2012 the AAMDC partnered with Alberta Transportation to complete a collaborative review of the Local Road Bridge Program. The committee's report recommended that alternative bridge standards be developed for low volume road bridges. Since the completion of the report, the Government of Alberta zero-funded the Local Road Bridge Program for 2013-14. With this loss of funding, bridge maintenance and replacements have now become an even larger financial challenge for municipalities.

In mid-2013, the AAMDC was invited by Alberta Transportation to participate in a technical committee looking at alternatives to increase cost efficiencies in bridge replacement on low volume roads. As of April 2014, the technical committee had established a draft of alternative design guidelines for low-volume local roads. The Government of Alberta currently has a tender out for the creation of specific engineering designs for low-volume local roads. It is hoped that the drafting of specific designs will commence in late 2014. This resolution is deemed Accepted in Principle contingent on the results of the project to develop new standards.

Improvement of Highways in Alberta

Northern Sunrise County

*Simple Majority Required
Endorsed by Northern District*

WHEREAS rural municipalities are the economic drivers of Alberta with their natural resources; and

WHEREAS primary resource extraction activities are putting significant stress on highway road infrastructure in the province; and

WHEREAS highways in Alberta must be improved in order to ensure the safe and efficient movement of natural resources and people;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties lobby the Government of Alberta to improve the condition of highway infrastructure in Alberta.

Member Background

The highway network in Alberta is a vital contributor to the economic well-being of the province. These roads link resources to refineries and suppliers to buyers, and therefore it is essential that they be upgraded and maintained to a standard that satisfies current and future traffic needs.

Due to increased use for industrial purposes, highways are being damaged. When industrial development occurs that affects the condition of, or requires the improvement of, a highway, the provincial government must be responsible for bringing the road to an acceptable standard.

AAMDC Background

The AAMDC has no active resolutions directly related to this issue.

Regional Partnership Solution to Municipal/Community Viability

MD of Bonnyville

*Simple Majority Required
Endorsed by Edmonton East District*

WHEREAS Alberta is experiencing unprecedented population growth resulting in some municipalities exploring options to expand their municipal boundaries; and

WHEREAS municipalities in various areas of the province are undertaking annexation requests to address this growth and examining amalgamation or the creation of specialized municipalities to acquire a broader tax base; and

WHEREAS amalgamation usually involves a rural municipality and an urban municipality resulting in changes in governance structures, finances, service delivery and municipal identity; and

WHEREAS there is the opportunity to explore how governance structures could facilitate these municipal formation or status changes, with due consideration of how rural areas excluded from these formation changes will be impacted; and

WHEREAS Bill 28 was introduced into the legislature October 28, 2013 to formally clarify the formation and role of growth management boards in Alberta; and

WHEREAS the Alberta Association of Municipal Districts and Counties (AAMDC), the Alberta Urban Municipalities Association (AUMA) and the cities of Calgary and Edmonton were involved in discussions regarding Bill 28 resulting in all parties supporting the *Enabling Regional Growth Boards Act*; and

WHEREAS the Government of Alberta has undertaken a review of the *Municipal Government Act*, which currently allows for voluntary amalgamations, regardless of financial incentive; and

WHEREAS through that legislation, municipalities have the ability to make decisions that best suit their local needs to support municipal and community viability regarding land-use planning, amalgamation, inter-municipal cooperation, and cost-sharing;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request the Government of Alberta to retain existing components of the *Municipal Government Act (MGA)* that enable local decision making in pursuit of inter-municipal cooperation and changes of municipal status, including specialized municipalities and the formation of new municipalities as a result of amalgamation, in any amendments to the MGA; and

FURTHER BE IT RESOLVED that the Government of Alberta require municipalities that are pursuing amalgamation to undertake a study identifying why this is the favoured alternative to address local need or encourage municipal viability; factoring in local governance structures, financial impacts, municipal service delivery and impacts to surrounding areas as part of the amalgamation process;

FURTHER BE IT RESOLVED that the Government of Alberta retain the *Enabling Regional Growth Boards Act* as the supporting legislation for municipalities interested in the formation of voluntary growth management boards as a means in providing for integrated and strategic planning for future regional growth.

Member Background

Alberta is a booming province and many municipalities are facing growth pressures and challenges accessing funding to support demands associated with growth and aging infrastructure.

Municipalities are guided by the *Municipal Government Act* (MGA) which enables local decision making and provides guidance for municipal government in Alberta. This includes enabling, but not requiring, municipalities to work collaboratively to plan at a regional level and contribute financially to projects or initiatives that support regional cooperation. The MGA is currently being reviewed and thorough consultation has been undertaken by the Government of Alberta to ensure all stakeholders have had the opportunity to submit feedback into the process.

Having tools in place to promote long-term planning benefits the province as a whole and encourages municipalities to work collaboratively to determine how progressive growth will impact the various areas of the province. On November 4, 2013, Bill 28 was introduced into the Alberta legislature to formally clarify the formation and role of growth management boards in Alberta. After consultations with the Alberta Association of Municipal Districts and Counties (AAMDC), the Alberta Urban Municipalities Association (AUMA) and the cities of Calgary and Edmonton, Bill 28 was passed and renamed the *Enabling Regional Growth Boards Act*. This new legislation is intended to enable two or more municipalities to initiate, on a voluntary basis, the establishment of a growth management board to provide for integrated and strategic planning for future growth.

The MD of Bonnyville is a firm supporter of the regional cooperation tools enabled through the MGA as a means of addressing challenges associated with growth. The MD is involved in multiple cooperative funding agreements to support regional service initiatives and has in place a Regional Community Development Agreement, which includes providing annual funding, with the Village of Glendon and the Town of Bonnyville. The MD also partners with the Bonnyville Regional Fire Authority and the Beaver River Regional Waste Management Commission and is entering into a new partnership with the Town of Bonnyville and the Bonnyville Health Foundation for a future program regarding doctor recruitment and retention. Existing legislation enables the MD of Bonnyville to work with other municipalities and form partnerships to provide financial support and regional services to best meet the need of area residents.

The Government of Alberta has mechanisms in place to determine funding based on both per capita measures and more complex formulas, which better account for the needs of rural areas with lower populations. This variety of funding models addresses Alberta's diverse demographics and current legislation supports local governments to undertake decision making to determine how local funds can be used to best meet the needs of a municipality and, subsequently, region. The existing agreements and partnerships the MD of Bonnyville has in place are supported by the current legislation and most local municipalities have worked hard to continue to foster these relationships to ensure the region as a whole benefits.

Approaching the issue of amalgamation should not be taken lightly and municipalities interested in going this route should consider other alternatives as governance, municipal finances and municipal services of all parties involved will be impacted. Alternatives might include formal partnerships for service delivery, cost-sharing agreements, establishing inter-municipal development plans or forming voluntary growth management boards to undertake a regional approach while retaining municipal autonomy and identity.

The MGA and the *Enabling Regional Growth Boards Act* are valued pieces of legislation that support local decision making. In the 2014-15 provincial budget, the Government of Alberta introduced the Alberta Community Partnership program which provides support for collaborations of two or more municipalities working strategically on new or enhanced regional service delivery. These legislative and funding mechanisms support collaboration to ensure that local autonomy can be maintained while allowing for the voluntary adoption of regional development approaches.

AAMDC Background

23-11F: Finding Local Solutions: Examining the Impacts of Forced Regionalization

THEREFORE BE IT RESOLVED that members of the Alberta Association of Municipal Districts and Counties endorse the position outlined in the paper entitled Finding Local Solutions: Examining the Impacts of Forced Regionalization.

DEVELOPMENTS: The AAMDC presented the final paper entitled Finding Local Solutions: Examining the Impacts of Forced Regionalization to the membership at the Fall 2011 Convention. Notification of the availability of the paper on the AAMDC website has been distributed to members via member bulletin. Based on the completion of this paper, the AAMDC deems the status of this resolution as Accepted.

The study can be accessed online at aamdc.com.

Improvement of High-Speed Internet Services in Rural Alberta

Northern Sunrise County

*Simple Majority Required
Endorsed by Northern District*

WHEREAS all Albertans should enjoy equal access to high-speed internet services regardless of their geographic location; and

WHEREAS current high-speed internet options in rural Alberta are limited and are cost prohibitive in relation to urban centres; and

WHEREAS the Government of Alberta has made a significant investment in the SuperNet, which is intended to provide the infrastructure necessary for private sector providers to make high-speed internet services available in rural Alberta;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties lobby the Government of Alberta to make the investments necessary to improve high-speed internet services in rural Alberta.

Member Background

Private internet service providers typically make investments where population numbers provide a reasonable return on investment. With lower population density in areas of rural Alberta, many of these areas are not ideal for private investors. Satellite internet is available in rural Alberta, but the costs are substantially greater. Wireless internet is not as common in rural areas, and is subject to terrain effects that limit coverage.

The SuperNet was implemented as a way of addressing access to high-speed internet in rural Alberta by creating a network of access points throughout the province. However, unless private companies choose to expand their service using the SuperNet infrastructure, high-speed options remain limited for rural residents. While schools, provincial buildings, and municipal offices have benefited from the SuperNet, rural residents have not seen the full benefits of this provincial investment.

AAMDC Background

The AAMDC has no active resolutions directly related to this issue.

Fire Department Response to Emergency Medical Services (EMS) Calls

Mountain View County

*Simple Majority Required
Endorsed by Central District*

WHEREAS many municipalities provide medical first and co-response in rural areas, and municipal leaders are being held accountable for gaps in service, due to the unavailability of timely Alberta Health Services response; and

WHEREAS in rural Alberta it is difficult for Alberta Health Services to provide the same level of service to all communities; and

WHEREAS a significant amount of responses for small rural fire departments tend to be related to emergency calls that fall under Alberta Health Services' responsibilities; and

WHEREAS Alberta Health Services is requesting, through 911 dispatch, that our fire departments respond to emergency medical calls; and

WHEREAS rural communities feel they have been overlooked in the implementation to centralize all services related to health, even though the current challenges to 911 and first responders still remain the responsibility of municipalities;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request that Alberta Health Services (AHS) provide compensation to municipalities when fire departments are dispatched to respond to emergency calls by the Emergency Medical System 911 dispatcher;

FURTHER BE IT RESOLVED that an independent review of Alberta 911 procedures takes place to ensure the 911 system is operating efficiently between police, fire, and emergency medical services.

Member Background

1. *AHS Mandate*

(a)(i) – promote and protect the health of the population in Alberta and work toward the prevention of disease and injury;

(a)(ii) – assess on an ongoing basis the health needs of Alberta;

(a)(iii) determine priorities in the provision of health services in Alberta and allocate resources accordingly;

(a)(iv) – ensure that reasonable access to quality health services is provided in and through Alberta; and

(a)(v) – promote the provision of health services in a manner that is responsive to the needs of individuals and communities and supports the integration of services and facilities in Alberta.

2. *AHS Mission*

To provide a patient-focused, quality health system that is accessible and sustainable for all Albertans.

AUMA 2011 (Provincial Scope 7 Resolution) – Fire Services as a First Responder to Emergency Calls Status: NOW THEREFORE BE IT RESOLVED THAT the Alberta Urban Municipalities Association urge the Government of Alberta to consider compensation for fire service providers as first responders to emergency call outs. Ministers Response Alberta Health & Wellness – Jan 25/12

With respect to your resolution regarding compensation for fire service providers as first responders to emergency calls, the resolution as written has a very broad scope.

Fire service provider emergency calls include, but are not limited to, fire suppression, highway vehicle rescue, hazardous material response, medical first response, and disaster response; this significant role played by fire service providers extends beyond the mandate of the Health and Wellness ministry. Current practice is that these first responder services provided by fire service providers are funded by the municipality as part of their responsibility to develop and maintain safe and viable communities. Should you have further questions, please contact Mr. Brian Singleton at 780-422-9698.

Community first responders (CFR's) in rural Alberta are firefighters, both volunteer and/or paid on call, who are trained to provide pre-arrival medical care (first on the scene assistance) and medical assist/support, security of the scene and making the environment safe for emergency team members, supportive medical care, landing STARS, communication, and extrication.

Vast distances in rural areas mean that estimated ambulance arrival times of more than 10 minutes are common. Ambulances are often the last to arrive at a rural emergency, because they regularly have extended distances to travel on roads that are unfamiliar to the attendants. Fire-based first responders are commonly the first to arrive at accident scenes in rural Alberta. Remote rural fire departments are burning out volunteers by responding to 911 emergency medical calls. As a result of lengthy travel times, fire departments are frequently being dispatched by 911 to respond to AHS calls.

Several years ago, the Minister of Health asked the Health Quality Council of Alberta (HQCA) to review the status of ground EMS in Alberta and provide a report and recommendations by October 31, 2012. While this review would not examine the decision to transfer governance and funding of EMS from municipalities to the health system, it would examine the impacts resulting from this transfer. The review has a broad scope which, from a patient safety and quality perspective, will include EMS dispatch consolidations, the availability and adequacy of data on EMS and challenges specific to rural areas and to integrated fire/EMS service providers. The results of this review will be valuable in setting the direction of EMS for the future.

In an emergency situation, treatment begins as soon as the EMS team arrives and continues until the patient can be cared for in a medical facility. In rural areas, many fire departments seek training to extend their ability to respond to accidents and sudden medical emergencies within their communities. As firefighters, they are automatically coordinated with ambulance and police services through local 911 dispatch centres. This additional training aids in caring for the patient(s) until EMS arrives at the scene.

The decision of the province to separate the dispatch and communications systems for ambulance service provided by Alberta Health Services has created communication barriers between fire and ambulance. An independent "911 Act" may eliminate these communication barriers.

The goal is to ensure that Albertans receive the care they need in a timely manner. Municipalities will work with all agencies, to provide a consistent level of care to patients no matter where they are in the province, in the hopes that AHS will also work with participating agencies to provide medical direction so that safe care is being provided.

The Partnership for Rural EMS Direction (RED) was formed by municipal leaders, fire and dispatch staff and citizens concerned about the impact of transition on 911 call centres, coordinated dispatch and emergency response. A series of RED documents and research reports have been prepared and are included on the community first responder website at www.ruralcommunityresponders.com.

For the purpose of medical first response or medical assist, the following examples are tasks performed by fire departments at the request of AHS:

- Extricate victims from vehicles and equipment using the Jaws of Life, etc. for EMS transfer to medical facilities;

- Provide comfort and care to victims, stabilize and provide first aid and emergency care, assessment of vitals and injuries, fracture stabilization, breathing apparatus, provide CPR and operate AED;
- Assist with preparing victims for transport and/or aid in transport to medical facilities.

AAMDC Background

1-11F: Cellular 911 Call Answer Fees

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request that the Government of Alberta pass legislation compelling cellular telephone service providers operating in Alberta to collect a monthly cellular 911 call answer fee from its subscribers and remit those revenues to the municipalities operating 911 Public Safety Answering Points (PSAPS).

DEVELOPMENTS: The AAMDC is pleased with the progress made on this issue. Starting April 1, 2014 the Emergency 911 Act will come into effect and add 44 cents to each cellphone bill. The money from the new levy will help fund 911 centres across the province. With the passing of this legislation, the AAMDC deems this resolution Accepted.

Temporary Foreign Workers Program

Brazeau County

*Simple Majority Required
Endorsed by Pembina River District*

WHEREAS economic growth and community prosperity relies on the ability of small, medium and large business to access the necessary skilled labour force; and

WHEREAS the unique needs of Alberta's strong economy means that the demand for labour in our communities requires the support of programs like the Temporary Foreign Workers Program; and

WHEREAS the Temporary Foreign Workers Program is only possible because Canada is full of opportunity and is a desirable place to build a better life for foreign workers and their families; and

WHEREAS the goal of the changes to the Temporary Foreign Workers Program should be to increase accountability, decrease abuse and ensure access to a workforce that Canadian businesses, be they small, medium, or large need; and

WHEREAS the Government of Canada has introduced changes to the Temporary Foreign Workers Program on June 20, 2014, that were designed to increase accountability but have also detrimentally affected the ability of employers to access the program; and

WHEREAS changes in the Temporary Foreign Workers Program must align with the goals and objectives of the overall Canadian immigration system ensuring that the investment in training and settlement of temporary foreign workers is leveraged and not lost;

THEREFORE BE IT RESOLVED that Canadians should have first access to jobs in Canada and the Government of Canada and provincial governments should continue to develop a national labour mobility strategy that encourages and facilitates Canadians to fill jobs; and

FURTHER BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the Province of Alberta to work with the Federal Minister of Economic and Social Development and the Federal Minister of Citizenship and Immigration to:

- **develop short and long term strategies in relation to the Temporary Foreign Workers Program,**
- **address the unique labour market needs of Alberta's economy, and**
- **explore such strategies including the protection of temporary foreign workers from abuse, exploitation and neglect.**

Member Background

In the spring of 2014, the Government of Canada issued a moratorium on the hiring of temporary foreign workers in the food services sector after it was revealed that there were many instances of employers abusing the Temporary Foreign Workers Program. The moratorium had an immediate impact on businesses in Alberta where the unemployment rate is very low and the demand for a skilled labour force is high.

In response to the moratorium, Alberta's mid-sized cities jointly signed a letter on May 26, 2014 requesting the Government of Canada to reinstate the Temporary Foreign Works Program due to:

- its effect on the local economy, and
- making changes to the Temporary Foreign Workers Program to ensure workers are fairly treated.

On June 20, 2014, the Government of Canada announced changes to the entire Temporary Foreign Workers Program:

(<http://news.gc.ca/web/article-en.do?mthd=advSrch&crtr.mnthStrtVI=1&crtr.page=1&nid=859859&crtr.yrndVI=2014&crtr.kw=temporary&crtr.yrStrtVI=2002&crtr.dyStrtVI=1&crtr.dyndVI=19>)

These changes have improved the accountability of the program and protection of workers but, at the same time, decreased the ability of businesses to access the labour force they need to continue to operate and grow.

AAMDC Background

The AAMDC has no active resolutions directly related to this issue.

Alberta Health Services – Emergency Medical Services (EMS) Review

Mountain View County

*Simple Majority Required
Endorsed by Central District*

WHEREAS the Government of Alberta, through Alberta Health Services, has taken over the responsibility for ensuring that proper provision of ground ambulance services and communication services are used in dispatching ambulances in Alberta; and

WHEREAS inter-facility patient transfers (IFPT) in rural Alberta account for a significant amount of time spent by EMS in a licensed ambulance; and

WHEREAS patients who are deemed to be clinically stable by a licensed clinical practitioner may be considered for a non-ambulance transport; and

WHEREAS the ultimate purpose is to develop a provincial Emergency Medical Service (EMS) system that is patient-centred, coordinated, and ensures the most effective use of available resources; and

WHEREAS the purpose is also to ensure effective coordination in responding to medical emergencies and providing patient transport within Alberta's health system; and

WHEREAS it is not possible to take one service (ambulance) out of a rural community without serious impact to other services;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request that Alberta Health Services provides an Emergency Medical Services (EMS) system that ensures appropriate coverage and response in all areas of the province;

FURTHER BE IT RESOLVED that Alberta Health Services considers non-ambulance transportation (NAT) for clinically stable patients and considers reserving the use of ground ambulances for emergency events.

Member Background

Emergency medical services should reflect the entire continuum of patient care, treatment, and transportation for patients outside of the hospital environment. Multiple providers and agencies may be required to ensure prompt response, effective treatment, and appropriate medical transportation for patients within a health care system, without additional costs to the patient.

Currently the provincial ambulance service has two critical roles: EMS pickup and delivery from an emergency incident, and IFT pickup and delivery for patient transfer or diagnosis. Private-for-profit (PfP) and not-for-profit (NfP) ambulance providers have co-existed in Alberta for more than 70 years. Most ambulance expenses for a patient are covered by private insurance. Costs for seniors and patients on inter-facility transfers (IFT) are covered by the Government of Alberta's health care plan.

Blue Cross insurance rates for ambulance service are approximately \$400.00 per emergency call. There are no readily available figures on the cost per call for IFT, as these costs are absorbed by the provincial health care plan.

Four factors predict a trend towards an increase in IFTs:

1. Rural family medicine – New doctors are taught to rely on “quick turnaround” diagnostic tools, such as CT's and MRI's and continue to use these tools when they enter rural medical practice. There are now more IFTs used for this routine testing.

2. Liability issues with patient care – The number of IFTs has increased and the cost of each transfer has increased.
3. Centralized medical testing – Specialized medical testing units and diagnostic staff have been centralized in the larger cities.
4. Aging population – Alberta has an increasing number of people over 55 years of age. The rates of IFTs will increase for at least the next 15 years as this cohort ages, with declining health.

The Partnership for Rural EMS Direction (RED) was formed by municipal leaders, fire and dispatch staff and citizens concerned about the impact of transition on 911 call centres, coordinated dispatch and emergency response. A series of RED documents and research reports have been prepared and are included on the community first responder website at www.ruralcommunityresponders.com.

Information regarding Alberta Health Services' actions based on the HQCA Review of Ground Emergency Medical Services in Alberta, January 2013 is as follows:

HQCA Required Actions:

Determine the resources required for Inter-Facility Transfers (IFT's) that considers provider scope of practice, vehicle type and equipment based on patient need. Ministerial Directive D2-2013-2.2 – The implementation plan shall include options to limit the use of AHS EMS staff and contracted EMS resources for non-urgent Inter-Facility Transfers, including the use of external contractors to provide these services.

The HQCA Report can be accessed at:

https://d10k7k7mywg42z.cloudfront.net/assets/5373e04e4f720a7dd40000e9/Review_of_the_Operations_of_Ground_EMS_in_Alberta_Final_Report.pdf

Alberta Health Services Central Zone is waiting to release a “Request for Expression of Interest and Qualification” (RFEOIQ).

AAMDC Background

1-12S: Placement of Additional Radios in Ambulance Units

THEREFORE BE IT RESOLVED that the AAMDC request that the Province of Alberta address immediately, the lack of direct communication between fire, municipal services and ambulance to prevent lags in emergency response time during significant emergency events, by allowing the placement of additional radios in ambulance units.

DEVELOPMENTS: The Alberta First Responder Radio Communication System (AFRRCS) is currently under construction and will be completed in 2016. The system will provide two-way radio communication between emergency responders and will be available to municipal emergency responder agencies including fire, police and ambulance. Currently, the system will only provide oral communication to emergency with limited data capability. As AFRRCS will not be fully operational until 2016, this resolution remains Unsatisfactory. The AAMDC will continue to monitor the implementation of the AFRRCS and its ability to meet the needs of the AAMDC membership.

2-11F: Emergency 911 Dispatch

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties (AAMDC) request the Province of Alberta to halt the transition of Ambulance Dispatch Centres and that the Standing Issues Committee undertake a joint review with Alberta Urban Municipalities Association to

ensure that first responders, ambulance and fire remain as or be returned to one unified, efficient, dispatch to enhance communications while responding to emergencies in Alberta.

DEVELOPMENTS: The January 2013 Health Quality Council of Alberta (HQCA) report on Alberta's ground ambulance services, recommended that the consolidation of ambulance dispatch continue immediately. With the government's acceptance of this recommendation, the reaction to this resolution is deemed Unsatisfactory. Dispatch consolidation had been limited until the release of the report and the AAMDC is disappointed in the renewed effort to consolidate. The Ministry of Health is currently reviewing the dispatch system. The AAMDC will continue to advocate for dispatch issues through its participation on the Medical First Response Advisory Panel, and the grass-roots Rural Community First Responders Working Group.

4-11F: Remote Location Emergency Response

THEREFORE BE IT RESOLVED that the AAMDC work with the provincial government to encourage commercial and industrial employers within the Province of Alberta to address and provide for emergency access at remote locations in their emergency response plans in accordance with current legislation.

DEVELOPMENTS: The AAMDC accepts the response of Alberta Human Services and Alberta Municipal Affairs as the Occupational Health and Safety Code requires employers to have emergency response plans in place that include procedures for rescue, evacuation and transport.

Resolution 12-14F

Amend the Waste Control Regulation 192/1996 to Address Classification of Hazardous Wastes in Landfills

County of St. Paul

*Three-fifths (3/5) Majority Required
Endorsed by Edmonton East District*

WHEREAS municipalities are responsible for service provision and land-use planning decisions that consider environmental stewardship; and

WHEREAS proximity to landfills across municipalities in Alberta varies considerably; and

WHEREAS many landfills are not within close proximity to deep well disposal facilities that can accept hazardous wastes and very few facilities are equipped to carry out proper disposal; and

WHEREAS the current regulation classifies leachate with toluene in excess of 0.5 mg/L and ammonia in excess of 100mg/L as a hazardous waste; and

WHEREAS many municipal/residential solid waste landfills in Alberta and the rest of Canada generate leachate with toluene and ammonia concentrations in excess of 0.5 mg/L and 100 mg/L, respectively; and

WHEREAS Alberta Environment and Sustainable Resource Development received the *Final Report, Updating Alberta's Hazardous Waste Regulatory Framework: A Report Prepared by the Hazardous Waste Technical Committee for the Waste Management Stakeholder Group* (hereafter, the Report) in November 2006; and

WHEREAS the Report's recommendations have not yet been implemented by revision of the *Waste Control Regulation (AR192/1996)* and Table 2 of the *User Guide for Waste Managers*; and

WHEREAS municipal solid waste landfills provide the most economical option for the disposal of non-recyclable, non-hazardous waste and serve to prevent contamination between waste and surrounding environment; and

WHEREAS this resolution would result in decreased disposal or operational costs without increasing environmental risk or liability for those municipalities that elect to be members of waste commissions that are not within close proximity to deep well disposal facilities;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties calls upon the Government of Alberta to revise the *Waste Control Regulation 192/1996* and *User Guide for Waste Managers* to reflect the recommendations for toluene and ammonia as outlined in the *Final Report, Updating Alberta's Hazardous Waste Regulatory Framework*.

Member Background

Relevant policy and legislation to this resolution include:

- *Waste Control Regulation 192/1996*
- *Alberta User Guide for Waste Managers*
- *Final Report, Updating Alberta's Hazardous Waste Regulatory Framework*

The Evergreen Waste Commission's mandate is to provide waste management services to residents and businesses in the County of St. Paul, Town of St. Paul, Town of Elk Point, County of Smoky Lake, Town of Smoky Lake, Village of Vilna, and Village of Waskatenau as well as an array of customers outside these municipalities. Established by the Government of Alberta, Evergreen is set up as a regional services commission, which means Evergreen represents public sector transparency, while providing effective and efficient services to solve municipal, private, and public waste problems.

The Evergreen Waste Commission is experiencing rising trucking and disposal costs related to its efforts to properly dispose of non-toxic leachate waste due to the presence of the chemicals toluene and ammonia in Evergreen's leachate. The current *Waste Control Regulation and User Guide for Waste Managers* classifies leachate with toluene in excess of 0.5 mg/L and ammonia in excess of 100mg/L as a hazardous waste. Yet, there is substantial evidence that these permitted levels are not scientifically sound and in fact, the non-toxic leachate could withstand significantly higher levels of toluene and ammonia without any environmental consequences.

In November 2003, a Waste Management Stakeholder Group (WMSG) was established to assist Alberta Environment and Sustainable Resource Development in developing a long-term waste strategy. The WMSG consulted widely during this process. Due to the highly technical nature of many of the issues surrounding hazardous waste, the WMSG decided that a Hazardous Waste Technical Committee (HWTC) should be formed to clarify outstanding technical issues and provide recommendations on hazardous waste classification and hazardous waste landfill disposal restrictions.

Ultimately, on November 30, 2006, Alberta Environment and Sustainable Resource Development received the *Final Report, Updating Alberta's Hazardous Waste Regulatory Framework: A Report Prepared by the Hazardous Waste Technical Committee for the Waste Management Stakeholder Group*.

The Report can be found at:

<http://esrd.alberta.ca/waste/hazardous-waste-management/documents/8308.pdf>

The Report states that some of the limits on regulated chemicals including toluene and ammonia "are not scientifically defensible, or are not regulated in other jurisdictions, or have been arbitrarily set" (pg. 22). Despite the recommendations made by the Hazardous Waste Technical Committee, the vast majority of these recommendations have not been implemented by Alberta Environment and Sustainable Resource Development.

In particular, the Report advocates for increasing the permitted levels of toluene in non-toxic leachate waste from 0.5 mg/L to 5 mg/L and deregulating ammonia by removing it from Table 2 in the User Guide for Waste Managers.

The Report argues that there is inadequate evidence to demonstrate the carcinogenicity of toluene in humans and research suggests a lack of carcinogenicity in animals. Moreover, "toluene has low acute and chronic toxicity for both animals and humans" (pg. 55).

The Report also states that "the Toxicity Characteristic Leaching Procedure is not suitable to test ammonia and many of its salts and that these substances are defined as hazardous due to hazardous properties other than leachability" (pg. 52). Moreover, ammonia is highly soluble in water and is rapidly converted to nitrate, which is not a regulated substance in either the *Waste Control Regulation* or Table 2 of the *User Guide for Waste Managers*.

AAMDC Background

The AAMDC has no active resolutions directly related to this issue.

ESRD Monitoring of CleanFARMS Pesticide Container Recycling Program

County of Vermilion River

*Simple Majority Required
Endorsed by Edmonton East District*

WHEREAS a substantial volume of agricultural pesticide containers are sold annually in most rural municipalities and counties; and

WHEREAS the agricultural chemical industry has developed a pesticide container recycling program through CleanFARMS; and

WHEREAS waste collection sites in Alberta have cooperated with the CleanFARMS pesticide container recycling program by providing container drop off locations and temporary storage; and

WHEREAS Alberta Environment and Sustainable Resource Development provides guidance for waste collection procedures; and

WHEREAS the CleanFARMS Pesticide Container Recycling Program has experienced container removal delays from waste collection sites in 2014 which could limit container recycling;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal District and Counties requests Alberta Environment and Sustainable Resource Development to monitor the CleanFARMS Pesticide Container Recycling Program in Alberta and intervene, if necessary, to ensure pesticide containers continue to be recycled and not left scattered in rural areas.

Member Background

CleanFARMS partners with ag-retailers and municipalities to collect empty commercial pesticide and fertilizer containers from farmers across the country. Since the program began in 1989, more than 100 million empty containers have been collected.

Farmers drop off their clean empty containers at the nearest collection site at no charge. The program operates each growing season. The containers are then recycled into valuable materials that can be used back on the farm, such as farm drainage tile.

Containers that are twenty-three litres or smaller are collected through this program. Containers larger than twenty-three litres should be returned to the point of sale or to the manufacturer for disposal. Containers used for home and garden care with the word 'domestic' on their label should be disposed of through an appropriate municipal program.

The empty container recycling program plays an important role in protecting the environment by keeping recyclable materials out of landfills and preventing them from being burned.

Together, we collected 1,458,210 empty pesticide and fertilizer containers in Alberta last year. We also celebrated the collection of our 100 millionth container since the program began in 1989.

Contractor information:

This year, Stericycle Canada, one of Canada's leading waste management firms, will begin servicing our Alberta collection sites.

Pesticide container sites may be designed as uncovered or covered facilities. Typical uncovered facilities are constructed with a clay lined base as a minimum, and may be designed to include a synthetic membrane liner. Pesticide container storage sites should be designed to drain to a liquid holding basin to avoid contamination surrounding surface water systems. Fences should be designed to prevent blowing of the stored containers during windy conditions.

CleanFARMS has been dealing with some service issues regarding the Container Management Program this year.

Stericycle has had some trouble keeping up with the container returns at the larger collection sites in the province. As a result, they have dedicated more resources and purchased a mobile shredding unit to help tackle the backlog.

AAMDC Background

3-12F: Recycling Agriculture Plastics

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request the Provincial Government to develop recycle programs for the agriculture industry for the recycling of agricultural plastics.

DEVELOPMENTS: The ministries of Agriculture and Rural Development (ARD) and Environment and Sustainable Resource (ESRD) scoped the issue of waste management in rural Alberta through a survey process that sampled agricultural producers and municipal waste authorities. The AAMDC met with the Minister of ARD in early 2013 who noted there is a lack in regional facilities which creates a challenge associated with high costs of hauling agriculture plastics long distances for recycling purposes.

The AAMDC and ARD engaged with CleanFARMS through their development of an Alberta Agricultural Waste Characterization Study, which was released in August 2013. While the study inventories and quantifies the plastic waste generated on Alberta farms, it does not directly address the need for or possibility of recycling programs to address this waste. Though the Government is making strides to better understand the challenges associated with recycling agricultural plastics, there has not been any efforts to establish a recycle program for agricultural plastics to date. As such, this resolution is deemed Unsatisfactory and will continue to be monitored.

Provincial Funding for Municipal Public Libraries and Regional Library Systems

County of Forty Mile & County of Grande Prairie

Simple Majority Required

Endorsed by Foothills Little Bow & Northern Districts

WHEREAS regional library systems exist to ensure Albertans have equitable access to library services and contribute to the well-being of the Province of Alberta; and

WHEREAS Alberta public libraries and regional library systems cooperate with and help implement the Alberta Government's Collaborative Library Policy and Alberta Public Library Network Policy; and

WHEREAS the role of regional library systems has changed due to their new responsibilities as nodes within a provincial network, allowing for more centralized delivery as well as due to the constantly evolving formats of library materials; and

WHEREAS the extra funding allocated to digital resources for public libraries is much appreciated, it does not address the other needs regarding the changing roles and responsibilities of regional library systems; and

WHEREAS public libraries play a vital role in creating strong communities and serve as a dynamic component of the education system and provide a universal and low-cost point of access to information for Albertans of all ages, in all regions of the province, who are pursuing knowledge and information needed for success in education, business and personal projects; and

WHEREAS the funding for public libraries in the provincial budget has stayed approximately \$32,500,000 for six (6) years now, while there has been a 9.47% inflation since 2009 (according to the Bank of Canada inflation calculator); and

WHEREAS funding for public libraries is on a flat provincial budget using out-of-date federal census; and

WHEREAS Alberta has a continuing and increasing influx of residents with 57.1% of Albertans using the public library network; and

WHEREAS municipalities have had to increase funding disproportionately to help libraries achieve their goals;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request the Government of Alberta to review its funding formula for public libraries and regional library systems and develop a consistent approach and longer term plan to allow for increased funding that reflects current census information regarding populations in Alberta and multi-year planning, to ensure consistent delivery of library services for all Albertans in all regions.

Member Background

Regional library systems are currently funded on a per capita basis which, in 2014, is still using 2010 population figures.

In addition, the per capita funding formula is further imbalanced in that it benefits regional library systems located in larger communities and regions, while regional library systems located in smaller communities and regions still face the same financial challenges, but with less funding support. Overall, the per capita based funding mode is inadequate in addressing the funding needs of each regional library system.

In addition, funding allocated to public libraries in the provincial budget has stayed at approximately \$32,500,000 for six (6) years now, while there has been a 9.47% inflation since 2009 (according to the Bank of Canada inflation calculator).

It is vital to ensure that provincial public library operating grants keep up with inflation, as well as assist with the new service priorities of the ever growing and diversifying population of Alberta, if all library nodes are to work effectively as one network to serve the province and deliver excellent library services.

Despite flat provincial budgets, the need for increased library services and materials in southeastern Alberta is clearly evident, based on five years of growth in library services.

From 2009 to 2013 in the Shortgrass Library System:

1. The population that our regional library system serves has increased from 101,593 in 2009 to 103,378 in 2014, including one new member, the Village of Duchess.
2. We have added 4,462 eBooks and eAudiobooks at an average cost of \$24.97 each.
3. The amount spent on library materials by public libraries in the Shortgrass Library System has increased from \$317,986 in 2009 to \$366,992 in 2014.
4. The number of materials catalogued annually has increased by 29%.
5. The number of delivery stops made in a year, to deliver materials between libraries has more than tripled, from 1,248 stops to 3,718.
6. Municipal support for regional library services increased by 12% from \$4.27 per capita in 2009, to \$4.80 per capita in 2014.

Public Library Services Branch (Alberta Municipal Affairs) recently introduced a new Provincial Network Policy, which has changed the role of regional library systems by requiring participation in the provincial network of library services and resource sharing.

With populations fluctuating and funding remaining unpredictable from year to year, it is difficult to engage in any long term financial planning, which threatens the sustainability of library systems and thereby endangers the provision of and access to valuable programs and services available to all Albertans.

Although there are increasing numbers of public library network users and increased services required by the public library network, it has become very evident to municipalities and Albertans that funding for public libraries and regional library systems has been seriously underfunded, forcing municipalities, on limited budgets, to provide funding support to the public libraries and regional library systems in their regions.

Although municipalities are also supporting regional library systems, the library systems are unable to keep up with the costs associated with the capital and operating costs. When factoring in the population increase over the last six years, the overall provincial per capita funding for library services has declined.

AAMDC Background

The AAMDC has no active resolutions directly related to this issue.

WHEREAS Telus Communications Inc. is a member of Alberta One-Call; and

WHEREAS as a member of Alberta One-Call certain responsibilities are required in order to notify ground disturbers of potential conflicts which may occur with a planned ground disturbance; and

WHEREAS Alberta's municipal districts and counties frequently undertake construction projects that require pipeline and underground utility location by Alberta One-Call; and

WHEREAS the construction season in Alberta is short and prompt location of underground utilities are essential to have projects started and completed safely, on time and on budget; and

WHEREAS Telus Communications Inc. has frequently not been able to locate their utility in a timely manner after a request to Alberta One-Call has been made;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the provincial government and Alberta One-Call to use all means available to ensure Telus Communications Inc. locate its underground utilities within the two day time parameters established by Alberta One-Call.

Member Background

Upon request by a client, the subscribers to Alberta One-Call undertake to locate all lines within two working days. With increasing regularity, Telus Communications Inc. have not been located within this timeframe, and in some instances seek to replace an onsite inspection of the site with telephone calls to the person or agency requesting making the One-Call request.

Projects and staff have been unnecessarily delayed by the lack of utility location by Telus Communications Inc.

Alberta One-Call indicates that members will provide locates within the two full working days advance notice period and as a minimum members are expected to contact the ground disturber within two full working days and either notify them that there is no conflict or make arrangements for a mutually acceptable time to meet on site to identify and mark the location of buried utilities.

A resolution similar to this was passed by the AAMDC in 2005 however the government response was unacceptable and the issue continues to be of concern.

AAMDC Background

20-05F: TELUS Communications Line Locating

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the provincial government and the Canadian Radio-Television and Telecommunications Commission to use all means available to ensure TELUS Communications Inc. locates its underground utilities within the two-day time parameters established by Alberta One-Call.

DEVELOPMENTS (as of last review of this resolution in 2007): The focus of Alberta One-Call Corporation is to prevent damage to buried facilities through education, advocacy and public awareness. The industry expectation regarding locating is within two business days. This parameter is not formalized by any body; the CRTC, Alberta One Call or otherwise. As such, the CRTC has ruled that there are no enforceable time lines in which a telephone or cable system

operator must respond to locate requests. In discussion with Alberta One-Call, it was determined that at the time this resolution was put forward, a number of factors came together to create a severe shortage in either company-provided or contracted out staff. Unprecedented growth, surging fuel prices and the beginnings of the job boom, resulted in many urban fringe areas suffering reduced service especially for residential requests. Since that time, key utility providers came together to established new guidelines and contracts that mitigate these situations. They acknowledge that they are ultimately responsible for the locate process. Alberta One-Call encourages those experiencing delays to contact them for assistance as they are best positioned to deal with the utility provider. Recently, Wheatland County has encountered issues regarding telecommunication and one-call companies. The CRTC judged in favour of the telecommunications company, but Wheatland County has been granted leave to appeal to the courts. In question is the right of the CRTC to preside over municipal right-of-ways and locate companies when they are working with telecommunications companies. While this issue and the resolution are not directly related, the outcome may have an effect on the authority of one-call companies and a municipality's right to demand their proper use. This resolution hold a status of Unsatisfactory.

Family and Community Support Services (FCSS) Funding

County of Grande Prairie

*Simple Majority Required
Endorsed by Northern District*

WHEREAS the purpose of a municipality is to provide good governance, services, facilities or other things that in the opinion of council are necessary or desirable for all or part of the municipality and to develop and maintain safe and viable communities; and

WHEREAS municipalities provide Family and Community Support Services (FCSS) programs that are of a preventive nature and enhance the social well-being of individuals and families through promotion or intervention strategies; and

WHEREAS over 318 municipalities and Metis settlements participate in the provincial FCSS program; and

WHEREAS in 2010 the Alberta Association of Municipal Districts and Counties adopted a resolution calling on the Government of Alberta to provide greater support to FCSS; and

WHEREAS in response to that resolution the Government of Alberta acknowledged the important role that FCSS plays in identifying and addressing preventive social service needs. Saying that prevention and early intervention services are important to building and sustaining healthy families and communities, and FCSS is a key contributor in the continuum of preventive social services at a grassroots level; and

WHEREAS despite this acknowledgement funding was not increased but maintained at \$75.7 million; and

WHEREAS the FCSS Association of Alberta issued a media release dated March 20, 2014 outlining its discouragement and concern about the 2014 Alberta Human Services projected budgets for the next two years and the lack of increases for FCSS programs since 2009 which will result in FCSS funding being flat-lined for eight years; and

WHEREAS the Government of Alberta's Social Policy Framework identifies proactive and preventive approaches to social issues as being key to building and sustaining a system that improves outcomes for children, families and communities; and

WHEREAS increased funding for preventive, proactive social services are critical to creating a sustainable system for children, youth and families, and no increase in funding will result in reducing or eliminating these necessary services and programs; and

WHEREAS investments in proactive and preventative actions lead to less pressure on crisis management and intervention services related to justice, health care, child intervention, and family violence, which will ultimately reduce the economic and social costs to the Government of Alberta and all Albertans;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request the Government of Alberta to immediately increase provincial funding to municipalities for Family and Community Support Services (FCSS) commensurate to the population growth and annual inflation, thereby relieving some of the pressure on crisis intervention and prevention services and ensuring the sustainability of these essential programs;

FURTHER BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties work with other partners including, but not limited to Family and Community Support Services Association of Alberta, Alberta Urban Municipalities Association and Calgary FCSS Sustainability Forum to advocate for a fully funded, sustainable provincial FCSS program.

Member Background

The FCSS philosophy is based on a belief that self-help contributes to a sense of integrity, self-worth and independence. The programs developed are intended to help individuals in the community to adopt healthy lifestyles thereby improving the quality of life and building the capacity to prevent and or deal with crisis situations should the need arise. There has been no increase in funding since 2009 to help support the cost of these programs. Because of this, FCSS is falling further behind in its ability to maintain its level of support to Albertans, and in many cases, much needed services and programs will be reduced or eliminated in municipalities.

AAMDC Background

17-11F: FCSS Program

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request the Government of Alberta amend Alberta Regulation 218/94 to add, section 2.1(1) paragraph (vi) to read “provide direct assistance as part of a Pilot Project established for the purposes of identifying and confirming an emerging community need which could then be addressed in the long term through other community means.”

DEVELOPMENTS: The government response notes that a key principle of the FCSS program is local responsibility for priority setting and resource allocation. The current FCSS regulation outlines what services can be provided using FCSS funding and though it states that municipalities determine how the funding they receive should be allocated to best meet the needs of their community, it also identifies services that are not permitted such as those that duplicate services ordinarily provided by a government or government agency. The FCSS regulation was recently reviewed and will expire in June 2015. In this review, the suggested amendment noted in the resolution was not made. As such, this resolution has been assigned a status of Unsatisfactory. The AAMDC will continue to advocate on this issue in anticipation of the expiration of the regulation.

9-10F: Funding to Family and Community Support Services (FCSS)

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties petition the Government of the Province of Alberta to increase provincial funding to municipalities for Family and Community Support Services to 100 million dollars annually thereby relieving the pressure on crisis intervention services.

DEVELOPMENTS: The 2013-14 budget maintained funding for FCSS at \$76 million thus requiring the AAMDC to find the response to this resolution to be unsatisfactory. In the last budget year, the Family and Community Support Services Association of Alberta (FCSSAA) acknowledged the fiscal position of the Government of Alberta at that time and advocated to retain the \$75 million in funding. With this in mind, along with the fact that the province is still operating in a deficit, the AAMDC will not actively advocate on this resolution until such time as the government's financial outlook improves but will monitor developments in FCSS funding.

Mileage Signage Markers Along Provincial Highways

MD of Lesser Slave River

*Simple Majority Required
Endorsed by Pembina River District*

WHEREAS travelers in emergency situations have great difficulty expressing where emergency scenes are located along provincial highways; and

WHEREAS the extra time and effort to locate accident scenes affects response and the ability to save lives or relieve suffering at an accident scene; and

WHEREAS previously, some municipalities have placed highway kilometer markers only to have them removed by Alberta Transportation, as they no longer meet Alberta Transportation's standard, leaving the public with no means to identify where they are located; and

WHEREAS the placement of signage to ensure safety of the traveling public is the responsibility of Alberta Transportation;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties advocate that the Government of Alberta be held accountable for placing highway kilometer markers at regular intervals along primary and secondary highways that are under the Government of Alberta's management, control and responsibility, on highways that pass through vast tracts of Crown lands where there are no township road and range road signs, so that Albertans and visitors can have a means to identify where they are during emergency situations.

Member Background

Using Highway 44, Highway 2 and Athabasca north of Westlock as an example, travelers along this highway and beyond find themselves in forested areas with no reference and vast stretches of highway between urban centres. This is exacerbated in adverse weather conditions. Moreover, locals who are acquainted with the land can have difficulty in identifying their location. This worsens the further north people travel.

Alberta Transportation determines what signage it will fund and what signage it will not fund. For example, they will pay for signage to restrict quad usage and ATV usage in right of ways, yet they will not fund basic markers that could save lives or at least give people a sense of their whereabouts. Furthermore, they will take down signs that have been in existence for at least 25 years without notification to area municipalities without providing an acceptable means of replacement.

We are aware that several northern municipalities, namely the Municipal District of Opportunity, Mackenzie County and Northern Sunrise County are to the point of acting, where the government has not, to ensure safety of the traveling public. We find ourselves at Lesser Slave River in the same situation as these municipalities wherein morally we will have to act in the public interest.

However, it is our belief that provincial tax dollars should fund provincial infrastructure. We believe that highway markers are provincial infrastructure. Thus, we ask that the members of the AAMDC join us in holding the Government of Alberta accountable for this infrastructure by funding their placement along highways in 2015.

AAMDC Background

14-04S: Mileage Signage Markers Along Provincial Highways

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties request the Government of Alberta to provide appropriate location signage on highways under their jurisdiction which currently do not have adequate identification markers.

DEVELOPMENT (as of 2007):

The government has moved to establish criteria for the installation of identification markers along remote highways to assist travelers and emergency response agencies. The government is also looking at possibly installing exit markers at strategic locations on major routes such as the North-South trade corridor.

DEVELOPMENT (as of 2014):

The Government of Alberta has established criteria for the installation of mileage markers on highways and roads in remote locations. These criteria are found in the Government of Alberta's *Highway Sign and Information Guide Manual*. The criteria specify that kilometre markers are only permitted on remote highways "where the number of significant crossroads averages less than one access every 10 km for a minimum distance of 100 km. Significant crossroads consist of numbered highways, township roads, range roads and local named roads." Even when a remote highway or road meets this criteria, kilometre markers will be installed on an as-requested basis only. If a local government or private business wishes to install kilometre markers, they must receive authorization from the Government of Alberta.

Sustaining Schools in Rural Communities

Saddle Hills County

*Three-fifths (3/5) Majority Required
Endorsed by Northern District*

WHEREAS rural schools are a necessity in order to maintain and develop rural communities; and

WHEREAS rural Alberta is a strong contributor to the economic success of Alberta and requires adequate services, including schools, in place to promote rural sustainability; and

WHEREAS rural communities need services that will aid in attracting and retaining younger populations to encourage continued viability of rural communities; and

WHEREAS the closure of rural schools will have negative effects on the rural communities as well as cause significant travel time for students; and

WHEREAS the rural transportation funding formula is not adequate for rural schools to fully recover student transportation costs (SECTION 1.20 - Rural Transportation Funding Formula- Funding Formula for School Authorities); and

WHEREAS the school board transportation deficits decrease the amount of funding designated for basic education; and

WHEREAS schools should receive adequate funding in order to prevent the need for students to be placed in multi-grading (triple or quadruple) classrooms; and

WHEREAS the Government of Alberta recognizes the severe effects triple or quadruple grading has on children's education; and

WHEREAS the Government of Alberta's Rural Development Strategy indicated that they strive to ensure that people in rural Alberta have access to quality public services;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the Government of Alberta to amend the school funding formulas, policies, and regulations to ensure the continued equitable operation and predictable sustainable funding of Alberta's existing rural schools; and

FURTHER BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties continue to lobby the Government of Alberta in order to improve the provincial funding formulas to reflect the needs of rural schools;

FURTHER BE IT RESOLVED that without rural schools the sustainability of rural communities is at risk.

Member Background

The Government of Alberta appears to be sending mixed messages. They are encouraging municipalities to invest significant resources into rural community development on one hand, while due to the limited provincial education funding forcing the closure of schools in rural municipalities across the province.

There needs to be a commitment from the Government of Alberta to secure funding for rural schools in an effort to make our communities viable. Saddle Hills County is investing in their rural communities as a method to create strong viable communities, but without rural schools these investments are at risk. Attraction and retention of families will be made impossible without the attraction of rural schools.

The Small Schools by Necessity grant needs to be adequately funded to ensure that the level of education that rural students are receiving meets provincial standards.

AAMDC Background

10-11F: Sustaining Schools in Rural Communities

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the Government of Alberta to amend the school funding formulas, policies and regulations to ensure the continued equitable operation and predictable sustainable funding of Alberta's existing rural schools;

FURTHER BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties continue to lobby the Government of Alberta to maintain the Small Schools by Necessity Grant for the 2012 and foreseeable future budgets.

DEVELOPMENTS: The Small Schools by Necessity Grant (SSNG) was preserved and continues into the 2014-15 school year with the same funding as 2013-14. One change to note in the 2014-15 school year is that metro schools are no longer eligible for the SSNG. Metro schools include those within the Calgary Catholic School District, Calgary Board of Education, Edmonton Catholic Schools and Edmonton Public Schools.

As the government response notes, school boards have maximum flexibility in determining where their funds are spent. This includes the funding received through the SSNG. Therefore, addressing the future sustainability of rural schools may find the most success through discussions with local school boards. As such, the AAMDC has assigned this resolution a status of Accepted in Principle and will monitor the issue going forward.

14-11S: School Bus Transportation Funding Formula

THEREFORE BE IT RESOLVED that the AAMDC encourage the province to revisit the school bussing transportation formula to ensure an equitable distribution of transportation funding between jurisdictions.

DEVELOPMENTS: The AAMDC accepts in principle the response to this resolution as it acknowledges a review of funding models for small rural boards might be in order. It further recognizes the challenges associated with urbanization. The AAMDC will continue to advocate for a funding review through formal ministerial meetings.

ER1-09F: Small Schools by Necessity Grant

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the Government of Alberta to preserve the Small School by Necessity Grant.

DEVELOPMENTS: The AAMDC accepts that the intent of the resolution has been met as the Small Schools by Necessity Grant has been preserved at this time.

New Home Owners Protection Act

Cardston County

*Three-fifths (3/5) Majority Required
Endorsed by Foothills Little Bow District*

WHEREAS the Government of Alberta passed the *New Home Buyers Protection Act* on November 20, 2012; and

WHEREAS the rules and regulations pertaining to the *New Home Buyers Protection Act* came into effect February 1, 2014; and

WHEREAS the costs associated with the *New Home Buyers Protection Act* are drastically higher than initial estimates prior to the implementation of the Act; and

WHEREAS the Government of Alberta's lack of preparedness to implement the program has inflicted stress, anxiety and anger on Albertans, with little to no benefit for ordinary Albertans; and

WHEREAS mandating all new houses to carry a warranty presents an unnecessary financial burden on, and a subversion of free enterprise principles espoused by Alberta residents;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties opposes the mandatory nature of the *New Home Buyers Protection Act* and its associated rules and regulations, and urges the Government of Alberta to amend the legislation to allow consumers to decide if they wish their new homes to be covered by warranty;

FURTHER BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the Government of Alberta to respect the individual freedoms of all Albertans to sell and purchase their homes on terms amenable to both parties, recognizing that the terms of the transaction between two free individuals do not require regulation by government.

Member Background

The rules and regulations of the *New Home Buyers Protection Act* came into force February 1, 2014. This legislation makes purchasing a warranty on various components of new home construction mandatory.

Whereas the option to purchase new home warranties has been available on new homes prior to this government action, the government is now forcing all home builders to purchase an insurance product regardless of individual circumstances.

The increased costs for this warranty program will accrue to both those seeking to build a new home, and municipalities tasked with ensuring compliance with the new program. While the cost of purchasing the insurance product has been discussed in the media, fees for registering a new home with the registrar, for searching the registry, for authorizations for filing appeals, etc. are all costs that have yet to be disclosed.^[1]

Now that the program has been operating for several months it is apparent that the increased costs are higher than the Government of Alberta indicated prior to the program implementation. Initial estimates for warranty coverage were approximately \$1700, whereas the known costs today are \$3400. Furthermore, before program implementation the program was to include the ability to be exempt from the program if the homeowner built the house, now we know there is a \$750 non-refundable application fee, and there are no guidelines to what will or will not be accepted on a self-build exemption application.

The Government of Alberta was not prepared for the program to commence, causing extreme wait times to speak to representatives to have simple questions answered, and is still causing problems as people

try to get their warranties onto the government registry. The Government of Alberta's lack of preparation has caused more unnecessary anger, mistrust, and anxiety than the program was designed to alleviate.

While new home buyers may initially feel comforted with the idea of having a warranty on their new home, the warranty insurance provider may exclude policy coverage for “negligent or improper maintenance, or improper operations of the new home”. Further, warranties may be voided where a homeowner undertakes renovations and does not hire the original builder to make the changes.^[2]

While there may be instances where shoddy construction or dishonest practices of a few contractors who do not do a good job^[3] have created financial burdens on those who may have purchased a home of sub-standard quality, the ability of a purchaser to select a new home with a warranty or research the reputation of a contractor were in place prior to mandatory warranty practices being put in place by the Government of Alberta.

Home builders already experience significant costs in obtaining safety and building code permits. These permits are supposed to ensure the home is built to provincial standards. Reputable contractors follow the rules, take pride in the quality of their work, and provide Albertans with safe homes. Mandating a warranty concurrently with requiring safety code permits leads one to conclude that the standards are either inadequate or not being enforced as well as homeowners expect.

Finally, mandating the purchase of an insurance product that will increase the cost of home ownership, and which may be voided by any one of twenty different stipulations^[4], will not provide the comfort or protection new home buyers expect.

Mandating the purchase of an insurance product violates an individual's free agency, and the principles of free enterprise.

^[1] Part 6, Section 25; New Home Buyer Protection Act. Province of Alberta, November 20, 2012

^[2] Section 7; *Insurance Act –Home Warranty Insurance Regulation*. Alberta Regulation 225/2013

^[3] Minister Griffiths; *New legislation to give new home buyers in Alberta more protection*. CTV Edmonton. October 25, 2012

^[4] Section 7; *Insurance Act –Home Warranty Insurance Regulation*. Alberta Regulation 225/2013

AAMDC Background

The AAMDC has no active resolutions directly related to this issue.

Micro-generation Reimbursement

Starland County

*Simple Majority Required
Endorsed by Central District*

WHEREAS the emerging solar micro-power generation industry has the potential to provide a hedge against rising energy costs and produce a more sustainable agricultural sector in rural Alberta; and

WHEREAS the price of solar panels has dropped dramatically in recent years and has now become a much more attractive investment over longer term time horizons; and

WHEREAS the current method for reimbursing solar micro-generators for the energy they produce does not take into account time of generation or allow them to access the Alberta Carbon Offset Market; and

WHEREAS the current Alberta regulatory environment discourages investment in small scale solar power in the way it reimburses producers;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties lobby the Government of Alberta to implement a system for reimbursing solar power micro-generators that is based on a detailed analysis of its time of production, and carbon offset benefits, and that this system be included in its upcoming Renewable and Alternative Energy Framework.

Member Background

Following the 2009 passage of the Micro Generation Regulations, which allowed for a streamlined regulatory process for the connection of solar power producing installations of up to 10 Kilowatts to the electricity grid, several rural and urban municipalities have, at the request of their residents, pursued solar energy over the past several years as a way to show economic and environmental leadership in their communities. Through partnerships with industry and electric line operators they have been working to lower the barriers to private investment by streamlining and lowering the cost of the process for permit application, installation and start up. These efforts, when combined with rapidly falling prices for solar panels themselves, have led to an environment in which solar is becoming an attractive investment option to private individuals and especially farm corporations. Recently the farm community has begun to take notice and invest in this technology but their investments are not being rewarded in the current regulatory environment.

There are several reasons why solar has become a popular investment decision in recent years. First among these would be the fact that, as pointed out in a recent report by the Canadian Solar Industries Association titled *From Proven Reserve to Developed Resource: Realizing the True Value of Solar Energy in Alberta*, the price of installed solar in Canada has fallen nearly six-fold since 2005 to the point where a 10 Kilowatt system can now be installed for \$25,000. At the same time the Government of Canada, in an effort to promote renewable investment, has implemented an accelerated capital cost allowance for solar installations by businesses which provide thousands of dollars in additional savings. Additionally both of these developments have come at a time when the price of energy in Alberta continues to soar. According to the Statistics Canada July Consumer Price Index for Alberta, energy costs have risen at a rate nearly 2.5 times the regular rate of inflation over the last 12 years. Farms, as major consumers of energy, need to find a way to contain these costs and increasingly affordable solar energy has become a viable option.

Despite these changes, producing solar power in Alberta will only appeal to those with a long term view to tolerate investment returns that are much smaller than their potential. There are two principle reasons for this. The first is that small solar producers are unable to access the funds available for carbon offsets in

the Alberta offset market. The second is that currently solar power producers are paid for what they generate into the grid at the same rate they purchase power from their retailer. Both issues have the effect of reducing the return on investing in solar power to below what the market should provide.

In addressing the first issue it is important to see how the carbon market in Alberta disadvantages small producers. If a large corporation were to build a wind farm, that wind energy would displace energy produced by burning coal or gas, under the Alberta carbon market that company has the ability to calculate how much carbon dioxide is not being released and receive payment for that at a rate of \$15/tonne from another company which needs to reduce its emissions. On a major wind project this can result in hundreds of thousands or even millions of dollars being paid. However because the costs related to packaging, verifying and selling these reductions can run into the tens of thousands of dollars only groups with a very large commercial interest can participate.

As a result, small producers of renewable power are not compensated for their environmental contribution but large companies are, which leads to unfair investment returns. The Government of Alberta needs to find a way to compensate small producers for their contribution to making Alberta a leader in reducing greenhouse gases. Saskatchewan, a province with no carbon market and far less environmental scrutiny than Alberta, offers its small producers a one-time rebate of 20% of the cost of the installed system provided that producers give the government access to electricity bills to measure their contribution to lower greenhouse gas emissions. Alberta likewise needs to find its own way to compensate its small renewable power producers.

The second issue, also pointed out in the Canadian Solar Industries Association report, is that the current way of paying micro-generators is to reimburse them for electricity put back onto the grid at the same rate charged by their retailer. The problem is that this rate has no relation to the price being paid for similar power purchased from the power pool at the same times. As solar produces nearly all its power in the spring, fall and summer during the midday when prices are much higher than at night it does not make sense to compensate micro-generators at the retailers rate which takes into account both day and night pool prices.

The result of this rate discrepancy could potentially be very large and needs to be studied further. The Canadian Solar Industries Association report puts the price micro-generators should have received had they sold into the pool at 13.5 cents per kilowatt hour which is substantially higher the current regulated rates of approximately 8.5 cents. While we cannot simply take the word of an industry association that this is the correct price it would be prudent for the Government of Alberta to conduct a detailed analysis of this issue to arrive at a number which is based on its value in the power pool. The current development of the Renewable and Alternative Energy Framework is a perfect opportunity to do just that.

Beginning in 2009, the Government of Alberta started to promote small scale solar projects in Alberta communities. Since then, that movement has been taken up by municipal governments, private citizens and local businesses. The recent developments in the solar industry have been fast and dramatic. Farmers in Starland County and all over Alberta have begun to act to seize this opportunity. It is now up to the Government of Alberta to modernize its regulatory framework to help small investors in this technology realize the benefits.

AAMDC Background

21-12F: Sustaining Alberta's Energy Value Chain

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties urge the Alberta government to re-affirm its commitment to expand the energy value chain consistent with the Alberta Energy Strategy, Launching Alberta's Energy Future; and

FURTHER BE IT RESOLVED that the Alberta government advocate for the concept of value creation from natural resources in Canada into any proposed Canadian energy policy framework; and

FURTHER BE IT RESOLVED that the Alberta government work with industry to address the potential constraint of labour shortages and cost competitiveness that might inhibit major value added projects and economic prosperity for its citizens.

DEVELOPMENTS: The Government response explains the importance and significant impact of various value-added ventures that are present within Alberta. While these are significant, it does not fully address the resolution. The first point is well addressed in the response and the government's commitment to the Energy Strategy and expanding the energy value chain is apparent. However there was no commitment expressed that the Government of Alberta would advocate for 'value creation' to be a part of any Canadian energy policy framework, nor was there any comment on how the government intends to address potential labour shortages. As such, the AAMDC gives this resolution the status of Incomplete Information and will follow up with the Ministry for clarification.

Resolution 21-14F

Encourage Rural Municipalities to Attend the 2015 FCM Conference in Edmonton

Birch Hills County

*Simple Majority Required
Endorsed by Northern District*

WHEREAS the province of Alberta is the economic engine of Canada; and

WHEREAS the Alberta Association of Municipal Districts and Counties membership is encouraged to promote positive public relations with all of Canada;

THEREFORE BE IT RESOLVED that the Alberta Association of Municipal Districts and Counties encourage all rural municipalities to budget for and attend the 2015 Federation of Canadian Municipalities (FCM) Conference hosted in Edmonton from June 5-8, 2015.

Member Background

FCM 2015 Annual Conference and Trade Show

June 5-8, 2015

Shaw Conference Centre, Edmonton, AB

FCM's upcoming Annual Conference and Trade Show is shaping up to be our best ever. In 2015, Canada's largest national municipal conference heads west to Edmonton, AB and will be held at the Shaw Convention Centre. We hope you will join us from June 5 - June 8 as nearly 2,000 municipal leaders come together to discuss key issues and challenges their communities face. Be sure you're part of it!

FCM's Annual Conference and Trade Show delivers informative and thought-provoking content designed to meet the unique professional development needs of municipal political leaders and senior staff. Consider sending a team from your community to learn about innovative strategies and solutions for building stronger communities, stronger cities and a stronger Canada.

From informative seminars and workshops to thought-provoking plenary sessions and a dynamic trade show, Canada's national municipal event will benefit anyone with a stake in the municipal sector.

Mark your calendars and make your plans to attend. Registration will open in early 2015.

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24 Clarence Street
Ottawa, Ontario
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AAMDC Background

The AAMDC has no active resolutions directly related to this issue.

[Skip to main content](#)



SUSTAINABLE COMMUNITIES CONFERENCE

February 10-12, 2015 | London, ON

LONDON 2015



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This year's theme - **Building Momentum for Sustainability** - offers you an incomparable three-day conference experience through these content streams:

- **Moving from vision to reality** shares practical tools, skills and resources that you can take home to achieve tangible results in your own community, transforming great ideas into great projects.
- **Discovering new approaches** focuses on looking beyond the "usual suspects" through different perspectives and fresh ideas to inspire innovation.
- **Mobilizing partners and networks** highlights what it takes to build momentum and mobilize networks around shared sustainability goals, with a focus on facilitated networking among delegates.

Why attend?

The 2015 SCC is heading to London, ON, for what promises to be the best sustainability experience yet!

- **Connect** with peers: New this year are facilitated networking opportunities, including a unique Open Space workshop format, and we're back with even more great training opportunities, dynamic workshops, and much more.
- **Explore** through study tours: The "Forest City" looks forward to showcasing its achievements and recognizing the commitment and innovative partnerships that have helped the city move from vision to sustainable reality.
- **Experience** delegate-driven content: This year, we went right to the heart of the matter; working with an external advisory group to deliver relevant, interactive content that brings fresh insights to the challenges we all face.

Who should attend?

Whether you're an **elected official**, a **municipal staff member**, **property developer**, **consultant**, or from the **not-for-profit** sector - you are committed to achieving a more sustainable future for your community.

The 2015 SCC brings local leaders together to share their challenges and successes, learn from each other, and collaborate to build their own momentum on the path to sustainability.

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SUSTAINABLE COMMUNITIES CONFERENCE

February 10-12, 2015 | London, ON



Program

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Streams

Moving from vision to reality shares practical tools, skills and resources that you can take home to achieve tangible results in your own community, transforming great ideas into great projects.

Discovering new approaches focuses on looking beyond the "usual suspects" through different perspectives and fresh ideas to inspire innovation.

Mobilizing partners and networks highlights what it takes to build momentum and mobilize networks around shared sustainability goals, with a focus on facilitated networking among delegates.

[Monday, February 9, 2015](#) | [Tuesday, February 10, 2015](#) | [Wednesday, February 11, 2015](#) | [Thursday, February 12, 2015](#)

Monday, February 9, 2015

4 - 8 p.m.

Delegate Registration

5 - 7 p.m.

[SCC Essentials: Making the Most of Your Conference Experience](#)

[Back to top](#)

Tuesday, February 10, 2015

7 a.m. - 6 p.m.

Delegate Registration

8 - 8:30 a.m.

Continental Breakfast

8:30 a.m. - 4:30 p.m.

[Advanced Training: Asset Management for Sustainability](#)

8:30 a.m. - 4:30 p.m.

[Advanced Training: Bringing Underutilized Sites Back to Life](#)

8:30 a.m. - 4:30 p.m.

[Advanced Training: Civic Engagement for Sustainability: What, Why and How](#)

8:30 a.m. - 4:30 p.m.

[Advanced Training: Community Energy Planning: Getting to Implementation!](#)

8:30 a.m. - 4:30 p.m.

[Advanced Training: Implementing Sustainable Community Plans](#)

8:30 a.m. - 4:30 p.m.

[Advanced Training: Instilling a Sustainability Mindset within Your City Hall](#)

8:30 a.m. - 4:30 p.m.

[Advanced Training: Waste as a Resource – Maximizing Opportunities for the Environment and Economy](#)

6 - 8 p.m.

[Mavor's Welcome Reception](#)[Back to top](#)**Wednesday, February 11, 2015**

7 a.m. - 6 p.m.

Delegate Registration

7:30 - 8:30 a.m.

Continental Breakfast

8:30 - 9 a.m.

Opening Ceremony

9 - 10 a.m.

[Plenary Session: Learning from Success — Creating a Sustainable Future](#)

10 - 10:30 a.m.

Coffee Break

10:30 a.m. - 12 p.m.

Mobilizing partners and networks**Workshop: Engaging Your Community to Support Sustainability (and Defeat the Unsustainable!)**

10:30 a.m. - 12 p.m.

Discovering new approaches**Workshop: Fresh Approaches to Sustainable Local Economic Development**

10:30 a.m. - 12 p.m.

[Study Tour: Stoney Creek – A Model Partnership in a LEED Gold Facility](#)

12 - 1:30 p.m.

Lunch

1:30 - 3:30 p.m.

Mobilizing partners and networks[Workshop: Making Sustainability Part of a Winning Election Platform](#)

1:30 - 3:30 p.m.

Moving from vision to reality**Workshop: Leading Change: Tools for Staff Sustainability Champions**

1:30 - 3:30 p.m.

[Study Tour: Harvest Power's Energy Garden – Turning Organic Waste into Profit](#)

3:30 - 4 p.m.

Coffee Break

4 - 5 p.m.

Mobilizing partners and networks**Workshop: Unlocking the Ivory Tower: Putting Research into Practice**

4 - 5 p.m.

Moving from vision to reality**Workshop: Speed Dating for Capital**

5 - 7 p.m.

[Sustainable Communities Awards and Partners for Climate Protection Reception](#)

7 - 8 p.m.

Francophone Reception

[Back to top](#)**Thursday, February 12, 2015**

7 a.m. - 5 p.m.

Delegate Registration

7:30 - 8:30 a.m.

Continental Breakfast

8:30 - 10 a.m.

[Plenary Session: Sharing Failures: What it takes to learn from what didn't work](#)

10 - 10:30 a.m.

Coffee Break

10:30 a.m. - 12 p.m.

Discovering new approaches

Workshop: Partners in Sustainability: First Nations–Municipal Collaboration

10:30 a.m. - 12 p.m.

Discovering new approaches

Workshop: The Two-Sided Coin: Navigating Polarized Issues

10:30 a.m. - 12 p.m.

[Study Tour: London Wastewater Facility: Speeding technologies to market](#)

12 - 1:30 p.m.

Lunch

1:30 - 3:30 p.m.

Moving from vision to reality

Workshop: Rural Sustainability Solutions

1:30 - 5 p.m.

Mobilizing partners and networks

[Workshop: Open Space — Overcoming Challenges Together](#)

1:30 - 5 p.m.

[Study Tour: From Plan to Program: The Challenges and Opportunities](#)

3:30 - 4 p.m.

Coffee Break

4 - 5 p.m.

Discovering new approaches

Workshop: The Next Great Idea: Promising Technologies and Solutions

5 - 8 p.m.

[Closing Dinner](#)[Back to top](#)

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Registration Fees - SCC 2015	Early-bird Regular	
	Rate	Rate
Member	\$715	\$870
Non-Member	\$855	\$995
Exhibitor-Sponsor**	\$749	\$749
Advanced Day Pass - February 10	\$569	\$569
One Day Pass - February 11	\$435	\$435
One Day Pass - February 12	\$435	\$435
Student*	\$199	\$199

*To qualify for student rates you must be enrolled in a full-time post-secondary recognized academic program.

**Only current registered exhibitors and sponsors are eligible for these fees.

Please note that our event is tax exempt.

Early-bird registration ends Monday, December 8th at 12 p.m. (EST)

Badge Type	Access details
Full Conference (Member, Non-Member and Exhibitor-Sponsor)	Your badge gives you access to all plenaries and workshops, one study tour, daily breakfasts, breaks, lunches, the Mayor's Welcome Reception, the Sustainable Communities Awards, and the Closing Dinner.
Advanced Day Pass (February 10)	Your day badge gives you access to the full-day advanced training session as well as breakfast, breaks, lunch, and the Mayor's Welcome Reception.
One-Day Pass (February 11 or 12)	For the date you select, your one-day badge gives you access to all plenaries and workshops, one study tour, breakfast, breaks, lunch, and any social event taking place on that day.
Student	Your badge gives full-time post-secondary students access to all plenaries and workshops, one study tour, daily breakfasts, breaks, lunches. Tickets for social events MUST be purchased separately. Students must show a valid student ID as proof of current enrolment.

[Terms and Conditions for Delegates](#)

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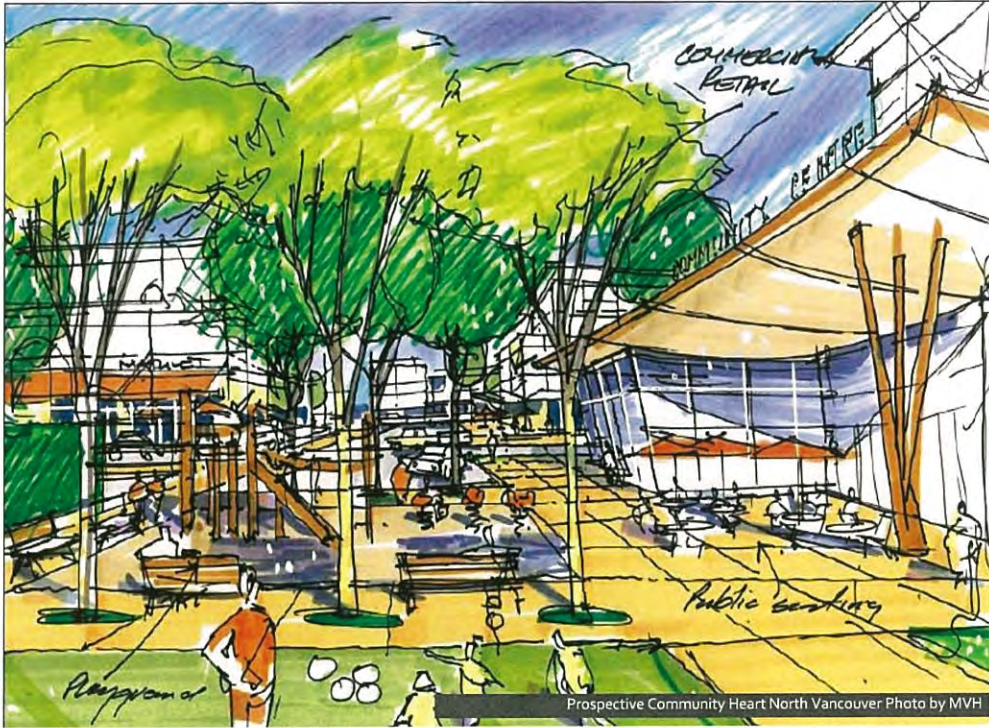
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AGENDA

Welcome	5:30 – 5:35 p.m.
1. Approval of Agenda	5:35 – 5:40 p.m.
2. Approval of Minutes – Wednesday, September 24, 2014	5:40 – 5:45 p.m.
3. Presentations	
3.1. Fetal Alcohol Syndrome Disorder Ms. Carrie Demkiw, FASD Prevention Conversation Coordinator, Mackenzie FASD Network	5:45 – 6:30 p.m.
4. Old Business	
4.1. Business Arising From Previous Meetings Ms. Mary Mueller, Advisory Council Officer	6:30 – 6:40 p.m.
5. New Business	
5.1. Physician Recruitment Report Ms. Susan Smith, Physician Resource Planner, North Zone	6:40 – 6:55 p.m.
5.2. North Zone Update Ms. Sandra Herritt, Director, Clinical Operations, North Zone	6:55 – 7:25 p.m.
5.3. Advisory Council Officer Update Ms. Mary Mueller, Advisory Council Officer	7:25 – 7:40 p.m.
5.4. Chairs Update Mr. Mike Osborn, Chair, True North HAC	7:40 – 8:00 p.m.
5.5. Work Plan Status Update	8:00 – 8:15 p.m.
5.6. Council Roundtable & Community Input (Q & A Session)	8:15 – 8:55 p.m.
6. Next Meeting Date: TBD Time: 5:30 p.m. to 9:00 p.m. Location: LaCrete, AB	
7. Meeting Evaluation and Adjournment	8:55 – 9:00 p.m.

Please note that this agenda is in DRAFT form and is subject to change and approval at the November 13, 2014 council meeting.



Alberta Planning Exchange

Community
Planning
Association of
Alberta
SEPTEMBER 2014

Building Bridges

by Gloria Wilkinson, Chair of the Board of Directors

MESSAGE FROM THE CHAIR

Next new team of conference chairs leads us to another exciting anticipation of our spring conference, so stay posted. Our student interest has grown again – not only do we have two student directors but a recent graduate, Anshu, is acting as our newsletter editor. Anshu is a regular attendee of CPAA events, who graduated from EVDS in June 2014, maintains her interest in that she volunteered to become the newsletter editor. Thanks Anshu. Our first meeting this fall is at the University of Alberta, where their growing programs in planning is another level of interest – beyond our traditional one at University of Calgary.

We held our annual strategic retreat in June. It was determined that the current three year plan be rolled forward as we are operating in the correct direction. There will be greater emphasis on outreach this year, so if you have ideas for us, please send them in.

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By Adam Norris, M.Sc., B.i.T., Page 2



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MACKENZIE COUNTY
FORT VERMILION OFFICE

CPAA BOARD OF DIRECTORS



Chair

GLORIA WILKINSON

Gloria is a retired municipal politician who has been active with CPAA since 1989.



Past Chair

PETER LEHNER

Peter is a Technician with Plasser Canada. He is a graduate of the College of Marine-Technology in Austria and worked as a Marine Engineer until moving to Canada. He joined Plasser Canada in 1998 and has done consulting work for major railroads and transit systems.



Vice Chair (North)

TOM BURTON

Tom is a fifth term elected official, currently serving as Deputy Reeve for the Municipal District of Greenview #16. Tom also in his third term as the Director of District 4 of the Alberta Association Municipal Districts & Counties. Tom has been a member of the DeBolt Fire & Rescue since 1993 serving as Chief since 1995 and an EMR since 2001.



Vice-Chair (South)

DREW HYNDMAN

Drew has been practicing planning at Rocky View County since 2001. Raised in the Calgary area, Drew has always maintained a strong passion and personal connection to the rural areas surrounding the city.



Treasurer

SYLVAIN LOSIER, MCIP, RPP

Sylvain has been practicing professional planning for more than a decade. He grew up in a rural setting, and he is passionate about the interaction between rural and urban areas. He is currently the Long Range Planning Manager for the City of Leduc.



Director

GARRETT TOMLINSON

Garret is a Councillor of Ward 6 – Cadotte Lake/Little Buffalo in Northern Sunrise County. He began working with the Lubicon Lake Nation in 2004. Garrett studied Political Science and Native American Studies at the University of Lethbridge. He is an EMT, and he and his wife are local business owners.



Director

LARRY ARMFELT

Larry is a Councillor of Northwest, Baptiste/Island Lake Area in Athabasca County.

Draft State of the Watershed Report on the Mighty Peace

by Adam Norris, M.Sc., B.i.T.

The Mighty Peace Watershed Alliance is a multi-stakeholder, not-for-profit, consensus-based organization concerned with the Peace and Slave Watersheds in Alberta. The organization is focussed on fostering collaboration and figuring out how to share the water resources of our watershed. All the land that drains to the Peace or Slave Rivers makes up the watershed, which is our geographic area of interest. Everyone needs water and we want to ensure that our watershed will be able to provide the water that we need to do those things that we want to.

We are pleased to release a DRAFT version of the State of the Watershed Report. This report draws on both scientific data and public input to create a snapshot of how our Watershed is doing right now. One critical purpose of the State of the Watershed Report is to provide a baseline so that we can measure any change in our footprint on the landscape.

The State of the Watershed Report is a critical piece of work because it provides a baseline or an understanding of how things are right now. In the future, we can compare the information in the State of the Watershed Report to the most current information in order to understand how our footprint has changed. Identifying and quantifying this change is so very important because it allows us to see which of our practices are beneficial and which are detrimental.

The Mighty Peace Watershed Alliance is arranging a series of forums and webinars to provide opportunity for feedback on the DRAFT State of the Watershed. We will be publishing dates and venues shortly and hope to see you at one of our events. Input can be given through the survey found on the MPWA website or given directly to us.

Please let us know if the State of the Watersheds lines up with your understanding of the Peace and Slave Watersheds.

FOR MORE INFORMATION

Adam Norris, M.Sc., B.i.T.
Watershed Coordinator
Mighty Peace Watershed Alliance
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Planning for Resilience: Winning Essay 1

by Courtney Lawrence

What is Resilience?

The theme of the 2014 CPAA conference, 'Planning for Resilience', was evident throughout all the sessions across the three days. To me, resilience means the ability to not only bounce back, but to move forward following the occurrence of a negative event, such as a natural disaster like a flood or fire. Some communities are naturally more resilient compared to other communities. This can be due to several factors including whether or not a community's residents feel are willing to help out their community following a disaster. The more connected residents are to their community and the better prepared a community is to react following a disaster, the more likely the community will be able to respond, bounce back, and move forward.

While some communities are more naturally resilient, it is possible to facilitate resilience by planning for it. This can be achieved by developing response plans that will lay out a plan of action if a negative event were to occur and building redundancy into infrastructure and services so that if one system were to fail or a major artery is blocked, there are other alternative options. While developing an action plan or response strategy is important, equally important is the ability to immediately adapt and respond to issues as they arise.

It is important for communities to have a plan of action, both short term and long term, to best be able to respond to a negative event, but each individual neighbourhood within that community should also be prepared. Research has shown that the more connected individuals are to their neighbourhood, the more likely they are to help out their neighbours or feel a sense of responsibility for their neighbourhood. These connections can also be described as social capital. By increasing the social capital of a neighbourhood, its residents and ultimately the neighbourhood, will be more resilient following a negative event, such as a natural disaster.

My interests lay in social capital and how to increase the levels of social capital experienced by residents in different neighbourhoods. Social capital can be influenced by the physical design of neighbourhoods. I believe my contribution for planning for resilience is through planning the design of new neighbourhoods and revitalizing old neighbourhoods. By creating walkable and safe neighbourhoods that have public spaces, which encourage residents to interact with each other, it is possible to increase the levels of neighbourhood social capital, and ultimately facilitate the ability of the neighbourhood to be resilient following an adverse event.

Opportunities

The most valuable experience at the conference came from attending the 'Preparing for the Grey Wave – Making our Communities More Senior Friendly' session. One of the major needs of communities, not

CPAA BOARD OF DIRECTORS CONTINUED



Director

CANDACE BANACK

Candace Banack is a Development Planner with the Town of Cochrane. She works on various long range and current planning projects within the Town. She currently resides in the City of Airdrie.



Director

ERIN O'NEILL, RPP, MCIP

Erin is the Manager of Land Acquisition and Issues Management with the Regional Municipality of Wood Buffalo in Fort McMurray. She has previously worked as the Manager of Planning & Development with the Town of Sundre and as a planner in Fort McMurray and the City of Ottawa.



Director

ROD MCDERMAND

Rod is a Councillor of Division 1 of Lacombe County.



Director

LUIS ESTEVES

Luis is a Senior Planner With Scheffer Andrew Ltd.



Director

DARYL BEESTON

Daryl is currently a Councilor with the County of Grande Prairie, Division 2. He was formerly an owner of an oilfield service company and President of the Grande Prairie Regional Agricultural and Exhibition Society.



Student Director

GENEVA CHAUDHARY

Geneva has a degree in Human Geography and is currently enrolled in the Master of Planning program at the University of Calgary. She has over five years of government administration experience from working at the City of Edmonton.



Student Director

EDGARD FARAH

Edgard is an architect and an urban designer with over 5 years of international experience in town planning and urban development. Edgard is currently enrolled in the Master of Planning program at the University of Calgary and will be graduating in April, 2015.

only in Alberta, but across Canada, is housing that is suitable for seniors. Currently, the common practice for when seniors are no longer able to live on their own independently is to move into assisted care homes, which can reduce their social relationships as they often have to move outside of their neighbourhood. It is important for residents to have the opportunity to age in place. A group of residents in one rural Alberta community took it upon themselves to plan and develop a senior friendly community where these residents could move into when they were no longer willing or able to maintain their current home. What was most interesting about this session was that rather than waiting for what would inevitably be the normal path, these residents took control and planned for a future where they would not have to move from their community.

Rather than being dependent on the system, these residents showcase what a current, common problem is in aging Alberta communities and how they can take control of their own future. Furthermore, the residents of this community are active participants and contributors in the entire planning process. This session demonstrated what could be achieved when residents are given the opportunity to not only voice their concerns for their community, but to also be active contributors to the future plan.

Areas of Concern

While there are clearly some examples of successful planning projects and potential opportunities for future projects in Alberta communities, there are still some areas of concern. I think one of the most relevant issues to community planning is public participation in the planning process. There were a couple of sessions at the conference that described how the public were actively involved in the different projects, but there is still room for improvement when it comes to involving people who are most directly impacted. Often the public is informed about various projects and plans through town hall meetings, but true engagement or participation by the public is limited. I think it is important to initiate contact with the public from the beginning of the planning process so they can be involved in the decision-making process and their concerns can be heard before the project is finalized. It was evidenced through the conference sessions how successful projects can be when all residents are actively engaged and involved in the process. As planners we need to move beyond the traditional town halls or mail outs and attempt more worthwhile and valuable engagement with the public. Even though it may be more time consuming or costly, the final outcomes are more likely to be successful if those individuals who are most directly affected by the project are included in the discussions from the beginning.

I think another issue in planning resilient communities that was evident in several of the conference sessions was the importance of communication, not only between members of the same community, but also across varying levels of government and between non-profit organizations. Without proper communication practices, valuable time and resources have the potential to be wasted or be utilized inefficiently. This is especially important during emergency situations, such as the 2013 Alberta floods. During the long-term, however, poor communication can result in projects stalling or multiple agencies duplicating work. It is important that planners do not operate in isolation and are vigilant about communicating to all their stakeholders, and ensuring that all stakeholders are continuously updated on the status of projects.

Looking Towards the Future

There are multiple means in which a community can plan for resilience. This can be through developing and supporting communities where residents can age in place, creating partnerships that enable large areas to be used positively for park space, and through the revitalization and redevelopment of a downtown core that encourages local residents to return and become active users of the space. By encouraging and supporting non-traditional partnerships and relationships between individuals and groups, in both the public and private sector, it will be possible to develop innovative solutions to the issues that are facing Alberta communities, and communities across Canada. Furthermore, the successful examples that already exist in communities in Alberta can be used to model future projects after.

FOR MORE INFORMATION

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Planning for Resilience: Winning Essay 2

by Rachelle Trovato

Recently, I was offered the opportunity to attend the 2014 Annual CPAA Conference, which was graciously hosted by the City of Red Deer. The Conference not only provided me with the opportunity to be surrounded by many like-minded professionals, but it allowed me the opportunity to be exposed to the opinions and needs of different municipalities. The Conference drew from the experiences of a variety of cities, towns and counties in order to convey a well-rounded view of resilience in planning and the many forms it can take. For example, during the three days of the conference I was exposed to topics ranging from aging in place and urban redevelopment to public engagement strategies and natural resource planning. I feel as though this year's CPAA Conference theme was quite relevant to the province, especially to the numerous municipalities located within southern Alberta who were devastated by flooding just last summer. The keynote presentation, given by Andrew Courbould, provided an excellent summation of not only the environmental impacts of disaster events, but the emotional and social impacts as well. As the anniversary of the floods draws near, it is an important time in the province, as governments work to further the rebuilding efforts and build back stronger. Essential to these efforts is the concept of resilience.

In my opinion, two of the most relevant issues that emerged from the discussions at this year's conference were the intricacies surrounding planning for an aging population and the opportunities and challenges associated with public engagement in the planning process. The discussions surrounding aging in place were of particular interest, as a considerable portion of the province's population will soon find themselves in need of different services and different forms of housing. Lori Kovacs and Phil Unland, members of the Rural Seniors Advisory Committee gave an exciting presentation on the Western Rockyview Communities Development Society (WRCDS) and their solutions to creating housing for aging communities. Hunt Coulee Village, the concept design for a senior friendly community, was presented as the WRCDS's solution to the displacement of elderly rural populations. Mr. Unland was able to provide a valuable account of what it

means to be a rural resident being faced with potentially having to leave his community for an urban environment, in which he will be closer to services but further from the long standing personal connections within his current community. Hunt Coulee Village allows seniors the opportunity to remain in their rural community and maintain existing social connections while still providing senior-friendly living accommodations. Hunt Coulee Village seems like an excellent example of planning for resilience, as the new development protects and maintains the existing social capital found within rural communities. Looking towards the future of planning for aging communities, I believe that creative solutions such as the Hunt Coulee Village should be explored as a means of strengthening existing communities.

Public engagement is another important issue in terms of planning for resilience as the inclusion of the public in planning initiatives allows for a more successful project and a more informed community. One of the plenary sessions at this year's conference provided information on how different communities were tackling the issue of public participation in planning efforts. Jared Kassel, from the Town of Cochrane, and Lauren Bartlette, from Urban Systems, recalled their own experiences regarding the encouragement of public participation through a discussion of the comprehensive public engagement strategy developed for the Town of Cochrane and its downtown revitalization plan.

SCHOLARSHIP WINNERS

We are pleased to announce this year's recipients of the CPAA Scholarships. The receivers of this year's awards are Courtney Laurence, Rachelle Trovato, and Riley Iwamoto.

Courtney and Rachelle are MPlan. student at University of Calgary and Riley is a MAP student at University of British Columbia.

Congratulations, Rachelle Trovato, Courtney Laurence and Riley Iwamoto !

UPCOMING PLANNING EVENTS



Design Matters: Lecture Series

- ⇒ September 24, 2014 - March 25, 2015
- ⇒ 6:00 PM University of Calgary
- ⇒ The Procuring Innovative Architecture exhibition at University of Calgary concerns innovation in architecture and its basis in spatial intelligence



ADOA 30th Anniversary Conference 2014

- ⇒ September 28-October 1 2014
- ⇒ Radisson Hotel & Conference Centre , Canmore Alberta
- ⇒ ADOA Conference at Canmore will provide an opportunity for discussion, communication and education for Development Officers, and those persons designated as a development authority, in the Province of Alberta



APPI 2014 Conference 'The Lifecycle of a Planner'

- ⇒ October 5 - 7, 2014
- ⇒ Delta Lodge at Kananaskis, Alberta
- ⇒ The 2014 APPI Conference at Kananaskis will focus on using the lessons learned by planners through diverse experiences in their professional journey or Lifecycle. The conference will provide a forum to explore key milestones in the learning and mentoring journey of a planner, within the context of our work in both physical and social communities

Planning for Resilience: Winning Essay 2 continued..

The public engagement strategy undertaken by Cochrane was implemented in order to establish an inclusive decision making process between the residents and other stakeholders. This session stressed that an inclusive and transparent form of decision making is key to the success and longevity of a project as residents are more likely to participate if they feel that their voice is heard. For example, Urban Systems looked to create exciting opportunities for the public to be involved in the process including creative workshops in which the residents were able to indicate what they desired downtown Cochrane to be. This session reinforced my belief that effective public engagement means inclusion throughout the entirety of the project, from start to finish. By establishing a more transparent form of planning, residents will feel more included in the project which may lead to increased pride for their community and a desire to maintain it.

After being exposed to the diverse selection of sessions and meeting such a variety of people at the 2014 CPAA Conference, I was able to re-evaluate what resilience in planning means to me. Resiliency is not just a physical quality, but one that is multifaceted. The conference sessions demonstrated that a community needs to not only be resilient in physical form but should take care to foster social connections as a means of increasing resiliency. Social cohesion is a vital component of a resilient community and we should constantly be striving to better these social ties, whether it is through urban revitalization projects to improve downtown conditions, inclusive public engagement strategies or even through the modification of existing housing structures to accommodate an aging population.

What I will take away from the 2014 CPAA Conference and what I hope to include in my own professional practice is the importance of social cohesion and its role in establishing a resilient community. I really valued my experience at the 2014 CPAA Conference as it provided an outstanding platform in which to see what other municipalities are doing to foster resiliency in their own communities. The Conference not only provided a wide array of informative sessions, but it brought together many different people with which to learn from and to share our own experiences and ideas of resiliency with. The Conference reaffirmed my belief that strong communities are not built by a few, but are a result of the actions of many and I look forward to attending the 2015 CPAA Conference!

FOR MORE INFORMATION

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UPCOMING PLANNING EVENTS



Rules, Roles and Relationships: Understanding Municipal Governance (EOEP: Municipal Governance Seminar)

- ⇒ October 7-8 2014, 9:00AM-4:30PM
- ⇒ AUMA Office, Unit 300, 8616-51 Ave. Edmonton, AB Citizens for Safe Cycling
- ⇒ Seminar about how your council and community function, and their roles in municipal-decision-making



Alberta Recreation and Parks Association Conference and Energize Workshop 2014

- ⇒ October 23-25, 2014
- ⇒ Fairmont Jasper Park Lodge, Jasper Alberta
- ⇒ This conference is themed on "A commitment to Excellence". Learn about the new ways and efforts to be employed by ARPA for providing better recreational facilities to our communities

Canadian Property Rights Conference

- ⇒ October 16-18 2014, Calgary, Alberta
- ⇒ This conference is designed to give those interested in the role of property rights in a free society an opportunity to learn and to meet others who share their interest

UPCOMING PLANNING EVENTS



Contact
The voice for rural Alberta

AAMDC Convention Fall 2014

- ⇒ November 18-20, 2014 & March 16-18, 2015
- ⇒ Shaw Conference Center, Edmonton, Alberta
- ⇒ Be a part of "Floodway Development Regulation Consultation Process" and learn and give suggestion about preventing future flood

LGAA ANNUAL CONFERENCE



LGAA Conference & Trade Shows 2015

- ⇒ March 4-6, 2015
- ⇒ Red Deer, Alberta
- ⇒ Local Government Administration Association Alberta-LGAA Chapter holds annual conference to facilitate networking and information sharing among members and agencies and represent local government administration



American Planning Association
Making Great Communities Happen
Photo by APA

APA National Conference 2015

- ⇒ April 18-22, 2015
- ⇒ Seattle, USA
- ⇒ American Planning Association-APA provides a platform for finding out new possibilities and innovations by joining thousands of planners from around the world



2015 CPAA Conference
Planning vs. Economic Growth:
How do we bridge the gap?

Monday, April 13 to Wednesday, April 15 2015
Red Deer, Alberta

Are you looking for creative ways to find a balance between a good plan and having that development be financially feasible? Has your Municipality been looking for creative ways to fund growth? Do you struggle with the conflict between Planning and Growth? **Join us at the 2015 CPAA Conference, April 13-15th, 2015 in Red Deer to debate and learn about how we can bridge the gaps.**

Do you have an interesting story that bridges the gap between Planning and Economic Growth? Submit your proposal to speak at the 2015 Conference. Speaker proposals can be sent to Erin O'Neill at erin.oneill@woodbuffalo.ab.ca exploring various aspects of community planning.

Become a Member:

Our membership represents those involved in municipal planning, including Councillors, administrators, development officers, professional planners (both private and public sector), academics, and provincial officials.

Your membership with CPAA will provide networking opportunities, quarterly newsletters to keep you apprised of the latest developments in the planning world, current information on our website, and reduced conference fees to our well-attended annual conference.

We offer three membership types:

- ⇒ Students \$25/year
- ⇒ Individual \$100/year
- ⇒ Group \$250/year

To download our Membership Registration Form, please visit our website:
<http://www.cpaabiz/>

Write:

The Alberta Planning Exchange offers a forum to express your views on community planning and provincial legislation, as well as a means of sharing the innovative planning projects you are involved with. We publish case studies, analyses of trends, profiles of noteworthy planners/policy-makers, summaries of best practices, book reviews, and editorials. Three print issues are published annually. Article submissions are accepted on an on-going basis; if you're interested in submitting an article, please contact us: cpaa@cpaa.biz.

Volunteer:

Volunteering provides members with a unique opportunity to contribute to the CPAA and the profession, while broadening their professional networks.

Alberta
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of Alberta
SEPTEMBER
2014

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Secretary

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CPAA Mission:

To provide opportunities to share, promote and Encourage sound community among a full range of stakeholders.

Friday, December 19, 2014
Grande Prairie, AB
Salon C, Pomeroy Hotel & Conference Centre
(11633 100th Street)

- 10:00 Registration and Coffee
- 10:30 Welcome
- Chair Veronica Bliska (Municipal District of Peace)
 - Mayor Bill Given (City of Grande Prairie)
 - Reeve Leanne Beaupre (County of Grande Prairie No. 1)
- 10:40 Call meeting to order
- Introductions
 - Additions and deletions to the Agenda
 - Adoption of Agenda
 - Adoption of Minutes – La Crete, July 4, 2014
 - Adoption of NAEL boundaries map (with the addition of highways and all community names)
- 11:10 NAEL Administrative Housekeeping
- Review of NAEL financial report
- 11:20 NAEL Information/Correspondence
- Response from former Minister of Human Services, Manmeet Bhullar regarding the letter addressed to him concerning Family and Community Support Services (FCSS) funding lack of an increase in the 2014-15 provincial budget.
 - Response from Minister of Transportation, Wayne Drysdale regarding the letters addressed to him concerning three digit highways, BC connector, East-West Connector, Grain Handling and Bridge Funding (Minister Drysdale cc'd on Grain Handling and Bridge Funding letters).
 - Response from former Minister of Municipal Affairs. Greg Weadick regarding the letters addressed to him concerning the MSI Operating Fund and Water and Wastewater.
- 11:30 Topics for Discussion
- Use of NAEL monies (recommendation from the NAEL meeting of July 4, 2014 in La Crete)
 - Effect of the changes to the TFW program in our area (recommended by: Town of Slave Lake)
- 12:00 Lunch
- 12:30 Presentation: Brownfield Lots by AUMA (tentative)
- 1:00 Presentation: Brownfield Lots by FCM
- 1:30 Presentation: AHS North Zone

-
- 2:30 NAEL Roundtable
- 3:10 Next meeting
- Location and date
 - Agenda topics
- 3:30 Adjournment

DRAFT

MINUTES
NORTHERN ALBERTA ELECTED LEADERS (NAEL)
Friday, July 4, 2014
La Crete, AB

Attendees

Veronica Bliska, Reeve, Municipal District of Peace No. 135
Sunni-Jeanne Walker, Mayor, Town of Manning
Alvin Hubert, Reeve, Saddle Hills County
Bill Rogan, County Administrator, County of Grande Prairie No. 1
Bill Neufeld, Reeve, Mackenzie County
Boyd Langford, Mayor, Town of Rainbow Lake
Carolyn Kolebaba, Reeve, Northern Sunrise County
Cheryl Anderson, Reeve, County of Northern Lights
Christopher MacLeod, Deputy Mayor, Town of High Level
Dale Gervais, Reeve, Municipal District of Greenview No. 16
Dan Fletcher, CAO, Town of Rainbow Lake
Daryl Beeston, Councillor, County of Grande Prairie No. 1
Dianne Roshuk, Interim CAO, Village of Nampa
Dollie Anderson, Deputy Reeve, MD of Opportunity
Donald Regier, Mayor, Town of McLennan
Elaine Manzer, Deputy Mayor, Town of Peace River
Jackie Clayton, Councillor, City of Grande Prairie
Joulia Whittleton, CAO, Mackenzie County
Linda Cox, Mayor, Town of High Prairie
Marvin Doran, Reeve, Birch Hills County
Murray Kerik, Reeve, Municipal District of Lesser Slave River No. 124
Olive Toews, CAO, Village of Berwyn
Patricia Sydoruk, Mayor, Village of Rycroft
Peter Thomas, CAO, Northern Sunrise County
Ron Longtin, Mayor, Village of Berwyn
Sandra Fox, CAO, Municipal District of Fairview No. 136
Tom Burton, Director of District 4, AAMDC

Advisory/Administration

Kim Pinnock, Acting Manager of Projects and Research, Northern Alberta Development Council
Chelsea Ferguson, Executive and Council Assistant, Northern Alberta Development Council

Guests

Allen Geary, Acting Executive Director, Northern Alberta Development Council

Welcome

Veronica Bliska, Chair, welcomed everyone and called the meeting to order at 10:30 a.m. Bill Neufeld, Reeve of Mackenzie County and hosting location of the meeting, welcomed NAEL members to the County.

Introductions were made.

Adoption of the Agenda

It was **MOVED** by Ron Longtin **THAT** the agenda be adopted with no additions or deletions.

CARRIED

Adoption of Minutes – Grimshaw, April 11, 2014

Carolyn Kolebaba requested that under 'Adoption of the Minutes of the Saddle Hills County, September 13, 2013 meeting Roundtable-Northern Sunrise County,' *'Northern Sunrise County made a donation to the St. Isidore Cultural Centre as well as to the Civic Centre in Nampa'* **be amended to** *'Northern Sunrise County is renovating the St. Isidore Cultural Centre and building the Civic Centre in Nampa.'*

It was **MOVED** by Sunni-Jeanne Walker **THAT** the minutes of the Grimshaw, April 11, 2014 meeting be adopted as amended.

CARRIED

Adoption of updated draft Terms of Reference

Veronica Bliska suggested the Terms of Reference be amended as follows:

- under '**Strategies**' a third bullet be added stating 'emergent issues will be considered'.

It was **MOVED** by Marvin Doran **THAT** the Terms of Reference be adopted with amendments.

Adoption of draft Boundaries Map

Carolyn Kolebaba suggested the Boundaries Map be amended as follows:

- All Towns, Villages, Hamlets, Métis Settlements, Counties, Municipal Districts, Cities and First Nation communities to be labeled on the map.
- All highways (2 digit and 3 digit highways) to be labeled on the map.

It was **MOVED** by Carolyn Kolebaba **THAT** the Boundaries Map be deferred until the next NAEL meeting.

CARRIED

Nominations for NAEL Chair

Kim Pinnock, **OPENED** Nominations for Chair.

Linda Cox **NOMINATED** Veronika Bliska, Reeve, Municipal District of Peace No. 135. Nomination **ACCEPTED** by Veronika Bliska.

It was **MOVED** by Linda Cox **THAT** nominations cease.

CARRIED

New NAEL Chair is Veronika Bliska, Reeve, Municipal District of Peace No. 135.

Kim Pinnock, **OPENED** Nominations for Vice-Chair.

Carolyn Kolebaba **NOMINATED** Sunni-Jeanne Walker, Mayor, Town of Manning. Nomination **ACCEPTED** by Sunni-Jeanne Walker.

It was **MOVED** by Carolyn Kolebaba **THAT** nominations cease.
CARRIED

New Vice-Chair is Sunni-Jeanne Walker, Mayor, Town of Manning.

NAEL membership fees – current member paid status for 2014

Carolyn Kolebaba requests NAEL Administration provide a financial report for the next NAEL meeting.

It was **MOVED** by Dale Gervais **THAT** financial reports be a standing item on future NAEL meeting agendas.

CARRIED

NAEL membership fees – set annual fee for 2015

It was **MOVED** Sunni-Jeanne Walker **THAT** the NAEL membership fee be set at \$100 for 2015.

CARRIED

NAEL Information/Correspondence

Veronica Bliska presented and distributed, through Administration, response letters received by NAEL Administration as follows:

- Response from MP Chris Warkentin regarding letter to Minister of Transport, Lisa Raitt regarding Grain handling (cc: MP Chris Warkentin).
- Response from NADC Chair Pearl Calahasen regarding the Northern Leaders' Summit.

Responses were discussed, and retained as information for NAEL members.

Discussion Topic: Brownfield Lots

Sunni-Jeanne Walker opened a discussion regarding Brownfield lots and the restrictions placed on them by the Environment Act. The impact of these vacant or abandoned sites on the surrounding community and environment is substantial and places an added burden on the municipalities and communities where they are located.

It was **MOVED** by Sunni-Jeanne Walker **THAT** NAEL write a letter to the Minister of Environment and Sustainable Resource Development (cc: AAMDC, AUMA and Federation of Canadian Municipalities) asking for the Ministry's recommendation of what Communities can do to have the lots cleaned up in a timely fashion.

CARRIED

It was **MOVED** by Linda Cox THAT **NAEL** invite AUMA to speak on brownfields at the next meeting.

CARRIED

Discussion Topic: Issues of small Municipalities being heard by Government

Marvin Doran, Reeve of Birch Hills County opened a discussion with NAEL members regarding concerns of small communities being heard and receiving grants by/from government, specifically for water and waste water treatment Carolyn Kolebaba suggested that the AAMDC definition of small community (suggested population of up to 10, 000) be used, as well as the Municipal Governance Act (MGA) definition for essential services when asking for dedicated funds to essential infrastructure in addition to the MSI operating funds.

It was **MOVED** by Marvin Doran THAT NAEL write a letter to the Minister of Municipal Affairs (cc: AUMA, AAMDC, Federation of Canadian Municipalities and NAEL region MLAs) explaining the NAEL members are supportive to see dedicated government funding in addition to MSI operating funding be provided to small communities (up to 10,000), for water and wastewater system maintenance and upgrades.

CARRIED

Discussion Topic: Loss of MSI Operating Grant

Don Regier, Mayor of McLennan opened a discussion with NAEL members regarding the loss of the MSI operating grant. Mayor Regier informed NAEL members that letters have been sent from his office to the Minister of Municipal Affairs, yet his office receives very generic responses from the Ministry. Mayor Regier asked for NAEL member communities to work together to strengthen the case of the MSI operating grant to be re-instituted. During the discussion it was mentioned that AUMA will be hosting the three PC leadership candidates in Edmonton on August 7, 2014, all AUMA members are encouraged to attend the event to ask questions of the candidates.

It was **MOVED** by Don Regier THAT NAEL write a letter to the Minister of Municipal Affairs (cc AUMA, AAMDC, all Alberta political parties, regional MLAs, and Premier) stating the importance of MSI operating grant for the sustainability of smaller communities and make a commitment to review the MSI operating grant. The letter should also ask the Minister to reconsider the re-implementation of the MSI operating grant and request what the Ministry will be doing with Regional Governance grants.

CARRIED

Presentation on the East-West Corridor (Fort McMurray to Peace River) by Allen Geary, NADC Acting Executive Director

Allen Geary opened the presentation by giving an overview of a project recently completed by NADC titled *Inventory of Major Projects (IMP) In Northern Alberta*. For further information regarding Alberta's IMP visit: <http://albertacanada.com/business/statistics/inventory-of-major-projects.aspx>. Further to the IMP project, NADC will be completing a Shippers' survey this summer.

The NADC commissioned a research report on the East-West Corridor (from Fort McMurray to Peace

River). This report reviews various economic benefits and recommendations to consider in building a Transportation Utility Corridor from Peace River to Fort McMurray.

Roundtable

MD of Greenview

- The Town of Valleyview and the MD of Greenview are proceeding with a partnership of building a multiplex in the town. The multiplex will include a field house, pool, meeting rooms, indoor track etc.
- Construction has been finalized on the two fire halls, one located in DeBolt and one located in Grovedale.

MD of Lesser Slave River

- The MD is currently working on regional water lines.
- An RFP for the Wildfire Legacy Centre in Slave Lake is underway. The centre will include a daycare, Elks Hall and performance centre. This centre is a project being supported by a tri-alliance consisting of Sawridge First Nation, Town of Slave Lake and MD of Lesser Slave River.

Mackenzie County

- Mackenzie County had a meeting with Minister Robin Campbell regarding ?
- The County has purchased the research station bought, 25 year agreement ?
- Heritage road will be paved.
- The County has been working on an emergency management plan, which is now in place.

Birch Hills County

- Working with Central Peace Municipalities looking at health care in the area. A grant was received to support this research.
- New subdivision going into the Watino area – bylaws were amended to accommodate this development.
- Nearing the end of the strategic plan for the next 5 years, anticipate that the plan will be finalized this summer. Fire Department needs and efficiencies will be examined.

Saddle Hills County

- Has signed an agreement with the Village of Rycroft and the Town of Spirit River to establish a deal with a prospective developer for new residences in the area. Lots in Woking were purchased for development.
- Saddle Hills County is collaborating with Parkland County, Brazeau County and Woodland County and 2 others to develop a modern technology initiative (communications technology). The Strategic Municipal Alliance for the Advancement of Rural Technology (SMAART) includes 5 counties who will look at communication technology. Members feel that communication will be key to the future prosperity of rural areas. The group met with Annette Trimbee, Deputy Minister, Service Alberta, prior to her departure from the Government of Alberta. The next meeting will be held on September 8, 2014 in Parkland County. NAEL members are encouraged to contact Parkland County if they would like additional information about the group or are

interested in joining.

MD of Fairview

- The MD is developing 7 new residential lots in the Hamlet of Bluesky, it is anticipated that they will be ready for sale next spring.
- A county residential development will be proceeding just outside the Town of Fairview.
- MD of Fairview will be celebrating their 100th anniversary on July 12, 2014 with a Country Fair at the Waterhole stampede grounds.
- The MD is building a cookhouse at The Maples in Dunvegan. Land is owned by the M.D.
- The MD is working on new signage for 22 old school sites, museums and cemeteries.
- Various road projects are happening in the MD this summer. One bridge replacement will take place. Council would like to fund one bridge per year requiring replacement, whether from their budget or from other grants.

MD of Opportunity

- The MD has a new CAO, Helen Alook
- Work on sink holes in the MD is being done this summer. The site of a recent substantial sink hole on Hwy 750 was toured by Minister Johnson and MLA Calahasen to assess the situation.
- The MD is part of a Tri-Council group. This is a positive working partnership and the collaboration is going well.

County of Northern Lights

- The County is completing a Recreation Cultural analysis as part of their strategic planning.
- The County has started the review of their Communications strategy.
- The County will be offering a County in Bloom bus tour on August 9, for more information visit: <http://www.countyofnorthernlights.com/events/vieweventdetails/773/>.
- The County is upgrading the Hotchkiss Truck Reservoir and the Manning Water Treatment plant.
- Struggling to find funding for water initiatives due to lack of Water for Life Funding.
- The County has experience a lot of wash-outs this year and major slides in the Peace River Valley and in the surrounding hills.
- Lots of roads projects going on this summer.

Village of Rycroft

- The Village is collaborating with many surrounding communities, including collaboration with 5 municipalities on a Medical Clinic for the area and joint recruitment efforts.

Town of McLennan (Linda Cox on behalf of Don Regier)

- The Home Coming was very well received by MD of Smoky River. There were about 100 floats, many of them representing families in the area.

Town of High Level

- The town is in Phase 2 of construction of the Centennial Park re-vamp.
- The town is currently working on downtown revitalization, happening in stages.
- Regular summer road maintenance is ongoing.

- A new Tim Horton's will be coming in (hopefully) the next few weeks.

Town of Rainbow Lake

- Husky Energy finished a major 35 day turn around.
- NGL plant to come to the Town in the next 2 for 4 years, will double capacity.
- ESRD has added extra length to the Town of Rainbow Lake Airport runway to accommodate water bombers
- Mackenzie County, Town of High Level and the Town of Rainbow Lake are working collaboratively on regional sustainability.
- The Town extends their appreciation of the continued support for extending Highway 58 into BC. Hwy 58 from Fort Nelson to High Level would open oil patch exploration and provide a direct link to railhead in Prince Rupert via Fort Nelson.
- The Town is working with REDI on Regional Collaboration studies and building better data for the area.
- The Town is looking at shadow populations and will be lobbying to Government to include shadow population data when looking at per capita funding.

MD of Peace

- The Shaftsbury ferry was up and running on June 18, 2014 after some delay.
- The MD is working on inter-municipal development plans with the Town of Grimshaw and the Village of Berwyn and also collaborating with the Town of Peace River, Northern Sunrise County and Northern Lights County.
- A study is being conducted regarding Regional Services for the MD of Peace, Town of Grimshaw and the Village of Berwyn.
- New MD of Peace Councillor Sandra Eastman has been elected for Ward 1.
- The MD is moving forward with building a new Administration building.

Town of Manning

- Pleased with the work of Mackenzie Municipal Services Association (MMSA) and planner Alisha Mody for helping develop the plans.
- The Manning Water Treatment plant will be receiving upgrades.
- The Town is currently working on their Land-Use bylaws.
- The Town has been experiencing issues with their aging infrastructure such as their reservoir, a blow out on a gas line, the lift station past the bridge blew, and the Library had to close its doors due to Health and Safety issues. The Town will be putting in an offer to purchase another building in town to house the library.

Town of Peace River

- A Recreation Study is being conducted by Northern Sunrise County for the region.
- The Town of Peace River is involved with a lot of studies, such as Pats Creek study, and Transit study.
- The Town is looking at a new arena in 5+ years.
- The Town has ongoing discussions regarding the relocation of the Fire Hall to the west side of town.

- Collaborating with partners to see a Family Care Clinic (FCC) operational in the area.
- Two new Hotels and one apartment building are under construction on the west side of town.
- The NAIT Boreal Forest Lab opened in June of this year.
- The Northern Lakes Steam Lab will hopefully open toward the end of September; the building is located by the Peace River High School.
- The daycare has had some bad news over the past while, flood and fire that destroyed the building. It is currently in a state of limbo.
- CN rail requires the town to move a water line. Cost will be 3M.
- Due to the Pats Creek flood, the Town will have to make a decision as to what to do with Athabasca Hall (aging infrastructure).
- Peace Fest, Air Show, Jet Boat races, and Harmon Valley Rodeo will be happening next weekend.

AAMDC

- Will be hosting a PC Leadership Candidates forum on August 7, 2014 in Nisku.
- Bill 9, Public Sector Pension Plans Amendment Act, 2014, and Bill 10, Employment Pension (Private Sector) Plans Amendment Act, 2014 written submissions are being accepted until August 15, 2014.

Village of Berwyn

- The Village's old curling rink has been sold.
- New modular homes are coming in (on spec.) to the Village. (10 units)
- Side walk repairs are happening in the Village this summer.
- The Rhino Snot did not turn-out. The Village will keep NAEL membership informed of any further outcomes regarding the pilot project.

Grande Prairie County No. 1

- The Dinosaur Museum project is hosting its Grand Opening August 9.th
- Events during the day are free and open to the public; the evening gala is by invitation for those with tickets. Individuals are invited to sign up for a motorbike ride from Grande Prairie to the museum. The ride will be led by museum supporter and actor Dan Aykroyd.
- There is still funding needed for displays it is anticipated that the museum will be open to the public in December or January.
- Roads and bridges with heavy industrial use are being worked on this summer.
- The first meeting in the new Council Chambers will be held on July 14, 2014.
- The County will hold a grand opening of the new Council Chambers in the middle of September. Regional elected officials will receive an invitation to attend the ceremonies.
- The County and City Fire Departments co-hosted the annual Fire Chief conventions. The convention went so well they were asked when they can co-host again!

City of Grande Prairie

- The new hospital is on target for 2016.
- The Grande Prairie airport is in the middle of an expansion.
- This year is the 100th year of since Grande Prairie became a city. The Homecoming will take place on August long weekend.

- North Bear Creek walking trail is receiving an expansion.
- The city is deciding what to do with the Leisure Center.
- September 5, 2014 the City will be hosting a Municipal Government Symposium. Speakers from across Canada will speak to the challenges facing Alberta communities.
- **Town of High Prairie**
- The Town of High Prairie is not experiencing a lot of construction.
- The Town is looking at building a new lift station, which will run them about \$2.2 million. They do not qualify for any provincial grants for this project.
- Road paving program in town is on-going.
- The new hospital is moving ahead slowly. The hospital is anticipated to open in 2015. It may include Hemodialysis and Human Therapy.
- A new skate board park under construction.
- August 21, 2014 the Town will be hosting a charity golf tournament with the MD of Big Lakes. 50% of the proceeds will go to STARS.

Next Meeting

Grande Prairie County No.1 and City of Grande Prairie volunteered to host the next NAEL meeting in Grande Prairie on Friday November 14, 2014.

Agenda topics include:

- AUMA present on Brownfield Lots
- Discussion regarding the use of NAEL monies.

Meeting adjourned at 2:45pm

October 28, 2014

Re: Formation of the Northern Alberta Water and Wastewater Stakeholder Group

Dear northern stakeholders,

Over the past year, significant attention has been focused on how communities maintain healthy and sustainable water and wastewater management systems through the Closer to Home (C2H) initiative. While great work has been accomplished, northern communities continue to face challenges related to water and wastewater management including: sourcing, workforce development, training and funding.

Building upon work done through C2H, northern stakeholders felt that a water stakeholder forum could provide a valuable venue for municipal leaders, water commissions, operators, owners and training providers to advocate for and advance water and wastewater management strategies and solutions for northern Alberta.

On October 7, 2014, stakeholders from across the northwest region met in Grande Prairie to discuss the value of forming a group to advance water and wastewater needs for the region. We were pleased to have over 30 individuals attend and share information about water challenges in their area; they confirmed their support for the formation of this stakeholder group and the value it will bring to northern communities.

With the assistance of the Northern Alberta Development Council (NADC), the group is moving forward and will be hosting their next meeting on Tuesday December 2, 2014 from 10:00am-2:00pm in Peace River, AB.

The group will be confirming their Terms of Reference (TOR), which has been drafted based on input from the meeting in Grande Prairie. Draft minutes and TOR are attached for your information. I encourage you to share these documents with your municipal councils and stakeholders who may wish to attend in December and participate in this forum. Together we will be a stronger voice.

Please confirm your availability by November 14, 2014 with Deborah Clarke, Northern Alberta Development Council, 780-624-6340 (for toll free, first dial 310-0000) or email deborah.clarke@gov.ab.ca.

Sincerely,



Leanne Beaupre
Interim Chair, Northern Alberta Water and Wastewater Stakeholders
Reeve, County of Grande Prairie

Meeting Minutes

Northern Water and Wastewater Utility Stakeholder Meeting

October 7, 2014 | 10:00am- 12:00pm

Holiday Inn | Grande Prairie | AB

Welcome and Agenda

Kim Pinnock (Facilitator) called the meeting to order at 10:00 am and provided an outline of the agenda for the meeting.

The goal of the meeting was to address three questions:

- 1- *Should this initiative move forward and How (The how is the TOR)***
- 2- *Who will be the Champion***
- 3- *Do you want NADC support***

She highlighted her role as a facilitator and NADC's offer to provide stakeholders support to get the group up and running, and secretarial support for a term of one year – if there is interest. She addressed the need for the group to create a *Terms of Reference*, and for a Champion to be identified in order for the initiative to move forward. Tracey Anderson was introduced to speak to how the group got to this point.

Tracey Anderson, Aquatera - Shared background on how the group came into being.

- In August 2012, Aquatera became involved in C2H (a community capacity building initiative to discuss water and waste water challenges in small northern communities)
- Opportunity to coach operators and PWM in 2 communities
- Primary issues in water and wastewater challenges in small communities were:
 - Human resource challenges (vacancies, retirements, retention and recruitment, migration of young operators to higher salaried positions or into the city, lack of training and training opportunities – training is concentrated in larger urban centers)
 - Conflicting priorities in municipalities (operate on putting out fires, infrastructure deficits, neglect or disrepair)
- On May 8, 2014 the Northern Alberta Municipal Public Works & Utilities Workforce Stakeholder Current State & Working Session was held. Representatives from Grande Prairie Regional College (GPRC), Northern Lakes College (NLC), Alberta Water and Wastewater Operators Association (AWWOA), Alberta Environment and Sustainable Resource Development (ESRD), Advanced Technology Applications (ATAP), Northern Alberta Development Council (NADC), Aquatera all attended. The session was facilitated by external consultant, Michael Aherne, who had worked on the C2H project. The key topics discussed were:
 - Critical need for leadership to sustain local water / wastewater utility services
 - Creative workforce development needed to address human resource challenges (models in AB, Sask. and other jurisdictions)
 - Learn from existing efforts, programs, governance arrangements, and secure resources
 - Collaborative inter-sectorial solutions to address on-going needs
 - Need for clarity on how northern initiatives might proceed, who the champion is
 - Public resources needed, but do not know where it can be accessed

- Need to “determine an interest in moving forward with a northern alliance / initiative”
- **Current Situation:**
 - NADC offer to provide 1 year Secretariat services to support the mobilization of the group
 - Draft TOR with vision to create group with common interest in safe water and healthy communities

Participant Roundtable

Participants were asked to identify themselves, their affiliated organization, their reason for attending the meeting and any relevant challenges/opportunities related to water or wastewater management.

Key themes from the roundtable discussion were:

- Funding
- Access to training
- Succession planning
- Recruitment and retention of staff (housing highlighted as an issue)
- Infrastructure
- Attending for information
- Water sources

Roundtable Discussion on the Terms of Reference (TOR)

- The group reviewed a draft TOR and the process for participant feedback into the draft
- The group broke out into groups of 4- 5 people to discuss the TOR
- Feedback from each group was recorded on a flip chart
 - The members discussed each point on the TOR: Members, Mission, Vision, Principles, Strategies (the group needed more time to discuss strategies)

Northern Champion/ Next Steps

- The group answered affirmatively to form the group with NADC providing secretarial support.
- The group affirmed Leanne Beaupre as the group’s Interim Chair and Brent Schapansky as interim Vice Chair.
- Participants directed NADC to work with the Chair/ Vice Chair to schedule a meeting for the end of November in Peace River. Time frame to be 4 hrs. and run from 10am-2pm.
- NADC committed to forwarding out minutes from the meeting and an updated TOR, reflecting participant comments and direction for review and feedback at the next meeting.

Attendees:

Name	Title	Affiliation
Garry Leathem	Level III Operator	Town of Fairview - Public Works
Michelle Gairdner	Manager, Environmental Stewardship	City of Grande Prairie
Nelson Lutz	Dean of Trades & Technology	Northern Lakes College
Rachel Ouellette	Chair, Continuing Education & Corporate Training	Northern Lakes College
Marco Gervais	Manager	Smoky River Regional Water Commission
Dana Langer	WTP/WWTP Manager	Town of Peace River
Tracey Anderson	Tracey Anderson	Aquatera
Meredith Pilkington	HR Manager	Aquatera
Bernd Manz	CEO	Aquatera
Leanne Beaupre	Reeve	County of Grande Prairie
Ross Sutherland	Deputy Reeve	County of Grande Prairie
Bob Marshall	Councillor	County of Grande Prairie
Daryl Beeston	Councillor	County of Grande Prairie
Brock Smith	Councillor	County of Grande Prairie
Claude Lagace	Mayor	Town of Sexsmith
Carolyn Gaunt	CAO	Town of Sexsmith
Rachel Wueschner	Assistant Administrator	Town of Sexsmith
Andrew Stevenson	Manager	ATAP - Advanced Technology Applications
Grant Dixon		ATAP - Advanced Technology Applications
Lindsay Johnson	Education & Training Specialist	Edmonton Waste Management Centre of Excellence
Dan Rites, C.Tech	Executive Director	Alberta Water & Wastewater Operators Association (AWWOA)
Brent Schapansky	Utility Coordinator	Northern Sunrise County
Mike Konowalyk	Director of Public Works	Northern Sunrise County
Simon Cardinal	MD of Opportunity	
Janice Isberg	Director of Opportunity	Edmonton Waste Management Centre of Excellence
Marvin Doran	Reeve	Birch Hills County
Corey Beck	Councillor	County of Grande Prairie
Peter Harris	Reeve	County of Grande Prairie
Chris Laue	Dean of Trades, Agriculture & Environment	Grande Prairie College
Allen Geary	A/Executive Director	Northern Alberta Development Council
Kim Pinnock	A/Manager Projects & Research	Northern Alberta Development Council
Sharon Mah	Research Officer	Northern Alberta Development Council

*Several Métis Settlements and NW communities expressed interest in the group, but were not able to attend the meeting.

TERMS OF REFERENCE

Name

Northern Alberta Water and Wastewater Stakeholder Group

Comment [k1]: Name to be defined/confirmed at November meeting.

Vision

The group seeks to ensure, through collaboration, that robust and sustainable water systems, source to tap, are available to every community in northern Alberta.

Membership

Voting: Northern municipalities, First Nations, Métis Settlements, training providers, water/wastewater commissions, owners and operators.

Non-Voting: Provincial/Federal Government (i.e. ESRD)

Mission

To find and implement northern solutions to water sourcing and water challenges through:

- Advocacy
- Water literacy
- Attraction and retention
- Training

Principles

The group will:

- Share information on water and wastewater regulations and responsibilities
- Work collaboratively with stakeholders
- Identify emergent workforce needs
- Advocate for “made in the north” responses to education, applied skills development, recruitment and retention, water literacy, succession planning for municipal water/wastewater personnel

Administrative practices

The group will:

- Keep membership open
- Meet bi-monthly in rotating locations for 4 hours
- Elect a Chair and Vice Chair
- Request that NADC provides administrative and other support within its mandate

Comment [k2]: TBD at December Meeting

- Will Chair/Vice terms be for 1 year
- Will there be a membership fee
- Will decisions be consensus or one vote per member
- Other