

January 13, 2015

The Honourable Lisa Raitt
Minister of Transport
House of Commons
Ottawa, ON K1A 0A6
Telephone: 613 996-7046
E-mail: Lisa.Raitt@parl.gc.ca

Dear Minister Raitt:

Re: Proposed Hydro-electric Generating Station at the Bala Falls

I see Transport Canada's [Service Charter](#) pledges to:

- Treat individuals with respect and courtesy.
- Provide accurate and timely service.
- Clearly explain decisions.

However I have never received answers to my:

- 1) May 5, 2010 letter to Al Robertson and Ann Gillen (I received a reply that they would send "a full reply to you shortly", however despite several follow-up requests, this was never sent).
- 2) February 7, 2014 letter to Suzanne Shea detailing several marine navigation concerns.
- 3) August 12, 2014 letter to Kelly Thompson detailing several portaging concerns.
- 4) November 24, 2014 letter to Minister Tony Clement requesting he assist arranging a meeting with Transport Canada. This letter was copied to:
 - The Honourable Lisa Raitt, Minister of Transport.
 - Donald Roussel, Transport Canada, A/Associate Assistant Deputy Minister.
 - Michael Beaton, Transport Canada, Director of Policy and Stakeholder Relations.
 - Erin Iverson, Transport Canada, Director of Parliamentary Affairs and Issue Management.
 - Ann Whitely-Gillen, Transport Canada, Navigable Water Protection Officer.

Each of these letters raise carefully researched issues of public safety and deserve detailed responses.

Furthermore, the approval under the Navigation Protection Act which Transport Canada provided to the subject proponent on June 25, 2014 is either:

- 1) **In error.** For example, one of the alternate portage routes suggested requires both trespassing over private property, and travel over a road was never conveyed to the municipality so is not public land. The other alternate portage route requires canoeing in a river which YMCA Camp Pine Crest has determined is so dangerous that they do not allow their campers to use that route.

or

- 2) Not actually confirming safe marine navigation in the Mill Stream or the Moon River as the proponent never “opted-in”, under the NPA. However this has not been made clear to the public or Ontario Ministry of Natural Resources and Forestry, so there is **confusion** as to what Transport Canada’s approval actually indicates.

Transport Canada’s continued unresponsiveness:

- Does not comply with the commitments and pledges in Transport Canada’s Service Charter.
- Has created ambiguity and confusion concerning issues of public safety, this is clearly unacceptable.
- Could result in liabilities and lawsuits due to the confusion and misunderstanding of Transport Canada’s involvement, as the proponent plans on soon beginning construction.

The public deserves answers. I look forward to either a direct meeting or a detailed reply to each of the questions raised in the above letters.

I would be pleased to provide copies of the above letters, or additional background information for any of the concerns.

Sincerely,

A handwritten signature in cursive script that reads "Mitchell Shnier".

Mitchell Shnier, on behalf of SaveTheBalaFalls.com

Cc: Erin Iverson, Transport Canada, Director of Parliamentary Affairs and Issue Management,
erin.iverson@tc.gc.ca