

**ADDENDUM #1**

**REGULAR MEETING OF CITY COUNCIL**

**2007 07 09**

**4:30 P.M.**

**PART ONE – CONSENT AGENDA**

**5. COMMUNICATIONS AND ROUTINE REPORTS OF  
CITY DEPARTMENTS; BOARDS AND COMMITTEES**

- (a) Further correspondence from AMO is attached for the information of Council.
- (aa) Two memos to Council from Mayor John Rowsell concerning (1) Trip Report - Montreal January 7 - 8, 2007 - Minister of Transport, Igor Levitin - Russian Federation; and (2) Trip Report - Ottawa March 25 - 27, 2007 - Meeting: Arctic and North Working Group - Subgroup Polar Air Cargo are attached for the information of Council.

- (bb) **Queensgate Subdivision - Phase IV - Sanitary Sewer From the Termination of Queensgate Subdivision to Trunk Road**  
A report of the Municipal Services Engineer is attached for the consideration of Council.

Mover - Councillor J. Caicco  
Seconder - Councillor O. Grandinetti

Resolved that the report of the Municipal Services Engineer dated 2007 07 09 concerning Queensgate Subdivision - Phase IV - Sanitary Sewer From the Termination of Queensgate Subdivision to Trunk Road be accepted and the recommendation that Council approve payment of the actual sanitary sewer construction costs to Major Contracting (Algoma) Ltd. at the estimated cost of \$22,000.00 with funds to come from the Sewer Surcharge budget, be approved.

- (cc) A letter requesting permission for a private property liquor license extension is attached for the consideration of Council.

Mover - Councillor S. Butland  
Seconder - Councillor F. Manzo

Resolved that City Council has no objection to the proposed extended licensed area as detailed in the written request for a liquor license extension on private

5. (cc) property for an outdoor event on the following stated date and times:  
Holiday Inn  
208 St. Mary's River Drive  
Algoma Steel Customer Appreciation Event  
Wednesday, August 8, 2007  
6:30 p.m. – 1:00 a.m.

(dd) **Cycling Master Plan Update**

A report of the Engineering and Planning Division is attached for the consideration of Council.

Mover - Councillor J. Caicco

Seconder - Councillor F. Manzo

Resolved that the report of the Planning Division dated 2007 07 09 concerning the Cycling Master Plan Update be accepted and the Planning Director's Recommendation that City Council accept this report as information and that members of City Council are invited to attend a public open house for the Cycling Master Plan update, be endorsed.



200 University Ave, Suite 801  
 Toronto, ON M5H 3C6  
 Tel.: (416) 971-9856 | Fax: (416) 971-6191  
 E-mail: [amo@amo.on.ca](mailto:amo@amo.on.ca)

## MEMBER COMMUNICATION

ALERT N°: 07/040

*To the attention of the Clerk and Council*  
 July 6, 2007

FOR MORE INFORMATION CONTACT:  
 Patricia Swerhone, Senior Policy Advisor  
 (416) 971-9856 ext 323

### Federal Government Announces Negotiations Process to Conclude Agreements on the Building Canada Fund

**Issue:** The Federal Government has announced its intention to meet with provinces/territories and the municipal sector over the summer months to conclude agreements on the new funding programs announced in the Federal Budget 2007, including the "Building Canada" infrastructure plan.

#### Background:

The 2007 Federal Budget announced a new \$8.8 billion Building Canada Fund to provide infrastructure funding to provinces and territories, allocated on a multi-year, per capita basis. Ontario's estimated share of this fund is \$3.4 billion over seven years for both provincial and municipal infrastructure investment.

The Building Canada Fund will focus on projects of "national importance", including projects for cleaner air and water, modernizing infrastructure, and enhancing the quality of life for communities. It will replace several existing federal programs, including the Municipal Rural Infrastructure Fund (MRIF) and the Canada Strategic Infrastructure Fund (CSIF).

AMO has stressed to the Government of Canada the importance of ensuring that the amount allocated for municipal infrastructure is clearly defined.

Discussions will soon be underway between the federal and provincial/territorial governments and the municipal sector regarding determination of the parameters of this infrastructure funding, including eligible project categories and how the funding will be allocated

AMO will ensure that municipal priorities are clearly and forcefully articulated in these discussions. AMO will continue to support and advocate for a flexible national framework that allows for sustainable and secure programs tailored to meet the needs of individual jurisdictions, both provincial/territorial and municipal, based on an entitlement approach.

#### Action:

AMO has been successful in its efforts to secure municipal sector representation alongside Infrastructure Canada and Ontario in the development of the parameters of the Building Canada fund.

AMO will keep its members informed as progress is made regarding planning for this funding to support predictable longer-term infrastructure funding for Ontario's municipal governments.

*This information is available in the Policy Issues section of the AMO website at [www.amo.on.ca](http://www.amo.on.ca).*





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## MEMBER COMMUNICATION

FYI N°: 07-011

To the attention of the Clerk and Council  
July 6, 2007

### Feeling the Pinch

We want to share with you the following recent Letter to the Editor of The Toronto Star. As yet another step in our \$3 billion gap campaign, an OP ED piece that has similar messages will be sent to other print media with the hope that they will publish it. There is a lot of awareness building underway locally and AMO will continue its own efforts. If municipal governments are to have strong vibrant communities, we must have the fiscal capacity. This is our number one priority.

#### Lift fiscal burden from city budget - Toronto Star Editorial, June 30

I want to echo the call by Toronto Mayor David Miller and the *Toronto Star* for the uploading of provincial costs from municipal budgets. During the 1990s, more and more of the Ontario government's programs and service costs were downloaded to municipalities.

Today, the full range of services that property taxes support would shock most property taxpayers. It includes the obvious, such as roads and transit, water and waste-water treatment, fire and policing, and parks and recreation. However, it includes many more services that some might not be aware of, such as welfare benefits, long-term care for seniors, public health, child care and social housing.

Almost half of all property taxes go to provincial programs and responsibilities, such as education and disability benefits. We pay \$237 per person more in property taxes every year than other Canadians, while the province spends \$258 less per person than the rest of Canada on health and social-service programs. As a result, municipalities struggle to fund core responsibilities, such as infrastructure investment, environmental protection and economic development.

If Ontario spent as much per capita as other provinces on health and social services, downloaded municipal costs for these provincial programs would be reduced by about \$3 billion a year.

While the Toronto media regularly report on their local budget squeeze, it is important to recognize that the same basic funding relationships that tie Toronto's hands apply to all Ontario municipalities, and they often have devastating results when applied to each municipality's unique circumstances.

Downloading did more than just balance the budgets of the federal and provincial governments by dumping huge costs onto Toronto and other cities. It downloaded unsustainable costs onto the property-tax base of every municipality, large and small, and every property taxpayer in Ontario.

Downloaded provincial costs are undermining the strength of Ontario's municipalities and the hundreds of communities we serve. The answer is to reduce the unsustainable and unwise fiscal burden that provincial policy has placed on them, by uploading health and social-service costs over a manageable period of time.

Doug Reycraft, President  
Association of Municipalities of Ontario, Toronto





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## MEMBER COMMUNICATION

ALERT N°: 07-036

*To the attention of the Clerk and Council*  
 July 5, 2007

FOR MORE INFORMATION CONTACT:  
 Laurel McCosham, Policy Advisor  
 (416) 971-9856 ext 315

ALERT

### AMO Report to Members on June 2007 Board Meeting

To keep members informed, AMO continues to provide updates to its members on important issues considered at regular meetings of the AMO Board of Directors. Highlights of the June 2007 Board meeting follow:

- **Update on Status of Transportation Standard under the AODA**

The Board received an update from London Transit on the status of Transportation Standard developed under the *Accessibility for Ontarians with Disabilities Act*. While it was acknowledged that transit is supportive of the AODA and accessibility, the sector is concerned that the Standard, as it is currently written, will be prohibitively expensive for some jurisdictions.

The Board directed staff to prepare an Alert, requesting AMO member municipalities to participate in the public consultation process once the Standard is released. AMO will also be preparing a response to the Standard.

- **AMO Discussion Paper on Social Housing**

The Board of Directors approved the framework for an AMO Discussion Paper on Social Housing. The paper will tie into the AMO Principles for Housing in Ontario which support an upload of social housing costs and service delivery based on local accountability, integration, flexibility and innovation. The paper will be formally presented at the AMO Conference.

**Contact:** Petra Wolfbeiss, Senior Policy Advisor, email: [pwolfbeiss@amo.on.ca](mailto:pwolfbeiss@amo.on.ca); ext: 329

- **AMO Advocacy Paper "Poverty and the Property Tax Burden in Ontario"**

The Board approved the AMO Advocacy Paper, "Poverty and the Property Tax Burden in Ontario" which will be presented at the AMO Conference in August. The paper highlights the impact of current municipal-provincial fiscal arrangements (and the resulting high property taxes) on low income families and seniors.

**Contact:** Laurel McCosham, Policy Advisor, email: [lmccosham@amo.on.ca](mailto:lmccosham@amo.on.ca); ext: 315



- **Municipal Energy Plan Template**

The municipal energy plan template, created by AMO's Energy Conservation and Smart Meters Task Force, was approved in principle by the Board. The template is designed for facilities managers to allow them to structure their energy management initiatives, and measure energy consumption and conservation efforts. It will be available to members in the near future.

**Contact:** Craig Reid, Senior Policy Advisor, email: [creid@amo.on.ca](mailto:creid@amo.on.ca); ext: 334

- **Waste Electronics and Electrical Equipment (WEEE) and Waste Strategy Announcement**

The Board received a report on the recent announcement from the Minister of the Environment designating electronics as the first full extended producer responsibility program in Ontario. The Board also received the Ministry's proposed Provincial Policy Statement (PPS) on Waste Management Planning, which was developed in response to AMO's request for an integrated waste management policy framework for Ontario.

**Contact:** Milena Avramovic, Senior Policy Advisor, email: [mlena@amo.on.ca](mailto:mlena@amo.on.ca); ext: 342

- **Mining Resolution**

The Board considered a resolution from Lanark County regarding mining activities on private lands for which the Crown controls the mineral rights. The resolution calls on the Government to reunite surface and mining rights. Members of the Board noted that this issue is a problem not just in Eastern Ontario but in all parts of the province. Endorsing the resolution, the Board directed staff to transmit it to both the Minister of Northern Development and Mines and the Premier.

**Contact:** Laurel McCosham, Policy Advisor, email: [lmccosham@amo.on.ca](mailto:lmccosham@amo.on.ca); ext: 315

*This information is available in the Policy Issues section of the AMO website at [www.amo.on.ca](http://www.amo.on.ca).*



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## MEMBER COMMUNICATION

ALERT N°: 07/039

*To the attention of the Clerk and Council*  
July 5, 2007

FOR MORE INFORMATION CONTACT:  
Craig Reid, AMO Senior Policy Advisor  
(416) 971-9856 ext 334

# Province Proclaims the Clean Water Act – Municipal Government Action is Required

**Issue:** On July 3, 2007, the *Clean Water Act* was proclaimed and the regulations regarding the preparation of Source Protection Plans came into force.

### Background:

The *Clean Water Act*, which received Royal Assent on October 19, 2006, requires the creation Source Protection Plans to address threats to drinking water sources. The Act requires Source Protection Committees composed of municipalities, land owners, industry and the public to study drinking water source threats and to develop Source Protection Plans for their communities.

On July 3, 2007 the Act and the regulations identifying Source Protection Areas and constituent municipalities came into effect. The first phase of the planning process will now begin with the grouping of municipalities and nomination of members to the Source Protection Committees. Municipalities have the ability to appoint  $\frac{1}{3}$  of the members to each committee for their Source Protection Area.

### Appointment Process:

The government has amended the Source Protection Committees Regulation to allow the Source Protection Authorities (SPA) to divide the municipalities that are located in whole or in part within the source protection area/region into groups in an effort to streamline the appointment process and make municipal representation more effective.

The SPAs are required to consult with municipalities on how to develop the groups to ensure that representation is fair and effective across the watershed. Municipalities and source protection authorities have approximately 60 days after the Act and its regulations have come into effect to develop groups within the source protection area/region.

After 60 days, by September 3, 2007, the SPA must provide notification to the Clerks of municipal councils within the source protection area/region. The notice will include:

- A description of the functions of the source protection committee;
- A summary of the obligations of committee members;
- The municipal groups that have been determined through a negotiated process with municipalities to select members;
- The number of municipal representatives each group must select;
- The date by which a joint list must be sent by the group(s) to the source protection authority.



5(a)  
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From the date the notice is sent to the Clerks, each group of municipalities will then have an approximately 60 days to work together and pass council resolutions that provide a list of potential municipal representatives to the source protection authority. The SPA would then appoint these people as the municipal representatives on the committee.

Once the committees are appointed, work will begin on the creation of terms of reference to guide the work of each committee and the source protection planning process.

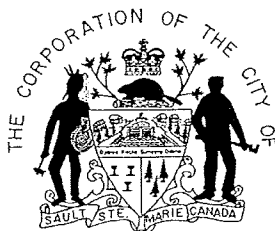
**Action:**

It is recommended that each municipality contact their source protection area to begin discussing appropriate municipal groupings and the nomination process. Further information may be found at the Ministry of the Environment website at: [www.ontario.ca/cleanwater](http://www.ontario.ca/cleanwater). A copy of the regulations can also be found on the Environmental Bill of Rights Registry, [www.ebr.gov.on.ca](http://www.ebr.gov.on.ca), EBR reference number 010-0122.

*This information is available in the Policy Issues section of the AMO website at [www.amo.on.ca](http://www.amo.on.ca).*



John Rowswell, M.Eng., P.Eng., P.E.  
MAYOR



2007 04 05

MEMO TO: Council  
SUBJECT: Trip Report – Ottawa, March 25-27, 2007  
Meeting: Arctic & North Working Group – Subgroup Polar Air Cargo

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Council will recall that I met with Igor Levitin, the Russian Transport Minister in Montreal in January. Further, he met with Canada's Transport Minister, Lawrence Cannon and agreed to have a follow-up session at the Canada-Russia Intergovernmental Economic Council – Arctic & North Working Group – Subgroup – Polar Air Cargo Routings. Sault Ste. Marie, North Bay, Montreal, Winnipeg and Leduc (Edmonton Airport) and our Russian partner communities of Krasnoyarsk, Bratsk and Yakutsk, were asked to attend the above meeting.

Sault Ste. Marie did make a presentation on behalf of Sault Ste. Marie, North Bay, Leduc, Krasnoyarsk, Bratsk and Yakutsk. Donna Cansfield, Ontario Minister of Transportation, discovered that Manitoba was sending their Minister of Transportation, Ron Lemieux, to make Winnipeg's Airport presentation about their advancements for polar air cargo routings, and as a result, sent Mr. Bill Raney to attend on Ontario's behalf. My presentation (attached) outlined the collective goal and was well received. In discussions with Minister Lemieux after the meeting, he stated he would like to work with Ontario to advance the project.

Also, I had a chance to discuss our multimodal initiatives with David Emerson, Minister of International Trade. Mayor Vic Fedeli, City of North Bay, and Mayor Greg Krischke, City of Leduc independently met with the Minister also about the benefits of polar air cargo flights to regions of Canada and Russia, the savings of fuel to the carriers and the resultant carbon reductions and benefits to our environment.

Doug Lawson, President of the Sault Ste. Marie Airport Development Corporation did assist with the presentation and was extremely beneficial for our presentation to the Ministry of Environment – Climate Change group. His help and guidance was very much appreciated.

Lastly, an interesting point came from our pre-meeting with the Mayor of Leduc. He was having a meeting with the federal government Alberta caucus to discuss the Port of Alberta project, which is essentially the same as the Sault Ste. Marie multimodal project. Interesting enough, other parts of the country are working toward the same goal as us.

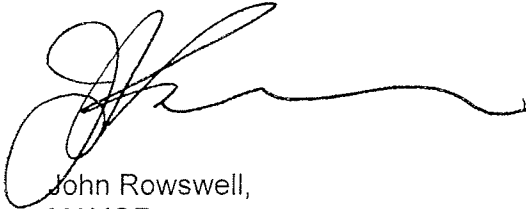
Council, I have attached the following for your review:

- 1) Presentation 1: Impact of Air Cargo on the Global Economy
- 2) Presentation 2: Arctic and North Working Group Subgroup Polar Air Cargo Routings  
Presentation March 26, 2007
- 3) Minutes of meeting: March 26, 2007

- 4) Polar Air Cargo Next Steps
- 5) Follow-up letter to Minister Emerson
- 6) Trip report – Montreal, QC, January 7-8<sup>th</sup> 2007

Should Council have any questions, I would be please to address them, however, just the profiling of Sault Ste. Marie in such a positive fashion for multiple projects, I believe, will strengthen all their advancements. I am delighted to now have Minister Donna Cansfield's support on this and other transportation initiatives.

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'John Rowswell', with a long horizontal flourish extending to the right.

John Rowswell,  
MAYOR



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# ARCTIC & NORTH WORKING GROUP

## SUBGROUP: POLAR AIR CARGO ROUTING

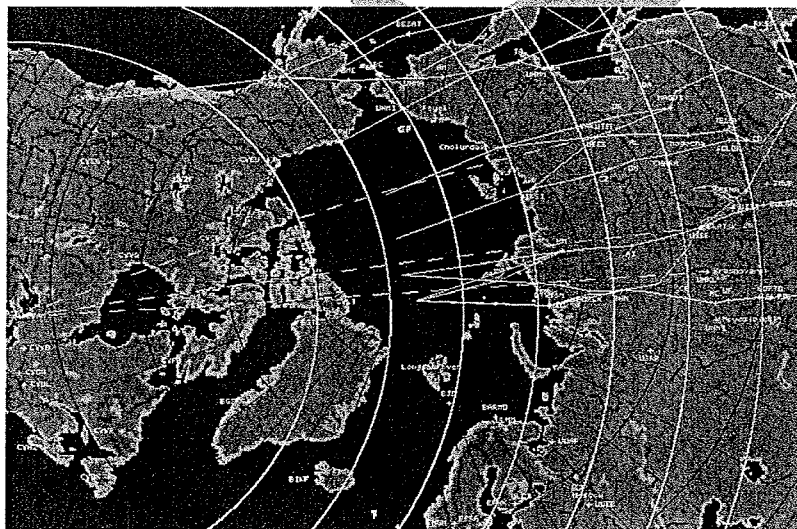
PRESENTATION  
MARCH 26, 2007

PREPARED BY: K.D. ROSE



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### WHAT ARE POLAR FLIGHTS?





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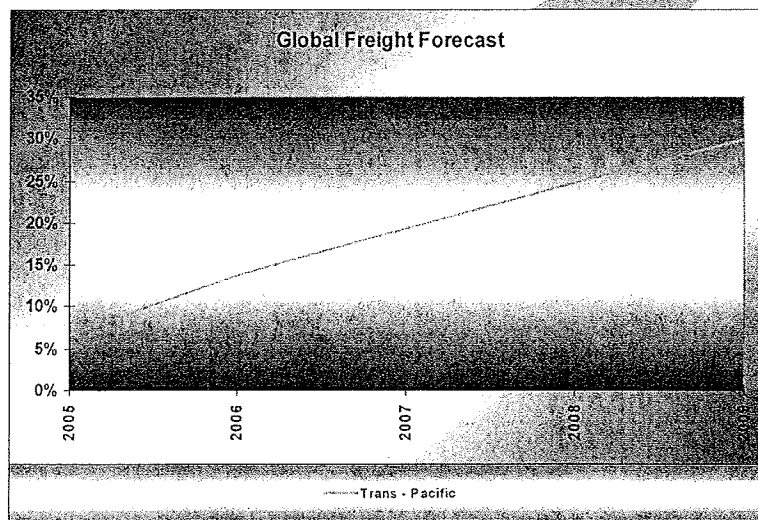
### WHY POLAR FLIGHTS?

- **EFFICIENT TRANSPORTATION LINKS TO** GLOBAL ECONOMIES IN INDIA, CHINA AND THE EASTERN PACIFIC RIM
- GLOBAL ECONOMY **MAINTAINS CANADIAN** BUSINESS COMPETITIVENESS; PROVIDES THE OPPORTUNITY FOR RUSSIAN BUSINESSES
- **BUILDS REGIONAL OPPORTUNITIES** FOR AIR CARGO, WAREHOUSING AND DISTRIBUTION EQUALLY ACROSS CANADA & RUSSIA
- **DECREASES FUEL** CONSUMPTION & AIR CARRIER COSTS
- **CO<sub>2</sub> REDUCTION**



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### FREIGHTER CARGO ON THE INCREASE



\*SOURCE: IATA

\*DEVELOPMENT OF POLAR AIR CARGO ROUTINGS FOR ARCTIC AND NORTH WORKING GROUP  
FEBRUARY 12, 2007



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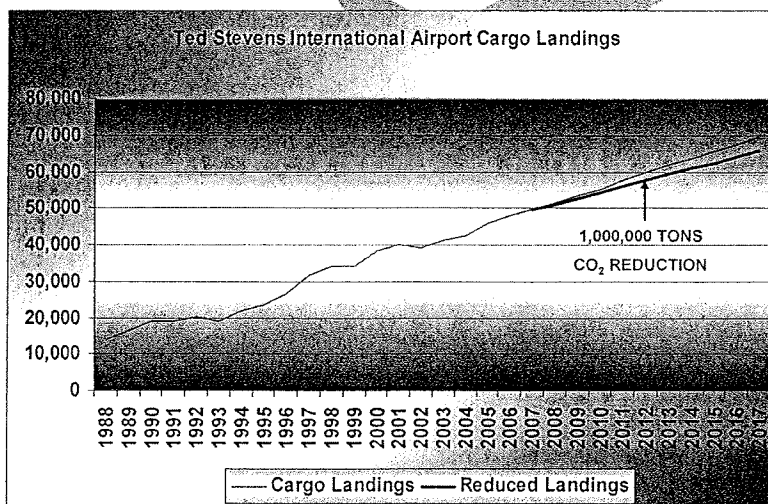
## DID YOU KNOW?

**90% OF ALL ASIA PACIFIC AIR CARGO  
TRAFFIC TO NORTH AMERICA LANDS  
IN ANCHORAGE, ALASKA AT THE TED  
STEVENS INTERNATIONAL AIRPORT**



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## FREIGHT TRAFFIC GROWTH CONTINUES ON PACE WITH FORECAST



\*ANCHORAGE INTERNATIONAL AIRPORT  
ANNUAL STATISTICS



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## SUBGROUP – LAST MEETING OCTOBER 2005 KHANTY- MANSIYSK, RUSSIA

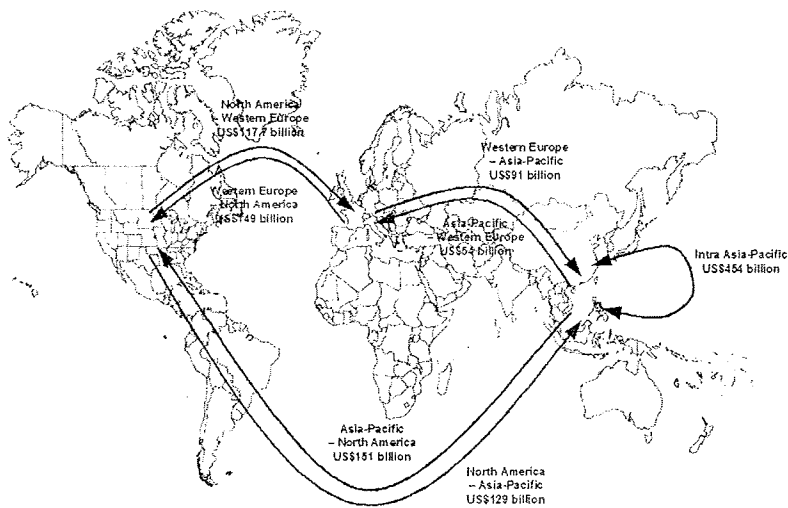
### OUTCOMES

- TO EXAMINE MORE CLEARLY POLAR AIR CARGO ROUTES AND THE BENEFIT TO OUR ENVIRONMENT: CARBON REDUCTIONS
- TRANSPORT CANADA COMMISSIONED A PRE-FEASIBILITY REVIEW
- TRANSPORT CANADA'S JOHN LAWSON REPORT CONCLUSION:  
UP TO 8% CO<sub>2</sub> REDUCTION PER POLAR FLIGHT VERSUS ROUTING THROUGH ANCHORAGE, ALASKA



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## VALUE OF GOODS TRANSPORTED BY AIR 2004 DATA



ONE THIRD OF ALL IMPORTS/EXPORTS MOVED BY AIR

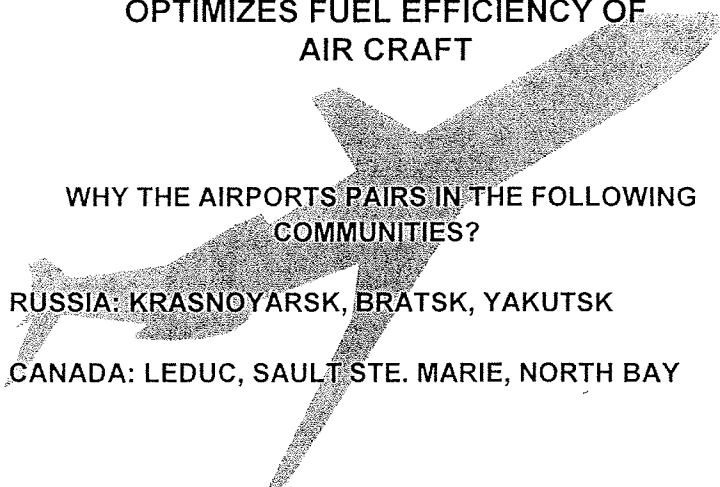


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## OPTIMIZES FUEL EFFICIENCY OF AIR CRAFT

### WHY THE AIRPORTS PAIRS IN THE FOLLOWING COMMUNITIES?

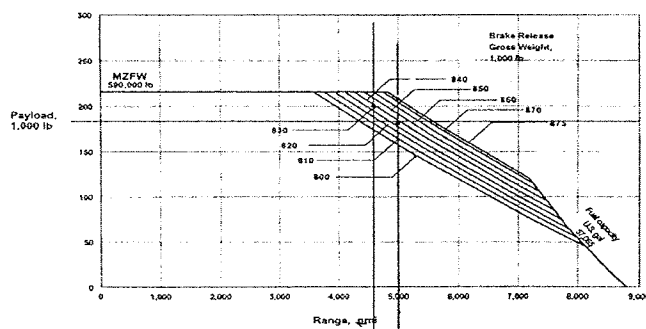
- ✓ RUSSIA: KRASNOYARSK, BRATSK, YAKUTSK
- ✓ CANADA: LEDUC, SAULT STE. MARIE, NORTH BAY



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## 747- 400 CONVERTED FREIGHTER

### 747-400 Payload-Range Capability *CF6-80C2B1F Engines*



• Typical mission rules  
• Mach = 0.85  
• OEW = 374,000 lb  
• 200 nm altitude

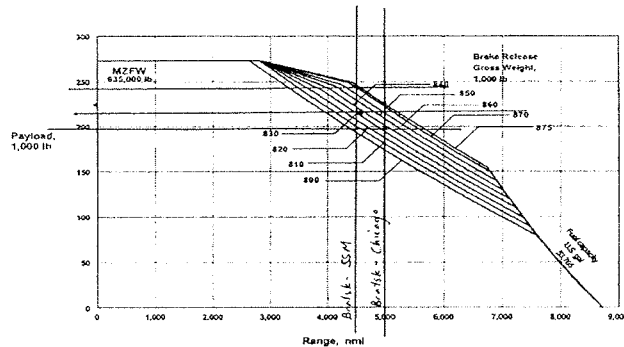


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## 747- 400F PAYLOAD – RANGE

### 747-400F Payload-Range Capability

CF6-80C2B1F Engines



• Typical mission notes  
• Mach = 0.84  
• OEW = 361,700 lb  
• 200 nmi alternate



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## PRESENT AIR CARGO SYSTEM BETWEEN ASIA & NORTH AMERICA IS AMERICAN - BASED

### SUGGESTION: AN ALTERNATIVE THAT IS CANADIAN – RUSSIAN BASED

- BUILDS OUR REGIONAL ECONOMIES
- ALLOWS FOR CANADA-RUSSIA TO BE LEADERS IN GLOBAL TRADE
- SAVES OUR ENVIRONMENT (CO<sub>2</sub> REDUCTIONS)
- CREATES OPPORTUNITIES FOR CANADIAN-RUSSIAN AIR CARGO CARRIERS
- CREATES OPPORTUNITIES IN AIRPORT GROWTH, WAREHOUSING, DISTRIBUTION, HIGH-END VALUE-ADDED JOB CREATION





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## MINISTER OF TRANSPORT – LAWRENCE CANNON

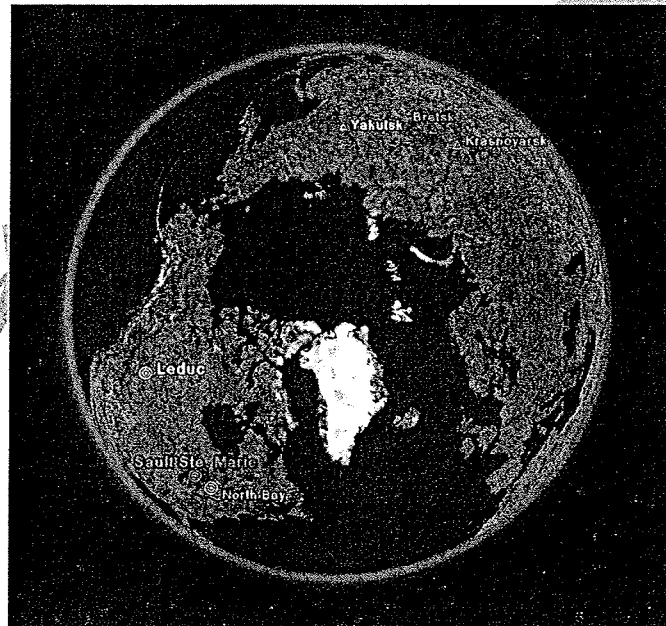
THE FEDERAL GOVERNMENT IS **COMMITTED** TO ENSURING THAT CANADA'S TRANSPORTATION INFRASTRUCTURE **MEETS** FUTURE DEMAND FOR TRANSPORTATION SERVICES AND FACILITATES CONTINUED **ECONOMIC GROWTH**.

THE GOVERNMENT IS DEVELOPING POLICIES AND STRATEGIES TO STRENGTHEN CANADA'S COMPETITIVE POSITION IN GLOBAL COMMERCE, WITH AN EMPHASIS ON INTEGRATING TRANSPORTATION SYSTEMS, DEVELOPING COHERENT PLANS AND POLICIES BETWEEN DIFFERENT LEVELS OF GOVERNMENT, AND **ADDRESSING REGIONAL OPPORTUNITIES AND CHALLENGES** THROUGH PUBLIC – PRIVATE PARTNERSHIPS. **RURAL AND URBAN REGIONS WILL HAVE AN IMPORTANT ROLE TO PLAY.**



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## OUR PARTNERS TO MOVE FORWARD:





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## NEXT STEPS

### RECOMMENDATIONS:

# DEVELOP AN ACTION PLAN

### COMMENT:

POLAR AIR CARGO ROUTINGS: A CANADA-RUSSIA  
ENVIRONMENTAL SUCCESS STORY IN THE MAKING



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## ACTION PLAN

- **DEFINE BENEFITS** TO AIR CARRIERS – DEVELOP MARKETING PLAN
- **CONFIRM BENEFITS** TO ENVIRONMENT – CO<sub>2</sub> REDUCTIONS
- **AIR TREATIES** TO ENCOURAGE AIR POLAR FLIGHTS IN CANADA & RUSSIA
- **INVESTIGATE** AIR NAVIGATION REQUIREMENTS/EXAMINE A POLAR SATELLITE SYSTEM
- **IDENTIFY** NECESSARY INFRASTRUCTURE AT PARTNER AIRPORTS
- **LET US CARRY ON!** SUPPORT TRAVEL EXPENSES OF SUBGROUP, CANADIAN AND RUSSIAN LEADERS



OXFORD  
ECONOMICS

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## The Impact of Air Cargo on the Global Economy

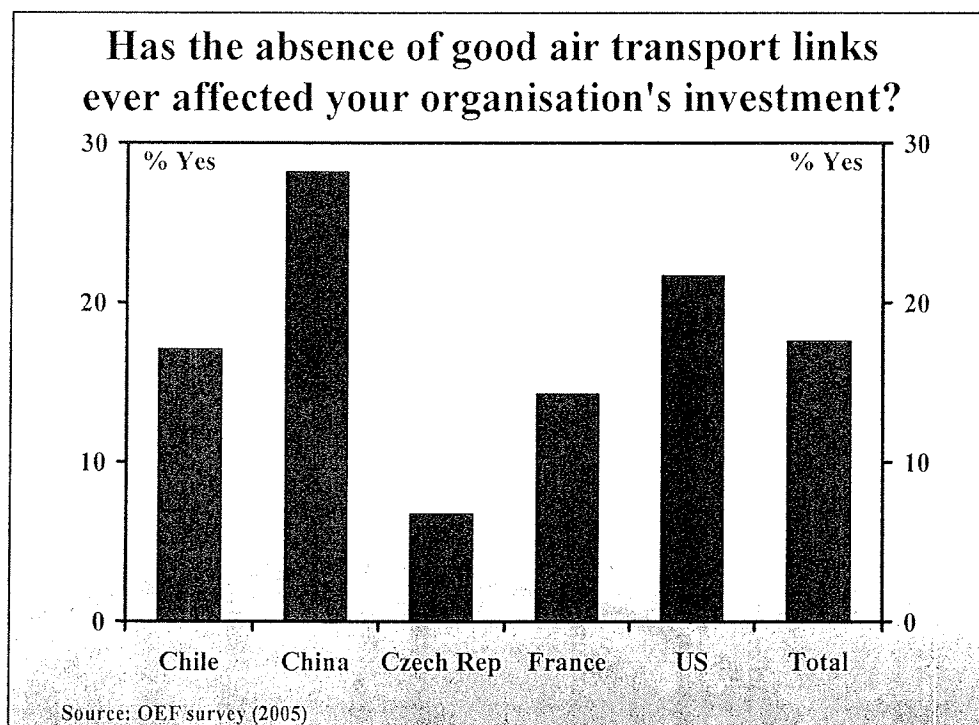
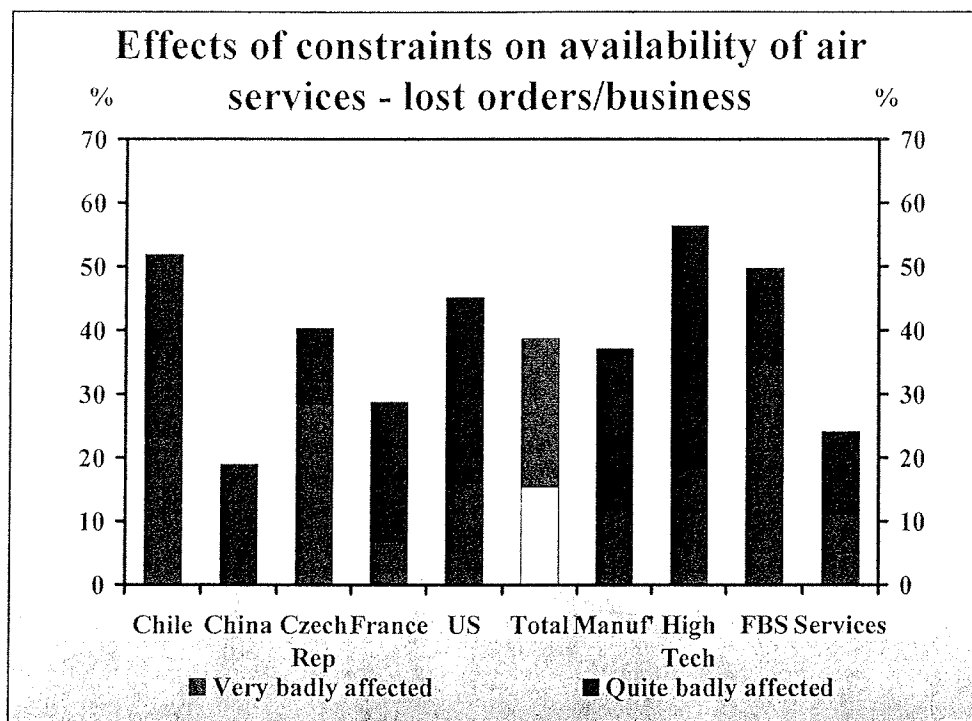
Erik Britton  
Director of Economics  
Oxford Economics USA  
[erik.britton@oef.com](mailto:erik.britton@oef.com)

September 13, 2006

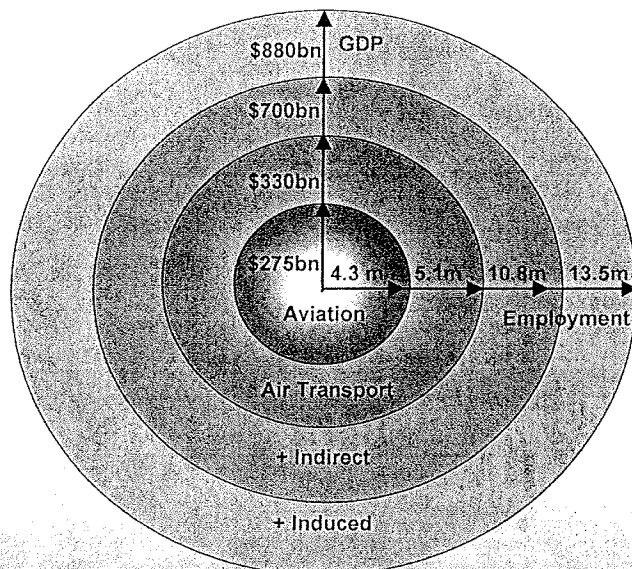
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### Air transport makes a vital contribution to global growth

- Air transport/ aviation made a total contribution of \$880 billion to global GDP in 2004
- 13.5 million jobs.
- Air cargo is a key part of that contribution: facilitator and creator of trade

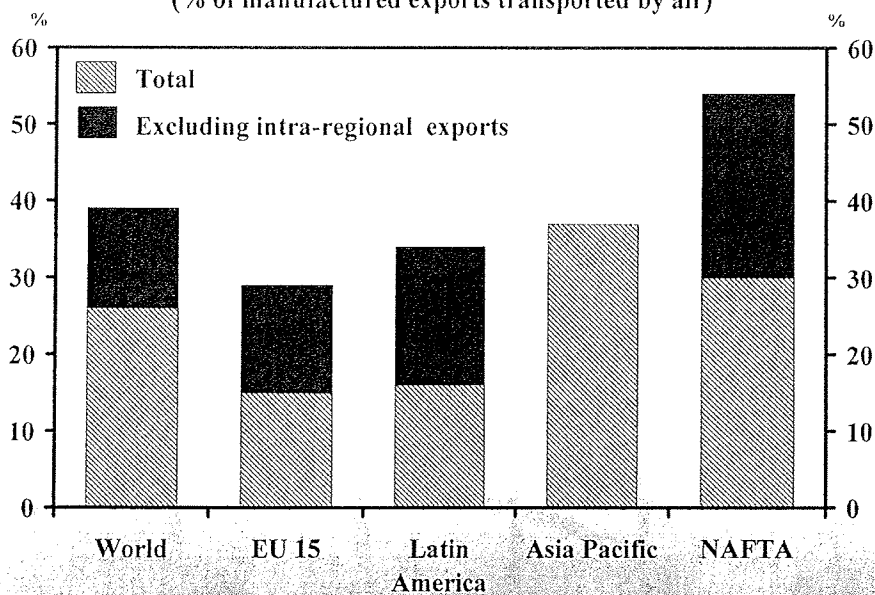


The economic contribution of air transport – direct, indirect and induced impacts, 2004

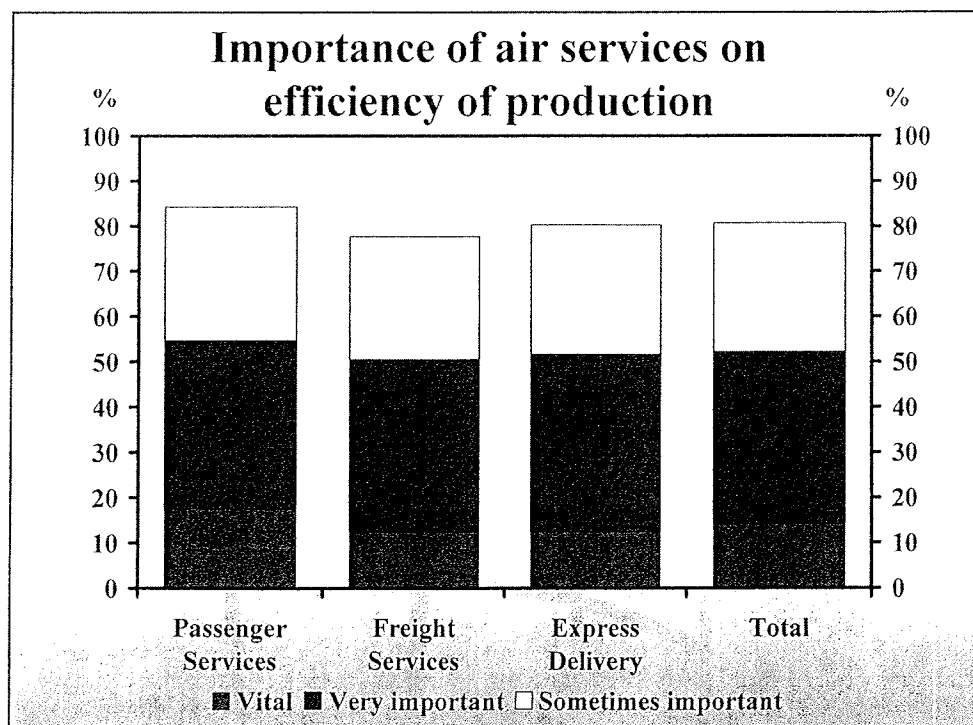
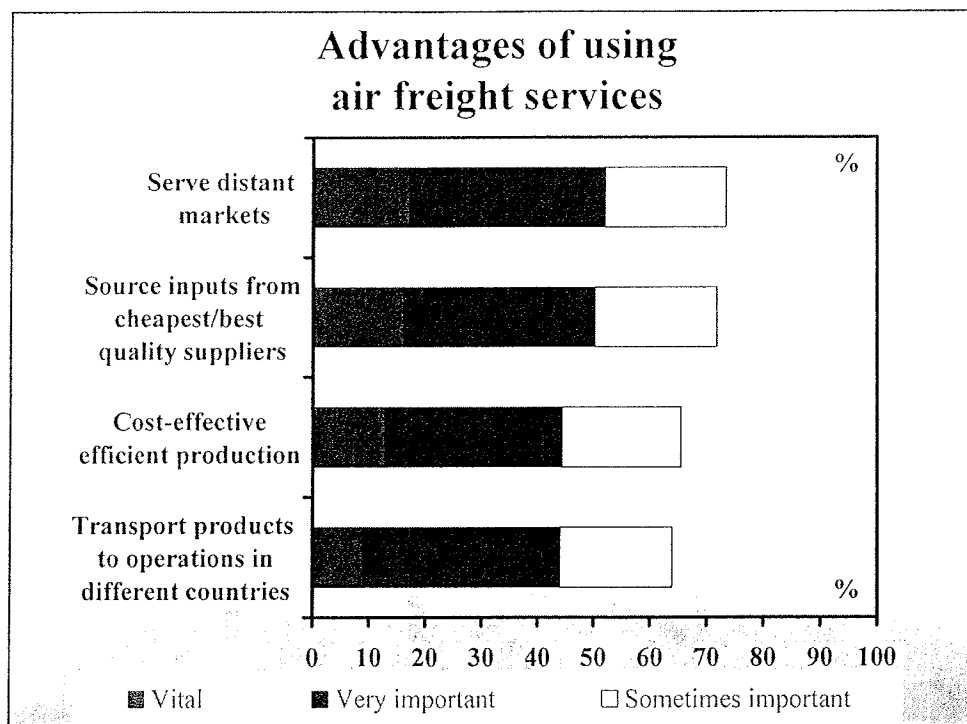


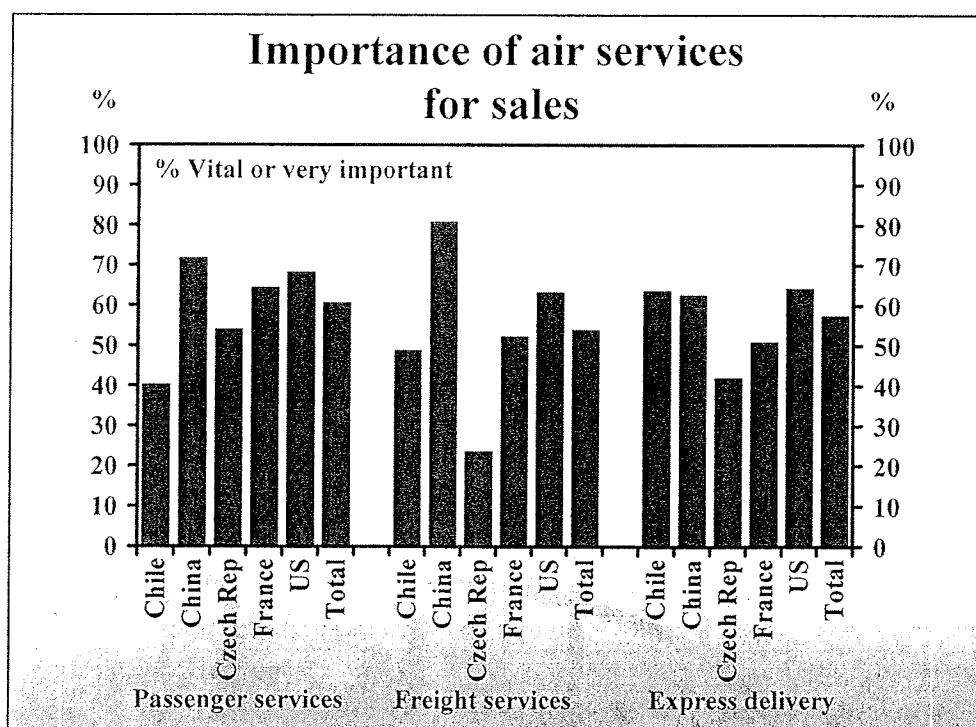
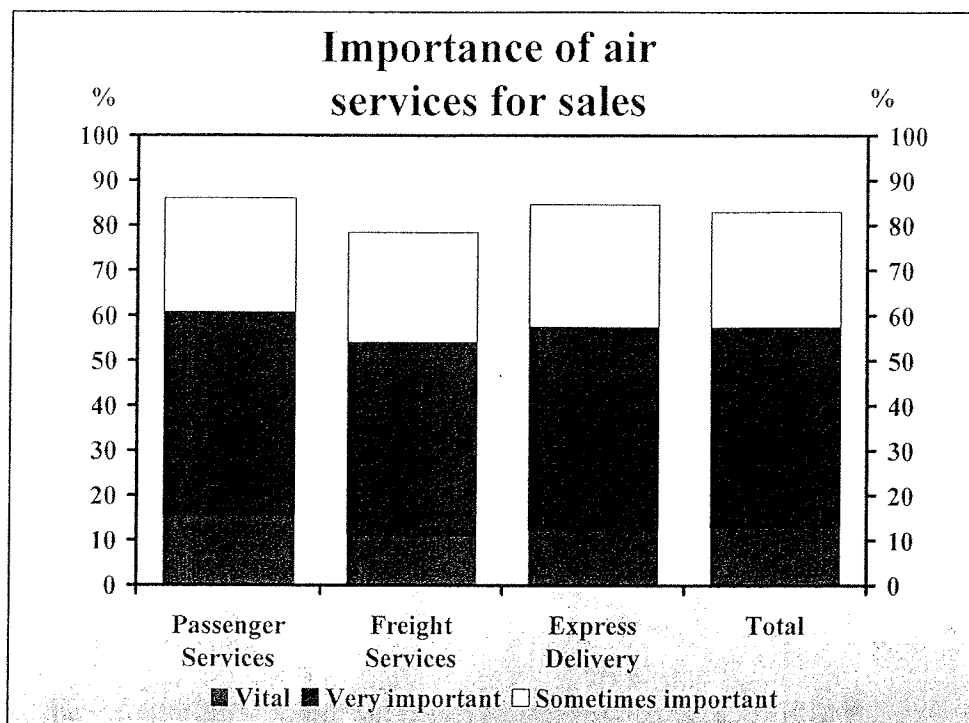
Value of exports by air by region, 2004

(% of manufactured exports transported by air)



Source: OEF calculations





**Canada-Russia Intergovernmental Economic Commission  
Arctic and North Working Group session - March 26, 2007  
Sector Report & Action Recommendations**

By E.G. (Ted) Lennox, President, LPS AVIA Consulting

There were approximately 60 people in attendance, representing all levels of government in both Canada and Russia. Business, academics, Northerners, non-governmental organisations were very active participants in the session. The session was split into two along the following themes: Arctic Transportation and Northern economic development issues

### NORTHERN ECONOMIC DEVELOPMENT

Canadian and Russian business entities have been working on the formation of a Circumpolar/Arctic Chamber of Commerce. Northerners will continue to collaborate on the initiative and the Arctic and North Working Group will continue providing appropriate support.

Concrete follow-up with Russian partners to be undertaken toward development of a Canada/Russia inventory of tradeable northern goods and services within the framework of the Northern Trade Development Strategy initiative started in 2005.

Collective endorsement of the new collaborative Project aimed at sharing best practices in Corporate Social Responsibility through Private Public Partnerships will be followed by targeted consultations toward implementation of concrete activities.

### ARCTIC TRANSPORTATION

Two paradoxes were identified at the beginning of this session as suggested by the facilitator, Ted Lennox.

Paradox #1: Traditionally transportation has developed in response to need but today we are often seeking a need to utilize a new polar transportation capability. We have to be careful to match real demand with the most efficient polar solution.

Paradox #2: Governments are increasingly committed to arctic development but Departments are actively reducing their roles and responsibilities in the north. Going forward all Government departments must take ownership of the north shouldering their responsibilities and investment requirements.

1. The Province of Manitoba, in association with Winnipeg Airports Authority and the Churchill Gateway Development Corporation, presented the results of recent projects and initiatives. These focused on developing two new transportation routes, with hubs in Russia and Canada as global logistics and distribution gateways for Europe/Asia and for North America respectively. Details of two initiatives were provided: a Churchill-Murmansk Marine Arctic Bridge Link, and a Polar Air Routes initiative.



Next steps recommended for the Arctic Bridge included technical, business and logistical assessments and a demonstration voyage in July 2007.

Next steps recommended for the Polar Routes included: undertaking technical feasibility, regulatory framework, and commercial viability assessments; work to develop business-to-business and government-to-government partnerships; and implementation of the Manitoba-Krasnoyarsk Memorandum of Understanding (Bilateral Working Group, Market and Technical Studies, and a Demonstration Flight.)

2. The Murmansk Shipping company delivered a comprehensive description of the capabilities of the port and related ice breaking services (operated on behalf of the federal government). The feasibility of heavy cargo shipments between Murmansk and Churchill was identified, with the movement of fertilizer to Churchill noted to be the most immediately interesting commodity. The potential future shipment of petroleum products and gas was also noted.

Next steps recommended included: cargo market studies to ensure the bidirectional movement of commodities; an examination of the potential costs of ice breaker support and Canadian rail company costs; and a potential need to support port costs in Churchill.

3. On behalf of a group of Canadian Airports, Mayor John Roswell of the City of Sault Ste. Marie, Ontario presented the results of studies and initiatives of the potential benefits of polar routes linking Krasnoyarsk, Bratsk, and Yakutsk in Russia, with North Bay, Sault Ste. Marie, Edmonton, and other cities in Canada. The proximity of the Canadian airports to 60% of the North American economic market, and of the Russian airports to the east Asian markets was highlighted.

Next steps recommended included detailed operational, technical and cost assessments of specific new routes, including ground transportation to major markets, and estimates of the traffic frequency and CO2 reduction impacts. Establishment of a Committee to consider and resolve specific economic and safety and regulatory issues was recommended. Identification of infrastructure requirements and costs is needed for the participating airports. In addition, a source of funding is needed to facilitate ANWG participation by Canadian and Russian leaders.

4. The Russian SVM Company identified key shortcomings in polar transportation development, specifically communications in the Arctic, north of 60
  1. The solution proposed includes placement of two to four satellites in high elliptical orbits providing redundant coverage throughout polar regions.

Next steps recommended included discussions toward development of the satellites through joint technical initiatives in Russia and Canada. In response to a question posed by Nav Canada, it was noted that the cost of the elliptical satellite system would likely be borne by Russia.

#### FUTURE

Project proponents will continue to undertake these initiatives on their own. The Arctic and North Working Group will continue to assist with these initiatives and support where appropriate.

Early discussion has been had between Canada and Russia with a view to considering new items, most notably Arctic Tourism.

## POLAR AIR CARGO ROUTES: NEXT STEPS

That the Government of Canada with the support of our Russian partners engage suitably qualified Canadian consultants to:

1. With reference to the 2006 Transport Canada (John Lawson) report and using recognized air navigation flight planning software (e.g., Jeppesen):
  - a) further study and identify the optimum air routes between Krasnoyarsk, Bratsk and Yakutsk in Russia and Montreal, North Bay, Sault Ste. Marie, Winnipeg and Edmonton in Canada.
  - b) estimate the operational cost savings to air cargo carriers on a route by route basis.
  - c) estimate the costs for ground transportation of cargo goods to and from each airport and the closest U.S. border point and nearest major American city.
  - d) estimate the reduction of CO<sup>2</sup> emissions along each route based on various types of Russian-built and Western cargo aircraft in use today and the estimated frequency of use of each route.
  - e) identify the anticipated operating costs for air operators using the proposed routes (i.e., landing fees, ANS fees, airport service charges, fuel costs, etc.) and provide detailed recommendations on how best to market the use of these routes to existing and prospective air cargo carriers.
2. Establish a committee to consider and resolve specific economic and safety regulatory issues related to operation of polar air cargo routes between Canada and Russia. The committee could, among other things, consider amendments to the Canada/Russia Air Transit Agreement to allow "technical stops" in Krasnoyarsk, Bratsk, Yakutsk as well as cargo debarkation at airports in Edmonton (CYEG), Winnipeg (CYWG), Sault Ste. Marie (CYAM), North Bay (CYYB) and Montreal (CYUL). The committee might also consider the introduction of a special "Open Skies" policy for air operators using polar routes to take advantage of savings in fuel and CO<sup>2</sup>.
3. Identify and cost the infrastructure needed at "partner" airports located in Edmonton, Winnipeg, Sault Ste. Marie, North Bay, Montreal, Krasnoyarsk, Bratsk and Yakutsk.
4. Continue to support the work of the ANWG Sub Group re: the implementation polar air cargo routings by providing the necessary funding for the travel expenses required by Canadian and Russian leaders to continue to contribute to the work of the committee (N.B., even though the operation of polar air cargo routes has global significance, the funding of such expenses is a difficult financial challenge for the airports and municipalities involved).
5. Proceed with this project AS QUICKLY AS POSSIBLE FOR THE BETTERMENT OF OUR ENVIRONMENT!

JOHN ROWSWELL, M.Eng., P.Eng., P.E.  
MAYOR



# THE CORPORATION OF THE CITY OF SAULT STE. MARIE

2007 04 03

Ministry of International Trade  
Lester B. Pearson Building  
125 Sussex Drive, Tower B – 5<sup>th</sup> Floor  
Ottawa, ON K1A 0G2

Attention: Honourable David Emerson

Dear Minister, *David*

Subject: Polar Air Cargo Initiative and Sault Ste. Marie Trade Mission to China

Sault Ste. Marie is on a mission to participate in global trade and support the region of Northern Ontario and Michigan by becoming a multimodal hub: [www.multimodalssm.com](http://www.multimodalssm.com). Our direction today began several years ago by investigating polar air cargo flights, which we believe could position Sault Ste. Marie to be a real part of the global market place.

A few years ago, President Vladimir Putin asked our Canadian government to advance this initiative; in January 2007, Russia's Transport Minister Igor Levitin asked Minister Lawrence Cannon to move this project forward. During the meeting of the Arctic & North Working Group – Subgroup Polar Air Cargo Routings, the recommended outcome was action on the Canadian-Russian initiative. These action items are listed in the attached document and presentations.

At the recent Canada – Russia IEC meeting, you were approached by our Canadian partners Mayor Vic Fedeli, City of North Bay and Mayor Greg Kruschke, City of Leduc regarding the positive regional economic benefits. You had offered as to how you could be of assistance. I understood you suggested to include Polar Air Cargo routings in the Asia-Pacific Gateway & Corridor Initiative.

I encourage you to discuss this to your colleague, Minister Lawrence Cannon, and request that we move forward on all the action items presented at the Arctic & North Working Group meeting; his Eco-freight program is a perfect match. I also encourage you to speak with your colleague, Minister John Baird, and request the Climate Change Group to confirm the actual benefits of reduced jet fuel usage, CO<sub>2</sub> reductions of polar routes and the real benefits to the environment.

*naturally  
gifted*

...2.

Honourable David Emerson

Subject: Polar Air Cargo Initiative and Sault Ste. Marie Trade Mission to China

Page 2.

Lastly, I will be leading a trade mission to China next week to promote ourselves in the global market place. It would be appreciated as an added gesture if Canada would endorse the development of the recommended ANWG – Subgroup action plan, so I can promote polar routings while I am in China.

Your earliest attention to this request would be appreciated.

Yours very truly,

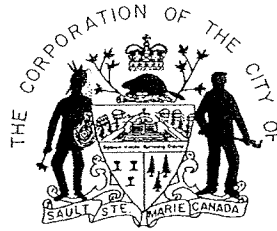
A handwritten signature in black ink, appearing to be 'JR' with a long, sweeping horizontal line extending to the right.

John Rowsell,  
Mayor

cc: Hon. Lawrence Cannon, Minister of Transport Canada  
Hon. John Baird, Minister of the Environment  
Hon. Tony Clement, Minister of the Federal Economic Development Initiative for Northern Ontario  
Mayor Vic Fedeli, City of North Bay  
Mayor Greg Krischke, City of Leduc

Attachment

John Rowswell, M.Eng., P.Eng., P.E.  
MAYOR



2007 01 12

MEMO TO: Council  
SUBJECT: Trip Report – Montreal, Quebec January 7-8<sup>th</sup>, 2007  
Minister of Transport, Igor Levitin – Russian Federation

Council will recall that I was asked by the former Minister of International Trade, Jim Peterson, to participate in an Arctic and North Working Group on Polar Air Cargo flights. The President of the Sault Ste. Marie Airport Development Corporation, Doug Lawson, and myself did have a meeting in Khanty-Mansiysk, Russia in the fall of 2005. My position on Polar Air Cargo flights is that it is in the hands of the federal governments of Canada and Russia. We should not drop it entirely because this was what interested the Ford Motor Company in Sault Ste. Marie in the first place; however, we shouldn't aggressively lead it either. It is important that we participate to make sure Sault Ste. Marie is not forgotten since it does have tangible benefits and it profiles the community with senior levels of government for the larger multimodal initiative. Essentially, other than a few phone calls and emails, not much has happened for polar air cargo over the last year.

A little more than two weeks ago, I received a telephone call from Foreign Affairs advising me that the Transport Minister for Russia would be in Montreal/Ottawa on January 8-9<sup>th</sup>, 2007. Last Thursday night, I received a call from the Russian Embassy in Ottawa inviting me to a luncheon in Montreal on January 8<sup>th</sup>, 2007.

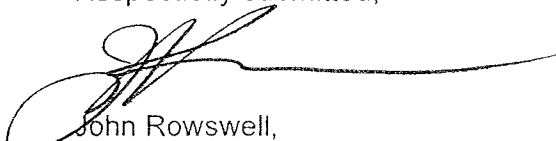
This is the message I presented to the Minister about polar air cargo flights:

- 1) It builds transportation links via air cargo for the economic development in the respective host cities of Montreal, North Bay, Sault Ste. Marie, Winnipeg, Edmonton and in the Russian communities of Krasnoyarsk, Bratsk and Yakutsk.
- 2) It saves cargo air carriers fuel and cost of operations. Fuel has gone from 18% to 30% of the cost of air cargo flight operations.
- 3) It saves the environment, adheres to climate change and carbon reduction.

The Minister was presented with a Soo Greyhound jersey signed by our Coach Craig Hartsburg and loved it. The Russian Minister did talk to Minister Lawrence Cannon about polar air cargo flights involving the communities listed above, including Sault Ste. Marie. The Ministers agreed to continue to work together to advance this project.

I trust Council will want us to keep our profile in this project, and I would appreciate your feedback on this matter.

Respectfully submitted,



John Rowswell,  
MAYOR

Attachments

5(a)

John Rowswell

## Russia offers to break the ice to open Port Churchill

SHAWN McCARTHY

Wednesday, January 10, 2007

OTTAWA — Russia's Transport Minister is urging the federal government to open Churchill, Man., as a year-round port, saying his country's modern icebreaker fleet can now accomplish what some fear global warming will do in a few decades.

In a visit to Ottawa this week, Transport Minister Igor Levitin urged his federal and Manitoba counterparts to step up efforts to realize the centuries-old dream of a polar shipping route, in this case linking Asian and North American markets. Similarly, Mr. Levitin wants Canada to expand the role of the Winnipeg airport as a key hub in an Asia-to-North America air transit circle route.

He said the bilateral talks on the so-called Arctic Bridge sea route have been on the back burner for the past 15 years, but the time has come to act on it.

Russia has a fleet of seven modern icebreakers that could render Churchill and the Siberian port of Murmansk serviceable throughout the year.

"Now we have the people, we have the money and we have the political infrastructure," he said at a luncheon meeting. He said the improved transportation links would further enhance business co-operation in areas such as energy, noting that Russia is now planning to ship liquefied natural gas to North American markets.

"We consider this as very important for bilateral relations," he said.

During his visit to Ottawa, he met federal Transport Minister Lawrence Cannon and Manitoba's Ron Lemieux, Minister of Infrastructure and Transport. He also visited business executives in Montreal.

A spokeswoman for Mr. Cannon said the minister "thought [the year-round opening of Churchill's port] was a very interesting idea, and it is going to be looked at."

Ottawa would have to grant right-of-way for Russian icebreakers to enter Canadian waters, and increase the presence of the Canadian Coast Guard in the Arctic.

Mr. Lemieux, who also met with Mr. Cannon to lobby for federal support, said Asian shippers are eager to find an alternative to West Coast ports, which are backed up, and East Coast or Great Lakes ports, which are too far from their shores.

He said the Russians are eager to provide an answer with the Murmansk-Churchill route.

"It is an idea whose time has come," Mr. Lemieux said in a telephone interview from Winnipeg

5(a)

Wednesday. He noted that Chinese and Indian companies have had talks with Russian transport officials over the possibility of using the Arctic route.

"They are looking at a way to get those goods into the heartland of North America ... and they are looking for ways to use Churchill as a port of entry, and they are looking to use Winnipeg as an air hub. The Russians want to do this right now."

Manitoba is urging Ottawa to spend money on Churchill's infrastructure, including the port itself and its rail connections. Mr. Lemieux said Ottawa also needs to beef up its security presence in the Arctic, particularly as northern waters are opened to more shipping. Prime Minister Stephen Harper has signalled his government's desire to reinforce Canada's sovereignty in the North.

Churchill Mayor Mike Spence said the Arctic Bridge project could be the salvation of the town of about 1,100, where residents worry about losing their tourist draw as global warming threatens the polar bear population.

The port of Churchill, which is operated by Denver-based OmniTrax Inc., is open from July to November, handling mainly exports of Canadian wheat. Mr. Spence said the port is underutilized and could handle some increased traffic from Asian importers.

"The federal government needs to step up and look at the Port of Churchill as a strategic asset," Mr. Spence said. Year-round shipping at Churchill "would open up Northern Canada," he added.

Mr. Spence said the effects of global warming — which, he said, have already resulted in later freeze-up and an earlier breakup of harbour ice — will provide even greater shipping access to Churchill.

© The Globe and Mail



5(aa)

## **EMBASSY OF THE RUSSIAN FEDERATION IN CANADA**

*285 Charlotte Street Ottawa, Ontario K1N 8L5  
tel: (613) 235-4341, fax: (613) 236-6342, E-mail: rusemb@rogers.com*

### **PRESS-RELEASE**

*10.01.07*

*\* \* \**

**Statement on the results of the meeting  
between Mr. Igor Levitin, Minister of Transport  
of the Russian Federation,  
and the Honourable Lawrence Cannon,  
Minister of Transport of Canada  
January 9, 2007**

On January 8-10 Minister of Transport of the Russian Federation Igor Levitin visited Canada with the working visit.

He held talks with the Honourable Lawrence Cannon, Minister of Transport of Canada, consultations with the Honourable Ron Lemieux, Minister of Transport of Manitoba, working meetings with the heads of ICAO and IATA and with representatives of business circles.

During the discussion of the prospects of the development of cooperation in the area of transport between Russia and Canada, both parties expressed their satisfaction with its' current level and demonstrated mutual intent to advance joint work on this important for both neighboring countries track.

Issues of mutual interest, including prospects of bilateral cooperation in air communication, provision of transport security etc. were discussed.

The two sides exchanged views on the "Arctic Bridge" project which is supposed to establish regular marine communication between the north port of

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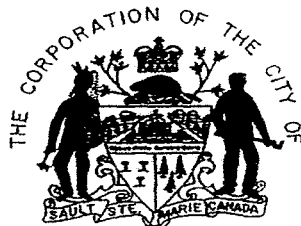
Churchill (Manitoba) and port of Murmansk, as well as on the project of cross-polar cargo air route.

The issues of international cooperation in the sphere of security of flights and technical cooperation were discussed at the meeting with the President of ICAO.

During the talks with Canadian businessmen the priority was attached to the specific issues of the promotion of bilateral partnership, including with such traditional partners as "Bombardier" and "MDC Aero Support".

The results of Russia-Canada meetings which were held during this working visit will significantly contribute to the preparation for the 6<sup>th</sup> session of Bilateral Intergovernmental Commission and the second session of the Russian-Canadian Business Council at the end of March, 2007 in Ottawa, in the framework of which working groups on transport were agreed to be created.

John Rowswell, M.Eng., P.Eng., P.E.  
MAYOR



2005 10 18

MEMO TO: Council

SUBJECT: Arctic and North Working Group/ Arctic Aviation Expert Workshop Khanty-Mansiysk

Mr. Doug Lawson and myself attended the above conference and meetings. It was organized by the federal governments of Canada and Russia to address arctic transportation issues; the agendas and correspondence are attached.

We provided the attached presentation, which promoted Sault Ste. Marie's location as an air cargo hub. Mr. Doug Lawson provided valuable contributions to the conference and Arctic and North Working Group meetings as president of Sault Ste. Marie Airport Development Corporation, as a pilot, and aeronautical engineer. We were left with the fact that our federal governments are behind in making Polar Air Cargo a reality. On October 11<sup>th</sup>, I was able to attend Minister Jim Peterson's presentation in Moscow; his speech is attached.

The following is a list of general comments and observations:

- Winnipeg is promoting a Polar Air Cargo model to bring all cargo to Winnipeg and transload to the rest of North America. The Winnipeg Airport has a full time logistics and cargo manager that also attended this conference.
- Manitoba sent their Assistant Deputy Minister of Transportation and Government Services, Mr. John Spacek to finalize Memorandums of Understanding regarding Polar Air Cargo and shipping into Churchill, Manitoba. Further meetings were scheduled in Moscow after Mr. Lawson and myself returned home.
- Sault Ste. Marie's suggestion was to optimize fuel efficiency and CO<sub>2</sub> reduction (green house gases) by moving cargo through the most direct route. We offered to the committee the Terms of Reference of a small study to verify this concept, which is also attached.
- Volga-Dnepr Air Cargo Carriers has ordered two 747-400 freighters and they are looking to use polar routes. Since Winnipeg has a global designation to receive any air carrier in the world without a bilateral treaty designation, Winnipeg is posed to be the first beneficiary of polar air cargo.
- Sault Ste. Marie, where optimum fuel is considered, has an advantage over Winnipeg regarding the shipping of cargo to Chicago and Detroit. North Bay has a similar advantage in moving goods to Toronto.

Memo to Council (2005 10 17)

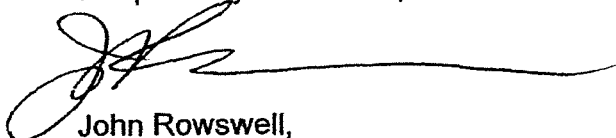
Arctic and North Working Group/ Arctic Aviation Expert Workshop Khanty-Mansiysk Page 2.

- On the matter of multimodal, discussions with Mr. John Spacek, Assistant Deputy Minister of Transportation and Government Services, revealed the province has been working on a transportation strategic direction in their "2020-Manitoba Transportation Vision". Two comments are noted:
  - 6.1 – Assign a higher priority to infrastructure improvements at intermodal transfer points and major trade gateways, including border crossings.
  - 6.2 – Implement a regional approach for improving freight transportation by forming multi-jurisdictional partnerships of public and private stakeholders.

These conclusions were reached after exhaustive review with Manitoba industry stakeholders and we (Northern Ontario), I believe, share similar concerns as Manitoba. This document needs to be reviewed immediately by the Ministry of Northern Development and Mines and Federal Economic Development of Northern Ontario (FedNor).

Should Council have concerns regarding my advancement of Manitoba's 2020 Transportation Vision to MDMN and FedNor, please advise. It very much supports what is also needed in Northern Ontario.

Respectfully submitted,



John Rowswell,  
Mayor

cc: Joe Fratesi, CAO

Attachments

Minister of Transport Canada  
Honorable Tony Valeri

Dear Mr. Tony Valeri!

Growth of cooperation of the industrial regions of North America (the area of Great Lakes) with quickly developing countries of Southern and South-Eastern Asia and their complementary economies cause overloading of the transport hubs of North America. This fact makes it necessary to evaluate the role of Canada and Russia in the existing world transport infrastructure in a new fashion.

Development works on a new transport infrastructure between the countries of Southern and South-Eastern Asia and the USA over the territory of Siberia, North Pole and the territory of Canada using the existing cross polar air routes have been being fulfilled for several years already at Mayors levels. Mr. Robert Nault, Minister of Indian Affairs and Northern Development, promised to support this project.

Thus, both Canadian Party and Russian Party at Federal Authorities and cities level consider creation of such transport infrastructure to be promising and possible.

I advise you with satisfaction that on the territory of Siberia there are being fulfilled planned works on modernization of the necessary infrastructure by creating modern ATC centers.

I would consider it to be expedient at Transport Ministries of Canada and Russia level together with the enterprising cities of our countries to examine possibility of joint coordinated works in this direction in any format that is convenient for you.

Sincerely yours,

S.I. Levitin

Министр

Уважаемый господин Валери!

Рост кооперации индустриальных районов Северной Америки (район Великих озер) с быстро развивающимися странами Южной и Юго-Восточной Азии и их взаимодополняющих экономик приводит к перегрузке транспортных узлов Северной Америки. Этот факт требует по-новому оценить роль России и Канады в сложившейся в мире транспортной инфраструктуре.

На уровне мэров ряда городов Сибири и Канады уже несколько лет ведутся приработки новой транспортной инфраструктуры между странами Южной и Юго-Восточной Азии и США через территорию Сибири, Северный полюс, территорию Канады с использованием открытых кроссполярных воздушных маршрутов. Поддержку данному проекту пообещал и г-н Роберт Наульт, министр по развитию Севера и по делам коренных народностей Правительства Канады.

Таким образом, и канадская и российская стороны на уровне федеральных структур и муниципальных образований считают возможным создание такой транспортной инфраструктуры.

Я с удовлетворением информирую Вас о том, что на территории Сибири ведется планомерная работа по совершенствованию необходимой инфраструктуры с созданием современных центров управления воздушным движением.

Считал бы целесообразным на уровне министерств курирующих вопросы транспорта России и Канады совместно с представителями инициативных городов наших стран рассмотреть в удобном для Вас формате **ВОЗМОЖНОСТЬ** совместных скоординированных действий в данном направлении,



С

уважением,

И. Левитин

Министру транспорта Канады  
Господину Т.Валери

926 14 23

5(aa)

Minister  
of International Trade



Ministre  
du Commerce international

Ottawa, Canada K1A 0G2

The Honourable L'honorable  
James S. Peterson, P.C., M.P., c.p., député

MAY 10 2005

His Worship John Rowsell, M.Eng., P.Eng., P.E.  
Mayor of the Corporation of the City of Sault Ste. Marie  
Civic Centre  
P.O. Box 580  
Sault Ste. Marie, Ontario  
P6A 5N1

RECEIVED

MAY 13 2005

MAYOR'S OFFICE

Dear Mr. Mayor:

Thank you for taking the time to provide my staff with a presentation on  
"Sault Ste. Marie – A Multi-Modal Hub."

It is my understanding that your city, along with North Bay and Edmonton, has also been actively pursuing cooperative relationships with the cities of Krasnoyarsk, Bratsk and Yakutsk in Russia, in an effort to explore opportunities for a Polar Air Cargo project. As you may know, in October 2004, Prime Minister Paul Martin and President Vladimir Putin indicated that strengthening Canada-Russia Northern Cooperation would be a priority in our bilateral relationship. As a result, the core members of the Arctic and North Working Group (ANWG) of the Canada-Russia Intergovernmental Economic Commission have met twice, most recently in Ottawa on February 21.

One of the outcomes of the ANWG meeting was a decision taken by the two ANWG Co-chairs to refer the matter of air transportation links to a subgroup made up of stakeholders and experts from Canada and the Russian Federation who would be in a position to move the initiative forward. The ANWG would facilitate contacts as appropriate and assist with determining an early date for this group to meet. ANWG Co-chairs further expressed a desire that there be a progress report which could go to IEC ministers when they meet sometime in 2005.

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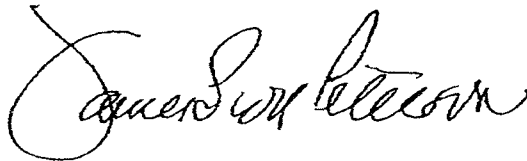
Canada

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With your strong interest in Polar Air Cargo and on growing opportunities of international cooperation, I would suggest that you continue working with Mr. Jack Anawak, Ambassador for Circumpolar Affairs and Canadian Co-chair of the Arctic and North Working Group, to move this initiative forward.

Your ongoing leadership and valuable input to the Arctic and North Working Group of the Canada-Russia Intergovernmental Economic Commission would be very much appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "James Scott Peterson". The signature is fluid and cursive, with a large initial 'J'.

The Honourable James Scott Peterson, P.C., M.P.





Foreign Affairs  
Canada

Affaires étrangères  
Canada

5(aa)

March 2, 2005

125 Sussex Drive  
Ottawa, CANADA, K1A 0G2

Mayor John Rowswell  
City of Sault Ste. Marie  
99 Foster Drive - Civic Centre  
Sault Ste. Marie, Ontario  
P6A 5X6

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AGA-0037

**RECEIVED**

**MAR - 7 2005**

**MAYOR'S OFFICE**

Dear Mayor Rowswell:

As you may know, the Arctic and North Working Group (ANWG) of the Canada-Russia Intergovernmental Economic Commission met in Ottawa on February 21, 2005. This was the second meeting of the core members since Prime Minister Paul Martin and President Vladimir Putin indicated that strengthening Canada-Russia Northern Cooperation would be a priority area for action in our bilateral relationship.

While you were unable to attend the Ottawa meeting, the Working Group did take the opportunity to discuss the Polar Air Bridge initiative which you have been spearheading for the City of Sault Ste. Marie. A representative from the Russian Federation, Mr. Aleksandr Botov, General Director for Polar Air Bridge of the SVM Company was in attendance and he was able to articulate some of the challenges faced in the Russian Federation in making the initiative a greater success.

One of the outcomes of the ANWG meeting was a decision taken by the two ANWG Co-chairs to refer the matter of air transportation links to a subgroup made up of stakeholders and experts from Canada and the Russian Federation who would be in a position to move the initiative forward. The ANWG would facilitate contacts as appropriate and assist with determining an early date for this group to meet. One suggestion was to facilitate a meeting of the subgroup at the end of March in Novosibirsk, Russia. ANWG Co-chairs further expressed a desire that there be a progress report which could go to IEC ministers when they meet sometime in 2005.

Subsequent to the ANWG meeting, officials from the Department of Foreign Affairs and International Trade (DFAIT) took the opportunity of Mr. Botov's visit to meet with him and the Embassy and Trade Representation of the Russian Federation to further discuss the initiative. DFAIT officials came away from that meeting with a clearer sense of what the Russian side would like to see happen next.

UNCLASSIFIED

- 2 -

Given your strong interest in the Polar Air Bridge initiative, I would appreciate your input in the formation of a subgroup under the ANWG to move the initiative forward. This would include articulating the specific challenges in the international context (i.e., where DFAIT can play a specific role), indicating a timetable for short and long term deliverables, helping to identify the potential Canadian stakeholders and experts who can contribute to the initiative, agreeing on a work agenda with Russian stakeholders and experts, and finally, establishing a target date for a meeting between the two sides.

I look forward to meeting with you in the near future to discuss the matter more fully.



Sincerely,

Jack Anawak  
Ambassador for Circumpolar Affairs  
Canadian Co-chair of the Arctic and North  
Working Group

5(a)

LUNCHEON IN HONOUR OF MR. IGOR LEVITIN,  
MINISTER OF TRANSPORT, RUSSIAN FEDERATION

MONDAY, JANUARY 8, 2007, 13:30

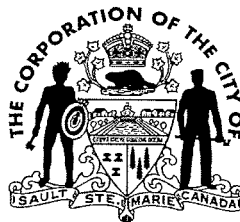
LIST OF ATTENDEES (FINAL)

Confirmed	
	Mr. Igor Levitin, Minister of Transport, Russian Federation
	Interpreter for the Minister
	Mr. Alexey Lisenkov, Counsellor, Bilateral Relations, Russian Embassy
	Mr. Igor Lysenko, Russian Federation Representative to ICAO, Ministry of Transport, Russian Federation
	Me John F. Lemieux, Senior Partner, Fraser Milner Casgrain LLP
	Me Philippe Casgrain, Senior Partner, Fraser Milner Casgrain LLP
	Mr. Duarte Miranda, Secretary, Board of Governors, Conférence de Montréal
	Mr. Nicolas-Philippe Rémillard, Development Director, Conférence de Montréal
	Mr. John Rowsell, Mayor, City of Sault Ste-Marie, Ontario, Canada
	Mr. Ronald Denom, Vice President, SNC-Lavalin International and Chairman, Montreal Local Board, CERBA
	Mr. Hans Odoerfer, CEO, MDS Aero Support Inc.
	Mr. Jean Teasdale, Vice President, Cargo and Industrial Development, Aéroports de Montréal
	Mario Lepine, President, Aero Mag 2000 (YUL) Inc.

5(66)

Jerry D. Dolcetti, RPP  
Commissioner

Don J. Elliott, P. Eng.  
Director of Engineering Services



ENGINEERING & PLANNING DEPARTMENT

Engineering & Construction Division

Tel: (705) 759-5378  
Fax: (705) 541-7165

2007 07 09

Our File: 1.519 (c)

Mayor John Rowsell and  
Members of City Council  
Civic Centre

**RE: QUEENSGATE SUBDIVISION – PHASE IV - SANITARY SEWER  
FROM THE TERMINATION OF QUEENSGATE SUBDIVISION TO TRUNK ROAD**

Major Contracting (Algoma) Ltd. intends on proceeding with Phase IV of the Queensgate Subdivision, which is the most northerly phase of the proposed work. As part of the works, the proposal includes extending sanitary servicing from the north limit of the subdivision out to Trunk Road. This work will directly benefit two lots north of the Queensgate Subdivision, namely 1163 Trunk Road, and 1155 Trunk Road. This portion of sanitary servicing does not benefit the Queensgate Subdivision.

In 1994, correspondence was written by Alan Sloan, P. Eng, Subdivision Engineer (as attached), indicating the City's intent to pay for the sanitary sewer from the north end of the subdivision to Trunk Road. Based on the estimate from staff, we anticipate the cost to be in the range of \$22,000 for the sanitary servicing.

It is recommended that Council approve the payment of actual construction costs to Major Contracting (Algoma) Ltd. upon satisfactory completion of the work. In the 2007 sewer surcharge budget, \$60,000 was allocated for the purchase of a backup generator for the Bonney Street pumping station. The actual cost of this generator was \$30,000 less than anticipated. Accordingly, it is recommended that the funding for the Queensgate Subdivision sanitary sewer come from surplus money designated for the Bonney Street generator.

Respectfully submitted,

Catherine Taddo, P. Eng.  
Municipal Services Engineer

Recommended for approval,

Jerry D. Dolcetti, RPP  
Commissioner  
Engineering & Planning

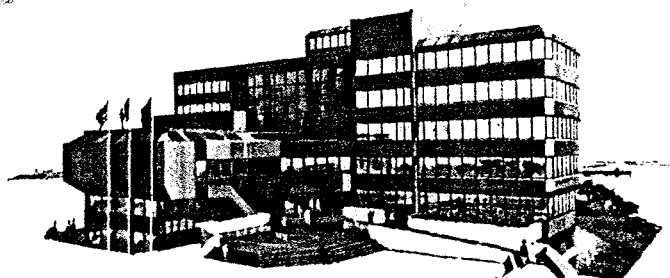
/ct

attachments

RECOMMENDED FOR APPROVAL

Joseph M. Fratesi  
Chief Administrative Officer

5(66)



## THE CORPORATION OF THE CITY OF SAULT STE. MARIE

ENGINEERING & PLANNING DEPARTMENT

Engineering Construction Division

1994 01 18

Building File: 17312

Our File: 1.519

Linda Orzechowski  
1163 Trunk Road  
Sault Ste. Marie, Ontario  
P6A 5K9

Dear Ms. Orzechowski:

### RE: 1163 TRUNK ROAD AND QUEENSGATE SUBDIVISION

Major Contracting (Algoma) Limited are planning on proceeding with the development of the Queensgate Subdivision this year. As a result, a new street named Queensgate Blvd. will be constructed along the westerly side of your property. This street will be constructed with Class "A" Pavement, with curb & gutter and possibly a sidewalk along the westerly side of the street.

As a result of this project, there are two matters which should be considered regarding your property.

A driveway access from the new street would be desirable to improve traffic safety. We could arrange for the developer to carry out the necessary work in the road allowance for a driveway at no cost to you. However, any work required on your property would be your responsibility.

The City is arranging for Major Contracting to extend the sanitary sewer to Trunk Road. This will be at City expenses as this sewer extension does not benefit the subdivision. Provided that your present sewage disposal system is functioning satisfactorily, connection to the sewer system is optional. However, if you do connect to the sewer, you would have to pay the City the local improvement charges for frontage and the sewer lateral. The frontage is determined by your Trunk Road frontage, measured as the perpendicular distance between your side lot lines. The local improvement rates are those rates which would be in effect at the time of payment. They are currently \$48.00/meter frontage for the sewer main, plus \$480.00 for the sewer lateral. The total charge works out to, if paid when the current rates are still in effect, 19.678 meters X \$48.00 + \$480.00 = \$1,424.54.

5(b6)

1994 01 18  
Page two

As the sanitary sewer extension will not be installed under the Local Improvement Act, there is no opportunity to pay these charges on the property taxes over ten years.

The cost of the sewer lateral will be much less if it is installed with the sewer main. I will arrange for the developer's Consulting Engineer, Mr. Merv Miller, P. Eng., to contact you during construction and determine the best sewer lateral location.

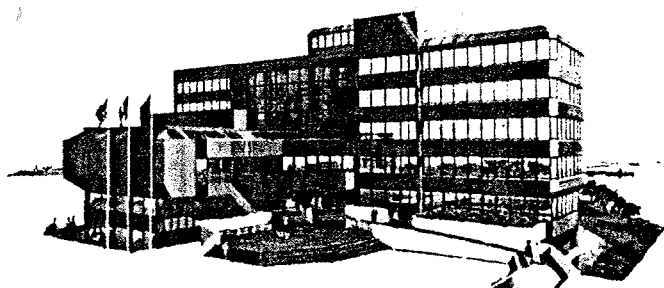
Please call me at 759-5383 if you have any questions and to advise me of your plans regarding driveway access to Queensgate Boulevard.

Yours truly,

W. Alan Sloan, P.Eng.  
Drainage & Subdivision Engineer

WAS/bc

5(66)



# THE CORPORATION OF THE CITY OF SAULT STE. MARIE

ENGINEERING & PLANNING DEPARTMENT

Engineering Construction Division

1994 01 18  
Building File: 26979  
Our File 1.519 C

Michael Carmen Caputo  
405 Case Road  
Sault Ste. Marie, Ontario  
P6A 3S4

Dear Mr. Caputo:

## RE: 1155 TRUNK ROAD AND QUEENSGATE SUBDIVISION

Major Contracting (Algoma) Limited are planning on proceeding with the development of the Queensgate Subdivision this year. As a result, a new street named Queensgate Blvd. will be constructed along the easterly side of your property. This street will be constructed with Class "A" Pavement, with curb & gutter and possibly a sidewalk along the westerly side of the street.

As a result of this project, there are two matters which should be considered regarding your property.

A driveway access from the new street would be desirable to improve traffic safety. We could arrange for the developer to carry out the necessary work in the road allowance for a driveway at no cost to you. However, any work required on your property would be your responsibility.

The City is arranging for Major Contracting to extend the sanitary sewer to Trunk Road. This will be at City expenses as this sewer extension does not benefit the subdivision. Provided that your present sewage disposal system is functioning satisfactorily, connection to the sewer system is optional. However, if you do connect to the sewer, you would have to pay the City the local improvement charges for frontage and the sewer lateral. The frontage is determined by your Trunk Road frontage, measured as the perpendicular distance between your side lot lines. The local improvement rates are those rates which would be in effect at the time of payment. They are currently \$48.00/meter frontage for the sewer main, plus \$480.00 for the sewer lateral. The total charge works out to, if paid when the current rates are still in effect, 28.098 meters X \$48.00 + \$480.00 = \$1,828.68.

5(cc)



SAULT STE. MARIE WATERFRONT

FAX TRANSMISSION COVER PAGE

TO Donna Irvine FROM Heather Lang

COMPANY \_\_\_\_\_ DATE \_\_\_\_\_

FAX NO. 759-2310 PAGES \_\_\_\_\_

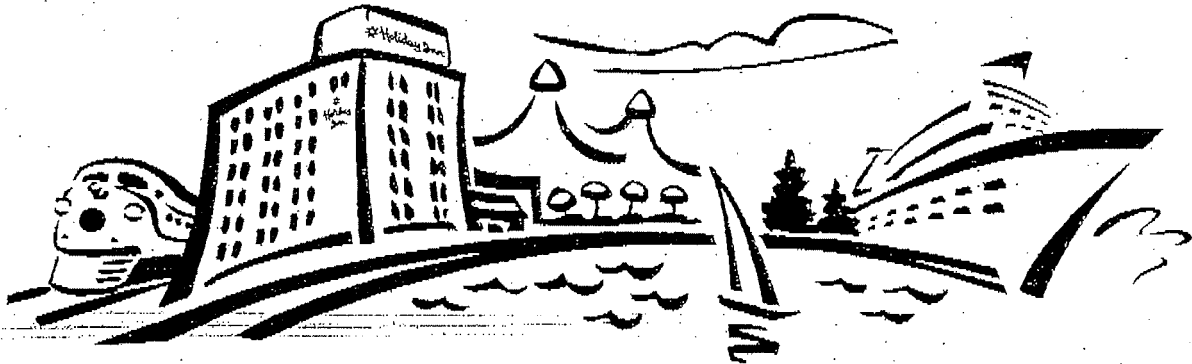
SUBJECT Letter re Budclow extension

TONIGHTS Council meeting

let me know if you need anything  
else.

Thank  
Heath

● If you do not receive any of these pages properly, please call (705) 949-0611 as soon as possible. ●



TEL: (705) 949-0611 FAX: (705) 945 6972

[www.holiday-inn.com/saulmarieon](http://www.holiday-inn.com/saulmarieon) E-mail: [holidayinn.ssm@shawbiz.ca](mailto:holidayinn.ssm@shawbiz.ca)  
208 St. Mary's River Drive, Sault Ste. Marie, Ontario P6A 5V4 Canada  
1-888-713-8482





Alcohol and Gaming  
Commission of Ontario  
Manufacturer & Special  
Licensing, Advertising and  
Promotions  
20 Dundas St W, 7<sup>th</sup> Floor  
Toronto ON M5G 2N6  
Tél/Téléphone : 416 326-8700  
1 800 522-2876 toll free in Ontario/sans frais en Ontario  
Website/site Web : www.agco.on.ca

Commission des alcools  
et des jeux de l'Ontario  
Délivrance des permis aux  
fabricants et des permis spéciaux,  
publicité et promotion  
20, rue Dundas Ouest, 7<sup>e</sup> étage  
Toronto ON M5G 2N6  
Fax/Téléc : 416 326-5555  
1 800 522-2876 toll free in Ontario/sans frais en Ontario  
Website/site Web : www.agco.on.ca

## Temporary Extension Application (Liquor Sales Licence) Demande d'agrandissement temporaire des locaux pourvus d'un permis d'alcool

Est. # / N° établi.

App. # / N° dem.

### SECTION 1 — APPLICATION INFORMATION / RENSEIGNEMENTS SUR L'ÉTABLISSEMENT

1.1 Preferred Language / Langue de préférence <input checked="" type="checkbox"/> English / Anglais <input type="checkbox"/> French / Français		1.2 Liquor Licence Number / Numéro du permis 11193.
1.3 Name of Establishment / Nom de l'établissement HOLIDAY INN		
1.4 Establishment Address / Emplacement de l'établissement 208 ST MARY'S RIVER DR.		City, Town, Village / Ville ou village SAULT STE MARIE
Postal Code / Code postal P 6 A 5 V 4	1.5 Telephone Number / N° de téléphone (705) 945-6961	1.6 Fax No. / N° de télécopieur (705) 945-6972

### SECTION 2 — CONTACT INFORMATION (for the purpose of processing the application) / RENSEIGNEMENTS SUR LA PERSONNE-RESSOURCE (aux fins du traitement de la demande)

2.1 Name of Contact / Nom de la personne-ressource Heather Lang	2.2 Telephone No. of Contact / N° de téléphone de la personne-ressource (705) 945-6961	2.3 Fax No. of Contact / N° de télécopieur de la personne-ressource (705) 945-6961
2.4 What is the Contact Person's Relationship to the Licensed Establishment? / Quel lien la personne-ressource a-t-elle avec l'établissement pourvu d'un permis? Food & Bev. Manager.		

### SECTION 3 — EVENT INFORMATION / RENSEIGNEMENTS SUR L'ÉVÉNEMENT

3.1 Name/Type of event: (i.e. Oktoberfest/Fundraiser - Cancer Society/A Taste of The Danforth Festival, etc.) / Nom de l'événement et genre (p. ex., Oktoberfest, collecte de fonds pour la Société pour la lutte contre le cancer, Festival Taste of the Danforth) Algonquin Steel-Customer App.					
CEASE SALE & SERVICE OF LIQUOR / ARRÊT DE VENTE ET SERVICE D'ALCOOL			CEASE SALE & SERVICE OF LIQUOR / ARRÊT DE VENTE ET SERVICE D'ALCOOL		
Sale and service of liquor / Vente et service d'alcool			Sale and service of liquor / Vente et service d'alcool		
List Dates / Date (e.g. Sunday, August 20, 2003) (p. ex., dimanche 20 août 2003)	Start time / Heure début (each day / chaque jour)	END TIME / HEURE FIN (EACH DAY / CHAQUE JOUR)	List Dates / Date (e.g. Sunday, August 20, 2003) (p. ex., dimanche 20 août 2003)	Start time / Heure début (each day / chaque jour)	END TIME / HEURE FIN (EACH DAY / CHAQUE JOUR)
1) - 11 Wen Aug-8 2007	6:30 pm	1 Am.	6)		
2)			7)		
3)			8)		
4)			9)		
5)			10)		

5(cc)

P. 002

**SECTION 4 — EXTENSION INFORMATION / RENSEIGNEMENTS SUR L'AGRANDISSEMENT**

4.1 Location of Proposed Licensed Extension / Emplacement de la zone proposée pour l'agrandissement :	
<input checked="" type="checkbox"/> Outdoors / Extérieure	<input type="checkbox"/> Indoors / Intérieure
4.2 Location of Proposed Extension in relation to currently licensed area / Emplacement de la zone proposée pour l'agrandissement par rapport aux locaux pourvus d'un permis : <u>AS ALENT TO</u>	
4.3 Maximum Capacity of Extension (Length x Width based on 1.11 square metres per person) / Capacité maximale de la zone proposée pour l'agrandissement (longueur X largeur en fonction de 1,11 mètre carré par personne) : <u>297</u>	
4.4 Will a bar be set up in the proposed extended area? / Y aura-t-il un bar dans la zone proposée pour l'agrandissement?	
<input type="checkbox"/> No / Non	<input checked="" type="checkbox"/> Yes / Oui (If YES, please provide details on attached sketch. / (Dans l'affirmative, fournir des détails sur le croquis ci-joint.)
4.5 Will food be available in the proposed extended area? / Servira-t-on de la nourriture dans la zone proposée pour l'agrandissement?	
<input type="checkbox"/> No / Non	<input checked="" type="checkbox"/> Yes / Oui (If YES, please provide details on attached sketch. / (Dans l'affirmative, fournir des détails sur le croquis ci-joint.)
4.6 <input checked="" type="checkbox"/> Licensee owns the land of the proposed extended area / La ou le titulaire du permis possède le terrain de la zone proposée pour l'agrandissement	
<input type="checkbox"/> Licensee rents/leases the land of the proposed extended area / La ou le titulaire du permis loue le terrain de la zone proposée pour l'agrandissement	
<input type="checkbox"/> Municipality owns the land of the proposed extended area / La municipalité possède le terrain de la zone proposée pour l'agrandissement	

**SECTION 5 — APPLICANT(S) SIGNATURE(S) / SIGNATURE DE L'AUTEUR OU AUTEUR OU D AUTEURS DE LA DEMANDE**

Please follow the instructions below. / Veuillez suivre les instructions ci-dessous:

If the applicant is a sole proprietor, he/she must sign below.

If the applicant is a corporation, a person with authority to bind the corporation must sign below.

If the applicant is a partnership, ALL partners must sign below.

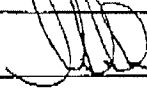
La demande doit être signée ci-dessous par la ou le propriétaire de l'entreprise lorsqu'il s'agit d'une entreprise personnelle.

La demande doit être signée ci-dessous par une personne habilitée à engager l'entreprise lorsqu'il s'agit d'une personne morale.

La demande doit être signée ci-dessous par tous les associés lorsqu'il s'agit d'une société en nom collectif.

By signing this form I/we solemnly declare that all information provided in this application is true and correct. / En signant cette formule, je déclare (nous déclarons) solennellement que les renseignements fournis sont fidèles et exacts.

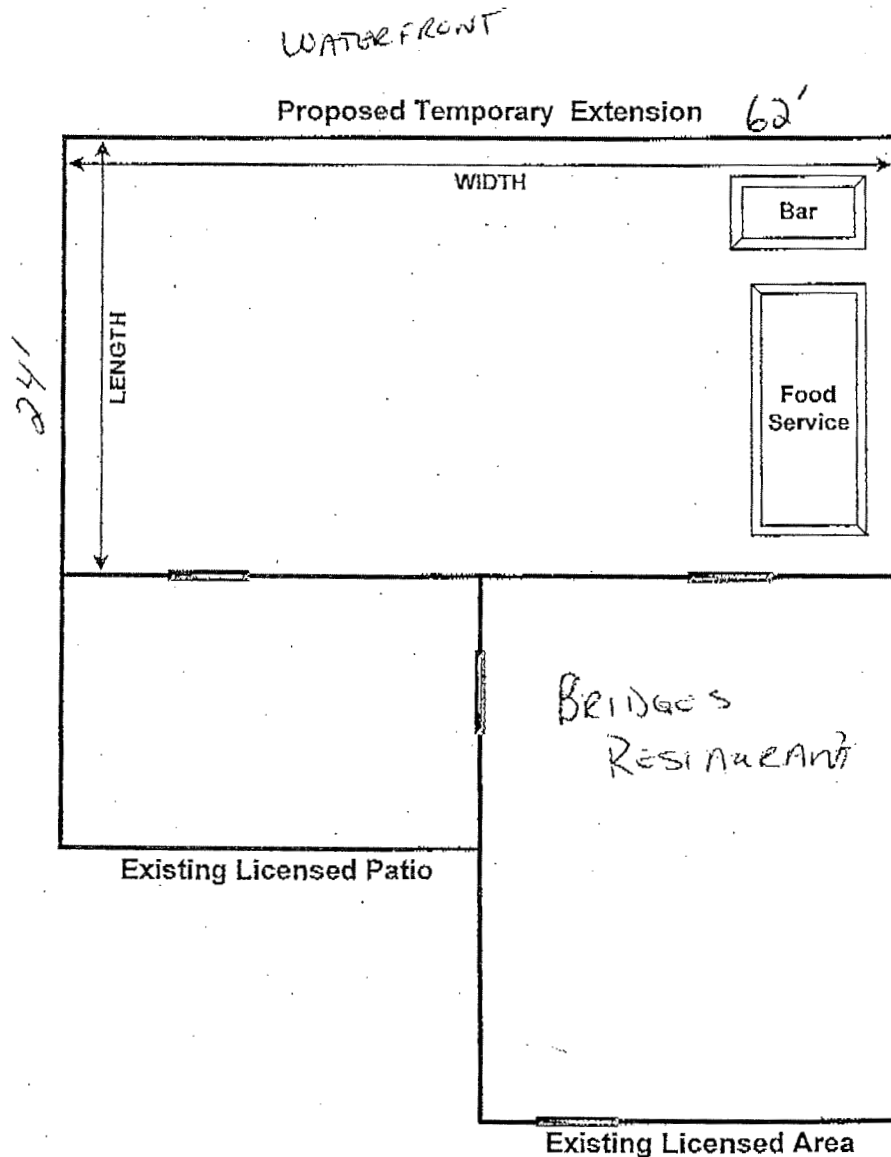
(Please print and sign name clearly) / (Veuillez écrire lisiblement.)

4.7 Print name / Nom en lettres moulées	Signature	Date signed / Date YY / AA MM DD / JJ
<u>G. BARRY SHERK</u>		<u>2006</u> <u>06</u> <u>02</u>
4.8 Print name / Nom en lettres moulées	Signature	Date signed / Date YY / AA MM DD / JJ
4.9 Print name / Nom en lettres moulées	Signature	Date signed / Date YY / AA MM DD / JJ
4.10 Print name / Nom en lettres moulées	Signature	Date signed / Date YY / AA MM DD / JJ
4.11 Print name / Nom en lettres moulées	Signature	Date signed / Date YY / AA MM DD / JJ
4.12 Print name / Nom en lettres moulées	Signature	Date signed / Date YY / AA MM DD / JJ

**Notification / Avis**

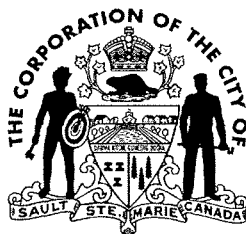
The above information is collected pursuant to the Liquor Licence Act, R.S.O. 1990, chapter L.19. The principal purpose of the collection is to determine eligibility for the issuance of a temporary extension of a liquor licence. The information may also be disclosed pursuant to the Freedom of Information and Protection of Privacy Act, R.S.O. 1990, chapter F.31. For questions about the collection of this information, please contact the Manager, Manufacturers & Special Licensing, Advertising & Promotions, Alcohol and Gaming Commission of Ontario, 20 Dundas St. W., 7th Floor, Toronto ON M5G 2N6, telephone: 416 926-8700, toll free in Ontario 1 800 622-2876. Email address: licensing@agco.on.ca /

Les renseignements fournis dans la présente formule sont recueillis aux termes de la Loi sur les permis d'alcool, L.R.O. 1990, chap. L.19, dans le but premier de déterminer l'admissibilité à l'agrandissement temporaire des locaux pourvus d'un permis. Ces renseignements peuvent également être divulgués aux termes de la Loi sur l'accès à l'information et la protection de la vie privée, L.R.O. 1990, chap. F.31. Les questions relatives à la collecte de renseignements doivent être adressées à la ou au chef du service Délivrance des permis aux fabricants et des permis spéciaux, publicité et promotion, Commission des alcools et des jeux de l'Ontario, 20, rue



EXAMPLE OF SKETCH SHOWING THE PROPOSED EXTENDED AREA IN RELATION TO THE EXISTING LICENSED AREA(S)

Formula for Maximum Capacity of Extension: Length x Width (metres)  
divided by 1.11 (metres)



2007 07 09

## **REPORT OF THE ENGINEERING & PLANNING DEPARTMENT**

### **PLANNING DIVISION**

**TO:**

Mayor John Rowsell  
and Members of City Council

**SUBJECT:**

Cycling Master Plan Update

**Comments:**

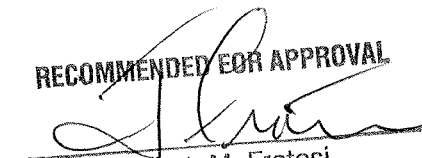
On April 16, 2007, City Council authorized an agreement with Marshal Macklin Monahan (MMM) to undertake and complete the City of Sault Ste. Marie's Cycling Master Plan update. MMM has commenced work on updating the Cycling Master Plan and has completed the first draft of the update.

In the process of updating the Cycling Master Plan, Marshal Macklin Monahan has consulted with both City staff and members of the Sault Trails Advocacy Committee to determine priority routes and design standards that will encourage cycling as a viable mode of transportation and promote recreational opportunities in the community.

To gain comment from the community a public open house will be hosted on Thursday July 12, 2007, from 5:00pm to 9:00pm in the Russ Ramsay Room. City Council is also encouraged to attend.

**Planning Director's Recommendation** - That City Council accept this report as information and that members of City Council are invited to attend a public open house for the Cycling Master Plan update.

SDT/pms

RECOMMENDED FOR APPROVAL  
  
Joseph M. Fratesi  
Chief Administrative Officer