

BIPOLE III TRANSMISSION PROJECT

EXISTING SOCIO-ECONOMIC ENVIRONMENT:

BASELINE REPORT

APPENDIX B: KEY PERSON INTERVIEWS

Prepared for:

Manitoba Hydro

Submitted by:

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APPENDIX B: KEY PERSON INTERVIEWS

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STANDARD LIMITATIONS

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1.0 INTRODUCTION

A Key Person Interview Program (KPIP) was completed for the Bipole III Transmission Project which ran from August 2010 to February 2011. The program consisted of 53 interviews with 83 participants from Rural Municipalities, towns, villages, trappers, and industry in the vicinity of the preliminary preferred route (PPR). At completion, 33 communities, 10 trappers, and 10 industries and organizations were captured within the KPI process. As discussed below, the KPIP invited a variety of participants to contribute in the program, however, it should be noted that not all participants responded to the invitation, approximately 56 letters were sent to stakeholders to participate in the KPIP. This document presents a summary of the approach, results and feedback received through this program.

2.0 PURPOSE

The KPIP was a supplement to the Environmental Assessment (EA) Consultation program and the interviews conducted allowed the environmental assessment team to:

- ▶ Obtain more specific information of potential effects of the Project on communities and/or industries,
- ▶ Validate information obtained through the EA consultation program, and
- ▶ Confirm baseline information on the existing environment prior to potential constructional initiation.

Questions were designed to generate a background “snapshot” of selected existing socio-economic conditions.

3.0 STAKEHOLDER SELECTION AND QUESTIONNAIRE DESIGN

3.1 Stakeholder Selection

The Environmental Assessment Consultation Program (Landmark Planning and Design Inc., 2011) introduced the KPIP during Round Four of the Public Consultation Program. Stakeholders were informed of the objective of the KPIP, which was to collect socio-economic background information from communities within 25km of the Preliminary Preferred Route (PPR). Stakeholders were defined as those potentially affected directly or indirectly by the Project and proximal to the PPR.

Rural Municipalities (RM) which the PPR traversed and towns and villages that are within the traversed RM and are less than 25km from the PPR were approached to participate in the process. Interviewees were identified from each entity based on their ability to best answer questions on behalf of the jurisdiction. Interviewees were predominantly Reeves and Mayors however, Ward Councilors were also considered in certain jurisdictions.

Industry representatives who participated in the process were predominantly those who had been in contact with the EA project team through past and present rounds of the EA consultation process. Trappers from the Manitoba Trappers Association (MTA) were selected based on trap lines that were potentially affected by the PPR. Trappers were contacted using information provided by the Manitoba Trappers Association (MTA) and through the Manitoba Hydro Aboriginal Relations Department.

3.2 Questionnaire Design

Four rounds of consultation were completed for the Bipole III Project. Questionnaires were developed during Round 3 and relied heavily on information gleaned from the previous consultation. Audience-specific questionnaires were developed for four groups: communities, special community services, industry and trappers. Upon receiving consent to interview a given individual, the relevant audience-specific questionnaire was “customized” to more accurately address the specific needs of the interviewee and the jurisdiction represented.

3.2.1 Audience-Specific Questionnaires

Questionnaire Guidelines were developed by disciplinary and environmental assessment specialists using site-specific knowledge and feedback from previous rounds of consultation. Questionnaire guidelines are presented in **Appendix B-2**.

Rounds 1 and 2 of the consultation process succeeded in identifying the most prevalent topics of interest for each of the four audience-specific groups. In general terms, they included existing and future infrastructure, economic development, impairment of access, and community health and well-being. Table B-1 relates to specific topics of interest to audience-specific groups and to more specific interests vocalized by sub-groups. Primary community topics of interest generally focused on surface and groundwater quality, rail productivity and employment. The community services group noted uses relating to existing facilities and services offered. Industries indicated more diverse interests related specifically to business in which it engaged. Individual trappers and the Manitoba Trappers Association access, economy and wildlife disturbance concerns.

Table B-1: Topics for Interviews

Interview Type	Interview	Potential Topics of Discussion
Community	RM of Alonsa	Water quality and aquifers, soil productivity, employment, property, taxation, other monetary concerns, public health and safety, noise and disturbance, standard of living, aesthetics, Elk/Caribou, infrastructure
Community	RM of Dufferin	
Community	RM of Grey	
Community	RM of Hanover	
Community	RM of Lakeview	
Community	RM of Kelsey	
Community	RM of Lawrence	
Community	RM of MacDonald	
Community	RM of Minitonas	
Community	RM of Mossey River	
Community	RM of Mountain	
Community	RM of North Norfolk	
Community	RM of Portage la Prairie	
Community	RM of Ritchot	
Community	RM of South Norfolk	
Community	RM of Springfield	
Community	RM of Ste. Anne	
Community	RM of Taché	
Community	RM of Westbourne	
Community	Town of Carman	
Community	Town of Gladstone	
Community	Town of Gillam	
Community	Town of MacGregor	
Community	Town of Minitonas	
Community	Town of Niverville	
Community	Town of Ste. Anne	
Community	Town of The Pas	
Community	Town of Treherne	
Community	City of Thompson	
Community	Village of Notre Dame de Lourdes	
Community	Village of St. Claude	
Community	Village of Winnipegosis	

Interview Type	Interview	Potential Topics of Discussion
Community	LGD of Mystery Lake	
Special Community Services	RCMP	State of operations, facilities, districts, community life.
Special Community Services	Thompson Airport	Facilities, services, state of operations.
Special Community Services	Gillam Airport	
Special Community Services	Burntwood Regional Health Authority	Facilities, services, community health and well-being
Special Community Services	Gillam Hospital	
Industry	Omnitrax	Property, monetary concerns, infrastructure.
Educational Institution	University College of the North	College focus, programs, related industry
Recreational Association	Manitoba Association of Cottage Owners	Water and aquifers, property, taxation, noise and disturbance, standard of living, aesthetics, fish
Recreational Association	Manitoba ATV Association	Public health and safety, access, infrastructure
Recreational Association	Sno-Man Inc.	Public health and safety, access, infrastructure
Recreational Association	Manitoba Lodges and Outfitters Association	Fish, wildlife (elk, caribou, bears), access, fragmentation, noise and disturbance
Trappers	Individual Trappers	Practices, wildlife, access, economy, environment.
Trappers	Manitoba Trappers Association	Standard of living, traditional activity, noise and disturbance

3.2.1.1 Community Questionnaire Guidelines

Guideline topics applying to all communities included the following:

Economy

- Past, present and future economic state
- Labour force changes and future expectations
- Significant economic events and significant future projects

Infrastructure and Services

- ▶ Current infrastructure and infrastructure upgrades or expansion
- ▶ Existing utility infrastructure
- ▶ Effects from previous local projects

Business and Commercial Use

- ▶ Employment opportunities and local enterprise viability
- ▶ Resource users
- ▶ Mitigation measures and from past projects and past project benefits

Land Use and Development

- ▶ Present and future land use in the vicinity of the PPR
- ▶ Community concern regarding current PPR location

Community Life

- ▶ Recreational activities and sustainable development undertakings
- ▶ Community importance of local ecological features such as wildlife and vegetation

Public Health and Safety

- ▶ Overall community health
- ▶ Emergency services available and quality of service offered

Access and Transportation

- ▶ Existing access in the area of the PPR and condition of access areas
- ▶ Safety and access concerns

3.2.1.2 RCMP Questionnaire Guidelines

Questions were designed to understand the local community from the perspective of local law enforcement (Gillam and Thompson RCMP detachments). Questions focused on understanding current challenges faced by the respective detachments and what could be anticipated with additional influx of temporary workers and general populace. Topics which were developed for inclusion in the question guidelines included:

Current state of operation

- ▶ Employment statistics, coordination with other emergency services, response times and training programs.

Facility

- ▶ Condition of the detachment office, number of holding cells, and future plans at expansion or relocation.

District

- ▶ Area served by the detachment, method of access to locations, and impact to detachment resources.

Past experiences with influx of migratory workers

- ▶ Related, but not limited, to Manitoba Hydro development.

State of the community

- ▶ Frequent calls to the detachment, involvement with community events, domestic violence, theft, and alcohol and drug abuse.

3.2.1.3 Airport Questionnaire Guidelines

Gillam and Thompson Airport questionnaires were designed to understand the past and current operations of the respective airports and what necessities would be required if further airport use was to occur. Topics which were developed for inclusion in the questionnaire guideline included:

Current state of operation

- ▶ Number of airlines, chartered flights, employment and passenger services

Use of the facility

- ▶ Delays/cancellations, parking capacity and capability to handle the current use.

Potential upgrades

- ▶ Facility upgrades: the necessity of new infrastructure and plans for future expansion.

Other services offered

- ▶ Training programs, helicopter pad, taxi, shuttle, and car rental and bus service.

Other topics

- ▶ Fuel storage, hangar and holding facilities, coordination with Health Care facilities and RCMP detachments recent incidents.

3.2.1.4 Medical Facility Questionnaire Guidelines

The Burntwood Regional Health Authority & Gillam Hospital questions were designed to gain understanding of the services and facilities in both Gillam and Thompson. The Burntwood Regional Health Authority is the agency responsible for providing and coordinating multi-

disciplinary health services for the greater population in the region. Topics which were developed for inclusion in the questionnaire guideline included:

Facility

- ▶ Recent expansions or upgrades, future expansion necessities, number of employees, adequacy of staffing and number of beds.

Services

- ▶ Services offered: pharmacy, specialized treatment and other medical services, and presence of emergency response plans.

Patient care

- ▶ Length of stay in the hospital, communities served by the facility and wait times for patients.

Community Health

- ▶ Illnesses that exist in the community, drug and alcohol abuse, and addiction treatment program availability.

3.2.1.5 Industry (OmniTRAX Canada Inc.) Questionnaire Guidelines

Questionnaires were designed to determine the service coverage of the industry in the Bipole III Study area. Topics which were developed for inclusion in the questionnaire guideline included:

Economy

- ▶ General information on the industry and to determine the geographic extent of the area served.

Employment and Labour Force

- ▶ Local labour force in the vicinity of the PPR including potential labour force impacts and identification of regions where work is occurring or expected to occur.

Infrastructure and Services

- ▶ Service necessities of the industry, capacity of the industry and existing infrastructure and effects of past projects on the existing infrastructure.

Sustainable Development/Corporate Social Responsibility

- ▶ Organization's environmental initiatives both present and future.

Access

- ▶ Potential access opportunities for the project and safety requirements from an industry perspective.

3.2.1.6 Educational Institution Questionnaire Guidelines

Questions for University College of the North were designed to gain an understanding of the college's operations throughout the Thompson-based service area. Topics which were developed for inclusion in the question guideline included:

Mandate

- ▶ Governance, operating structure and service areas of the college.

Facilities

- ▶ Location and types of facilities, staffing levels and future expansion plans.

Programming

- ▶ Program areas, enrolment and graduation rates

Industry Partnerships

- ▶ Past and present links with northern industries and the potential for cooperative employment opportunities for students.

3.2.1.7 Recreation Group Questionnaire Guidelines

Recreation and conservation groups identified included Manitoba Lodges and Outfitters, Manitoba Association of Cottage Owners, ATV Association of Manitoba and Sno-man Inc. Question guidelines were designed to include topics relevant to all special-interest recreational associations. Topics developed for inclusion in the question guideline included:

Economy

- ▶ Current economic state of the given interest group and potential effects of the Bipole III Transmission Project,

Land Use

- ▶ Current land used, future expansion plans and property values. Questions requested information on the use of lands proximal to the PPR as well as other initiatives in the region that may potentially have a larger scope and encompass portions of the PPR.

Local Environment

- ▶ Recreational activities that occur in the area and if they were affected by past projects.

Environmental/Sustainable Activities

- ▶ Current environmental initiatives which are in place and the perceptions of environmental sustainability.

Access

- ▶ Level of activity near and within the PPR and any future plans for accessing

3.2.1.8 Manitoba Trappers Association (MTA) & Trapper Questionnaire Guidelines

Trapping related questions were designed to obtain historical information regarding the social, economic and traditional factors of the trapping industry. The questions also addressed the impact of previous and present projects on trapping activities. Questions regarding the MTA were developed for the association's zone representatives. Individual trapper questions were designed to capture a comprehensive perspective of current and past trapping along the preliminary preferred route. Topics developed for inclusion in the questionnaire guideline included:

Manitoba Trappers Association (MTA) Membership (questions for MTA Zone representatives)

- ▶ MTA membership changes, structure of the organization and the future role of younger trappers as members

Trapping Experience, Trapping History & Trapline Location

- ▶ Past and present trap line areas used by trappers and the number of years trapping experience.

Economics

- ▶ Price fluctuation of furs and influences on prices, trapper income and expenses.

Trapping Practices

- ▶ Trapping methods, route and equipment changes, variety of species and the frequency of trapping effort.

Development and Disturbance

- ▶ Impacts of past roadway, logging and mining activity on trapping resources.
- ▶ Noise, disturbance and landscape changes within the trap line areas and any perceived effects of the proposed Bipole III Transmission Project.

Environmental Sustainability

- ▶ Concerns regarding impacts to soil, water, air, birds and wildlife.

3.2.1.9 Interview Aid - Maps

Maps produced for use during the KPIP were at a 1:50,000 scale and represented a predetermined section of the Bipole III Study area that contained the PPR beginning in the north

near Gillam and following the route until its termination in the RM of Springfield. Thirty maps were produced at a 1:50 000 scale. The scale was selected based on the level of detail needed and map management. A map key was produced at 1:1,250,000 scale to show all thirty maps sections in sequence along the PPR (**Appendix B-5, Figure 1: Key Person Interviews – Map Key**). The maps were consistent with map design used during Round 4 of the EA consultation process. Relevant maps were presented to the interviewees to ease understanding and to provide coordinates/locations for features discussion.

4.0 KEY PERSON INTERVIEW (KPI) PROCEDURE

4.1 Stakeholder Contact

Following meetings held with stakeholders as a part of Round 4 EA Consultation, the KPI concept was presented to the council/representatives in each of the identified communities or organizations. The communities of Thompson and The Pas were added by Manitoba Hydro staff as necessary contacts. Discussion between study team members and community representatives served to identify relevant, knowledgeable interviewees whom were contacted directly for participation in the interviews.

Contact with trappers, in the Bipole III Study Area was initially completed through the Manitoba Trappers Association; additional Trappers were identified on an individual basis in recognition of their local knowledge. Following meetings or telephone conversations, a letter, email or personal communication requesting participation in a KPI was forwarded formally request their participation in the KPI process.

Letters requesting participation were sent to community and organization leaders. Sample letters are contained in **Appendix B-1**. Following the delivery of the request letter, follow-up was made to confirm receipt of the letter and to begin scheduling for the interview. Other interview scheduling was done through personal communications such as phone conversations and emails. The following table lists all 53 completed interviews from the KPIP.

Table B-2 Completed Key Person Interviews

INTERVIEW TYPE	COMMUNITY/ORGANIZATION	INTERVIEW COMPLETION	MAP(S) REQUIRED FOR INTERVIEW
Community	Town of Gillam	12/9/2010	1
Community	City of Thompson	1/13/2011	N/A
Community	LGD of Mystery Lake	1/12/2011	8, 9
Community	RM of Kelsey	03/09/11	14

INTERVIEW TYPE	COMMUNITY/ORGANIZATION	INTERVIEW COMPLETION	MAP(S) REQUIRED FOR INTERVIEW
Community	The Pas	03/09/11	14
Community	RM of Minitonas	10/26/2010	18, 19
Community	Town of Minitonas	10/26/10	18, 19
Community	RM of Mountain	1/5/2011	17, 18, 19, 20
Community	RM of Mossey River	10/26/2010	20, 21
Community	Village of Winnipegosis	10/5/2010	21
Community	RM of Lawrence	10/25/2010	21
Community	RM of Alonsa	1/11/2011	21, 22, 23, 24
Community	RM of Lakeview	9/27/2010	24
Community	RM of Westbourne	9/28/2010	23, 24
Community	Town of Gladstone	1/10/2011	24, 25
Community	RM of Portage la Prairie	10/25/2010	25
Community	Town of MacGregor	12/10/2010	25
Community	RM of North Norfolk	12/10/2010	25
Community	RM of South Norfolk	10/21/2010	26
Community	Town of Treherne	12/13/2010	26
Community	Village of St. Claude	1/7/2011	4, 5
Community	Village of Notre Dame de Lourdes	11/5/2010	26
Community	RM of Grey	10/6/2010	26, 27
Community	RM of Dufferin	10/5/2010	26, 27
Community	Town of Carman	10/5/2010	27
Community	Town of Niverville	9/28/2010	28, 29
Community	RM of Macdonald	02/22/2011	27, 28
Community	RM of Ritchot	10/22/2010	28
Community	RM of Hanover	11/15/2010	28, 29
Community	RM of Ste. Anne	12/22/2010	29
Community	Town of Ste. Anne	10/29/2010	29
Community	RM of Taché	11/12/2010	28, 29, 30
Community	RM of Springfield	12/22/2010	30
Special Community Services	Manitoba Hydro Community Liaison, Gillam	12/8/2010	1
Special Community Services	Burntwood Regional Health Authority,	1/12/2011	N/A*

INTERVIEW TYPE	COMMUNITY/ORGANIZATION	INTERVIEW COMPLETION	MAP(S) REQUIRED FOR INTERVIEW
	Thompson		
Special Community Services	Gillam Airport	12/9/2010	N/A*
Special Community Services	Gillam Hospital	12/9/2010	N/A*
Special Community Services	Gillam RCMP Detachment	12/10/2010	N/A*
Special Community Services	Thompson Regional Airport Authority	01/12/2011	N/A*
Special Community Services	Thompson RCMP Detachment	01/12/2011	N/A*
Industry	OmniTRAX Canada, Inc.	11/01/2011	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
Educational Institution	University College of the North, Thompson	01/13/2011	N/A*
Recreational Association	Manitoba Lodges and Outfitters Association	10/18/2010	26
Trapper	MTA Zone 1 – Stu Jansson	11/04/2010	
Trapper	MTA Zone 4 – Ron Buhler	11/02/2010	17, 18, 19, 20, 21, 22
Trapper	MTA Zone 4 – Glen Roberts	11/24/2010	17, 18, 19, 20
Trapper	MTA Zone 7 – Fred Fitzner	10/23/2010	8, 9, 10
Trapper	Individual Trapper (Robert Beady)	1/12/2011	1, 2, 3, 4, 5, 6
Trapper	Individual Trapper (John Donald)	11/23/2010	13, 14, 15
Trapper	Individual Trapper (Jack Massan)	1/12/2011	1, 2, 3, 4, 5, 6
Trapper	Individual Trapper (Raymond Mayham)	1/12/2011	1, 2, 3, 4, 5, 6
Trapper	Individual Trapper (James Nabess)	11/23/2010	13,14,15
Trapper	Individual Trapper (Scott Wishart)	11/23/2010	13,14,15

4.2 Interview Procedure

All interviews were conducted by a representative of MMM Group, on behalf of Manitoba Hydro. Prior to the start of interviews, all participants were asked to complete a *Consent to Interview Form* (**Appendix B-4**). The consent form generally included:

- Interviewer's Name,
- Interviewee's Name,
- Date and Location of Interview,

- ▶ Intended use of information gathered for incorporation in the Environmental Assessment Process for the Bipole III Transmission Project, and
- ▶ Options for anonymity and/or provision of copies of the recorded interview if preferred.

Each interview was digitally recorded and followed the general format of the Questionnaire Guidelines previously discussed. Interviews were approximately one hour in length and were designed to facilitate mapping of information provided by those interviewed.

4.2.1 Interview Equipment

Philips 9370 Digital Pocket Memo (DPM) devices were used in the interviews to record the interviews. Each DPM recorded the audio to a SD card in digital speech standard (DSS) format. For more detailed specifications.

Two Adapx CaptureX pens were used to digitally record relevant feature locations on microdot paper. Each pen uses a sensor, image processor and internal memory to digitally record information which then digitally transcribed onto final mapping using ArcGIS software.

5.0 INTERVIEW SUMMARIES

KPI SUMMARY TABLES (APPENDIX B-7)

Key Person Interviews represent a critical source of public data gathering for the Bipole III Project. Consequently, it would benefit the Project to prepare several types of summaries that will allow analysis of materials for varying relevant purposes. In addition to preparing general profiles for communities, community services, industry and trappers, more specific summaries using responses to individual questions have been completed to enable and formulate more specific consideration by geographical area and by topic (economy, community life, access and transportation). The tables include the following and are contained in **Appendix B-7**. The tables are based on the KPI Question responses for such topics presented earlier in subsections 4.1 to 4.4 (inclusive).

5.1 Interview Summaries for Communities

Appendix B-7 Summaries of Community KPIs Questionnaires by Individual Question and by Geographical Area (Community)

This table summarizes general community data under the topics of:

- ▶ Economy

- ▶ Infrastructure and Services
- ▶ Business and Commercial Resource Use
- ▶ Land Use and Development
- ▶ Community Life (Recreation)
- ▶ Sustainable Development
- ▶ Public Health and Safety and,
- ▶ Access and Transportation

The table embodies responses to 32 questions for each of the communities. Communities are segregated by transmission line sectors to enable more detailed analysis by region if required.

5.1.1 Town of Gillam

Name of Interviewee(s): Mayor Jim Goymer

Date: December 9, 2010

Location: Town of Gillam Council Chambers (Gillam, MB)

Maps Available: Map 1

The Town of Gillam economy is presently stable, but it is projected to grow significantly over the next few years. The Town is on the verge of experiencing a significant amount of construction and development, much of this in relation to the various proposed Hydro projects. These projects could take anywhere from 10 to 15 years to complete.

Besides Hydro-related projects, other recent developments include the construction of the Town's first privately-owned apartment block and the expansion of the local hotel. The apartment block is near completion, with an occupancy date slated for the end of February, early March 2011. Aurora Gardens, the hotel in town, recently added 20 units. Both of these development sites required re-zoning before commencing construction. Residential land is scarce in Gillam. There is presently no land available for residential development.

Hydro has two apartment buildings specifically for Hydro workers, with 400 units in total. Manitoba Hydro owns approximately 50% of The Trailer Court, which has approximately 250-300 units. The Gillam Hospital and Gillam School also own housing units. Overall, the quality of housing throughout the town is excellent. Units owned by Hydro are of particularly high quality, as the company completes major renovations every 10 years.

All Hydro employees have a place to live, as living arrangements are made prior to employee arrival. Fox Lake Cree Nation has a significant waiting list for housing. A recent study indicates that over the next few years, this community will be in need of approximately 140 homes.

There are plans to increase housing in Gillam. However, as previously indicated, there are no residential lots currently available. Hydro is in the process of building a four-plex beside the Gillam Services Building. Hydro also owns an additional six to eight single-family lots in this area, which were recently developed. The Town is currently looking into developing three new subdivisions in close proximity to the Trailer Court. These subdivisions would consist of approximately 400 lots in total.

There are three other major development projects in the area that are currently underway or awaiting approval. These include: the Keeyask Dam project (in progress); Conawapa (pending approval); and the Bipole III Converter Station (pending licensing and approval), which will eventually be built near Conawapa. Other developments that will soon commence within the town limits include the conversion of the VIA Rail Station into the Gillam Town Office and a community museum; a new Shopping Centre; and a new daycare.

In order to accommodate future population growth, the Town will need to expand and extend its water and wastewater infrastructure. A second sewer line to the wastewater treatment plant is required for the Town's main development area. The treatment plant will be able to accommodate an increase in wastewater treatment, but an additional sewer line will be necessary to aid in the transport of the wastewater.

It is estimated that the landfill will be able to accommodate the existing population and the projected population growth for approximately 10 to 15 years. The community recycling program, which sees recyclable materials transported to Thompson, has helped to increase the life span of the landfill. In addition, the Town intends to expand the recycling program, which will further improve the efficiency of the landfill.

Very few formal complaints have been made regarding noise and/or odour from recent development projects in and around the town. In order to work towards increasing the level of communication between Manitoba Hydro, the Town of Gillam, Fox Lake Cree Nation and the Province, the Harmonized Gillam Development Committee and the Gillam Land Use Committee were created. These four groups are now working together for the benefit of all communities involved.

The new Town Centre will provide greater opportunity and space for new businesses in Gillam. It will be an ideal location for a small business owner, as it will be a mixed use development, complete with commercial businesses and residential suites. Living in close proximity to businesses could be a strong selling feature for this new development.

The Town is not actively trying to attract new businesses. Most business owners are either current residents or individuals who hear about an opportunity through word-of-mouth. It was expressed that the most successful businesses in Gillam are those that have the capacity to offer a variety of different services.

The Bipole III Transmission Project will only impact local businesses during the construction phase of the Project. The majority of temporary workers will live on the construction camp, which is approximately an hour and a half out of town. Some will regularly travel into Gillam and support the local economy, but once construction is complete, these workers will leave.

There is minimal commercial resource use in and around Gillam. There is one commercial fisherman who lives in the town. There are also trappers who live in Fox Lake Cree Nation. However, at this time, it is not known whether or not these individuals will be adversely affected by the construction of the transmission line. The commercial fisherman's camp should be well outside the area of the preliminary preferred route (PPR), but it is possible that trap lines may fall within the area.

There is no current or planned land use or development adjacent to or in the vicinity of the PPR.

Over the past 30 years, there has been a significant reduction in the number of residents participating in outdoor recreational activities. This is primarily due to the fact that the town has a very high population turnover. The majority of families reside in Gillam for approximately three years. This leaves many feeling slightly disconnected from the community, leading to fewer residents participating in community sports and other community activities. However, the town has facilities for hockey, baseball, skating and curling. The snowmobile club has a number of groomed trails in the Gillam area. There is also a community toboggan hill, an area along the lake where Custom Helicopters stores their helicopters and Steven's Lake Park (public park, camping, camp fires). All of these are identified on Map A. There are also a few blueberry patches in the area, but the precise locations of these have not yet been identified.

Gillam Hospital wait times are fairly long. If an individual is severely ill, they have to go directly to emergency. The hospital currently has one doctor. An additional doctor is needed, and will become more of a necessity as the population increases. Various different specialists come to town for a few weeks each year. Dental services are provided twice a year. Hydro subsidizes all of these services. In general, health care and emergency services in Gillam are quite good.

Police officers can seem over-worked because of potential understaffing at the detachment. As a result, residents occasionally complain that response times are slow. The interviewee indicated break and enters occur in Gillam. Alcohol and drugs are an issue throughout the community.

Forest clearing for construction may attract more snowmobiling, ATVs, and trapping due to the increase in accessibility to previously inaccessible areas. Therefore, it is important that the necessary safety measures be taken to properly identify areas around of the PPR.

The roads within the Town of Gillam are in good condition but some require re-paving. The road from Long Spruce to Limestone is in poor condition, as is the road from Long Spruce to Thompson. These roads are very dangerous, particularly in the winter months. Approximately \$28 million will be spent repairing the road from the junction at Thompson towards Keeyask. Widening and upgrading will span over 177km of the road over the next four years. The Project will commence in the spring of 2011. This particular road is being upgraded to prepare for the extra traffic and weight that will occur during the construction of upcoming projects.

Air traffic at the Gillam Airport may also see a significant increase. If this occurs, the airport may eventually need to expand and increase the number of flights offered per day. Train traffic may or may not increase. The passenger line is currently owned by an American company based out of Denver, CO. Residents feel that it is not adequately run and therefore do not frequently utilize this service. The Minister of Transportation has been consulted on this issue.

The mayor indicates that the Town is very proactive in preparing for the future of the community and the people who reside within it.

5.1.2 City of Thompson

Name of Interviewee: Gary Ceppetelli

Date: January 13, 2011

Location: Thompson City Hall (Thompson, MB)

Maps Available: N/A

The economy of the City of Thompson is currently in a state of growth. The City experienced considerable economic growth in 2008, followed by a brief period of decline in 2009, with a quick turnaround back into a state of growth in 2010. Over the past year, the community has experienced a significant influx of residential, commercial and industrial construction and development.

The City of Thompson was originally established as a single-industry (nickel mining) community in the late 1950s and early 1960s. Since this time, Vale (originally Inco), the local nickel mining company, has been one of the community's major employers. On November 17, 2010, Vale announced that they will be decommissioning their smelter and refinery in 2015. This will result in the loss of approximately 500 jobs. In the past, this announcement would have been devastating for the community. However, over the last 15 years, the City has made great strides in working towards achieving economic diversity. Community leaders are well-aware that a city cannot sustain itself relying solely on a single industry. Therefore, although this announcement will cause great difficulty for individuals and families throughout Thompson and the surrounding area, the community will not cease to exist as a result of these changes within the local economy.

Diversification of Thompson's economy can be associated with the development of Thompson Unlimited. This organization was initially created out of a partnership and agreement between Vale and the City. Members of this organization are constantly striving to diversify the economy by recruiting new businesses and industries (such as cold weather-testing and jet engine-testing) into the area. The creation of this organization illustrates the way in which the City of Thompson has taken a proactive approach to securing a stable future for the community.

Moreover, in order for Thompson to continue to grow and diversify into the future, it must continue to expand in key sectors, including education and health. If this is achieved, the community will eventually be viewed by all as the primary regional service centre for Northern Manitoba, the 'Hub of the North', rather than a single-industry town.

There are several significant development projects currently underway in Thompson which includes two new hotels under construction. One of which is slated for opening sometime before spring 2011. The other is projected to be in full operation within the next six to eight months. The Mamweetok Friendship Centre is in the process of finalizing a five-million dollar project that will eventually be their new headquarters. One of the major snowmobile and quad companies in the City is in the process of building a new facility. A similar company is in the process of renovating and expanding their existing facility. There have also been a number of light industrial buildings that are either in the process of being constructed or have been constructed over the last couple years.

The most significant future development project in the area is the expansion of the University College of the North (UCN). This is an 82-million dollar project, primarily funded by the Province of Manitoba. This project includes a campus component; child care component; and student housing.

The City is also completing a major project in conjunction with UCN. Together they are completing the final stage of the Recreation Complex. Two phases have already been completed over the past two years. The final phase, a 12-million dollar project, will consist of the lobby, administrative offices and running track. A few of the Recreation Complex's buildings will be physically joined to UCN buildings. This physical linkage will assist in solidifying the area as Thompson's main recreation and education facility. Moreover, once completed, the Recreation Complex will be a state-of-the-art, signature facility for the City of Thompson and for all of northern Manitoba.

There have been no adverse effects as a result of the previously mentioned projects. However, one of the major challenges regarding development in Thompson is convincing community members that change can be beneficial for the community.

The City's most significant challenge regarding labour is the lack of skilled trades-people and service workers in the community. There are simply not enough trained workers to fill available positions.

The community indicated that the construction of the Bipole III transmission line and corresponding converter station will influence local businesses. Similar to the nearby Wuskwatim project, Bipole III may have more of an economic impact rather than a visible effect on the community. For instance, Manitoba Hydro workers may purchase materials from local businesses and utilize local services, including hotels; restaurants; services stations; stores; etc. Thompson may also act as a transfer point for workers and materials arriving from the south. Both workers and materials will eventually need to be transferred to various areas surrounding the transmission line and converter station. Thompson may serve as an in-between point between origin and destination.

The City of Thompson has never had a stand-alone water utility. In 1956, the City came to an agreement with Vale indicating that Vale would be responsible for water treatment and the City would be responsible for its distribution. However, as a result, it is now 50 years later and very few upgrades have been made to the local sewer and water systems. Therefore, as of January 01, 2011, the City of Thompson now has a water utility. The intent of establishing this water utility was to ultimately address the capital needs of replacing existing infrastructure over a 30 to 40-year period.

There are a wide range of outdoor recreational activities both in and around Thompson. Some of these include: snowmobiling; cross-country skiing; downhill skiing; snowshoeing; riding quads; boating; fishing; water-skiing; swimming; camping; hunting, etc. The region's major recreation area is Paint Lake Provincial Park, located approximately 30 minutes south of Thompson. Burntwood River can also be used for recreational purposes, but has not been frequently utilized in recent years. There are several snowmobile and quad trails both in and around the city. It is important to note that the construction of the proposed Bipole III transmission line may or may not cross these trails as there are a number of them located in the proposed area.

The City of Thompson recently completed a Sustainable Community Plan and a Master Park Plan. These plans both extend beyond the boundaries of the City of Thompson and into the Local Government District (LGD) of Mystery Lake. This ensures that the community is planning for its future from both a local and regional perspective. Thompson was also one of the 12 communities approved by the Government of Manitoba for the Community Led Emissions Reduction Program (CLER). The City is currently in the process of finalizing this plan to reduce greenhouse gas emissions from both a corporate and community perspective.

The City of Thompson has a very successful recycling program. It originally operated on a volunteer basis, but has since expanded beyond the capacity of volunteers. The community's landfill is located within the LGD of Mystery Lake. The landfill has an estimated 20-year life expectancy. However, due to a significant reduction in waste, because of the recycling program, this number may be much higher.

The overall health and well-being of Thompson is quite strong. The community has its challenges. However, the diversification of the economy over the last 15 years will hopefully assist the community in overcoming these challenges. The level of emergency services within the community is very high. Emergency call numbers are also quite high due to the significant size of the service area.

Members of the community currently access the area where the transmission line is proposed to be constructed. They do so primarily for recreational purposes (snowmobiling, riding quads, hunting, and hiking). Therefore, it is necessary that the proper safety measures, such as adequate signage and community education about the Project, be employed.

The only potential impact to transportation infrastructure as a result of the Bipole III transmission project will be the increased traffic volume and its effect on nearby roads and highways. However, details regarding these effects have yet to be determined. It is important to note that there have been no noticeable effects on local roads and/or other transportation infrastructure as a result of past large development projects such as Wuskwatim.

5.1.3 LGD of Mystery Lake

Name of Interviewee: Corrine Stewart

Date: January 12, 2011

Location: Thompson Airport (Thompson, MB) – For Local Government District of Mystery Lake

Maps Available: 8, 9

The economy of the LGD of Mystery Lake is stable. The Thompson Airport is located in the LGD and is in a state of growth. This is largely due to the recent changes to the Northern Nutritional Program. In the past, groceries for Northern communities were primarily distributed out of Winnipeg or Churchill. However, Thompson will now be a distribution hub for the North. Therefore, the majority of goods will pass through this airport. This will increase the number of flights leaving Thompson and the amount of time cargo is stored on site.

The LGD also has a landfill. It supports the airport and surrounding area. It is predicted that it will continue to grow as it will most likely become the regional landfill as surrounding sites are decommissioned over time. The landfill is an economic benefit for the LGD.

The LGD accumulates revenue from the airport, landfill and other rentals. The District does not receive any outside funding. The airport manager is currently in the process of creating subdivision lots within the LGD, pending approval. These lots could provide an increased number of rental spaces for commercial businesses, providing that they do not adversely impact the

economy of the City of Thompson. To avoid such issues, these businesses would need to be airport-related, as per by-law regulations.

At one time, the LGD was the City of Thompson. Once the City became large enough, it became its own entity and the LGD agreed to take care of all the outlying areas surrounding Thompson. However, over the last few years, the City has started to run out of developable land. As a result, the City is gradually beginning to develop within the LGD. Land agreements have been made between the LGD and the City of Thompson. This is seen as very positive for the LGD. It is projected that the LGD and the City will either continue to partner and revenue-share from this type of development, or, over time, the City may potentially take over the LGD.

The LGD has a defined land-base, with the airport being a central component of this area. However, the airport property does not belong to the LGD. It is located in the District, but the land is owned by the Thompson Regional Airport Authority (TRAA).

The most recent development project within the LGD is the jet engine-testing facility (presently in the first stages of development). This testing site will be one-of-a-kind and a significant economic asset to the LGD and the City of Thompson.

The airport is also the location of several cold weather-testing sites. These facilities have led to substantial economic spinoffs for the LGD and the City of Thompson. The community is hopeful to continue to have economic spinoffs for several years to come.

The potential for the development of an asphalt plant within the LGD is currently being explored.

Currently, there are no plans to upgrade existing infrastructure within the LGD. Infrastructure upgrades are needed, but the LGD does not have the necessary funding for repairs or development. A recent study was conducted to examine the feasibility of a water treatment facility within the LGD. However, a development of this magnitude would need to be a partnership with another large entity, such as Manitoba Hydro.

To date, there have been no concerns from the community regarding noise from the construction of past projects. However, it is predicted that there may be complaints regarding the development and operation of the jet engine-testing facility, located south of Thompson near Paint Lake. This facility will generate a lot of noise which may or may not adversely affect residents living in Paint Lake.

All past development projects within the LGD and surrounding areas have been positive. Large developments help to build a stronger economy. For example, the Wuskwatim project has been very beneficial for the local economy. All of the waste created during development goes to the LGD's landfill, which in turn is beneficial for the LGD.

It is not projected that there will be any concerns with respect to land use and/or the location of the PPR of the Bipole III project. All of the LGDs major areas (airport, landfill and jet engine-testing facility) are located ample distances from the proposed location. However, the PPR may affect trap lines and snowmobile trails.

Community members participate in a wide range of both winter and summer outdoor recreational activities, including: winter and summer fairs; snowmobiling; riding quads; hockey; fishing; hunting; hiking; skiing; waterskiing, etc. Participation levels seem to have remained fairly consistent over time. There is a skiing club, waterskiing club and snowmobiling club. There are several popular snowmobile trails travelling from Thompson to Paint Lake (30 minutes south of Thompson).

A Sustainable Community Plan was recently completed for the LGD and the City of Thompson. The LGD and the City of Thompson were also recently approved by the Government of Manitoba for the CLER program. A board of directors runs the local recycling centre. This recycling centre is available to all residents of the City of Thompson and some outlying businesses, including the airport. Recyclable goods are picked up twice a week.

The health of the community appears to be diminishing. Nutrition is very poor and diabetes is prevalent. However, the community is attempting to combat these challenges and improve the health of residents through initiatives such as the development of a walking/running track in the new arena and the construction of the Millennium Trail. Local recreational facilities are accessible free-of-charge and available to all city and nearby residents (regional residents).

The LGD relies on the City of Thompson for all emergency services (fire, ambulance, and RCMP). The level of service is very high. Emergency responders arrive within minutes. The airport and local emergency services work very well together. They frequently work together to arrange training sessions, security/emergency mock situations, and critical mock aircraft situations (aircraft crashing and bomb threats).

Trappers would most likely be the only community members who would access the area of the proposed route. Construction of the proposed route may also impact local commercial fisherman, potentially around the northern portion of Setting Lake. Individuals currently utilize the entire shore line and a portion of the lake for recreational purposes, near Wabowden, Sasagui Rapids and Setting Lake. These areas are all easily accessible by (Provincial Trunk Highway) PTH 6.

Construction vehicles may impact local roads, ultimately making them weaker and more difficult to travel than they presently are. Roads within the LGD could be improved. A portion of PTH 6, between Thompson and Paint Lake, was recently re-surfaced in 2010.

Members of the community may use the Right-of-Way (ROW) for ATVs and snowmobiling, and residents would see this as a positive repercussion of development. The LGD does not see any concerns with this. The LGD would only have concerns if the route were to travel near the airport

or the landfill. However, if birds are pushed towards the airport as a result of relocation, this could be a potential concern. Birds can be fatal to air passengers if direct contact is made with an aircraft or aircraft engine. These types of effects are monitored by Transport Canada.

5.1.4 RM of Kelsey

Name of Interviewee: Chief Administrative Officer – Jerry Hlady, Councilor - Kelvin Dionne, Councilor - Bruce McLean

Date: March 9, 2011

Location: RM of Kelsey Municipal Office (The Pas, MB)

Maps available: Map 14, Map 15

The economy of the RM of Kelsey is in a state of growth due to increased agricultural prices and a new 30-house subdivision. The regional hospital and personal care home are positive for the community. There is potential for future coal mining development in the southern portion of the RM that could result in material shipping along with the grain produced in the area. This year there is optimism for developments with preliminary plans for a recreational vehicle park and the Keewatin Railway that is building an industrial service shop. Positive impacts identified from the rural waterline project over the past 10 years, determined a need to double the size of the water cistern to supply more water to the RM. Water is supplied to the Opaskwayak Cree Nation and there has been expansion by that community as well. It was noted that the developments in the RM are industrial and do not involve the release of chemicals.

Past regional economic events include the shutdown of the local sawmill. A potential future mining camp will be developed in the Snow Lake area and the RM could become the settlement community for these workers. There are land subdivision opportunities within the RM that can accommodate new residential developments and this would require more water system capacity upgrades. Less impact to RM roads may occur in the future as fuel prices rise and people use buses for transport to industrial work sites in the region.

Tolko Industries Ltd is the largest employer in the RM. Other significant workforces are located in the Town of The Pas and the University College of the North. Fewer young people are entering the construction sector as compared to the past. It was mentioned in the interview that past training strategies for the workers have not provided good results. It was suggested that course selections for training purposes should be determined based on employee aptitude and the requirements to fulfill the job description.

The proposed Bipole III Transmission Project has the potential to be positive for business in the RM, as seen with past Manitoba Hydro transmission projects. In the past, hotels were full and local machine rental shops were busy during these times. However, the number of jobs has shifted away from the area over time. It was noted that machinery and supplies are often sourced and loaded in Winnipeg, Edmonton or Saskatoon and pass through the community in transit to work sites in the region. A local construction firm that employed 150 people in the past now has two or three employees. Tradespeople such as carpenters and electricians are lacking in the area. There is a regional training program at the school in Cranberry Portage for students from outside the RM that provides basic skills but no formal trade certification. The local machine shop in the RM could source more work if additional skilled workers were available and if the RM did not have to compete with the higher wages offered in other provinces such as Alberta.

The current land use near the proposed ROW is cattle farming and rural residential housing. RM residents can access a community recreation center and swimming pool for leisure activities. Outdoor activities include fishing, snowmobiling and hunting for ducks, geese and moose. The Trappers Festival brings people together in February for a celebration and there is a community poker derby and the Opaskwayak Cree Nation Indian Days in summer.

The Kelsey Conservation District delivers programs for manure management and community garden plots. The RM hosts a water festival and pig roast gathering. Education is an important component of the programs and aims to teach children about environmental sustainability. The RM participates in the community recycling program and is active in promoting waste reduction initiatives to minimize impact on the landfill. There are general concerns regarding air quality from the mine at Flin Flon and the water quality of the Saskatchewan River. People drank the water from the river many years ago but it is no longer safe for consumption. The aquifer that supplies the RMs water is excellent quality.

There has been a negative impact on fishing in the area due to changing water levels, which have been associated with past infrastructure projects. The deer and moose populations are at a stable level, the goose are overpopulated and the duck population is currently low.

There is a high rate of cancer in the community. It is possible that air and water are the causes of the high cancer rates. Many people are starting to use the community wellness centre, which could potentially have a positive impact on health and well-being. People use an outdoor walking path in the Town of The Pas for exercise during the summer.

Emergency services available in the RM are a fire department and hospital in The Pas. The ambulance services come from The Pas and serve an area between Flin Flon and Grand Rapids. There are Medi-Vac emergency flights arranged through the hospital and there are forest fire fighting and emergency measures operations located in the community. The proposed project would likely have no impact on the staffing of emergency services; however, there may

be a small impact to response times. It was noted that high health and safety standards and tailgate meetings for workers have helped to minimize accidents and emergencies.

Access to the proposed ROW for residents would only be by snowmobile in winter due to the swamps and wetlands that prevent summer access. The Project would not affect any road or rail infrastructure during the construction and operation phases other than having more people temporarily using the government infrastructure.

5.1.5 Town of The Pas

Name of Interviewees: Chief Administrative Officer – Randi Salamanowicz, Municipal Superintendent – Vince Anderson, Economic Development Officer – Loretta Rudrum

Date: March 9, 2011

Location: Town of The Pas Office (The Pas, MB)

Maps Available: Map 14 and Map 15

The economy of The Pas is stable; however, there is an opportunity for slow growth related to the expansion of the UCN. In the next 4 years, it is anticipated that there will be vast residential development related to existing industries as well as potential growth in the mining sector. The wellness centre construction was completed in the past few years and has been positive for the well-being of the community. There were no adverse effects on municipal infrastructure from this project. The Pas has undergone discussions for a proposed phased-residential development project; however the plan is currently in the development stages only.

Downsizing and job losses at Tolko Industries, the local forest products facility, were considered a major economic event for the community. There has been an increase in the level of health services and an increase in the programming at UCN that has created a housing demand. A main factor was the conversion of the former college into a university institution and the resulting increase in enrolment. UCN has attracted approximately 350 new staff in recent years to serve their 13 regional centres. As a result, UCN has become the largest employer in The Pas. Temporary tradespeople from outside the region are required in The Pas due to the lack of trained tradespeople in the community such as plumbers, masons, electricians and carpenters. Community perception is that improvements to the local workforce would result from new apprenticeship opportunities. This would allow the workforce to become more competitive and fill the required jobs in the community.

Availability of new jobs in the carpentry and truck driving sectors were indicated. Jobs are available in the community, but training may be required to prepare people to become work-ready. There are also challenges in retaining retail staff in the town. The Nor-Man Regional Health Authority (RHA), Tolko Industries and UCN are the largest employers for the town. The

town is also a hub of government in the region and there is significant employment in that sector. Labour force and staffing has put local businesses at a competitive disadvantage in the market and has become a barrier to attracting new businesses. A partnership between UCN and the Federal and Provincial government has developed to create a strategy, which would identify training needs in the community. The community hopes that the Bipole III Transmission Project will provide a positive impact for the economy by increasing service and supply business. There is also the possibility that workers on the Project could remain and settle in the town after construction is complete.

Regarding commercial resource uses, there are agricultural operations near the town and there is potential for new mining development in the area. The town may serve as a housing and transportation hub for new and existing mining employees in the areas of The Pas and north to Snow Lake in the near future. Positive economic impacts may balance the potential environmental effects to wildlife, water and air quality from industrial resource development.

An overall renewal plan is needed for community infrastructure to meet sewer, water, roads and sidewalks upgrades. There is no concern about the impact of future residential developments on the existing infrastructure.

There is no concern about the aesthetics of utility infrastructure such as communication towers or power distribution lines in the town. The interviewee suggested that rural residents might have a different perspective on aesthetics when viewing the infrastructure. There have been no concerns regarding noise and disturbance on past projects and no impact on town infrastructure such as roads and the landfill from past industrial developments. The town has a residential and industrial subdivision planned for their airport site near Clearwater Lake and has no concerns about the proximity of the proposed transmission line location. The community indicated the public might not have a concern with land use for the project; however, residents who access the areas for recreation may be concerned. Types of outdoor recreation include hunting, snowmobiling, fishing, ATV, cross-country skiing and hiking and it was noted that more people are buying and using ATVs in the area. There are designated trails for ATVs/snowmobiles and there could be some negative impacts on these activities during the construction phase of the project. The region near the proposed location of the project contains important natural features for wildlife, fishing and vegetation which are often used recreationally.

Community events in the Town include the Northern Manitoba Trappers Festival, Bill Bannock Winter Fishing Derby, Agricultural Society festival, Opaskwayak Indian Days and numerous hockey tournaments.

Regarding population demographics, the Town hopes that the Project provides a population increase and that the temporary workers will remain and become permanent residents.

The Town has participated in sustainable development initiatives including a recycling program and climate change awareness with the implementation of “no idling” zones. The town landfill operates an Eco-Centre at the landfill where residents can safely dispose of oil, filters and containers.

The health of the community has declined over the past 10 years due to the prominence of illness such as diabetes and high blood pressure. Seasonal depression is a condition associated with the long cold winters and is experienced by town residents. As well, there was reference to an increase in seasonal allergies indicated during the interview.

The Town provides a volunteer fire department to its residents and has agreements to service the surrounding communities of Kelsey, Clearwater Lake, and Rocky Lake. The fire service purchased a new fire truck last year. Police service costs are shared by the town and Rural Municipality of Kelsey and are paid to the RCMP. The level of police service provided by the RCMP is adequate for the town and there is a 911-ambulance service for the town and surrounding communities. It was noted that major infrastructure projects could provide money to assist with these services if the projects bring more people to the town. There could be some impact on the level of existing emergency services during the project due to the increased safety risks on trucking routes and construction sites.

Community members access the Project area at all times of the year. People that access the ROW area could cause impacts to natural vegetation and could create litter. The community indicated that an increase in heavy truck traffic would affect the condition of roads in the town. There could also be an impact on the Bignell Bridge on PTH 10. It was noted that funding could be provided by major infrastructure projects to provide funds to rehabilitate any damage to roads caused by truck traffic related to the project.

5.1.6 RM of Minitonas

Name of Interviewee: Reeve Michael McIntosh

Date: October 26th, 2010

Location: RM of Minitonas (Interview Conducted in Swan River, MB)

Maps Available: Map 18 and Map 19

The economy of the RM of Minitonas is currently in a state of decline and has been affected by the world’s economic decline. It is hoped that as the world’s economy rebounds and improves, the community will follow suit and improve. The grain agricultural market is growing positively in the area; this past year was impacted by the weather though. There are plans to build a lagoon in the Town of Minitonas next year and to continue with regular infrastructure including bridges and roads. The significant economic event in the RM was the building of a Louisiana Pacific mill

and the addition of full time work it created for local residents. There have also been training programs created for the youth in the areas of woodlands training and Class 1 Driver Training.

The community's only infrastructure plans include upgrading the lagoon next year and also constructing a new health center in the Swan Valley. The Reeve expressed that Manitoba Hydro has spaced the poles a good distance apart in other existing infrastructure and with underground telephone lines there has been no concerns expressed over existing utility infrastructure. Residents are aware that improvements are necessary within the RM; therefore there are few concerns regarding construction noise. It was indicated that in the past, following completion of previous construction projects, the RM had to improve roads which were damaged.

Agriculture and logging are the largest employers in the community. The loss of the estrogen production pregnant mares' urine (PMU) industry, the Bovine spongiform encephalopathy (BSE) crisis effect on the livestock market and also a decrease in hog sales have all negatively affected industry in the RM in recent years. Businesses are faced with increased freight costs and the challenge of being a significant distance away from a major urban centre. Initiatives have been undertaken to improve economic development of the area including working with neighbouring municipalities and bringing in smaller retail businesses such as Tim Hortons to the area. The RM is also hoping to increase services available at the hospital in Minitonas by offering medical services that will bring in people from The Pas, Yorkton or Dauphin. Commercial resource users found in the area are loggers and outfitters. The Project is not expected to impact local businesses other than construction crews accessing the communities for services, but the Community Development Initiative (CDI) will benefit the community.

The area in the vicinity of the PPR is agricultural and crown land. The Reeve indicated a preference and had asked if the preliminary preferred route could be moved to the community pasture. There were no concerns indicated about the location of the proposed Project.

Many outdoor activities take place in the RM of Minitonas including skiing, North Mountain Riders snowmobiling club, trail riding, fishing, camping, bird watching, hunting, hiking, and trail rides. Hiking trails are found in Thunder Hill and there are other trails for snowmobiling and mountain biking. The proposed project is seen as positive for recreation activities as hunting access will be increased and snowmobiling trails will be cleared. There are areas designated for deer salt licks and bridges to cross water ways.

The RM implemented a recycling program including the recycling of tires, glass and cardboard. One initiative includes creating pallets out of recycled cardboard.

The community is viewed as healthy; however a high percentage of the Aboriginal population has diabetes. Emergency services in the RM are good with fire departments located in Minitonas, Bowsman and Swan River, an ambulance in Swan River and a Handi-Van in

Minitonas. There are no concerns over Bipole III impacting the level of emergency services in the community.

The area in the vicinity of the PPR is primarily agriculture land and is accessed by the farmers and snowmobilers. The ROW is thought to increase traffic in the area. Safety measures include reflectors on guyed wires and using gates in pastures. It was thought that local aerial farm applicators may potentially be impacted by the project.

5.1.7 Town of Minitonas

Name of Interviewee: Mayor Henry Barkowski, Town of Minitonas

Date: October 26th, 2010

Location: Swan River, MB

Maps Available: Map 18 and Map 19

The economy of the Town of Minitonas has been in a state of decline since the 1970s, but has started to rebound since the population has reached a plateau. The economy is improving by attracting manufacturing and knowledge-based industry to the region. Recent developments in the Town of Minitonas include improving the well water system, a water treatment lagoon expansion, arena and curling rink upgrades, as well as implementation of geothermal heating and cooling at the town hall. Challenges which the Town has faced include the uncertainty of Louisiana Pacific's (LP) future employment opportunities because of frequent plant closures. As well, it has been observed that youth are moving to the west (Alberta), for a secure source of income. The Town has also observed changes in the economy from the closing of local businesses and grain elevators in the RM. Another impact to the economy of the Town of Minitonas was the loss of the hockey team which brought tourists to the community. The rebound in the economy has been influenced by a steady housing market and the opening of three businesses in Minitonas. Economic strategies which have helped the spruce related lumber industry include modernization of plants to meet global market demand.

The only infrastructure plans which the community indicated were for upgrading the water treatment lagoon and improving existing roads. Based on feedback from residents, it was recommended by the Mayor for Manitoba Hydro to improve the aesthetics of the existing utility infrastructure in town. Currently, there are hydro poles located in front yards and in the middle of joint driveways. It was also expressed that residents should not be responsible for the cost of moving the poles. Related to the construction of the LP plant, it was indicated that truckers were respectful of the community in regards to construction noise; there have been no noise concerns expressed. To date, Minitonas has not had any infrastructure issues resulting from industrial projects which have occurred in the Town.

Agriculture, forestry and education are the largest employment sectors in Minitonas. Swan Valley School Association employs 330 people in their K-12 schools while there is a presence of post-secondary programs including the UCN, Assiniboine Community College and Campus Manitoba in the area. The town has experienced the loss of approximately 100 full time jobs since 1970. Agriculture now requires fewer farmers therefore fewer hired men are needed and the Town of Minitonas relies on Swan River (approximately 20 km west of the Town of Minitonas) for employment. Local businesses are faced with high transportation costs as a result of their distance from a major city centre. Suggestions for increasing local business in the community included defining and promoting the Swan Valley as a tourist attraction. It was indicated that the region is full of natural areas that would promote recreational activities. Another potential development to improve the region included improved educational programs that could attract local Aboriginal communities and youth to participate. New trades programs are currently being introduced into the school system including a heavy duty mechanic program and nursing programs. Concerns related to the construction phase of the Project and the vegetation management plans were expressed.

The area in the vicinity of the PPR is agricultural land which was identified primarily as marginal pasture land and a small area of crop land. The only concern related to the project was related to electric and magnetic fields. It was indicated that many concerns were well addressed during previous consultation with Manitoba Hydro.

Many outdoor activities take place in the Duck Mountains which are south of the Town of Minitonas. Activities include skiing, snowmobiling, fishing, bird watching, hunting, and hiking. Activities which occur in town include soccer and softball. An ATV Club has made routes through the valley and abandoned railways have created trail opportunities. Fishing occurs at over 60 lakes in the local region. No ATV trails were indicated in the specific region near the PPR; however access may be limited during construction along some trails. It was indicated that the entire region is important for wildlife but the impact on wildlife would be minimal because of their ability to adapt to changes. No specific plant species were identified as important; however the community has lost large areas of tall grass prairie in the past.

The Town has a proactive approach to waste management and has implemented a recycling and composting program at the waste disposal facility. The waste management program includes waste pick-up from the LP factory. Waste disposal regulations put in place by Manitoba Conservation are followed.

The community is aging and is not as physically active as it once was. A health concern that has been observed includes a high percentage of the local Aboriginal population being diagnosed with diabetes. The Town of Minitonas has good access to emergency services through a joint fire department with the RM of Minitonas located in town and ambulance services from the Parkland Regional Health Authority. There is no concern over the Project potentially impacting the level of emergency services in the community.

The area in the vicinity of PPR is currently accessed by hunters and farmers. The Town indicated that Manitoba Hydro could place signage along the high voltage line, educate residents about the safety of the lines and identify any guyed wires that are present.

5.1.8 RM of Mountain

Name of Interviewee(s): Reeve Robert Hanson and CAO Norm Bruce

Date: January 5, 2011

Location: RM of Mountain

Maps Available: 19, 20

The RM of Mountain is located in central-western Manitoba, bordering the Porcupine Mountains and Duck Mountains. Most residents primarily engage in agriculture, tourism and logging operations. The economy in the RM is in a state of decline excluding the agricultural sector which remains stable. There is a projected decline in the economy due to resource depletion from extensive logging practices and the occupational decline of the mining industry. The RM has also faced a steady reduction in population due to the decline in local industry. Potential amalgamation with neighbouring municipalities has been discussed but is not foreseen to occur.

The RM of Mountain has received \$300,000 in funding for the LUD Birch River Gravity Sewer System from a Federal-Provincial program. The project entails the installation of a gravity sewage system for Birch River because private well water is contaminated due to leaking sewage mounds and fields. The project is slated for completion in the summer of 2011. Maintenance of roads, services and bridges is ongoing. Sewage upgrades in the northern portion of Birch River (approximately 50 homes) is not seen as a financially viable initiative.

The potential Treaty Land Entitlement (TLE) for Wuskwi Sipihk Cree Nation may transfer 445,754 hectares of land from the RM. Manitoba will provide the First Nations with 399,008 hectares of Crown land. As the TLE moves and grows, Mountain may lose a portion of its tax base depending on Municipal Service Agreements.

The Municipality's economy and tourism industry has been influenced by declines in the U.S. economy. There are approximately 30 outfitters in the Swan Valley appealing to non-Manitoban hunters of white-tail deer, moose, bear and water fowl. As tourism declines, small businesses have closed; there is now one restaurant for the four communities of Birch River, Pine River, Mafeking and Cowan.

Pre-existing 230kV Transmission lines to the north of the RM have become a part of the landscape and have presented no issues for the residents. The community anticipates no issues with phases of the project, as a large portion of the line is on crown lands.

There is no anticipated employment growth for the RM related to the project. Potential economic spin-offs for the community are minimal and are dependent on the location, duration and proximity of construction work camps to the local businesses. A minimal number of businesses have potential spin off effects from the project, i.e. fuelling stations, restaurants, and hotels.

The agricultural sector employs the highest local labour force. The closest major employer, Louisiana Pacific, has an oriented strand board production facility plant in Minitonas, but has seen an influx in lay-offs recently. The logging industry is at a stand-still; the nature of current land-use has been virtually exhausted with unsustainable forestry practices.

The community recreationally uses snowmobile and ATVs. Winter activities in the RM of Mountain include winter carnivals, snowmobile derbies and dogsled races. The summer carnival in Pine River has an ATV derby. Other recreational activities include camping near the Porcupine Mountains and Steep Rock Lake, which are not near the project. Occasional goose hunting occurs in the fall near the flooded areas of Lindenback Bridge. It is likely that there is no phase of the Project that will negatively affect recreational activities in the region.

Several mining companies have expressed interest north east of Mafeking. Exploration is in the preliminary stages and has potential to cross-over to the west side of PTH 10. A former bird refuge at the south end of Swan Lake First Nation's TLE area (Kettle Hills) is in the RM boundaries. Significant moose movement/crossings were indicated from the Duck Mountains to the Kettle Hills. The travel corridor has had seasonal closures due to a decreasing population, poaching, and wildlife relocation. The travel corridor has the potential for a gaming refuge. Potential ecologically important vegetation such as Lady Slippers has been noted near Birch River on the west side of PTH 10. A possible ecological site of significance was indicated to be north of Cowan and blueberry patches have been identified near Kettle Hills but no specific location is known.

The community's sustainable development program has been well received with an intermediate level of participation in the recycling program.

The health and wellbeing of the community is perceived to be good excluding the Sapotaweyak region where a fair amount of diabetes has been reported. Ambulance and emergency services now operating out of Mafeking have produced a greater level of confidence, and emergency response times are now less than thirty minutes. Ambulance services for Bellsite, Bowsman, Birch River and Sapotaweyak Cree Nation through Mafeking have considerably improved care in the northern region. The fire department relies on volunteers. In the south, the fire department is located in Pine River with ambulance service out of Winnipegosis, Swan River and Dauphin. RCMP services are seen as adequate for the region; with the reduction in population there is a reduction in crime. The southern region presently has no 911 access, but development is currently underway. There are no forecasted access issues with emergency services or criminal activity within the scope of the Project.

The PPR is predominately on crown land and there are no plans for development adjacent to or near the PPR. Future ATV and snowmobile access to the ROW may result in an increase of recreational traffic. Safety access measures recommended along the ROW include visible signage for warning and no fences. There are no private landowner concerns with existing transmission line ROW usage. Farmers display their own 'no trespassing' signs which have been effective. Recreational ATV and snowmobilers have been respectful of private lands.

Based upon the PPR there should be no negative impact on existing infrastructure. Roadways within the RM can accommodate all phases of the Project. There is minimal concern with 'soft spots' on PTH 10. Main Market Road east of the 5 mile corner to PTH 10 is gravel and maintained by Sapotayweyak in winter months. Highway 271, which runs east-west from Pine River to PTH 20, can have flooding and 'soft spots' in the spring due to low land. In general, roadways are sufficiently maintained.

5.1.9 RM of Mossey River

Name of Interviewee: Ron Kostyshyn, Richard Kolochuk, Angela Stefishen, Anonymous 1

Date: October 26th, 2010

Location: RM of Mossey River Municipal Office (Fork River, MB)

Maps Available: Map 20 and Map 21

The RM of Mossey River has a stagnant economy due to its large dependence on the agriculture industry. The community hopes that youth will return to the RM for sustainable future development. The community is faced with the challenge of youth moving away to large urban centres for full time work. Recent developments in the RM include improvements to Highway 20 which runs north/south from the RM of Mountain through the RM Mossey River and continuing south through the RM of Dauphin. The highway upgrades that have recently occurred include improvements that have given the highway an A1 classification with future upgrades to reach an R10 classification on Highway 20 from Dauphin through the RM Mossey River.

The community's future infrastructure plans are to improve bridges and replace flood damaged structures and improve the road capacity. Residents have raised concerns over previously installed Manitoba Hydro infrastructure, specifically related to the location of hydro poles. Hydro poles were placed in ditches within the RM making maintenance difficult due to lack of maneuverability in the ditches. There have been no other complaints over existing utility infrastructure. Future infrastructure developments that the RM would be interested in include improvements to the wireless cell phone coverage in the RM. There is currently a lack of cell phone coverage in portions of the RM. The RM feels that without reliable cell phone coverage, potential safety hazards may arise. There have been no concerns from residents over construction noise in the past. The RM of Mossey River indicated that it has implemented a

policy for contractors to upgrade the roads after construction in order to maintain the road infrastructure of the community.

The agricultural industry is the largest employer in the community. The RM discussed the potential benefits for future developers in the region. It was indicated that the initial investments required for developments in the RM are low because of the low land prices, low property taxes and a low cost of living. A challenge faced by businesses in the area is their distance from urban centres. The Bipole III project may potentially increase business activity. It was indicated that there are commercial resource users in the RM of Mossey River. Previously, small logging activities have occurred on private land; however demand has decreased for wood products. Commercial fishing has decreased because of decreasing fish populations but still occurs.

The preliminary preferred route is primarily located on pasture and vacant crown land with some areas used for grain farming. The RM expressed that Manitoba Hydro should be responsible for looking after any damaged roads in the community and ensuring that affected farmers are fairly compensated.

Many outdoor activities are common in the community including quadding, snowmobiling and hockey. There are snowmobile trails that have been a result of partnering with the Dauphin Sno-Man club; however trails do not run parallel near the preliminary proposed route for the Project. It was indicated that snowmobile trails groomed by the Sno-Man club would be available through their organization, but the abandoned rail line would be the location of future trail development. There is marsh land found in the area that might be affected by the ROW as increased access may attract more hunters to the area. Walleye spawning was identified in the tributaries that empty into southern portion of Lake Winnipegosis.

The community has developed a recycling program for residents. The recycling program is in Fork River, where a depot is located that ratepayers can bring their recyclable materials.

The health of the RM is satisfactory. There is no concern over the Project impacting the emergency services as there is a fire hall located in Fork River. Ambulance services for the RM of Mossey River are based out of the Village of Winnipegosis which is located along the west shore of Lake Winnipegosis, north of Fork River. Secondary ambulance services come from Dauphin if necessary.

Municipal roads and infrastructure allow access to approximately 50% of the RM where the line will potentially be run, the northern portion in of the RM is crown land. The ROW will potentially bring increased snowmobile and quad traffic to the area. Proper safety signage on towers, especially guyed wires, was suggested by the RM because of the potential use of the ROW by ATVs and snowmobiles. The RM also discussed the potential effects of the Project on aerial applicators. As well, commuters may potentially be affected if there are any road closures or improvements required in conjunction with the Project.

5.1.10 Village of Winnipegosis

Name of Interviewee: Mayor Vern Murkin

Date: October 5, 2010

Location: Village of Winnipegosis Office (Winnipegosis, MB)

Maps Available: Map 21

The economy of the Village of Winnipegosis is in a state of decline, as population has decreased over the last twenty years. The community is optimistic that the economy will improve with more people relocating to the area. Last year the Village built a new skating rink and is in the process of upgrading their sewer systems over the upcoming of years.

Winnipegosis continues to upgrade road infrastructure annually and has plans to expand the Winnipegosis Edna Medd Museum in order to increase tourism to the area. Residents have not expressed any concerns over noise with regards to previous construction projects or the aesthetics of existing utility lines. Due to recent fees associated with waste disposal, the Village is now charging schools and local businesses for the disposal of their waste.

The healthcare and education systems are the largest employers in the area. The community needs to attract more people to the area and keep resident's shopping in the community instead of commuting to Dauphin. It is hoped there will be a positive economic spin-off of the proposed project with workers accessing the services of the community. Resource users in the area include loggers and fishermen.

Around the Village of Winnipegosis residents enjoy snowmobiling on trails and fishing at the various lakes in the area. There were no immediate concerns of impacts from the proposed project; however the Mayor did specify that the route is outside of the Winnipegosis jurisdiction and he could not comment on specific areas or impacts.

The Village is included in the Parkland Regional Recycling Program, which has reduced the amount of waste in the landfill.

With the introduction of the senior's centre to the Village it is thought that resident health has improved. There is a fire department, RCMP detachment and ambulance all based out of the Village. Any impacts to the emergency services would be determined by the size of crew working in the area, the degree of the incident and if available resources could accommodate the situation.

Currently the area of the proposed Project is primarily accessed by farmers and ranchers. It was thought that access could increase as a result of the project because recreational users would be

able to access the area with ease. It was also recommended that Manitoba Hydro use proper signage as a safety measure for people accessing the route.

5.1.11 RM of Lawrence

Name of Interviewee: Fred Taylor

Date: October 26th, 2010

Location: RM of Lawrence Municipal Office (Rorketon, MB)

Maps Available: Map 21

The economy of the RM of Lawrence is in a minor state of decline. The livestock industry needs to stabilize itself before the area will see an improvement, which is common for many residents in rural areas. There are many significant water resource management projects currently underway and the maintenance of existing infrastructure in the towns is ongoing. Over the years agriculture production has been static with both the grain and livestock industries.

A sewage lagoon is being developed, which is currently the only infrastructure project in the community as there are large capital costs required for the small community. Approximately 50 percent is federal funding for the lagoon with rate payers funding the remainder. Residents have not expressed any concerns over the aesthetics of existing utility infrastructure, other than issues related to poor cellular phone coverage. The Reeve indicates that the Project might promote some tax base which would be seen as a benefit for the community. There have been no complaints about noise related from previous construction projects in the community. No previous industrial projects have created any industrial issues in the RM.

The healthcare system is the largest employer in the community. There is a struggle to maintain local businesses because of the low number of people in the area and a shortage of skilled workers. There is no concern over the proposed Project on the businesses in the community. There are contractors for infrastructure work and a marginal number of timber contractors in the area.

The area in the vicinity of the proposed route is used for livestock agriculture and forage production. The RM previously proposed to Manitoba Hydro that the proposed route would not cross agricultural lines. Concern was raised over ongoing quarry mining of limestone, used to replace sand and gravel in municipal infrastructure upgrades, in the vicinity of the proposed route.

Residents enjoy skating, hockey, cross country skiing, snowmobiling, ATVing, game hunting and the use of a multiuse complex. There are trails for cross country skiing, ATVing and snowmobiling. There was no concern expressed over the impact of the proposed project on

outdoor recreation in the RM. There are many areas that are important for wildlife, but none are identified to be impacted by the proposed project. It is a struggle to create wetlands in order to sustain water resources and current way of life. Noxious weeds, blue strike, and leafy spurge are managed so that they are not carriers from another area and their growth is limited.

The community started a fairly extensive recycling program that started approximately six years ago that has different areas for handling and processing which includes a used oil depot. There are plans to upgrade the program and to keep all activities (including the lagoon) in one centralized area.

The RM of Lawrence is very healthy and the programs they have implemented have had a positive change on resident's health. There is a new program that integrates seniors and youth in the community to improve community wellness. Other programs include healthy eating, gardening and healthy alternatives. There are no concerns of the Project impacting the emergency services as the fire hall is located in Rorketon and the ambulance is based out of Ste. Rose du Lac.

The area surrounding the PPR is currently accessed by roads. The ROW will be accessed by farmers and those who need to get to the area for their livelihood. The Reeve expressed that Manitoba Hydro should mark all guyed anchors and all towers should be visible. If the towers are placed on a Municipal ROW there might be issues with the location of the proposed line.

5.1.12 RM of Alonsa

Name of Interviewee: Terry Dayholos, RM of Alonsa - Councillor

Date: January 11, 2011

Location: RM Office (Alonsa, Manitoba)

Maps Available: 21, 22, 23, 24

The economy of the RM of Alonsa is currently in a state of decline due to its declining population. As youth move to Winnipeg, less farming activity is generationally carried forward. Alonsa is primarily a cattle farming community but cereal crops are also common on the agricultural land. No changes are foreseen in the agricultural-based economy. Cottage development increases may be found near Beckville, Halls Beach and Narrows West if the developer proceeds with the approvals process. To date, a minimal number of the cottage lots have been developed. The cottages and the RM of Alonsa Wastewater Treatment Lagoon Project are the only recent development projects within the municipality. The Wastewater Treatment Lagoon Project is slated for completion spring 2011.

There is a local community group working with the RM to refurbish the school playground. It is anticipated that \$50,000 will be fundraised for this project. It is slated for completion spring 2011. A sidewalk with donator signatures will be constructed around the playground area.

The community has not raised concerns with the aesthetics of existing utility infrastructure. No concerns have been related to noise from past projects. However, some nuisance may be expected regarding the Project due to the magnitude of the project and its close proximity to the community. Bipole III will be the most significant project undertaken in the RM in recent history. The proposed line will travel primarily through Crown Land, as well as private property and feed lots.

Availability of employment opportunities in the community has changed significantly over the past few years. The municipality competes with Portage la Prairie for economic activity and employment opportunities because of its close vicinity. Recently, a school, construction business and car garage business have all closed or re-located to Portage la Prairie. Restaurants have been struggling over the years and many have changed hands several times. Cattle farmers are the RMs largest employers. Strategies to increase employment in the region could include encouraging carpentry and construction businesses to establish in the area to support the construction of future cottage developments.

The proposed Project is foreseen to affect the business sector in a positive way, with the possibilities of employment in the trades and increased business activity for the restaurant industry.

CertainTeed Canada Inc. is a commercial resource user in the community employs four people from Winnipeg and operates a gypsum open-pit mine in Amaranth. The nature of the land in the area where the PPR is located is predominantly cattle farms, hay crops, swamp and bush.

The community participates in numerous outdoor recreational activities, but participation levels have declined in recent years. There are skating and curling rinks in the RM, as well as school sporting events such as baseball, hockey and soccer. No marked ATV or snowmobile trails are known within the RM. There is a bird watching/observational area in Reedy Creek and nature observation trails in the region. A significant number of American hunters have previously travelled into the area for Canadian goose hunting season. However, recent negative changes in the economy have reduced the number of cross-border hunters. Some outfitters in Gladstone and Riding Mountain transport hunters to the region for grouse and bear hunting. There is no mention of plant or vegetation species of significance within the RM or along the PPR.

The community is initiating a recycling program. The old fire hall in Amaranth has recently been set up as the recycling drop off depot. Portage la Prairie will be collecting the recyclable products as needed.

The overall health and well-being of the community is good. There is a small clinic with a nurse in the RM, but there is no doctor present. Several residents use health facilities in Ste. Rose du Lac, Portage la Prairie and Gladstone. Emergency services are based in Portage la Prairie and Ste. Rose du Lac, and there is a full-time staffed ambulance station at the south end of the RM. This station also services Sandy Bay and Gladstone. An additional ambulance station in Eddystone is being considered as current ambulance wait times are long. Fire service is covered through Eddystone and Amaranth. The RCMP is located in Amaranth, with additional RCMP coverage from Ste. Rose de Lac. There has been an increase in criminal activity in the community over the past year. Therefore, a community crime-watch has been formed. There is no anticipated impact on emergency services from the Project.

5.1.13 RM of Lakeview

Name of Interviewee: Reeve Phillip Thordarson, Anonymous 1, Anonymous 2

Date: September 27th, 2010

Location: RM of Lakeview Municipal Office (Langruth, Manitoba)

Maps Available: Map 24

The economy in the Town of Langruth is currently in a state of decline. The area has experienced residents moving away, loss of local businesses, loss of the railway and grain elevator. Potential future developments include the Important Bird Area program (IBA), windmill development in the RM and ecotourism such as birding around Jackfish Lake. There is concern around the impact of transmission lines on the patterns of migratory birds. The community of Langruth has also recently upgraded their local rink. Two significant developments in the area include a recently constructed water treatment plant in the town of Langruth, which is pending environmental licensing approval, and a community pasture which was turned into a cooperative recently.

Langruth residents have not experienced any infrastructure-related issues or expressed any concerns regarding noise from previous construction projects, and there are no concerns related to the aesthetics of the transmission line.

Employment in the community has decreased as local businesses have closed, and workers now commute to larger urban centres. As well, there are fewer farmers needed in the area as agriculture technology has improved and fewer workers are needed. The largest employment sector in the area is the agriculture industry; however there has been an increase in the number of people working from home with the introduction of high speed internet access. Local businesses can offer good friendly service to all their customers in hope of increasing profits as Langruth faces the same issues of other small rural towns with residents commuting to bigger urban centres. The Project will be welcomed by the RM of Lakeview if it offers benefits to the

community, however if it was a privately owned company the incentives would be greater. The pipelines offer huge benefits to the RM and provide a good tax base and more than enough money for community initiatives. Residents deserve to benefit from Hydro developments as it is the equivalent to Manitoba's oil.

The PPR for the Project runs straight through most of the RM mainly through pasture land, but is located near one farmer's backyard and another farmer's winter feeding area. There is also concern about the potential effect to ongoing tourism at Jackfish Lake. It was suggested the line be shifted west from private land to the community pasture.

There are many outdoor recreational activities in the area: snowmobiling along the lake, hunting in the community pasture and marsh, hiking and cross country trails, as well as fishing. The RM indicated the importance of wildlife, especially the western portion of the RM where there is less agricultural land. The Piping Plover and Pink Lady Slipper were indicated as species which are important to residents in the RM.

Emergency services in the area include a volunteer fire department in Langruth and ambulance service 10 miles north of the town. The transmission line is viewed as a potential benefit for fighting bush fires by creating road allowances. Health concerns related to wildlife in the region from exposure to electric and magnetic fields were raised.

Currently the area of the proposed line is accessed by snowmobiles, tractors, trucks and residents on foot. The ROW may potentially be used by hunters. With regards to access along the ROW, proper signage that identifies private land may be required because of the potential increase to the number of ATVs in the area that would be entering privately owned land. It was recommended that proper safety signs should be provided and posted by Manitoba Hydro. The community pasture was deemed an alternative that would alleviate potential trespassing.

5.1.14 RM of Westbourne

Name of Interviewee: Reeve David Single

Date: September 28th, 2010

Location: RM of Westbourne Municipal Office (Gladstone, MB)

Maps Available: Map 23 and Map 24

The economy of the RM of Westbourne remains stable; however the agricultural industry was negatively impacted this year due to low crop yield. The town of Gladstone has continued to grow with an increase in the number of businesses and houses in the area. With the RMs close proximity to Portage la Prairie and Neepawa, it was suggested that increased migration to the RM of Westbourne could result from commuters travelling to and from work in Portage la Prairie and Neepawa. Current developments in the area include a rural water project that is on hold until future federal funding can be found and new developments in Gladstone including the new community centre.

Road infrastructure and drainage are two areas that the RM continues to improve annually. There have been no complaints from residents about noise from prior construction projects or issues with the infrastructure of past industrial projects. No concerns over the aesthetics of utility infrastructure were indicated.

The largest employment sector within the RM is the agriculture industry. The area has lost many small businesses and residents who now commute to neighbouring towns with more amenities. It is not expected that the Project will impact the services of the community.

The PPR is primarily located on private agricultural land within the RM, and no new developments are planned in the direct vicinity of the PPR. To date, the RM has not received any complaints or concerns from local farmers who own land within the area of the PPR. The Whitemud River, which runs west to east through the RM of Westbourne and through the Town of Gladstone, transects the PPR. As well, it was mentioned that there are cottages and cabins in the area.

Campgrounds are located near the preliminary preferred route, and many outdoor activities occur in the area. Waterfowl hunting occurs in the Big Grass Marsh along with big game hunting along the proposed transmission line.

The Town of Gladstone and the RM of Westbourne have a joint recycling program that collects household waste.

There were no concerns regarding an impact on emergency services that would potentially arise from the Project.

Access to the proposed transmission line would only be for agricultural users in the area. A concern identified was related to potential road closures which would occur during the construction phase of the project. It was indicated that most of the land along the line was owned Hutterite colonies.

The Reeve indicated that the community would prefer that the Project was on the east side.

5.1.15 Town of Gladstone

Name of Interviewee: Mayor Eileen Clarke and CAO Louise E. Blair

Date: January 10, 2011

Location: RM Office (Gladstone, Manitoba)

Maps Available: 24, 25

The Town of Gladstone is located in the RM of Westbourne. The Town's economy is currently in a state of growth, and is anticipated to remain the same. There is growth in the residential housing sector and a demand for further development to accommodate the aging population. It has been indicated that people would prefer to 'age in place'. Therefore, strategic plans are currently underway to ensure the town is prepared to accommodate these needs. A new private residential land developer has initiated these plans and the town is working with him to ensure the sale of properties. There have been six recent developments with an expansion potential of 100 more lots in the northwest corner of the community. The property is currently used as agricultural land. The majority of town-owned and privately-owned properties within the community have been sold. Therefore, there are limited land resources available for development. The Town has plans to promote an industrial park development district in 2011.

Projects recently completed within the town include: a community centre in 2008 (\$2.4-million dollars); a 10-plex and 4-plex rental unit (\$2-million dollars); a new Credit Union building (over \$2-million dollars); restoration and construction of a provincial and federal heritage building renovated into government offices and studio suites (over \$2-million dollars); and a trucking depot and car wash (over \$1-million dollars). All of these are located within town limits. There have been no known adverse effects as a result of their development. Another project that is currently in the approval process is the redevelopment and expansion of a mobile-home park, which is slated for infrastructural work in 2011.

An Amish community recently re-located outside of town has become a notable economic event, as it has significantly increased Gladstone's tax-base. There has also been a considerable

amount of immigration of new Canadians into the community. These new immigrants frequently move into transitional housing upon arrival. However, over time, they work towards purchasing their own homes within the community. These new Canadians primarily work at Hytek Hog Production, a Springhill Farms industrial butcher in Neepawa. This increase in tax-base has enabled the Town to enhance its infrastructure. The Mayor believes that Gladstone will only remain viable with a strong residential and commercial mix; an essential characteristic for alluring new residents of all ages.

The community does not see their existing utility as attractive. To date, the Town has not received noise complaints regarding construction of infrastructural projects. Residents are very tolerant of construction. Development is seen as only a temporary nuisance, which results in progress. Gladstone's only infrastructural issue with past projects has been financial issues. Over the last four years, there has been a substantial amount of money spent on upgrades to the Town's waste disposal grounds. The landfill currently has a remaining capacity of approximately 50 years.

There is presently a shortage in the availability of employment opportunities for skilled and general labourers, professionals and casual positions. However, there are several potential opportunities for self-employment and home-based business starts, such as animal-boarder kennels and house-watching. The Town's Community Development Coordinator is currently working with residents to communicate and advertise the demand for these services. Local firms face the challenge of being able to provide competitively-priced goods and adequate inventory. Effective communication between smaller businesses and consumers is needed. The Seven Regions Health Centre Hospital and the local school division are Gladstone's largest employers. The Project is not foreseen to affect the community in a negative way and could potentially have positive spin-offs for the local labour force.

There are no commercial resource users in Gladstone. The land in the vicinity of the PPR is primarily agricultural. The main crops are potato and cereal. There are no known development plans for this region.

Gladstone and surrounding region have many outdoor recreational activities. A few of these include: cross-country skiing; snowshoeing; curling; baseball; and swimming. Recreation plays a key role in this community. Local recreation facilities and programming are constantly being upgraded to ensure the region maintains its reputation as a great place to live and play. All recreational facilities are located in the northwest corner of the Town. This has created a recreational hub. Over the past year, the community has seen a tremendous increase in the level of participation in recreational activities. This is predominately due to the presence of a new Recreational Director. New recreational activities include: an early morning 'breakfast club' for school-aged children; volleyball; basketball; curling; recreation clinics; First Aid; CPR; and slow-pitch. There are many more activities anticipated this spring. The Town has several groomed trails for ATVing, snowmobiling and skiing. There are designated areas for camping and a new

skate park opening soon. The highly anticipated age-friendly 'Wellness Trail', located adjacent to the community recreational area, is also slated to open shortly. The Project is not anticipated to have any effect on local recreational activities.

The historic Big Grass Marsh is located near Gladstone. This marsh was Ducks Unlimited first project in Canada. The site is a significant Manitoba landmark and is frequented by several species of birds. There are also numerous deer within and surrounding the Town. There are various different native species of plants and vegetation on uncultivated land adjacent to the recreational hub. This land space is quite minimal and is not likely to be developed.

The community actively participates in an extensive curb-side recycling program. The Town also boasts a composting program. The Town is at the forefront of these sustainable development initiatives in comparison to surrounding communities. The Gladstone District Community Centre was recently designed and built to LEED Silver standards. The community council, along with input from local residents, continues to work on the implementation of further sustainable development initiatives.

The health and well-being of Gladstone is good overall. They have adequate health-care services, which are accessible to all residents. There is an abundance of active seniors in the community. In addition, there are a few seniors who are over 100-years-old and extremely active. The community has a 50-bed personal care home with a 26-unit seniors living apartment block. In these apartments, residents receive Level 2 care services and a tenant's companion service, if necessary.

The Seven Regions Health Centre Hospital in Gladstone is an accredited 12-bed transitional facility with four doctors. Acute hospitalization care is directed to Portage la Prairie. The recent loss of emergency services from the community's hospital is a great concern for residents. The Health Centre provides in-house services/programs such as: a dental diagnostics lab; imaging; dietary medical; meals-on-wheels; occupational therapy; palliative care; pediatrics; physiotherapy; respite care; social work; and Belltone Hearing Clinic volunteers. There are two ambulances and two fire trucks operating out of the area. The RCMP detachment maintains operation in town, with their head office located in Neepawa. It is projected that the Project will have no effect on emergency services.

The PPR is currently accessed by cottagers in the neighbouring region. Big Point Retreat boasts over 120 cottages and has been occupied for over 110 years. Cottage activities are not anticipated to change or be affected by any phase of the project. It is recommended that Manitoba Hydro provide appropriate signage and notifications for all upcoming construction and development activities.

5.1.16 RM of Portage la Prairie

Name of Interviewee: Reeve Toby Trimble, Councillor Roy Tufford

Date: October 25th, 2010

Location: RM of Portage la Prairie Municipal Office (Portage la Prairie, MB)

Maps Available: Map 25

The economy of the RM of Portage la Prairie is growing at a faster pace than in the past and is expected to continue to improve. Recent developments in the area include a completed recreation facility in town and regional water projects. The RM of Portage la Prairie has been affected negatively in the past by agricultural failures, the closing of the Southport military base and closure of local businesses. Positive economic contributors to the RM include the Simplot processing facility located south of town. Local employment is a positive contributor to the economy and has helped Portage la Prairie become a business centre for surrounding communities.

The RM has no on-going or future development plans other than making continual improvements to the regional water service. Residents do not have any aesthetic concerns with existing utility infrastructure in the RM, or concerns in regards to construction noise. The only infrastructure issue the RM has faced in the past is the impact and degradation of municipal roads from construction traffic.

The largest employers in the RM of Portage are Simplot Canadian Potato Plant and Southport a not-for-profit property management and Development Company with potatoes being the prominent industry. Businesses can often face competition from larger commercial operations in Winnipeg. Residents of surrounding communities shop in Portage la Prairie, creating a need for local businesses.

There are no new developments planned in the vicinity of the PPR. The area near the proposed Project is agricultural land and there was mention that some farmers might be implementing pivot irrigation or holding ponds in the area of the Project. There are concerns from farmers in the area that their operations will be affected. There are concerns that the proposed Project could potentially impact agricultural businesses including aerial sprayers in the area.

Numerous outdoor activities occur in the RM including snowmobiling on trails maintained by the Sno-Man Club. No concerns of Bipole III impacting the recreation activities in the area were expressed. Delta Marsh is located within the RM and is known for being a habitat for geese, ducks and deer. Lady Slippers found in ditches were the vegetation of importance identified throughout the RM.

The Town has a recycling program for members within the town and the neighbouring hamlets also have recycling programs however out of town residents are able to drop off their recyclables within Portage la Prairie at the depot.

Health of residents in the RM was identified as good; however there is a high occurrence of Multiple Sclerosis in the area. The level of emergency services in the RM is good with RCMP, ambulance and fire departments are located in the city of Portage la Prairie. There were no concerns over the impact of the Project on the emergency services.

The area around the proposed transmission line is primarily agricultural land and currently accessed by farmers and snowmobilers. The project is not expected to affect access to the area, other than an increase of snowmobilers in the area. It was recommended that Manitoba Hydro be responsible for placing appropriate safety signage on towers and ensuring that all guyed wires are identified. Gates could potentially be used to avoid an increase of traffic along the transmission line ROW. It was expressed that Project could potentially impact the local aerial sprayers as well as the helicopter training program at Southport.

The RM expressed that Manitoba Hydro could have an independent study regarding the effects of electric and magnetic fields on human health as people are confused over the effects with the conflicting information available to them from Manitoba Hydro and the opposition.

5.1.17 Town of MacGregor and RM of North Norfolk

Name of Interviewees: Mayor Bill Wiebe and Neil Christoffersen

Date: December 10, 2010

Location: MacGregor – North Norfolk Municipal Office (MacGregor, MB)

Maps Available: 25

The economies of the Town of MacGregor and the RM of North Norfolk are currently in a state of stability. The area's main economic driver is agriculture. The most predominant crops include potatoes, wheat, oats and barley. There is also a significant amount of cattle farming in the area.

According to the most recent Canada Census (2006), the RM of North Norfolk population decreased in 2006. However, this was only a decrease of 199 people throughout the entire RM. Moreover, the municipality and town are actively focusing on increasing the population to help increase the area's economic base.

The Town of MacGregor is presently in its final stages of developing a fully-serviced, 14-lot residential subdivision to help support the anticipated increase in population. This subdivision is located in the southeast corner of town and is called Hillview. At this point in time, none of the lots are sold. However, it is projected that they will be relatively easy to sell once the project has reached completion. If the subdivision is a success, it will ultimately help to increase the Town's tax base. In the rural areas, the RM is actively working to recruit agricultural industries to move

into the area to help increase its economic base. Baker currently has one manufacturing plant. This plant produces plastics and is accessed primarily by PTH 242.

In 2010, both MacGregor and Austin built new community halls. In the RM, they are in the process of expanding all of their rural water lines. This area is presently serviced by a large water line running from Portage la Prairie. However, additional water lines running from this major line will help to support future rural residential lots south of MacGregor. Once this infrastructure is in place, the next step will be to service the settlement centre and rural residential lots in and around Austin. The Town of MacGregor also hopes to re-pave a few of its streets in upcoming years. There are no road improvements scheduled within the RM.

Telus Communications is presently installing a 70m telecommunications tower within the RM. The foundation for the structure is poured and the tower is estimated to be in full operation by spring 2011.

Some of the most significant economic events in the area have been the opening of the Simplot plant and the CanOats plant, both located just outside of Portage la Prairie. Several MacGregor and North Norfolk residents are employed by these two industries. Therefore, even though the plants are technically situated outside of the municipality, their presence within the region has had significant economic spin-offs for both the Town and surrounding RM.

To date, there have been no adverse effects as a result of any current or past infrastructure or community development projects. For the most part, community members see development as a positive step in improving their local economy. A few MacGregor residents have had issues with noise during construction of the new subdivision. However, there have been no serious concerns voiced.

The primary employers within the town and the RM are the health care facilities and schools. There are three public schools and approximately six private schools located in the municipality.

There are six Hutterite colonies situated throughout the RM.

A major challenge for local businesses is the lack of skilled workers in the area. There are numerous construction trades throughout the municipality. There is no shortage of work, but there is a shortage of skilled tradespeople. Therefore, contractors are only able to work to their current capacity. The Town of MacGregor and the RM of North Norfolk have a very successful recycling program. Recyclable materials are picked up and transported to Austin where they are then sorted by Sprucedale Industries and eventually sent away for processing.

The overall health and well-being of the community is fairly strong. At one time there appeared to be an overly high rate of cancer, but this is no longer evident.

There is a fire department and emergency measures services (EMS) located in MacGregor and Austin. The entire municipality is policed by RCMP working out of the Portage La Prairie RCMP detachment.

There are no commercial resource users in the community. Farming is the major land use both in and surrounding the proposed Project and PPR, including livestock operations located within a few miles of the proposed line. There are currently no new developments planned for the area in direct vicinity to the PPR.

Community members engage in a variety of outdoor recreation activities, including: snowmobiling; cross-country skiing; hiking; and camping. The majority of outdoor summer activities are focused within the town limits, whereas residents travel throughout the RM to snowmobile and cross-country ski during the winter. However, there are no groomed snowmobile or cross-country skiing trails located within the RM. Therefore, it is unlikely that the Project will affect any of the community's outdoor recreational activities.

Conservation corridors located in close proximity to where the Project is proposed to be built were indicated during the interview and are recognized sites with the local conservation district.

A few local farmers and landowners have expressed concerns with the development of the transmission line. These concerns include: interference with GPS signals; effects on aerial spraying operations; and effects on vehicles travelling underneath the line on the TransCanada Highway.

The public does not currently access the area where the Bipole III transmission line is proposed to be built. In the municipality, the route is located entirely on private lands and farmlands.

Interviewees do not anticipate any adverse impacts to local transportation infrastructure resulting from the proposed Project. If there is an impact as a result of an increase in traffic, the majority of roads can be repaired.

The majority of persons in North Norfolk feel the line should be put on the east side of the province and also that the government has not provided enough information to convince them otherwise. The Project is not wanted by residents of North Norfolk.

5.1.18 RM of South Norfolk

Name of Interviewee: Reeve David Marginet

Date: October 21st, 2010

Location: RM of South Norfolk Municipal Office (Treherne, MB)

Maps Available: Map 26

The economy of the RM of South Norfolk is in a stable state and has agricultural land that supports crops including potato fields. It is hoped that the economy will continue to improve with projects and ventures such as the Boyne Valley Water Initiative (Treherne Dam) located approximately three miles north of the Town of Treherne. The RM owns half the municipal office in Treherne after ten years of discussions and planning. The glass bottle houses and walk-a-thon aid in bringing more people out and show community spirit.

There are no new infrastructure plans for the community except for their RM sheds in Rathwell and Treherne. The community has mixed opinions about the presence of hydro towers on their land; those with quality land think the compensation is too low for the problems they will face such as potential problems with aerial spraying and those with poor land want them in the middle of their land as it does not affect them. The RM has not experienced a problem with noise or infrastructure issues from past construction and industrial projects.

John Deere Inc., Greenvale Equipment Inc. and Metcalfes Ford IH Dealership are the largest year round employers in the community. Another important industry is seasonal potato farms. The Boyne Valley Water Initiative located at the Treherne Dam is being pursued to improve the local businesses and to provide incentives for keeping youth in the community. A challenge faced by the community is access to the TransCanada Highway as a good north/south access link. Potential future roadway improvements that would benefit the RM would include expansion of PR 305 to the PTH. After some local businesses were lost to fire, it's been hard to replace them. It is thought that the proposed transmission line will bring people in to the area and benefit the local economy.

The area in the vicinity of the PPR is pasture and agriculture land. There were no concerns indicated about the location of the proposed line from the RMs perspective.

Popular outdoor activities in the community include golf, skating, hiking, snowmobiling, cross country skiing and hunting. There are designated areas for hunting in the Boyne River region located west of the Town of Treherne.

The community has a recycling program with blue boxes located in town and a trailer at the transfer stations for recyclables and is hoping to continue to improve their existing program.

The RM of South Norfolk is in good health with a hospital located in Treherne and two fire departments in the area. There are no concerns with the proposed Project effecting emergency services.

The PPR and ROW are currently accessed by farmers. The RM believes that Manitoba Hydro should be responsible for placing signs and posting notices in the local newspaper as safety

measures. It was also stated that gates may be needed along the ROW to prevent access to private land.

5.1.19 Town of Treherne

Name of Interviewee: Councilor Ron Van den Bussche

Date: December 13, 2010

Location: Manitoba Municipal Office (Treherne, Manitoba)

Maps Available: 26

The Town of Treherne economy is stable with slight economic growth within the farming community. Crops in the region have increasingly diversified from principally cereal crops to canola, potato, bean and flax. Farmers have been fortunate with negligible crop damage. An increase in potato farming has increased the need for irrigation. This has encouraged the community to undertake an irrigation project. The project would involve damming the Boyne Creek. Damming the Creek would create a reservoir that would act as a water source for irrigation and a recreation facility for local residents, cottagers and tourists. The largest income source in Treherne is the Cottonwood Campgrounds. These seasonal grounds are booked to capacity for the majority of the spring, summer and autumn months. There are 29 fully-serviced sites (30 amps of power, water and sewer) and 45 serviced sites (15 amps of power and water). A few of the campground's facilities include: a playground area; heated swimming pool within walking distance; laundry facilities; modern restroom facilities; gas station; grocery stores; tourist attractions; walking trails; and a nine-hole golf course. There are also plans for the development of a miniature golf course in the near future.

Potato farming is the predominant land use for the majority of the northern and western regions surrounding Treherne. Potatoes are primarily hauled to the Simplot plant in Portage la Prairie for processing. The roads most frequently used for transport of goods are the north/south corridors which access the Trans-Canada Highway, including PTH 242, PTH 240 and PTH 305. All of these roads were indicated as potentially requiring improvements and upgrades for bridges and increased load capacity.

There have been several recent projects that have had economic benefits for the community. The Cottonwood Campgrounds were recently upgraded and expanded in 2007. In the summer of 2010, PTH 2 was resurfaced. Resurfacing occurred from Holland to Treherne to Rathwell. Widening the highway shoulders was also completed to aid large truck transportation. The community is also establishing a project to upgrade water lines and is waiting for approval from the Water Services Board to conduct an engineering study.

The annual Fireman's Ball Fundraiser generates money to purchase additional firefighting equipment that is not supplied by the Town. The annual Run for the Hills Marathon is an all age's event that raises funds for the Chamber of Commerce, which then allocates funding to various projects throughout the community. In the past, the community has hosted the Festival of Nations local festival which celebrates multiculturalism and boasts several ethnic pavilions. Communities in Bloom, an ongoing seasonal project beautify the city with flowerbeds and hanging baskets. In 2007, the Bob Cain Bottle Houses, a series of glass bottle structures located on a farm just north of town, were moved to Treherne. This site has been a tourist attraction for over 20 years. In 1976, the Treherne Museum was left to the Town by the late George Alexander (Sandy) Matchett and officially opened to the public in the summer of 1978. Since its opening, the Treherne Museum has expanded, making it one of Manitoba's most outstanding small town museums. It now has five buildings, new murals, artifacts and displays.

The local labour force has seen an increase in the tourism sector with numerous seasonal and student employment opportunities. Each year, Treherne has four summer student grant positions available. The Town also has a youth job program that employs a university student to seek employment opportunities from local businesses for other youth.

Upgrades to the arena and community hall have been made to facilitate an aging population and improve universal accessibility. The Treherne Aquatic Centre, situated near the Cottonwood Campgrounds, was upgraded in 2006. This Centre includes: a junior Olympic-size, outdoor, heated pool; beach front entry; lazy river; and mushroom sprinkler. It is open daily during the summer months for public swimming and lessons.

The community does not have any issues with the aesthetics of existing utility infrastructure. However, there are concerns that key utility lines along major roadways near agricultural land may obstruct aerial sprayers. Residents are sensitive about this issue and are concerned about the safety of the aerial applicators. Residents are not concerned with the noise of the aerial applicators.

The community has experienced minimal infrastructure issues with lagoon dredging and the eroding of waterlines. The community promotes industrial expansion and there are several lots available for use. Industries located within the town include: John Deere; Metcalfe Ford Dealership; and Timmerman Enterprises, a concrete supply and agricultural chemical business. The town also has a Sunrise Credit Union.

The availability of employment opportunities in the region is consistently growing as the agriculture and tourism sectors expand. The retail sector employs the largest labour force, predominantly John Deere and Metcalfe Ford. It has been identified that the community would benefit from additional housing and apartment units to attract and aid newcomers to the area.

A strategy to make businesses more competitive in the marketplace could include diversification and downsizing to further support specific niches to meet the community's needs. Local tradespeople also look for work in areas surrounding Treherne. Current farming practices require more intensive manual labour as the region diversifies in specialized crop production with significantly longer growing seasons.

There are no known commercial resource users in the community. Recreational tourism expansion, currently in its preliminary stages, may lead to land usage in the vicinity of the PPR. Treherne residents want more detailed public debates regarding major developments in the region and have indicated more thorough east-side location studies would be beneficial for the Project.

Local outdoor recreational activities include: running; hiking; camping; ATV riding; and snowmobiling. Local snowmobile trails have signs posted for designated routes. The Boyne Valley Trail consists of a 1.5 km nature trail which utilizes existing sidewalks, while the nature trail itself is part grass and part covered with crushed stone. The Project will not have any effect on recreational activities within the Town.

Wildlife is very important to the community. Pinkerton Lake Wildlife Refuge is located six miles south of Treherne on PR 242. It has a viewing tower, canoe launch and un-groomed scenic hiking trail around the lake. The cook shelter provides an opportunity to see wildlife and birds in their natural settings. There is an active Fish and Gaming Association in the community. The Tiger Hills, named after the large number of Tiger Lilies found in the area, are important to the community and located south of Treherne. As previously mentioned, the Boyne River is important to the community for its potential irrigation project and corresponding recreation area.

The community has had a recycling program for several years and recently signed a new contract for local daily pickup. All recyclable materials are shipped to Portage la Prairie. Several residents also compost regularly.

The overall health and well-being of the community is excellent. The community has a hospital which includes extended services for seniors. Tiger Hills Manor (Personal Care Home) and Tiger Hills Villas (Independent Living) are attached to the hospital. The Town has ambulance and fire service coverage which is shared with adjacent communities, including the Thompson Region. There is a local police detachment. Overall, the community is pleased with the level of all emergency services. There are no health concerns within the community.

The location of the PPR is not currently accessed unless emergency services are required to travel to Boundary Trails Hospital. The community occasionally views development as a nuisance, but it is generally a sign of progress. Proper signage should be set in place before, during and after construction of the transmission line.

5.1.20 Village of St. Claude

Name of Interviewee: Mayor Normand Carter

Date: January 7, 2011

Location: Village of Ste. Claude

Maps Available: 4, 5

The economy of the Village of St. Claude is stable. The St. Claude Community Development Corporation (CDC) consists of local residents who volunteer their time and effort with a mandate to foster economic growth and promote business opportunity. The CDC Health Committee is developing plans for the St. Claude-Haywood Wellness Centre, which is expected to include services such as:

- ▶ Fitness centre,
- ▶ Medical clinic,
- ▶ Pharmacy,
- ▶ Social worker,
- ▶ Chiropractor,
- ▶ Public Health Service, and
- ▶ Therapists (massage, physiotherapy and occupational therapy).

The Wellness Centre is planned to be attached to the pre-existing hospital in St. Claude. The 692-square-metre wheelchair accessible centre is a priority for the village. The community is in the process of fundraising and negotiations with the province to aid in the \$1.6 million project. Financial issues have deferred the completion date.

The Village has no other infrastructure plans besides the Wellness Centre; however they are considering expansion of the residential district. In order to achieve this, upgrades to the sewage treatment system would be necessary. No concerns or impacts have been expressed with the community's perception of infrastructure projects, noise or maintenance. The perception is foreseen to remain consistent with upcoming projects such as the Bipole III Transmission Project.

Parmalat Foods Canada Inc. is the largest employer with 35 workers in St. Claude. It produces skim milk powder and butter. R-WayAg Ltd. which handles farm supplies and equipment is the only other major employer. The village is predominantly a self-employed agricultural region. Local businesses face economic challenges due to the low population in the region. The Village

has three restaurants and two gas stations, which is believed to be sufficient for residents. Potential economic spin-off from the construction phase of the project is anticipated by the community for the restaurant and hotels in the region. Currently there are two motels with a total of 10 rooms. The St. Claude Wind Energy Co-operative development has selected a zone of interest for the future location of a wind farm. It was indicated by the interviewee that the location will intersect with the PPR.

Four golf courses can be found within minutes of St. Claude. The Birch Ski Resort is 20 minutes south of St. Claude (Stephenfield Provincial Park area). There is a winter carnival in late January to early February and the annual Saint-Claude Celebration lasts from late June to early July and boasts a rodeo, baseball tournament and demolition derby. Popular outdoor activities in the Village include camping, golf, snowmobiling, baseball and soccer. Parc 60 Mile Park, is a newer outdoor sports ground which is utilized by the community. Future additions include tennis and badminton courts. Beside the park is the arena where hockey, skating and broomball are played. The Village also has curling and snowmobile clubs. There are no anticipated effects on outdoor recreational activities due to the location of the PPR. Parker Lake (Lac a Parker) is a slough/marshland frequently used by the community for wildlife observation. Community members are working with Manitoba Conservation and Manitoba Water Stewardship for its viability as an ecological refuge. There have been discussions to develop the area with walking trails along the marsh lands.

The community has received positive feedback regarding its recycling program. A sustainable development study will be initiated in conjunction with the planning of the Wellness Centre.

St. Claude has a 12-bed hospital currently being used as a Transitional Care Unit. The nearest acute care hospitals in the RHA Central are in Treherne and Notre Dame de Lourdes which is of concern to the community as the population ages. Emergency services in the Village are sufficient. The RCMP detachment and ambulance services are located in Treherne. The Village has a local fire department which is volunteer-based. Fire-service coverage is also provided to Haywood, the RM of Grey, and a portion of the RM of Dufferin. The volunteers have recently had Emergency Medical and First Responder training. There are concerns regarding geographical coverage of the RCMP detachment; when it expands north to Amaranth there could potentially be less patrolling in designated areas and longer response times. It is not foreseen that any phase of the Project will have an impact on emergency services provided to the community.

The Project is proposed to be built primarily on agricultural land surrounding St. Claude, which has limited access. The mayor has suggested potential restriction of access through the use of gates/fences. He notes that safety measures necessary should be enforced to ensure the safety of the citizens, as snowmobilers have had accidents with transmission guyed wires previously.

There are no weight restrictions on the municipal roads within the Village. There are three provincially controlled roads within the village that may or may not have weight restrictions

imposed. The Project is not expected to impact existing roadway infrastructure. There is a possibility of a weight restriction on road 38W/Chem Laurent Road off of Highway 2 south, and may be dependent on if it consists of asphalt or concrete.

The mayor indicated that the citizens want on-going discussions regarding the project. The community participated in the Association of Manitoba Municipalities (AMM) 12th Annual Convention and the mayor indicated that a resolution was passed by a majority of municipalities regarding the Bipole III Transmission Project. The community does not expect any physical changes as a result of the Project but is anticipating a potential increase in taxes.

5.1.21 Village of Notre Dame de Lourdes

Name of Interviewee: Mayor Denis Bibault

Date: November 5th, 2010

Location: Council Chambers (Notre Dame de Lourdes, MB)

Maps Available: Map 26

The economy of the Village of Notre Dame de Lourdes is in a state of growth. The health service industry is thriving; currently servicing communities within a 40 mile radius with an active senior's centre in Notre Dame de Lourdes. Recent developments in the area include a manufacturing company, gravel aggregates on the top of the moraine, trucking company and a striving steel agricultural products industry. Notre Dame de Lourdes is developing opportunities to draw other developments and industry to the area. Expansion of industries and increase of development in Notre Dame de Lourdes have not resulted in any adverse effects. Hog operations are viable and are industries which contribute economically to the area, as they have brought young workers back to the community. There are some concerns in regards to the location of barns near the Village. Notre Dame de Lourdes supports the zoning by-law that does not allow barns within two miles of the Village. There are future plans to modify the hospital and senior's centre into a general complex, as the current hospital is in poor condition. The Village has experienced an increase in housing prices. Increases in new home construction, as well as more young people moving to the Village and opportunities for employment in local industries are occurring related to the two subdivisions being developed in the northwest and southeast sides of Notre Dame de Lourdes.

Plans are being developed to upgrade the medical complex and arena so they can be used year round. Plans are also currently underway to develop a campground next year on the south side of the Village Parc in hopes of increasing tourism to the area. Notre Dame de Lourdes has a beautification committee that works to improving the aesthetics along Main Street. The Village has accepted the wind turbine industry in St. Leon and identified that they were set back from Notre Dame de Lourdes to decrease the sound. The only concern that residents have had in

regards to construction is space for parking. Parallel parking will take away from the Village's identity. The Village has experienced the effects of construction traffic on the roads from past infrastructure projects.

The health service industry is the largest employer in Notre Dame de Lourdes, with the transport company and hog operations also creating employment opportunities. Recently, youth have been moving back to the community either to work in Notre Dame de Lourdes or to commute daily to Winnipeg for employment. Local industries such as hog operations and the trades have employed people from overseas while experiencing growth and keeping up with international markets. Local businesses do not experience competition within the community but rather from Winnipeg. The local market is not subsistent even though prices are reasonable for customers. The Mayor thinks the proposed Project will employ local people during the construction phase and that crews might use the camp grounds. There is gravel located on the top of the moraine.

Notre Dame de Lourdes has no concerns about the impact of the proposed project on the land use.

Residents take part in snowmobiling, ATVing, hockey, cross country skiing, soccer, softball, and other outdoor activities that are enjoyed within the Village. Recreation trails for both snowmobiling and cross country skiing follow the old railroad track. Wildlife found around Notre Dame de Lourdes includes deer, geese, wolves, rabbits and foxes.

Notre Dame de Lourdes has implemented a recycling program to promote the spirit of conservation among residents. This has included a well-supported blue box program which has reduced landfill waste hauled to Miami. The Village also has plans for no-idling zones and composting. There is company that takes old oil to the refinery to be converted to new oil again located three miles south of the Village.

The population of Notre Dame de Lourdes is healthy; residents are active and use the many walking paths and sport facilities in the community. Emergency services will not be impacted by the proposed Project. The Village has a volunteer fire department and prompt ambulance service.

Residents currently access the area of the PPR via Portage la Prairie on PR 305 or by fishing along the Assiniboine River. Recreational use such as snowmobiling, ATVing and hunting as well as wild fruit picking may increase along the PPR upon the Projects completion. The Village requests Manitoba Hydro place appropriate safety signage along the ROW, and pole markers to discourage safety hazards.

5.1.22 RM of Grey

Name of Interviewee: Reeve Ted Tkachyk

Date: October 6th, 2010

Location: RM of Grey Municipal Office (Elm Creek, MB)

Maps Available: Map 26 and Map 27

The economy of the RM of Grey is considered to be stable. The agricultural industry including dairy farms, potato farms and irrigation is in a state of growth. The RM consists predominately of bedroom communities where people live and commute to larger cities for employment. The RM is continuing their rural water line expansion and had completed a water and sewer expansion five years ago in Haywood, and completed a water line expansion in Fannystelle two years ago with the sewer lines planned to be completed next year. The grain elevators have increased the populations and provided the RM with a good tax base. The community has not experienced any negative impacts from recent development initiatives.

The RM of Grey has plans to continue their infrastructure improvements including the building of the RM office in Fannystelle, a wind farm cooperative in St. Claude, expansion of their commercial landfill southwest of St. Claude, dairy farm expansions within the municipality and potato farming with associated irrigation expansions in the RM. Future expansions are expected to increase the movement of people resulting in increased populations within the towns. Residents have had mixed reactions to wind turbines in the area; there has been opposition from some residents. Farmers have also indicated concerns regarding hydro poles that run diagonally through their fields. In the past, the community has dealt with noise problems in the Town of Elm Creek and the golf course which was related to the construction of the pipeline. The communities are cautious when dealing with their own construction; going under pipelines and around hydro lines when addressing drainage issues.

Farming and education sectors are the two largest employers in the community. More workers have relocated to the area with the increase of potato and grain trucking companies but also with the increase of local businesses such as groceries and local stores. Challenges faced in the RM of Grey are the distance between production and bigger markets and the distance that goods and materials need to travel into the Towns. The proposed Project is thought to have a potential negative impact on some activities in the community such as the disruption of farming operations, potential expansions that would be required to wait upon the Project for completion of construction, as well as other expansion plans by residents which are pending the final outcome of the Project. The RM formerly had logging activities occurring in the area.

Snowmobiling and ATVing are two outdoor activities that occur in the RM; ditches and dikes being utilized for both activities. There is a groomed winter snow trail that follows Highway 2 past Fannystelle and runs just north of the PPR. There are concerns regarding the location of hydro poles and the distance snowmobilers will have to keep in drainage ditches. A camping area in the RM found near the golf course in Elm Creek is frequented but will not be impacted by the

PPR. There are two areas in the RM near the PPR that were indicated as being important to wildlife.

The RM implemented a basic recycling program a few years ago, however in the last year the communities within the RM have joined together in creating a more efficient blue box recycling program.

The community is fairly healthy with an increasing number of residents taking up walking and other physical activities. The only health concern addressed was the uncertainty of the health risks associated with transmission lines near the community. Ambulance and police services are available to the community but are located a short distance away which increases response time. Concerns in regards to a transmission failure, such as a line falling or a recreational user hitting a line were expressed.

The area around the proposed Project is currently accessed by farmers and recreational users. There may be an increase of recreational users along the ROW. The construction phase of the Project may impact farm activities such as harvest, spraying or seeding depending on the location of construction sites and if driveways or other access points are blocked. The RM suggested that hydro poles be fenced in pastures so people and animals would not access the area. It is suggested that ten inch steel pipes be placed at all ends of the poles as guards to prevent damage. It was expressed that aerial spraying might be impacted by the Project and increase a risk to applicators. Concern was raised over damage that could result if motor vehicle accidents hit hydro poles or if a single vehicle ran through the ditch and hit the pole.

The Reeve addressed other concerns with the Project. He feels health issues were not fully addressed and more information needs to be available around the health effects of electromagnetic fields. Residents have expressed concerns over the use of pace makers and other health devices as well as the static-power they will be exposed to from driving under the transmission line. A suggestion that the maximum sag of the line should be 40-45 feet to prevent any possible incident with farming equipment was made. The Reeve also commented that the CDI fund is not enough and no amount of money would suffice for the Projects negative effects.

5.1.23 RM of Dufferin and Town of Carman

Name of Interviewees: Reeve Shawn McCutcheon, Mayor Bob Mitchell

Date: October 5th, 2010

Location: Memorial Hall (Carman, MB)

Maps Available: Map 26 and Map 27

The economy of the RM of Dufferin and Town of Carman are in a state of growth. The area has experienced agricultural, residential and industrial growth. Recent projects include a housing development, fire department expansion, arena upgrade and recreation development. A new colony is being built northeast of Homewood in the RM.

The RM recently upgraded their Stephenfield water treatment facility while Carman has expanded their sewage capacity and upgraded the water treatment facility. There have been no concerns expressed about the aesthetics of existing utilities; however concerns have been raised from farmers who will have to work around utility infrastructure. Residents have expressed concern in regards to noise from prior construction projects. The community has not experienced any infrastructure issues from past industrial projects.

Health care and education are the largest employers in the area. Employment opportunities have increased in the area as more research facilities are built and the industrial park continues to expand. Large firms do not see an increase in employment base in the area, which is a challenge when bringing new industries to the area. Local businesses have conducted staff seminars on customer service, advertising and consulting in hopes of increasing local business opportunities. The concern expressed around the proposed transmission line was that no new development can occur in the ROW and the aesthetics of the transmission line will keep people away from the area.

There are no new developments planned in the vicinity of the PPR. Concerns regarding the project from the land owners who own land adjacent to the route mainly revolve around farming practices such as aerial spraying and irrigation.

There are various outdoor activities in the area, including snowmobiling, ATVing, hunting, cross country skiing, camping and team sports. The trails used and maintained by SNOMAN Inc. could be affected by the project. The western part of the RM is being used as wetland protection area. There is an abundance of wildlife, including migratory birds and wild game found in the area. There are concerns expressed over the impact of the transmission line on the migratory birds in the Mississippi Flyway region. Environmentally sensitive features are found along the river.

The RMs approach to sustainable development includes conservation areas and protected wetland areas.

The community is in good health with an active senior population. There is one regional hospital, clinics and a senior complex in the Carman. The local fire department may require additional training such as tower rescue or emergency response to potential electromagnetic incident associated with the Project.

The area around the proposed transmission line is primarily agricultural land with farmers and local residents accessing the area. The construction phase of the Project may impact the farmers depending on where the approach to the field is and what time of year construction occurs.

Concerns are expressed in regards to who is responsible for undertaking maintenance activities under the towers; property owners might not be willing to go under the towers to maintain the ROW.

5.1.24 Town of Niverville

Name of Interviewee: Mayor Greg Fehr

Date: September 28th, 2010

Location: Niverville Town Office (Niverville, Manitoba)

Maps Available: Map 28 and Map 29

Niverville is not located along the PPR of the Project, however it is a service community to the surrounding RMs and shares the resources in the area. Currently, Niverville is the fastest growing town in Manitoba and looks forward to continual growth. There is an increase of development proposals, industrial projects, service industries and retail businesses found in the area. Niverville has become the second largest service centre in the northwest quadrant of south-eastern Manitoba. Incentives have been provided to increase infill development in the Town in an effort to prevent urban sprawl. Recent projects in the area include private developments and residential projects as well as the Town's water project. Agriculture has changed recently, these impacts have resulted in companies working together to recover economic losses.

Niverville's economic plans include improvements to the water system, building roads and undertaking recreational upgrades. There have been minor concerns expressed by residents in regards to construction noise from previous projects. No issues have been expressed in regards to previous industrial projects. It was expressed that hydro lines are not aesthetically pleasing (preferred design option would be underground), however residents understand and acknowledge the need.

The largest employment sectors in the area are agriculture and agriculture-related industries, as well as the building construction support industry. There has been an increase in employment opportunities as the commercial and industrial sectors continue to grow. This economic growth has created new jobs within the community, including long term employment opportunities in the industrial park. Slow change and regulations are challenges faced by businesses in Niverville, however businesses are adapting to changing conditions as they continue to grow. The impact of the Project is seen to be positive as the workers may use the services of Niverville.

The area in the vicinity of the PPR is agricultural land; no new developments are planned in the area. The RM of Ritchot has a development plan which focuses on new developments in the urban and settlement centres and the RM of Hanover does not currently have any plans to build

in the area close to the PPR. Farmers have not expressed any concerns, although it was suggested that aerial farm applicators within close proximity to the PPR might be concerned.

The Town has many outdoor activities that occur within the parks and trails including walking and running clubs. Recently, there are more people taking advantage of physical activities available in the community including accessing Hespler Park, skating rinks and the walking trails. Areas that were mentioned for wildlife/recreational areas near Niverville include the junction of the Rat River and the Red River, a Ducks Unlimited site (located approximately three miles west of Town identified as a historical park) used for fishing, Dead Man's Pond (located two miles west of town near PTH 200) used for canoeing, and the Crow Wing Trail, which will run directly under the proposed transmission line.

Niverville has been very proactive in their sustainable development initiatives, including community composting, recycling, limiting town waste and using solar lights in parks and remote trails. The Town is trying to send the message that they can be 'pragmatic environmentalists' meaning that they can be environmental stewards while managing the fiscal side.

A concern regarding emergency services was raised related to potential closures to PTH 59 during the Project's construction; it may prohibit ambulance services from St. Pierre-Jolys to Niverville. PTH 59 and PTH 200 are the primary routes used to access the Town. Since primary access to the community is along these routes, design consideration for the transmission line crossing on these routes should be suitable for potential future road expansions/improvements.

The Mayor also acknowledged the need for the project and future developments related to an east/west corridor.

5.1.25 RM of Macdonald

Name of Interviewee: Anonymous 1

Date: February 22, 2011

Location: RM of Macdonald

Maps Available: 27, 28

The economy of the RM of Macdonald is currently in a state of growth. The RM is located in a fertile agricultural region southwest of the City of Winnipeg. The six main communities in the RM are Oak Bluff, Sanford, Starbuck, Brunkild, Domain and La Salle. The RM is one of Manitoba's fastest growing communities. The RM is considered a bedroom community to the City of Winnipeg. No significant residential growth has occurred in the communities of Starbuck, Brunkild and Domain in the last decade, but these communities play an important role in the

provision of local agricultural and urban related sales and services to the overall municipality and surrounding area.

The communities in the RM of Macdonald offer opportunities for industrial, commercial and residential growth. Industrial lots are available in all of Macdonald's communities for prospective entrepreneurs. The RM has several benefits to attract new families, businesses and industries including modern services and amenities for residents and businesses.

Farming technologies have enhanced output in the region. The RM believes that the residential, agricultural, and industrial sectors will have continual economic growth. The RM has major beef and hog production operations. The RM's Sanford Water Quality Improvement project is 85% complete. This project will see the installation of ultraviolet disinfection equipment to the existing water treatment plant. The Reeve predicts, upon completion this project, located along McGillivray Blvd, will attract light-highway commercial industry. The project has received \$75,000 in funding through the Canada-Manitoba Infrastructure Programs (CMIPs). The CMIPs is a collaboration and partnership between Canada and Manitoba which gives initiatives that promote and support long-term and viable economic development in the province that enhance Manitoba's urban, rural and northern infrastructure.

Oak Bluff is the fastest growing community within the RM due to the housing development of Oak Bluff Estates. The community's proximity to the City, quality of education and reduced tax base has added to the migration of property owners and businesses into the rural area. There have been many residential projects completed and ongoing in the RM. The community has seen adverse effects from past infrastructure projects. The natural gas pipeline project completed in the RM replaced fertile agricultural land with clay soils, deemed unproductive, which could not be seeded for many years.

The RM has strategically planned its infrastructure projects to keep pace with population growth. The Reeve acknowledges that in order for the community to grow and thrive, strategic infrastructure projects are essential and the RM cannot rely on the tax base alone. Growth and maintenance of community developments, schools and recreational facilities are essential to maintain a vibrant community and allure young families to Macdonald.

In 1989, the RM constructed a water treatment plant for use of the La Salle River in the community of Sanford. The distribution system provides a source of water to the six local communities and now provides potable water to approximately 90% of the agricultural sites in the municipality. Villages and surrounding areas have low-pressure sewer systems financed and maintained by the residents of the corresponding community. The RM believes that the services will promote population growth in the RM. The municipality is accessible by PR 330, Winnipeg's Perimeter Highway 101, PTH 3 and PTH 2.

The local labour force in Macdonald remains strong due to the increase in residential construction jobs. Spin-off developments include restaurants and retail shops. However, due to the close proximity of the RM to Winnipeg, there is direct competition with larger businesses.

Macdonald is located along a major rail line, which provides a quick and easy rail transfer access point to Canadian and U.S. markets. An alignment with the CentrePort Canada Way is expected to provide economic advantages to the RM.

One of the disadvantages of rapid growth in the community is that many residents do not like change. The RM has recognized that growth is necessary and affirmative and therefore must remain strategically planned and sustainable. The RM is eager to attract more trades-people to the community as residential construction continues.

The RM believes future utility projects are a deterrent for in-migration because the existing utility infrastructure is unattractive. The community has recently disputed the potential construction of a wind farm project in Macdonald; the Reeve explains that the effect on the landscape outweigh the economic advantages.

Residents have expressed concerns with the noise of construction from past projects. Construction vehicles have had impacts on local road systems, especially during spring months when the ground is saturated and increasingly susceptible to damage. Residents are also concerned with noise impacts on cattle. Past projects, such as the recent installation of a gas pipeline within the RM, disturbed cattle and damaged to the agricultural land. The land became high in clay and was unsuitable for tillage for approximately five years.

Economic contributors to the RM are agriculture, wood processing, and building supply product companies. Enns Brothers, a prominent farm implement dealer, is located in Oak Bluff. There are no commercial resource users in the RM. Forest product companies in Oak Bluff are: McDiarmid Lumber Distribution Centre, Perimeter Lumber, Sawyer Wood Products, Wildwood Forest Products, and Superior Trusses.

Oak Bluff has been a predominantly agricultural/agri-based business community with designated areas of the community zoned for commercial, light industrial and agribusiness. New businesses that add economic diversity to the RM are Kleysen Transport, Starbuck Co-Op, Brandt Tractor and J & D Tractor.

Brunkild is a small, vibrant community in the RM. Amenities available in Brunkild includes: a grocery store, deli and post office, hotel and restaurant, farm equipment dealership, service station, bulk fuel dealer, farmer-owned grain elevator, and many home based businesses. services.

Local businesses that are economic contributors in La Salle are: La Salle Esso Service Centre, La Salle River Inn, Peppy's Bar and Grill, Lagace Trucking, La Salle Towing and Autobody, Peckham's Re-Upholstery, Bailey's Towing, and La Caisse Populaire.

To reduce the competition with major competitors in Winnipeg, the RM is strategizing promotions and creating specialized markets such as handcrafted furniture. The industries that employ the largest local labour forces are residential construction and agriculture. Agriculture has always been the primary sectors in the RM. Farms are becoming much larger than past family-owned operations. There is a greater need for skilled labourers such as Combine Operators, Tillage Operators and large-Hull Truck Drivers. For entrepreneurs, Macdonald offers no business tax, and a diversified economy. The Reeve suspects that the Project may potentially affect the agricultural sector. There is no current land use activity near the PPR besides agriculture. Residents are concerned that the location of the PPR may reduce cultivatable land.

The Macdonald-Headingley Recreation District formed to enhance the quality of life, health and well-being of persons living in the District. Communities in the RM have cultural and recreational activities with high participation rates. Bigger centres such as Sanford, Oakbluff, Domain and La Salle offer many recreational and community facilities like curling clubs, community centres and churches. Residents are involved locally in groups such as the 4-H Club, sports clubs, the Canadian Legion, Knights of Columbus, and school organizations. The Oak Bluff Community Recreational Centre added a 4-plex of baseball diamonds and a soccer pitch to the school property. The recently constructed K-8 Oak Bluff Community School, in the Morris-Macdonald School Division, is also used for community activities. Popular winter activities include cross-country skiing and a snowmobiling on approved trails. There has been increasing recreational development over the past 10 years in Macdonald. The health and wellbeing of the community has dramatically improved upon the addition and investment of a Recreation Officer. There are programs available year round for all age groups. There are no expected effects from the Project on recreational activities.

There is an abundance of wildlife in the RM commonly found in major drainage areas. There are many deer in the community throughout the summer months. Eagle nests and fish spawning regions indicated during the interview. Prairie Grass was identified on Allison Road as a type of vegetation of importance to the community. Prairie Grass is a source of income for at least one resident in the RM.

The RM has emergency services available. The Macdonald Fire Department located in Sanford has 20 active members and provides fire protection. Ambulance services provided by the Regional Health Authority are located in Oak Bluff. Police services provided are from the Headingley RCMP detachment. There are no anticipated effects from the Project on emergency services.

The PPR is located predominantly on agricultural land with infrastructure such as access roads, which connect, to field crossings. The Reeve anticipates the location of the Project will cause access problems for farmers and landowners. Access may occur for recreational activities and preventative safety measures could include a chain link fence around to prevent access.

The Reeve is concerned about whether overgrowth of vegetation if may occur. Because land used near the PPR is agricultural, the community has had opposition.

5.1.26 RM of Ritchot

Name of Interviewee: Councillor Maurice Leclaire, Councillor Raymond Philippe

Date: October 22nd, 2010

Location: RM of Ritchot Municipal Office (St. Adolphe, MB)

Maps Available: Map 28

The economy in the RM of Ritchot is in a state of growth; industry and developments continue to grow in all communities within the municipality with major economic centres in Ste. Agathe, St. Adolphe and Ile des Chenes. The growth of the local economy has encouraged companies such as TransCanada Pipelines Ltd and Viterra Inc. to locate in the RM and hire local employees who are provided with proper training by the companies.

There is a concern that the proposed project will impact the current real estate developments in the southern portion of the Town of St. Agathe. Although the PPR is outside the Town boundaries and ring dyke, the councilors suggested that the PPR could be moved 0.5 miles south to reduce the negative impact on St. Agathe. There are many recent infrastructure developments in the RM of Ritchot communities. Ile de Chenes has had arena upgrades, water treatment lagoon development and a new community centre. St. Adolphe has had water line expansions, park development, construction of a community hall, two subdivisions, ring dyke improvements and the industrial park expansion west of PTH 75. Ste. Agathe has had a lagoon expansion, improvements to the ring dyke and two developments in the north end of St. Adolphe, and water and sewer development in Grand Pointe.

Water line expansions are currently occurring in the direct vicinity of the PPR. It was indicated that on the east side of the Red River between the River and PTH 200 a second phase of expansion will transverse the PPR. On the west side of the Red River, between the River and PTH 75, another expansion will transverse the PPR near the lines river crossing. The RM suggests moving the line approximately 0.5 miles south from the PPR and avoiding their development plans.

There are future plans to upgrade the infrastructure in the RM as required including the expansion of the water treatment lagoons and water lines. Residents in the RM of Ritchot have expressed concerns with past construction projects such as installation of communication towers. Complaints are related to aesthetics but the improved infrastructure services provided are wanted by residents. There have been no concerns expressed over the noise associated with previous construction projects. The community has not experienced any infrastructure issues associated with past industrial projects except for the road infrastructure improvements required following completion.

The largest employer in the RM of Ritchot is Viterro Inc. which has increased local employment and brings in employees from surrounding communities. Local businesses are faced with the potential of annual flooding and there was a concern that the proposed project would slow down developments of communities close to the PPR within the RM, for example the current developments in the southern portion of St. Agathe closest to the PPR.

There was no concern that the project will impact the recreational activities in the RM. Residents enjoy the corn maze, golfing, snowmobiling, softball, Cheyenne Days and other outdoor activities. Wildlife is found throughout the RM of Ritchot including La Barriere Park which is a hawk protected area and a local woodlot preserve.

The RM has a Class 1 landfill where recycling and soil treatment are carried out. The communities are introducing green initiatives and have recently implemented geothermal energy in the new arena and other municipal buildings.

The community is in good health and has access to healthcare services with the St. Agathe Health Centre and the personal care homes in St. Adolphe and Ile de Chenes. Concern were expressed over the lack of municipal water access to a small portion of residents in Ile de Chenes, after upgrades had been made to other portions of the town following a boil water advisory in the area. The RM has diversified emergency services including multiple fire halls, hazardous materials services, water and motor vehicle rescue. Ambulance services are located in Steinbach and St. Pierre-Jolys.

The area associated with the PPR is currently accessed by local farmers and there is concern that aerial spraying will be impacted by the proposed project. Councilors indicated that the community would prefer the Project on the east side of Lake Winnipeg.

5.1.27 RM of Hanover

Name of Interviewee: Reeve Stan Toews

Date: November 15th, 2010

Location: RM of Hanover Municipal Office (Steinbach, MB)

Maps Available: Map 28 and Map 29

The economy of the RM of Hanover is in a state of growth. The RM has several development plans being carried out including: wastewater facilities being built in Mitchell, Kleefeld and New Bothwell, a water treatment facility and new water distribution lines in Kleefeld, as well as new residential development in Kleefeld and Mitchell. Migration towards urban centres has occurred which is a positive impact on the economy. Also immigration to the area including [the rural area] Steinbach has continued to support the RMs vibrant growth.

The RMs only current infrastructure plans include upgrades to the water and waste water systems in Grunthal. No concerns have been expressed in regards to construction noise or impacts from industrial projects were indicated. Residents prefer utility lines underground.

Granny's Poultry cooperative in Blumenort is the largest employer in the area. Local businesses and home businesses in the area are growing, creating more employment opportunities as agriculture is currently down. Residents live within the RM and commute to Winnipeg or Steinbach for work. Challenges in the area include the state of the highways within the RM and the availability of a local skilled labour force. The Reeve does not expect the proposed Project to impact the businesses; however he believes that local farmers and others in the area may be impacted. There are no resource activities in the area except for gravel extraction near Grunthal and Blumenort located south of the PPR.

The area in the vicinity of the proposed route is used for grain and livestock agriculture. Farmers have expressed concerns about having to drive around structures in the fields, the location of the transmission line close to their barns and homes and the direction change of aerial applications. (The Reeve suggested if it was possible that the distance from the corner to the first tower be wide enough for an aerial sprayer to fit through). There are no new developments indicated in the vicinity of the PPR.

Residents currently enjoy playing soccer, baseball and skating on outdoor rinks within the communities. There is no concern about the proposed project impacting the recreational activities within the RM. There are sow operators near the PPR and also there is wildlife found all around the RM.

The RM has implemented a recycling program which is successful also in lowering the cost to rate payers.

There is a younger population within the RM and therefore the health is considered to be good. It is not thought emergency services will be impacted by the proposed project, as there are three fire departments in the RM located in Kleefeld, Blumenort and New Bothwell as well as ambulance services in Steinbach and St Pierre-Jolys.

Currently all roads in the vicinity of the PPR are used regularly by feed trucks, farmers. Aerial applicators also access the area of the proposed project. With the ROW there will potentially be an increase in recreation users to the area. The Reeve suggested that signage and notifications of safety measures could be used related to the structures. It was indicated that the project may affect farmers in the area depending on the time of year of construction. There was also concern that the aerial spraying applicators may be impacted by the proposed project.

Other concerns discussed during the interview included: the potential impact on farmers who will be required to manoeuvre under and around the towers, the potential effect on the auto-steer functions of tractors that would be used near towers, the potential health impacts on residences near the PPR, and the potential noise generated from the transmission line. The recommendation given by the Reeve was for a route that would be north of the Town of Niverville.

5.1.28 RM of Ste. Anne

Name of Interviewee: Reeve Art Bergmann

Date: December 22, 2010

Location: RM of Ste. Anne

Maps Available: 29

In a Key Person Interview conducted with Reeve Art Bergmann on December 22, 2010, it was indicated that the economy of the RM of Ste. Anne is in a state of growth. The Municipality's proximity to Winnipeg has resulted in a vast increase of small acreages, making it a bedroom community. The RM has the largest dairy producer in the province and has a good representation of mixed farming.

Current infrastructure projects in the RM are mostly municipal road resurfacing which occurs annually. There is some concern in the Richer, Manitoba area where residential lots are small and wastewater is treated in individual septic fields. There is preliminary work being done to determine any innovative and sustainable methods for addressing this potential problem. The RM's perception to the existing utility infrastructure in the area is that it has become a part of the scenery, logical and a necessity with growth. Noise has not been a concern raised during past infrastructure projects.

Many of Ste. Anne's residents are self-employed in the agricultural sector or commute for work to Steinbach or Winnipeg. There are no unusual challenges faced by the RM. The Project is not speculated to have an effect on employment.

The RM has noise by-laws in place which indicate operational hours. There have been a number of exceptions made with instances of 24-hour operations. These provisions were made to emphasize the least amount of impacts from noise.

There are many outdoor recreational activities in the RM of Ste. Anne. Snowmobile trails are groomed and accessed during the winter. There are a number of communities with outdoor ice-skating rinks. In the fall the east end of the municipality has a fair amount of hunting (bear, deer and grouse) and in agricultural areas there is waterfowl hunting. There are approximately six campgrounds which operate from mid-May to mid-October. Camping is considered an extremely important activity for the area. Seasonal camping is very popular in the well-treed eastern part of the municipality with five privately owned campgrounds: Lilac, Wild Oaks, Rock Garden, Ridgewood and Cherry Hill. Golf courses are also important for the RM. The municipality has several privately owned public golf courses: Cottonwood, Oakwood, Ridgewood, Giroux Salem and Quarry Oaks. There are an abundance of forests in the RM. In recognition of Ste. Anne's Dawson Trail heritage, each year Ste. Anne celebrates with the Dawson Trail Days on September long weekend with slow-pitch tournaments, live entertainment, beer gardens and fireworks. Recreation is not anticipated to be effected by the Project.

There are prairie bird nesting's throughout the municipality. There are no known vulnerable or at risk species. However, there has been a recent change in the type of bird species in the RM. Grey Jay's, which are typically seen in the Boreal region have been spotted in recent years and the Meadow Lark which was common during the spring and summer in the municipality have dwindled. The Reeve explains that it was once a grand event to see a bald eagle in the RM, now they are seen regularly. Changes in bird populations may potentially be a result of human impact, i.e., agriculture. Existing plant species, which are important to residents, are Black Eyed Susan's and Tiger Lilies Many species of Lady Slippers and are found in areas of untainted prairie soil.

The health and wellbeing of the RM of Ste. Anne is at the provincial average or higher and there are no major health concerns. Healthcare facilities in the RM include the Ste. Anne Hospital, Seine River Medical Centre and a senior's home. The hospital has an emergency room, x-ray unit, ambulance services and provides other various services. The medical centre has approximately a dozen doctors, a dentist and a pharmacist. There are no issues with access to ambulance care, which operates out of the Town of Ste. Anne and the City of Steinbach. The municipality has two well-equipped and trained volunteer fire departments in Ste. Anne and Richer. The district is part of the Eastman Mutual Fire Aid System which shares services with local towns and RMs. The RCMP detachment is stationed out of Steinbach.

The nature of the land near the PPR is primarily agricultural. There is a pending dairy expansion proposed in NW-30-8-6E1 which is south of the PPR. ATV and snowmobile users are unlikely to access the area. It was expressed that appropriate measures should be taken to ensure the safety of the general public when near the structures. Guy wire cladding is used on existing

transmission lines in the region to protect recreational users from collisions; there are very little residents in the area so there is minimal interest in safety measures.

It was indicated that roadways may potentially be affected by the project. The roadways in proximity to the project area are not designated for high-impact heavy vehicles; some are seasonal roads which are not maintained in winter months because there are no residents along them.

The Reeve discussed issues that have been ongoing in the RM with respect to the Project. Visual impacts of the project on the landscape, the route selected, and aerial applicator concerns were indicated as concerns.

5.1.29 Town of St. Anne

Name of Interviewee: Mayor Bernard Vermette

Date: October 29th, 2010

Location: Town of St Anne Municipal Office (Ste. Anne, MB)

Maps Available: Map 29

The economy in the Town of Ste. Anne is in a state of growth as recent developments have created a good tax base that will carry the town into the future. The Co-Op has recently been relocated into the Town, leased space in a new building to Government Services for the next 20 years, completed planning of future development on the east side of the railway tracks, and the Town has finished their planning scheme for the Town of Ste. Anne and by-law zoning. If the town continues to grow, it can only grow north or east within the town boundaries, hence the development of their planning scheme. There is a need for more skilled employees in the trades and an increase in training as more local employment opportunities are continually being created. The construction industry is short of skilled operators and truck drivers, and contractors often need to look outside of the town for workers.

Current infrastructure plans in the community include the drainage from St. Alfonse flooding, upgrading of streets under the Stimulus Fund, infrastructure of street and drainage improvements in the southeast corner and improving the town's water infrastructure. The Town prefers to have Manitoba Hydro lines underground, rather than towers and lines crowding Main Street. Residents in the past have complained about the noise of construction trucks on Main Street; however they complaints have been made regarding the noise from trains on the railway tracks. The Town of Ste. Anne has not experienced any infrastructure issues from past industrial projects.

The healthcare industry is the largest employer in the community including the hospital and clinic. New businesses have moved to town creating opportunities in embroidery and alternator repair. There is a demand for the following types of workers: bilingual, trades, construction workers, welders, child and family services and water stewardship. Businesses in Ste. Anne are seen as good competitors in the market place but there is room for more trades workers such as another plumber. No concerns were identified regarding negative effects of the Project on the town just the positive opportunities which the CDI would bring to the Town of Ste. Anne. There are gravel contractors in the region, in the vicinity of Blumenort (located southwest of Ste. Anne).

There are no concerns regarding the location of the PPR as the land in close proximity to the route is used as agricultural land.

Outdoor recreation activities include hockey, soccer, softball, track, and snowmobiling. Plans are currently underway for a new skateboard park. Most activities occur at the recreational parks in the Town and on specific trails for snowmobiling. There is no concern that any phase of the proposed Project will impact the Town. It was expressed that the Seine River Diversion located west of PTH 59 would be nesting grounds for some species and that deer are found throughout the area.

The Town has a blue box recycling program for residents and has also implemented green initiatives such as geothermal heating in new commercial buildings.

The Town of Ste. Anne is in good health. There are a hospital, clinic, dental care and senior homes located in the town. Emergency services are very good with a police system located in the town, as well as a fire department and emergency care services. There are no concerns of the Project effecting the emergency services.

The only members of the community who currently access the area of the PPR are those travelling to St. Pierre Jolys on PTH 210. The ROW for Project may be accessed by snowmobilers and farmers. The Town believes that Manitoba Hydro should place warning signs and ensure that all towers are visible such as placing reflectors on them. The Project is seen as a positive benefit for the Town.

The mayor also stated that the project was good for the area and it was a good route choice that can be accessed all year long.

5.1.30 RM of Taché

Name of Interviewee: Mayor William Danylchuk

Date: November 12th, 2010

Location: RM of Taché Municipal Office (Lorette, MB)

Maps available: Map 28, Map 29 and Map 30

The economy of the RM of Taché is in a state of growth however a slight decline has been observed since 2008. The agricultural industry has remained stable without major changes. However the residential community has experienced a slight decline as residents commute to Steinbach and Winnipeg for employment. Recent projects in the area include the resurfacing of the TransCanada Highway and the installation of water lines. Some adverse effects of the resurfacing project include the planning stage when Highway 501 was closed and traffic needed to be rerouted. The volume of traffic and type of loads were not considered and had to be rerouted via Highway 207 through Lorette to Ste. Anne in the second year of construction. With the traffic concerns, this project offered local employment for traffic directors or equipment operators and increased the traffic into local businesses in Lorette. There are future plans for water and sewer system upgrades in Landmark, Manitoba. The hog industry has positively impacted the community with the introduction of genetics, food processing plants and transportation. However some residents have felt their quality of life has been impacted by the dust and noise produced on the non-paved roads.

Infrastructure upgrades include the redevelopment of the water and sewer system in Landmark to provide a better quality of water, water source and a greater distribution volume for the area. Residents have expressed concerns over the emissions of utility lines in the area and how they might be detrimental to their health. They have also not accepted the aesthetics of the lines as a benefit to community growth. In regards to construction noise, there are now by-laws that outline operation hours for aggregate operations to limit the excess of construction noise. With construction projects, the communities have experienced an increase in traffic which has ultimately impacted the roads.

Agriculture is the largest employer in the area. With the RM of Taché being a resident community to Winnipeg and Steinbach there is a shortage of local employment. There are few local commercial establishments. Local businesses face limitations because of their proximity to Winnipeg and cannot compete with the established businesses in the city. The Reeve expressed concerns over the extra noise, increase in traffic and the impact on municipal roads as results of the Project, however he also noted there would be opportunities for local employment. There are peat moss, gravel and sand extraction carried out in the municipality.

The area in the vicinity of the PPR is primarily agricultural land. There is potential for the future development of a heritage site at the longitudinal center of Canada located just outside Highway 12. The Reeve expressed concerns that the PPR may result in disruption to municipal drainage and roads throughout the construction phase.

Residents enjoy a wide range of recreational activities in the four communities including St. Genevieve, Ross, Lorette and Landmark. SNO MAN Inc. has a trail that runs through the RM north of Lorette and all other activities are based out of community parks and centres. There

is the historic site in St. Genevieve as well as the church in Lorette which generate tourism to the area. The only concern expressed about the proposed project was on the longitudinal center as it will have a trailer court and seasonal parking associated with it. However due to the location near the TransCanada Highway, no major concern was expressed.

The RM of Taché has a CLER program that is working to meet Kyoto Protocol standards. There is also a municipal wide recycling program that recently received an 'A' rating through the Manitoba Recycling Program and there are plans for a composting program at the landfill. The hope is for an increase in participation to greater than 80 percent for an 'A+' plus rating and also the rewards of lower landfill costs and the life of the landfill.

The RM is very healthy as many young families live in the communities. There are no concerns over the impact of the Project on the emergency services as there are fire halls in Lorette, Landmark and St. Genevieve, police services out of St. Pierre and ambulance service out of Ste. Anne and Steinbach which service the RM.

Currently farmers are accessing the area of the PPR. There are no concerns over an increase in recreational users along the ROW as the location is farm land. The Reeve suggested that Manitoba Hydro should use an awareness program, signage and notifications as safety measures ensuring that farmers operating around the towers receive safety education. It was also thought that the municipal roads may be impacted by construction vehicles.

The Reeve indicated a few areas of concerns related to the Project including the noise, health effects, road impacts and impact on farming operations.

5.1.31 RM of Springfield

Name of Interviewee: Deputy Reeve Robert (Bob) Bodnaruk

Date: December 22, 2010

Location: RM of Springfield

Maps Available: 30

The Economy of the RM of Springfield is in a state of growth. The industrial sector has slowed down due to the state of economic decline in Manitoba and the U.S.. There has been more new housing construction throughout the municipality this year than in any other. However, the RM is limited by the number of lots available in rural areas and developments are sold quickly. The residential growth is anticipated to continue into the future. The principal challenges of being a bedroom community is its close proximity to the City of Winnipeg coupled with the rising cost of fuel.

The aggregate industry is imperative to regional economy. A recent project within the RM is the \$7.5 million dollar Gunn Road infrastructure upgrade project completed in the fall of 2010. Gunn Road runs from the Perimeter Highway to Plessis Road. The project was a combined endeavor of the RM, provincial and federal governments to upgrade the busiest road in the RM. Phase 1 of construction for a water retention pond on Edie Creek is complete. Residents have concerns about financing for construction of a new municipal building which has begun. The recreation centre that is to be attached to the new municipal office has been put on hold until funding is available. The RM has major drainage projects in the approval process to aid with flooding issues around Dugald and Anola. Large lots will become subdivided as part of residential developments which are in the approval process. The RM has applied for federal and provincial infrastructure grants for the Trans Canada Prairie Grove Drain Reconstruction. This project involves reconstructing a 5.5km section of the Prairie Grove Drain from the community of Plympton to Vernon Road and has a total project value of \$370,769.00. There have not been concerns related to noise from any previous construction projects.

The relocation of Loveday Mushroom Farms Ltd. and other businesses have increased the community's tax base. The City of Winnipeg Deacon Reservoir is located in the RM but does not contribute to its tax base. The Riel Hydroelectric Terminal Station is located in the community. The Riel Reliability Improvement Initiative project will be built on 112 hectares of land, 17 properties will be lost, but the RM will see a comparable increase in tax revenues from the development.

There have been several infrastructure and service upgrades in the RM which included financial contribution from Manitoba's Gas Tax Fund. The RM of Springfield annually resurfaces two miles of road and anticipates doing so in future years. There are continual improvements on Highway 15 and 207, and a new bridge has been completed on Highway 15. Highway's 206 and 207 light signalizations have been put in place. The RM of Springfield Wastewater Treatment Lagoon Expansion proposal is being revisited for future work. The Village of Dugald is in discussions to route the sewage system south into the floodway. The RM is looking at possibilities to decrease the flow of traffic travelling to and from Winnipeg. There is potential to split a road in Oakbank going west which will accommodate traffic and reduce congestion on Highway 15.

Community perceptions of existing utility are that it is a part of the landscape. The RM has a noise by-law but there are concerns over traffic flow and noise at the gravel pits (aggregate industry). There was an issue with the noise level of the trucks going into the Riel Station along Highway 207 and Highway 15. Signage was put in place that stated 'engine only, no retarder brakes' and effectively dealt with the problem. Infrastructural issues in the community are solutions to meet the needs of the growing residential area and future development. Industrial activities in the community are also a concern because if the sector is to grow outside of the floodway it will be difficult for their inclusion in the existing sewage holding tanks.

Most employment opportunities in the community are staffed with residents of the City of Winnipeg, but it is anticipated that future projects will employ local residents. The largest employers in the RM are Loveday Mushroom Farm Ltd. located on Cedar Lake Road and Iders Inc., an electronic product design and manufacturing resource company. As a bedroom community to the City of Winnipeg, residents are conscientious of prices for goods and services. A greater competitive edge is needed in the RM to eliminate major spending in urban centres outside of the RM. The RM indicated that the Project's construction might bring a minor surplus to businesses.

The aggregate industry is the largest commercial resource user in the RM. These gravel pits are among the largest in the province. Concern related to the industry includes environmental effects of the extraction process and its proximity to the aquifer. This aquifer supplies water to Dugald, Anola, Oakbank and most of the rural areas within the RM. The location of the PPR traverses exclusively through agricultural land, which is restricted to 80-acre minimum lots. Loveday Mushroom Farm Ltd. is also in close proximity to the PPR.

Birds Hill Provincial Park located in the RM provides the community an ideal location for outdoor recreational activities; playgrounds, picnic areas, a beach, sporting facilities, hiking, swimming, and cross-country ski trails. There are in excess of 100km of ATV and snowmobile trails in the RM. There are golf courses, parks and campgrounds as well. The community has an abundance of youth which partake in these activities. There is a motorcycle track in Anola, north of the PPR. No phases of the Project are anticipated to effect recreational activities.

Most wildlife is concentrated in the Birds Hill Park region and there is no known species of plant or animal of specific importance or concern in the community. There are Crocus beds and Lady Slippers throughout the RM but no specific locations noted.

The RM has a recycling program that has been well received by residents. There are waste transfer stations at Hillside and Oakwood. The majority of the rural area does not have garbage or recycling pick up and recycling goes directly to transfer stations. The Deputy Reeve suggests that the community could potentially consider a salvage/reclamation station where residence can drop off unwanted items that would otherwise end up in the landfill.

The health and wellbeing is fairly good in the RM of Springfield. There are some concerns with the viability of personal care homes that would allow seniors to stay in their local communities.

The emergency services in the community are seen as some of the best in the province. There are fire halls in Anola and Oakbank. There is a facility in the industrial area being rented for fire truck storage and is also used as a servicing area. An additional fire hall in Cooks Creek is planned to be built in 2011. All fire fighters are dedicated volunteers. There are two police officers, which service the RM. The RCMP 11 member detachment is located in Oakbank and their presence in the community is well known. Community members have identified an

increased presence in rural areas. Due to the large coverage area, there are four ambulance providers that service the RM; Springfield EMS in the most central part of the municipality, Beausejour EMS in the northeast, the City of Winnipeg Fire-Paramedic Service inside the Perimeter Hwy and Ste. Anne EMS in the southeast. There is no full-time ambulance coverage in parts of the summer and fall which is a concern to the community. It is assumed that with proper coordination of information during construction and with all phases of the Project there will be little impact to no impact on emergency services.

The Deputy Reeve foresees a slight increase in activity when the ROW is developed. ATV riders and snowmobilers usually take advantage of the groomed areas. Signage and safety training specific to the transmission line are proper safety measures, which could be taken for the Project.

5.2 Interview Summaires for Special Community Services

Appendix B-7 Summaries of KPI for Special Community Services by Individual Question and by Geographic Area

This table addresses airport, hospital, police and educational services near the northern end of the transmission line. One or two interviews were completed for the following topics:

- ▶ Burntwood Regional Health Authority
- ▶ Gillam and Thompson Airport
- ▶ Gillam Hospital
- ▶ Gillam and Thompson RCMP Detachment
- ▶ Thompson – University Collage of the North

The table has been designed to allow analysis by location, topic or both.

5.2.1 Town of Gillam - Manitoba Hydro Community Liaisons

Name of Interviewee(s): Joint interview with Vern Laing and Rick Phin

Date: December 8, 2010

Location: Gillam Recreation Complex (Gillam, MB)

Maps Available: Map 1

The economy of the Town of Gillam is currently in a state of growth. Its population has been stable for the past few years and is gradually beginning to increase. It has been projected to potentially double in size over the next 10 to 15 years. Manitoba Hydro's new generation projects will play a significant role in this growth. However, there is a lack of housing to support any substantial increase in population.

In order to deal with the lack of housing, the Town has focused on the construction of new homes and retrofitting existing homes over the past five years. Some of the most significant projects have included: replacing 32 older double-wide trailers with new conventional houses; retrofitting older existing houses; construction of the town's first apartment building; and construction of a 60-unit motel, frequently used by temporary workers. In 2010, seven new housing units were constructed, including a four-plex and three single-family dwellings.

The Town of Gillam has three significant development projects that will commence in 2011. These include a new shopping centre; a new daycare and the renovation of the VIA rail station.

The existing Gillam Shopping Centre was built in 1967. In 1999, it was estimated that the building would be adequate for five more years. This building needs to be replaced as soon as possible. The Town recognizes that the projected future expansion of the community will also increase the number and variety of services and amenities required. Capital dollars are currently being gathered through Manitoba Hydro for the construction of this facility.

It has been proposed that the new Centre be built in three phases over a three to four year period. Construction will potentially commence in the spring of 2011. Preliminary designs are for a 78,000 square foot building located in the Town Centre.

Phase One will consist of the following:

- ▶ Construction of the Professional Services Centre which could include: Assiniboine Dental; pharmacy; optometrist; chiropractor; massage therapist; and physiotherapist. This structure would be 4,200 square feet.
- ▶ Construction of retail space of 15,000 square feet which could include: True Value; Assiniboine Credit Union; Canada Post; Gillam Insurance; Frontier PEER Program; Frontier Adult Education; a coffee shop and public space.
- ▶ Construction of housing, including: four 2-bedroom units (1,000 square feet); and two 3-bedroom units (1,500 square feet).

Total estimated cost for Phase One (32,813 square feet): 9.69 million dollars.

Phase Two would consist of the following:

- ▶ Construction of 21,450 square foot Co-Op.
- ▶ Decommissioning of the existing Co-Op.
- ▶ Total estimated cost for Phase Two (21,450 square feet): 7.507 million dollars.

Phase Three would consist of the following:

- ▶ Construction of housing, including: two 3-bedroom units (1,000 square feet); two 3-bedroom units (1,500 square feet); and entry space/public space and service space of 10,200 square feet.
- ▶ Retail: catalogue store; hair salon; bus depot; and MLCC.
- ▶ Other: community theatre; restaurant; games room and public space.
- ▶ Total estimated cost for Phase Three (24,263 square feet): 7.217 million dollars.
- ▶ Total cost estimate for the entire Gillam Shopping Centre: 24.415 million dollars.

The Gillam Daycare Centre is located within Gillam School and can accommodate a maximum of 30 children, with no infants under the age of two. It is currently at capacity and requires additional spaces. The new facility will aim to increase the number of spaces by 30. The site under consideration is approximately 6500 square feet in size, located in close proximity to the school and Town Centre. It is currently a location for snow dumping. Drawings for the proposed facility are in their preliminary stages, but include the following: indoor and outdoor play area; atrium and library; amphitheatre; and young children outdoor private play area. The final drawing submission deadline is April 2011. It is estimated that the Project will commence by the end of 2011 or early 2012.

The VIA Rail Station is in a state of disrepair. The Town intends to purchase this heritage building and convert it into a public building containing a heritage museum (with representation from the Town of Gillam, Manitoba Hydro and Fox Lake Cree Nation); the Town Office (including office space and council chambers); and a small ticket window for VIA Rail. The converted building will also have a kitchen to cater small events and functions. The existing building structure will be maintained, but the interior will need to be hollowed out and reconstructed, maintaining the original 1920's appearance. This project will take an estimated 18 months to construct. It will go to tender on March 31st, 2011.

The Town recently conducted a Land Use Planning Study to help guide future growth and development within the community. The Town aims to begin implementation of Phase 1 of this study during the summer of 2011. Phase 1 includes the extension and installation of sewer and water services for up to 180 lots, including approximately 50 single-family residential lots and a new public works building. Potential future residential subdivisions will most likely be located around the exterior of the existing Trailer Court.

Residents do not appear to have any serious concerns over the noise resulting from recent development projects. The Town implements time constraints on construction working hours to help mitigate any potential concerns.

The local water treatment plant and sewage plant were upgraded 12 years ago and 10 years ago, respectively.

Manitoba Hydro and Gillam School are the largest employers in the area. Like the daycare, the school is currently at full capacity at 491 students. Frontier School Division recognizes the need for a school expansion. It is estimated that a new school or significant addition will be constructed within the next five years.

The majority of local businesses are relatively successful. However, there can only be one of each type of business. The community is not large enough for significant competition between similar businesses. However, with the projected growth of the community over the next 10 to 15 years, this could potentially change.

Regarding the location of the preliminary preferred route (PPR) for the Bipole III transmission line, the only concern indicated was its potential interference with local trap lines. In the future, residents may also use the route for snowmobile and ATV access. However, this is seen as beneficial as it will improve accessibility to various different areas. Other outdoor recreational activities that may or may not be affected by the location of the PPR include an outdoor firing range and a nearby blueberry patch (both identified on Map 1).

It was noted that the Town of Gillam and the construction camps are usually separate entities. The construction camps are predominantly self-sufficient and independent of the town. The upcoming camp will even have its own fire and ambulance service.

Regarding local public health and safety, there has been a slight increase in vandalism and theft within the community over the past couple years. As a result, there is now a community curfew in effect.

The local RCMP detachment appears to be of an adequate size to accommodate the current population. However, a significant increase in permanent population as a result of the construction of the Bipole III transmission line and/or other future development projects may warrant an increase in the size of the detachment.

The construction of the transmission line will inevitably increase the number of trucks utilizing local roads. Sections of nearby highways and roads will need to be upgraded in order to safely accommodate a significant increase in traffic. These specific sections have been identified in the Gillam Town Plan. The construction of the line will also see an increase in the number of airline passengers travelling to and from Gillam. Air travel providers will likely need to increase the number of flights offered in order to meet demand.

5.2.2 Burntwood Regional Health Authority

Name of Interviewees: Marion Ellis, Paul Therrien and Rusty Beardy

Date: January 12, 2011

Location: Burntwood Regional Health Authority (Thompson, MB)

Maps Available: N/A

The Burntwood RHA regionalized in 1977 and currently operates several facilities within the City of Thompson. These include: Thompson General Hospital (1960); Northern Spirit Manor (personal care home); Acquired Brain Injury Unit (2008); and the Burntwood Community Health Resource Centre.

The Thompson General Hospital was built in the 1960s by the local mining company of the time (Inco). This facility has expanded significantly since that time and is now funded by the government. In the late 1990s, the emergency department expanded. In 2007, a new Hemodialysis Unit was developed. The facility has 74 beds.

The Acquired Brain Injury Unit is one of the most recent additions to the RHA. This facility is intended to provide support to individuals recovering from strokes and other brain-related injuries. Patients are able to stay at the facility for up to one year as they work towards transitioning back into the community. The facility has five beds.

The RHA Support Services building was constructed in 2002 and includes programs and services such as: public health; community mental health; diabetes; primary care nurses; dietitians; and home care.

The RHA produces a business plan each year to submit to the federal government. The present government and previous powers have been very responsive to their proposals for expanding programs and capital projects. The RHA is constantly re-evaluating whether or not they are utilizing their existing space to the best of their ability. This is done in order to ensure that they are providing the best service possible. There is currently adequate funding to maintain all programs and services in existence.

As of 2010, the RHA's global budget was 88-million dollars. The RHA employs approximately 670 people. This includes: administrative (150); support services/facility support (280); nursing (199); doctors (32); and technicians (50). They currently have a full complement of staff according to the funding they receive and very few vacancies. They are staffed adequately to provide all of their core services. The RHA directly services the communities of Thompson; Lynn Lake, Leaf Rapids, Gillam, Pitouine; Thicket Portage; Ilford; and Wabowden.

The RHA is aware of other nearby past and current large-scale projects, including the Sundance development and the Wuskwatim development. Both of these projects have resulted in a temporary population increase in the area, having a direct impact on the RHA's service provision. However, neither project has been unmanageable for the RHA, even though the Wuskwatim

workers' camp has temporarily increased the region's population by approximately 450 to 500 people. In 2010, the RHA's emergency department received 82 ambulance calls from Wuskwatim. This was a manageable number. In 2009, the RHA also had additional contact with individuals at Wuskwatim as a result of the H1N1 outbreak. However, there was solid communication between the RHA's public health and medical staff and the Wuskwatim residents during this time. The campsite fully supported the immunization process.

The RHA is currently monitoring their activity and primary care services in Gillam (the community most directly impacted by the Wuskwatim project). This is important to do because large-scale developments, such as Wuskwatim, do not only involve the workers, but also their families and children who come to live with them. It is important to monitor primary care and immunization requirements, specifically for infants and small children. At this point in time, the RHA appears to be adequately equipped to support the population increase as a result of Wuskwatim.

Services offered by the RHA in Thompson include: obstetrics; gynaecology; paediatrics; ENT; internal medicine; surgery; orthopaedics; public health (diabetes, communicable diseases and immunization programs); mental health; dialysis; renal screening; foot care; and midwifery.

If a patient requires any necessary service which is not offered in Thompson, they are quickly referred to Winnipeg. There is a program called the Northern Patient Transportation Program which transports patients safely to and from Winnipeg via bus or plane. Referrals are made by local doctors.

Thompson has a very high Aboriginal population. Approximately 76% of the city's population is of Aboriginal ancestry (First Nations, Metis or Inuit), with the majority being First Nations. As a result of many complex issues, most northern Aboriginal communities do not have an economic base, leading to extremely high rates of unemployment (varying between 21-22%), poverty and economic depression. It is also a very young population, with the highest populated age demographic being the 13-19 age range. All of these factors have a direct impact on the health and well-being of individuals and families. In the recent Community Health Assessment conducted by the Province of Manitoba for the 11 RHAs throughout the province, the Burntwood RHA ranked highest (indicating the lowest overall health rating) in all of Manitoba. A few of the indicators used to complete this assessment included: smoking; alcoholism; tuberculosis; teen pregnancies; diabetes; HIV; and STIs, just to name a few.

The fire and emergency services in Thompson are currently adequate to meet the needs of the city and surrounding areas. Response times are very good. The City of Thompson operates a combined fire and paramedic emergency service. Individuals are trained to be both fire fighters and emergency medical service (EMS) responders. There are four ambulances in Thompson, provided by the Department of Health. It is occasionally difficult to access patients in remote areas in times of emergency due to the road system and extreme weather conditions. Individuals in remote areas may need to be flown from their community to meet up with an ambulance,

which will then transport them to Thompson. The RHA's jurisdiction covers 19 communities that do not have road access (communities that can only be accessed via plane) and the efficiency of this process is often largely dependent on weather conditions. If a plane is unable to fly in or out of a community, medical services may not be accessible.

The Province of Manitoba provides Life Flights. This service consists of two jet planes that are readily available to all Manitobans in critical condition. The RHA also has access to several other licensed planes which provide medi-vac or air ambulance service. There is an air ambulance in Thompson. This service is provided through Perimeter Air, or Keewatin Tribal Council.

Community members are transported to Winnipeg for non-emergent medical reasons on a daily basis and for emergent medical reasons on a weekly basis (and often on a daily basis). Individuals are sent to the Health Sciences Centre; St. Boniface; Concordia; or Boundary Trails.

Infectious diseases are quickly becoming more and more prevalent throughout the country and the world. The RHA actively works towards promoting immunizations such as the influenza and H1N1 vaccinations. Diabetes is another extremely prevalent disease throughout the RHA, specifically among members of the Aboriginal community. Cardiovascular diseases such as cardiac arrests, strokes, etc. are also very common throughout the region.

The RHA deals with more short-term illnesses rather than emergency incidences and the majority of hospital stays are short-term rather than long-term. The majority of long-term stay and rehabilitation patients are transferred to Winnipeg. There is a high rate of motor vehicle accidents throughout the region, specifically during the winter months. Moreover, January and February are traditionally the busiest times of year for the RHA. This is due to the high number of individuals with influenza. (However, in 2010, the season came a bit earlier, resulting in December being the RHA's busiest month).

There are several other non-RHA administered health care facilities/treatments in Thompson. These include: psychologists; psychiatrists; chiropractors; physiotherapists; and massage therapists. The Addictions Foundation of Manitoba recently opened a new facility (approximately 18 months ago) in Thompson. This facility is an enormous asset and is well-used by the community.

There are presently no challenges with regards to supplying/managing pharmaceuticals in Thompson. All medications are readily available and easily accessible.

The most prominent public health issues within the RHA include: addictions (alcohol, drugs and gambling); quality of housing; quality of water; and infectious diseases. Addictions are a significant health concern throughout the RHA. They impact families and family members of all ages. The quality of housing throughout a significant portion of the RHA is another major public health concern. Community members are living in poor quality, overcrowded housing. The quality of water in many communities is also poor. Moreover, all of these issues can lead to high rates of

infectious and communicable diseases. Ultimately, each of these issues is inter-related and has a significant impact on the other.

The RHA has an adequate Emergency Response Plan that is constantly being revised to ensure and improve efficiency. This plan is made readily available to all staff members. Furthermore, all staff members have been trained in the necessary emergency response procedures.

Regarding the upcoming Bipole III project, and the corresponding population increase, the RHA is prepared for a potential increase in service needs, particularly if workers bring their families along with them. There is definite potential for increased service needs regarding public health and support services; chronic diseases; infectious diseases; and sexually transmitted diseases, just to name a few. Occasionally in areas where a significant number of people have large amounts of disposable income, there can also be an increased need for services to combat addictions (alcohol, drugs and gambling). Moreover, as the population of the area increases, so does the need for safe and affordable housing. If community members do not have access to adequate housing, this will have a direct impact on the health and well-being of those individuals and on the community as a whole.

Patients' needs are currently being monitored in Gillam regarding the temporary population increase as a result of the development at Wuskwatim. Lessons learned through this project will be carried forth to the upcoming Bipole III project.

5.2.3 Gillam Airport

Name of Interviewee(s): Travis Wilkie

Date: December 9, 2010

Location: Gillam Airport (Gillam, MB)

Maps Available: N/A

The Gillam Airport is structurally and functionally sound. The majority of flights are commercial. Approximately 12 airlines utilize the airport on a regular basis. Approximately 30 people travel to and/or from the airport each day. The airport has 10 employees.

In its current state, the facility could accommodate an increase in the number of airlines utilizing the facility and the number of flights offered. However, a significant increase in permanent population would require an increase in staff. It may also require an increase in public parking.

The airport's operating costs remain unknown at this time, but can be obtained upon request from the Gillam Town Office.

The airport's busiest time of year is during the autumn months when students are returning to school after summer holidays.

The airport requires a new shop. This structure will be under construction in upcoming months. Other recent improvements include an upgrading of the runway lighting.

Car rental is available through Gillam Air. This service is relatively well-used. There are four rental vehicles available. If air travel increases significantly, a shuttle service may be warranted. Shuttle service has been provided in the past, but discontinued due to decrease in demand.

5.2.4 Gillam Hospital

Name of Interviewee(s): Sherry Kushnaryk

Date: December 9, 2010

Location: Gillam Hospital (Gillam, MB)

Maps Available: N/A

The Gillam Hospital services the Town of Gillam and the community of Fox Lake. The facility was constructed over 20 years ago. It experienced a fire approximately 11 years ago. As a result, one section was completely re-built. There are no plans for additions or upgrades to the facility in the near future.

All hospital funding comes from Manitoba Health. If the growth of the community eventually warrants upgrading of the facility, Manitoba Health will see to it that the necessary construction occurs.

The facility employs one full-time physician; a full-time nurse practitioner; four full-time RNs; one part-time RN; four full-time LPNs; one part-time LPN; two administration staff; one medical records staff; two clinic staff; two pharmacy staff, one community health nurse; and two x-ray technicians. There are approximately 35-40 people on the payroll. They are all very busy. Appointment waiting lists are long and the physician is on-call 24/7. If the population of Gillam continues to grow, the facility will need to grow as well – from both a staffing and structural perspective. At this point in time, the hospital could use an additional physician to help reduce wait times for standard appointments.

The hospital has ten beds. Three are set aside for long-term care, two are pediatric beds and the remainders are acute care beds. It is rare that all ten beds are full at any given time. The facility also offers full x-ray; a pharmacy with a small retail section; public health services; community and mental health services; and tele-health services (which enables community members to consult with various specialists without leaving the community). Other specialists and corresponding services brought in on a semi-regular basis include: a diabetes educator;

dietician; chiropractor; physiotherapist; and massage therapist. These specialists are usually brought in once to twice a month. An optometrist is brought in twice a year. They are all quite busy and their presence and assistance within the community is greatly appreciated.

Volunteer emergency response service in Gillam is very good. These individuals provide a strong support for the hospital. They often go far beyond their call of duty, as they ensure that the situation is under control before leaving a patient. If a patient needs to be flown out of Gillam for medical care, the hospital tries to send them to Thompson. However, individuals in life-threatening situations are generally flown to the Health Science Centre (HSC) in Winnipeg. Patients are primarily flown out of Gillam by Perimeter Airlines.

Activity at the hospital generally slows down during summer months as a lot of families are out of town on summer vacation.

The community could benefit from a larger pharmacy, particularly one with a more extensive retail section. However, all medications are readily available when needed. The pharmacy is able to obtain all necessary medication with 24 hours, which is usually the case in the majority of urban centres. Medications and medical supplies arrive in Gillam via bus or Canada Post.

Alcohol is a concern within the community. Drug use may also be becoming more prevalent. Alcoholics Anonymous meetings are run through Tele-Health. In addition, the Addictions Foundation of Manitoba (AFM) and the RCMP have been working in conjunction with the hospital on addictions education and awareness within the community.

The hospital is in the process of developing an Emergency Response Plan in the case of a large-scale accident. Thompson recently developed one of these plans and is now helping Gillam to create their own. A copy of the Gillam Emergency Response Plan will be available by the end of January or early February 2011.

The Town of Gillam will be experiencing some development and growth over the upcoming years. It is important that the Gillam Hospital continue to stay proactive and strive to grow slightly ahead of the community.

5.2.5 Gillam RCMP Detachment

Name of Interviewee(s): Sergeant Cory Garrard

Date: December 10, 2010

Location: Gillam RCMP Detachment (Gillam, MB)

Maps Available: N/A

The Gillam RCMP detachment is responsible for the Town of Gillam, Fox Lake and Ilford. The detachment employs five constables, one sergeant and one town employee to fill the role of the office manager/administrator. Three of the five constables will be completing their four-year term in the summer of 2011. The two remaining constables have approximately two to three years remaining on their terms. The majority of the officers transferred to Gillam come from other posts throughout Manitoba. One of the officers came straight from Depot.

Staff numbers are currently adequate, but an increase in permanent population may warrant an increase in officers. The Town can technically hire as many officers as they deem necessary. In the future, if the Town feels that an increase in officers is necessary, they have the ability to make the application.

The detachment has three regular trucks, a high-rail conversion truck for travelling on the railway, a new boat, two ATVs and two snowmobiles. The facility has two holding cells and a holding tank. The tank is an open room without any bedding areas. The Town has discussed potential expansion of the detachment.

An officer will not be permanently stationed at the upcoming construction camp for the development of the converter stations and the Bipole III transmission line. However, it would be beneficial to have an additional officer on staff to assist with patrolling and making RCMP presence known throughout the area.

The detachment has a solid working relationship with nearby reserve constables, band chiefs and councils. Officers act as liaisons between the various communities.

Working relationships between the RCMP, ambulance and fire services are also strong. Future joint training may be beneficial. The area does not have a Disaster Plan. The creation of such a document could be a joint project conducted by a team of representatives from nearby emergency community services.

Call response times are presently adequate. The most difficult calls are those to Ilford. Officers are bound by being able to get on the tracks, as the community can only be accessed via rail. This slows down response times. However, calls to Ilford are fairly infrequent. The majority of calls are within the Town of Gillam, where travel distance and accessibility are non-issues.

The most common calls are alcohol-related, including causing disturbance; public intoxication, assault; and domestic violence. Other crimes include vandalism; theft; and break and enter. There is a substantial amount of alcohol and drug abuse within the area and a lack of services to assist with these addictions. However, there is an Alcoholics Anonymous Program and there will soon be additional addiction programs offered at the hospital.

One of the target crime groups is youths. The detachment has officers who act as liaisons and who work closely with students at Gillam School. They are actively involved in the Bully Free

Environment Program; Drug Abuse Resistance Education Program (DARE) and annual all-day charity events, including last year's Hockey for Haiti Tournament.

It was indicated during the interview that Manitoba Hydro could potentially provide a planning document outlining all future development projects, including timelines and projected number of employees. This would assist the detachment in being proactive in recruiting another constable, if deemed necessary.

5.2.6 Thompson Airport

Name of Interviewee: Curtis Ross – CEO Thompson Regional Airport Authority

Date: January 12, 2011

Location: Thompson Airport (Thompson, MB)

Maps Available: N/A

The Thompson Regional Airport experiences a steady amount of air traffic with an approximate 7% increase each year. 2008 was the airport's busiest year to date, followed closely by 2010. In 2010, the airport had approximately 36,000 movements, averaging approximately 5000-6000 passengers per month (one way). Increases in passenger traffic are largely associated with the development of the Wuskwatim generating station. Increases in cargo traffic are largely due to the collapsing of the winter roads as a result of climate change. The Thompson Regional Airport is currently ranked the 12th busiest regional airport in Canada. Statistically, December and January are the airport's busiest months. However, depending on the value of the American dollar, tourism may potentially increase during summer months, making July and August the airport's busiest times.

The airport has two carriers – Calm Air and Perimeter Air. Other carriers have approached the airport. However, a new terminal building is required before additional airlines (potentially two) can be accommodated. Once the runway is repaired, the Thompson Regional Airport Authority (TRAA) will then be able to focus on the construction of a new terminal building and the accommodation of additional carriers.

The airport currently has one primary paved runway (5800 ft.). There is a second runway (4000 ft.), but it is made of gravel. Pilots prefer to use the paved rather than the gravel runway.

Over time, largely due to its strategic location, Thompson has grown to be a hub for northern economic activity and commercial exchange. It is a connection point between southern Manitoba and many of Canada's most northern communities. Recent changes to the Northern Nutritional Program will further exemplify Thompson as a northern hub. In the past, groceries for northern communities were primarily distributed out of Winnipeg or Churchill. However, Thompson will

now be the official grocery distribution hub of the north. Therefore, the majority of these goods will pass through the Thompson Regional Airport. This will increase the number of flights leaving Thompson and the amount of time cargo is stored on site.

As a result of these changes, it is projected that the TRAA may require a new freight facility in conjunction with the development of a new terminal building. The airport could likely use a 20,000 square foot cargo facility to accommodate the amount of goods that will be transported in and out of the airport. It has been discussed that, in the future, this facility should be potentially owned, or at least monitored, by a third-party.

Very few flights are cancelled in Thompson. In recent years, the airport has only had to close down for 24 hours due to icy weather conditions. Flights are occasionally delayed for an hour or two, but this is uncommon.

The total operating cost for the airport, not including capital, is approximately \$1 million per year. As long as traffic levels remain consistent, the airport should continue to have sufficient funds to meet current demand. However, meeting current demand would not be possible without the Airport Capital Assistance Program. Without this program, operations may be able to survive for a short period of time, but capital would suffer and passenger fees could become extremely high.

In the summer of 2010, the Thompson Regional Airport received \$8.6 million in federal funding. This is a significant amount of money that will be used to repair the paved runway that has not been majorly repaired for 35 years. In the past few years, 1800 feet were repaired through the Airport Capital Assistance Program. The recently acquired \$8.6 million will be used to finish the remaining 4000 feet.

Once the runway repairs are complete, a new terminal building will be built on the north side of the airport site. Ideally, construction will begin in 2012. This building will be uniquely designed to look like a northern lodge, complete with areas illustrating what defines northern Manitoba. Some of these elements include: the Aboriginal people; trapping; mining; Manitoba Hydro; and aviation. The development of this building will be a public/private partnership. The airport will look to Manitoba Hydro and other major organizations as partners in the project. The terminal building will be built in phases, as funding is acquired. The building will be approximately 15,000 square feet in size. It has been suggested that each of the airport carriers could potentially purchase “x” amount of space within the building. The carrier would come up with the capital costs and the building would ultimately be a joint venture. Each carrier would own their own offices and freight areas. This way, the airport would not be responsible for covering all capital costs.

The Chamber of Commerce; Keewatin Tribal Council; and North Central Community Future Development Corporation Inc. (an economic development organization for small businesses in Thompson) currently own the Thompson Regional Airport. Each organization appoints an individual to sit on the airport’s board of directors. This board consists of the three owner

representatives and nine appointed community members, the majority being local business owners and/or engineers.

The Local Government District of Mystery Lake (LGD) is the airport operator. However, this will change as of July 2011. In July 2011, the TRAA will be in charge of both operations and capital. The TRAA currently employs two people. These include the CEO (Curtis Ross) and an administrative assistant who works in the airport's Thompson office (located directly within city limits). The LGD currently employs seven individuals (five operational staff and two administrative staff). However, as of July 2011, TRAA will employ all staff. All of these employees are residents of Thompson.

Wuskwatim has been the most recent large industrial project in the region. This project has been extremely beneficial for the airport as it has increased the number of passengers travelling to and from Thompson and surrounding areas. Moreover, freight for the project must be frequently held over before it is transferred to the generating station. This increases both storage time and fees.

Perimeter Air does not have an on-site maintenance facility, but Calm Air does. However, due to the fact that Calm Air was recently purchased by Perimeter Air, this on-site facility may eventually be decommissioned to save on costs.

There are nine hangars on the airport site and a helicopter pad. The newest hangar is used strictly for cold weather testing. Cold weather testing has been a highly beneficial industry for the City of Thompson and the LGD of Mystery Lake. The new \$45-million dollar jet engine-testing facility will also have a significant economic impact on the community (i.e. hotels, restaurants, entertainment, shops and services).

There are approximately 300 parking stalls on the airport site (energized and long-term parking). It is anticipated that there will be a need for additional spaces as a result of the terminal development and the recent changes to the Northern Nutritional Program. Eventually, the TRAA would like to see the establishment of an airport shuttle. However, they do not want to take business away from local taxi companies.

The TRAA has an Emergency Response Plan. This document has been created and implemented in conjunction with the City of Thompson and approved by Transport Canada. There have been very few emergencies and/or security incidents at the airport. The only recent occurrence was a fuel truck spill in November 2010. No injuries or fatalities occurred, but an extensive environmental cleanup and post-incident monitoring.

The Burntwood Regional Health Authority (RHA) is responsible for all medical flights. Medical transfers between Thompson and Winnipeg are very common often occurring daily. Life flights for critically injured individuals are requested directly from Winnipeg. Justice flights are private charters through the Province of Manitoba. The Province is responsible for the majority of these

flights, but the RCMP is occasionally involved. The RCMP has a hangar on-site. They frequently transport their own employees and prisoners via these means.

Because of its strategic location, the Thompson Regional Airport will be a staging point for all development occurring north of the city and in surrounding areas. Therefore, the Bipole III project will have a positive effect on the airport whether it is constructed on the west or east side of Lake Winnipeg. No matter the direction, Thompson will potentially be a connection point for individuals and goods involved in the project. Moreover, this project will not only be advantageous for the airport, but for the entire community. When a community adds to its infrastructure, it is adding to its employee base and increasing its population.

Currently, the airport's main focus areas are to: (1) complete necessary runway repairs; and (2) build a new terminal building. Once these two projects have been completed, the Thompson Regional Airport will be prepared to accommodate a significant increase in travel.

5.2.7 Thompson RCMP Detachment

Name of Interviewees: Inspector Ken Poulsson and Sergeant Andy Jarvie

Date: January 13, 2011

Location: Thompson RCMP Detachment (Thompson, MB)

Maps Available: N/A

The Thompson RCMP Detachment has 11 support staff for the municipal detachment and approximately 15 guards and matrons. They have 38 members on the municipal contract and seven on the rural provincial contract. Within these two units they have approximately 31 constables (25 and six, respectively, accounting for the majority of members).

Regular RCMP members have four-year tenures. Thompson is a four-year limited duration posting. Some members extend their terms. The majority arrive from other regions throughout Manitoba or from training in Regina, Saskatchewan. A large portion of the detachment is made up of newly-trained cadets. However, in upcoming years, the number of cadets in training will begin to decrease and the detachment will soon see a lot more experienced members coming in from across Manitoba.

The detachment has a variety of trucks and one high-rail vehicle. They also have several quads and ATVs. There is, at least, one quad or ATV at each of the detachment's posts. The number and type of vehicles are currently adequate.

The City of Thompson RCMP detachment is responsible for: the City of Thompson, Split Lake, York Landing, Tadoule Lake, Thicket Portage, Paint Lake, and Pikwitonei.

The Thompson RCMP office houses both rural and municipal members. They also have patrol cabins with cell facilities at Split Lake, York Landing and Tadoule Lake. In Split Lake and York Landing there are residences where members are able to reside on overnight patrols. In Tadoule Lake, members are able to reside at a nearby nursing station. There are no cell facilities or overnight-stay facilities available in Thicket Portage or Pikwitonei. If necessary, there is a trailer that can be used for overnight stays in Thicket Portage, but it requires major repairs.

The communities of Thicket Portage and Pikwitonei can only be accessed by high rail. Gillam and Thompson are the only two detachments in Manitoba, and potentially the country, which utilize the rail line to access remote communities. The detachment also has an aircraft that is utilized to travel into Tadoule Lake and other remote communities on an emergency basis.

RCMP posts may eventually be decommissioned at Thicket Portage and Pikwitonei. A permanent detachment may be built in or around Split Lake. If a permanent detachment is not built there, a hybrid model may be created whereby members are rotated in and out of the community on a 'ten days on, four days off basis' to help meet the needs of the community.

Staff numbers within the detachment are currently adequate to provide all necessary services. However, service could definitely be increased in the rural areas. This need may be further exacerbated by the formation of worker camps for the construction of the Bipole III transmission line and corresponding converter station. Calls for service will ultimately increase as population within the detachment's jurisdiction increases. However, for the most part, population increases as a result of the construction of the Wuskwatim converter station have had minimal impact on the incidences of crime within the area.

A few issues relating to the Wuskwatim project include the formation of a road blockade by community members and possession of narcotics among construction workers. However, the detachment was successfully able to maintain order and peace during the blockade. Members have also been quite successful in accumulating intelligence regarding narcotics among workers. Over time, the detachment has formed a strong partnership with security officers on site at the Wuskwatim camp. Lessons learned from this partnership and other incidences on site can ultimately be carried forth into any similar project involving temporary worker camps, similar to that which will be required during the construction of the Bipole III transmission line.

If the detachment requires more members on a temporary emergency basis, this request can be made through the District Office. Once a formal request has been made, the District Office then finds a way to temporarily re-distribute available resources to the necessary locations. However, in order to obtain an increase in the number of full-time positions within the detachment, an application must be made through Client Services.

There are band constables at York Landing, Split Lake and Tadoule Lake. There are community constables at Thicket Portage and Pikwitonei. Band and community constables are not governed

by the RCMP. Rather, the detachment has signed memorandums of understanding with the bands at York Landing, Split Lake and Tadoule Lake. Local RCMP officers also work with Natural Resource Officers at Paint Lake. These officers are all very helpful and readily available for assistance when needed. Band constables, community constables and the local Natural Resource Officers are all beneficial assets to the Thompson RCMP detachment.

A traffic service is provided out of Cranberry Portage. This service consists of RCMP officers who manage highway travel from Cranberry Portage all the way to Thompson. In addition, members are often brought in from other locations to assist in running scheduled checkpoints at specific points along nearby winter roads. These checkpoints are used to help deter movement of contraband into the remote communities of the north.

According to a national police resource methodology study, the Thompson RCMP detachment has very good response times. The majority of training and re-certifications required by members are conducted in-house by other RCMP members. Ground Search and Rescue training is provided by the local fire detachment. Several members have been trained in this course. The detachment is now looking into developing team leaders who will eventually be trained to conduct this course in-house.

The Thompson RCMP detachment is actively involved with the community it serves. Members are highly visible throughout the City and surrounding communities as they attend the majority of public events, sit on the Thompson Public Safety Committee and have appointed school liaison officers to conduct regular visits to local schools. These school liaison officers hold a very important role in the community as youth crime and youth gangs are prevalent issues.

The detachment has an excess of 6000 cell prisoners in its cell block each year. Of these 6000, approximately 1700 are re-manned prisoners who are held in Thompson on a facility-sharing agreement between the detachment and Manitoba Corrections. Once a correctional officer drops off a prisoner at the detachment, responsibility for the prisoner is shifted onto RCMP members. This is a strain on the detachment's resources. Another issue is that once youth offenders are remanded, they must be transferred to the nearest youth correctional facility. This facility is approximately 700 km south of The Pas. This set-up is not conducive to the provision of family support, as youth are displaced out of their home communities and often far removed from family and friends. Investigations are ongoing as to how to improve this situation.

A long-term solution for dealing with these issues could be to build a remand facility in Thompson. A remand facility and a detox centre would be two significant additions to the community.

There is a high incidence rate of violent crimes both in and around the City of Thompson. The Thompson RCMP detachment's most common calls are for violent crimes and serious assaults. There are approximately 800 serious assault incidences each year. The community averages

approximately three homicides per year. On average, just under half of all prisoners are housed for inebriation. Therefore, the priority set for the community in 2010 was to focus on combating issues involving: chronic inebriation; violent crimes; serious assaults; domestic violence; drugs; and gangs.

The only way to reduce crime rates within the City of Thompson and surrounding areas is to continually strive to communicate effectively with community members in order to identify their specific needs, wants and issues. In order to achieve this, the Thompson RCMP detachment highly values the partnerships it has formed with local organizations such as the schools, Public Safety Committee and Manitoba Hydro. The entire community must work together to help ensure that the City of Thompson and surrounding communities are safe and healthy places to live.

5.3 Interview Summaries for Industry

5.3.1 Omni TRAX (Hudson Bay Railway) – The Pas, Manitoba

Name of Interviewees: Tanya Pidskalny – Regional Director (Marketing and Sales), Andrew Glastetter - General Manager

Date: November 3, 2010

Location: OmniTRAX, The Pas, Manitoba

Maps Available: N/A

The economy of the rail industry is currently in a state of growth. However, in the last few years the rail industry has seen a decrease due to the major economic changes in North America. Continued growth of the rail freight industry is expected in the future, especially in Canada. The rail industry relies on natural resource markets in all parts of North America as a major source of income. The local rail industry looks at growth opportunities in northern Manitoba, which would occur in conjunction with mining exploration, major infrastructure projects, and the development of the Port of Churchill.

Tolko Industries Limited was a major exporter in The Pas, but the closing of operations has led to a decrease in business for OmniTRAX (Hudson Bay Railway - HBR). Major infrastructure projects such as Manitoba Hydro's 230kV Wuskwatim Transmission Line have generated work for HBR in the past.

OmniTRAX (HBR) was purchased in 1997 from CN Rail. Economic events that have affected the rail industry include increased fuel prices, soft wood lumber decline in Canada over the last decade, oil sands and development. The local labour force in The Pas has not been impacted by major economic events as much as other portions of North America. At HBR, seasonal grain commodity transport is the largest economic generator.

Peak employment occurs during the summer months when approximately 135 people are employed annually. During the winter season, approximately 80 people are employed annually. The number of employees annually employed in each season has remained steady in recent years. The geographic extent of HBR includes 510 miles of railway from The Pas to Churchill, a branch line of approximately 90 miles from The Pas to Flin Flon, and a branch line of approximately 130 miles from The Pas to Thompson. OmniTRAX also operates in northern Saskatchewan, British Columbia, and internationally. There are approximately 15 other railways and intermodals in North America. OmniTRAX is the largest privately owned railway in North America.

The primary industries that OmniTRAX is involved with in Manitoba include the grain/agriculture industry, forestry industry, Gardewine North (shipping company), Sand/aggregate industry, and mining industry. OmniTRAX is not under any government subsidies/incentives, but is involved in an infrastructure funding arrangement with the provincial and federal government.

When projects occur in isolated areas, there is increased usage of high rail vehicles but no increased ridership generally occurs on passenger trains. The local labour force for the industry has decreased over the last 20-25 years due to technological advancements. Most train crews are now two to three people, and the workforce is aging and nearing retirement. The railway industry has a specific skill set that is upgraded when needed. Generally, the industry requires tradespeople (mechanics, technicians, etc.). The industry attempts to hire locally trained people. When time permits, the company offers training upon hiring. Otherwise, previously trained professionals are sought because of the specialized skill set required to work in the industry.

The Bipole III Transmission Project may increase the workload for the company, which may require new job positions in the industry. Any increases to volume of traffic on the rail lines would require additional employees. The industry looks towards year-round projects, which eliminates the seasonality associated with the industry. The seasonal jobs have a high level of turn-around (approximately 10-12% turnover rate annually).

There are no major business development initiatives currently underway; however, projects such as the Port of Churchill have potential for future growth. HBR has been involved in Task Forces with other provinces for potential improvements of existing infrastructure so that the freight corridor through northern Manitoba to Churchill can occur. They have been working in conjunction with Alberta and Saskatchewan because of their large economic development in northern portions of the provinces.

Business development initiatives that OmniTRAX has been involved with rely on improving their transport volume in the marketplace. The largest development initiative that they foresee for benefiting the local firm is the potential growth in the Churchill area/the Port of Churchill.

There are currently no load limits for freight. A standard rail car can weigh on average is 268 000 lbs. (car and cargo inclusive). In the past cars have exceeded 500 000 lbs., however specially designed depressed cars with a lower centre of gravity were required. Overall, with proper infrastructure including proper car type, have allowed for loads, which have exceeded 2 million pounds. Potential infrastructure improvements that may be required for increased loads include bridge stabilization, re-designed cars and clearing on rights-of-way.

The current capacity of the lines in Manitoba is 17 000 – 19 000 car loads/year. Of that, approximately 6 000 – 7 000 are Canadian wheat/grain that is shipped to the Port of Churchill. OmniTRAX has seen a steady annual increase in capacity and can potentially see grain shipments increasing to over 9 000 loads/year in the near future. Seasonal changes do affect when the rail line is most busy, grain shipments usually occur from August to November.

There is currently a deal that has been developed between OmniTRAX, the federal and provincial governments for a 5-year initiative for \$20 million in funding (The Bayline Project – The Pas to Churchill) which includes improvements on the line near the preliminary preferred route (PPR).

Current infrastructure is able to accommodate increased rail traffic, if the continual funding for improvements is received from the government. If changes were required for increased load most upgrades can be completed in a couple of months; however if size variations, laser surveys or bridge upgrades are required they may have a longer timeframe for completion. Construction season on the tracks usually ranges from May 1st to November 15th.

The concerns associated with marshaling yards include distance to the right-of way and accessibility to crossings. If use would occur, awareness of train times would need to be considered. There is limited flexibility from July – November because of the track work and frequency of trains. The rest of the year is more flexible; however, Via Rail requires notice three months in advance to accommodate its passengers. It was suggested that consultation would be needed to ensure that there was minimal interference with regular schedules.

The rail is used equally between commercial and passenger services. However rail car volume is greater for commercial loads but importance for maintaining a standard three trips per week passenger schedule is greater. There has been no significant increase in rail traffic since OmniTRAX acquired the railway. Prior to that, projects such as the Wuskwatim Generating Station had a significant impact because of large, heavy trainloads for cement/gravel shipments.

Sustainable development initiatives undertaken by HBR include fuel conservation because of the cost of rail fuel and its environmental effects. Measures initiated include, minimized idling, improved locomotives that reduce emissions and decreased fuel consumption.

Access for the company to the railway is not anticipated to be affected by the proposed project. The railway is remote and any access by the company would be through use of rail vehicles.

Access roads for the railway are primarily on existing roads, but there is limited access in some sections of the line. If access to the railway were required in conjunction with the project, planning of events prior to construction/maintenance would be recommended. Proper scheduling and consultation are deemed essential for any crossings requests, permissions, etc. Access plans were developed for remote communities along railways to aid emergency medical evacuations.

5.4 Interview Summary for Educational Institution

5.4.1 Thompson – University College of the North

Name of Interviewee: Konrad Jonasson

Date: January 13, 2011

Location: Thompson Airport (Thompson, MB)

Maps Available: N/A

The mandate of University College of the North (UCN), as indicated by Konrad Jonasson, is to provide post-secondary education in northern Manitoba. They provide this education to people where they live by using two campuses at The Pas and Thompson, as well as 12 regional centres, of which nine of the centres are located in First Nation communities. The governance structure consists of a governing council, learning council and a council of elders.

UCN employs 340 people with approximately 100 of those in the Thompson area. The college offers certificate, diploma and degree programs and faculties including: general studies; business; education; nursing; arts and science; and trades. They also offer a midwifery program. Regarding enrolment, there are approximately 2400 full and part-time students. Since 2004, enrolment numbers into the degree programs have increased significantly. Enrolment numbers for all other programs have remained consistent.

Regarding graduates' employment, UCN has found that 80% of graduates find work in their training field and the majority will remain in northern Manitoba. Regarding programs, it was noted that employed students who complete the trades' apprenticeship programs at UCN will progress in their current jobs as they obtain journeyman status. The nursing program has a 100% graduate employment rate and the business and technology programs have strong employment prospects. Regarding employer partnerships, there are practicum opportunities in some programs. There has been successful partnership with the Burntwood Regional Health Authority to deliver clinicals within the nursing program. Regarding resource development and industrial projects, he noted UCN's work with the Northern Sector Council to identify skills needed and development of specific training programs to meet these needs. An example was a program for students to learn underground core mining and mineral milling in Wabowden in

partnership with Crowflight Minerals, Cross Lake Employment and Training, Employment Manitoba, Manitoba Metis Federation and the Northern Manitoba Sector Council. Students were hired by Crowflight at the completion of the training. Regarding past Manitoba Hydro projects, UCN completed a millwright apprenticeship program in Gillam. For the most part, these projects have all been very positive and UCN has had strong support and assistance from the industry in overcoming any challenges.

Regarding facilities in Thompson, UCN is challenged to provide affordable accommodations for students and their families due to the low rental vacancy rate (less than 1%) in the city. There are currently plans for a new 24-unit student housing complex to be incorporated into the upcoming \$82-million dollar Thompson campus expansion budget. The current buildings on the Thompson campus were formerly used as single occupant accommodations for workers at the Inco mine. They were acquired by the college in 1989 and require significant upgrades in order to provide a satisfactory post-secondary environment for both staff and students.

Regarding traffic, the college is at capacity with its three buildings: administration, classrooms and residences for 60 students and to date, there has been no impact on traffic by these facilities. When the new campus is built in close proximity to the Recreation Complex, studies will be conducted to determine appropriate traffic flows. He noted that the college will be used primarily during the day while the Recreation Complex will be used primarily at night. This will ensure that the two facilities will not be competing for parking spots and/or contributing to an excessive amount of traffic flow throughout the area.

Regarding the Bipole III Transmission Line Project, it was stated that there would be a need for skilled workers and that UCN could be a core supplier of workers in both trades and technology. If there is a particular skill-set that Manitoba Hydro requires, UCN would be in a position to provide the required training.

5.4.2 Manitoba Lodges and Outfitters Association

Name of Interviewee: Executive Director Ryan Suffron

Association: Manitoba Lodges and Outfitters Association

Date: October 18th, 2010

Location: Manitoba Lodges and Outfitters Association Office (Winnipeg, MB)

Maps Available: Map 26

Manitoba Lodges and Outfitters Association represent outfitters within the province of Manitoba. The organization promotes sustainable tourism and resource use to its members based on current Manitoba Conservation regulations. Possible adverse effects of Bipole III on the industry

include disruptions from construction during the operating season which could potentially remove habitat, displace wildlife and potentially have negative effects on the livelihood of outfitters in their local area.

There is potential for the proposed project to affect future developments as it takes out an area of land and displaces wildlife. One operation identified which could potentially be affected would be in the area northwest of Rathwell, Manitoba across the Assiniboine River and near Highway 2 where a white tail deer outfitter will have the transmission line run right through his crown leased operating area. The Director indicated that the effects on wildlife are unknown, and might decrease the deer population in the region. There are concerns with the construction stage of the Project which would lead to an increase of people in the area and obstacles for outfitters.

The sustainable use of resources is important to the association including the water quality, use of habitat and property values. Social values have increased with a growing understanding of sustainability and long term goals of the industry. There is a possibility that the proposed project could affect these values. Previous developments in Manitoba which have encompassed a large area of land and resulted in events such as flooding are identified by the association and proactive measures are now taken to educate members in regards to construction projects. Previous project impacts have been minimized when the industry used a proactive approach and mitigation measures for Bipole III would assist the association in notifying its members.

The association has identified concerns with the Projects potential impact on wildlife and habitats, as well as the construction phase. Increased access which would be created could be positive by drawing wildlife to new areas but also detrimental by increasing the number of people in the area. Personal appreciation of the land could be affected as areas which were seen as pristine will be altered by the Project.

The association is concerned about the preservation of habitat and the sustainable use of the area. Currently outfitters are provided with guidelines on sustainable development initiatives which are developed by Travel Manitoba and the association offers members advice and education on these practices. During the construction phase, it is hoped that all regulations and procedures will be followed by construction workers to avoid the attraction of nuisance wildlife.

The area of the proposed project is accessed by outfitters year round. The specific areas and time of year for access are determined by the type of hunting and mode of transportation used. A consequence of the right-of-way will be an increased volume of traffic in areas which were previously isolated. It was stated again that access is not always good for wildlife or habitat. Manitoba Hydro should notify communities and place signs indicating potential hazards, such as “high voltage”, in appropriate areas. Gates and other blocking devices should only be used in wildlife and habitat management areas of concern. Outfitters currently access areas throughout the potential right-of-way using several modes of transportation including on foot, and by the use vehicles, planes, boats, ATVs and snowmobiles where possible.

A concern was expressed related to what happens to outfitters who are impacted by the line and have long term effects on their businesses because of animal displacements, loss of customers and decreased property values.

5.5 Interview Summaries for Trappers

Appendix B-7 Summaries of KPIs for MTA Zones and Individual Trappers

Representatives of four relevant MTA Zones and six individual trappers were completed. Due to interviewing circumstances hampered by language, interview location, culture and other circumstances the table presents responses to groupings of questions rather than in individual question for further analysis.

5.5.1 MTA Zone 1 – Stu Jansson

Name of Interviewee(s): Stu Jansson

Date: November 4, 2010

Location: North American Fur Auction warehouse (Winnipeg, MB)

Mr. Stu Jansson is a representative of the Manitoba Trappers Association (MTA) Zone 1 and has been a member of the association for 20 years. He has been trapping since childhood and since 1975 he has been trapping on Registered Trap Line (RTL) 7, Section 70 in the Long Lake area east of Bissett, MB. A major impact in the area was a 30-40% loss of timber in 1983 and 1987 due to forest fires. Tembec has harvested merchantable timber throughout the RTL. This has led Mr. Jansson to facilitate communication between trappers and the company to advocate for mitigation of logging impacts. He worked with the East Side Broad Area Plan to advocate the position of trappers in the area. This became the Wabanong Nakaygum Okimawin (WNO) and continues to exist as the lead planning authority in the east Lake Winnipeg region.

MTA originated in 1972 to represent trappers in Manitoba. Mr. Jansson has been active with the MTA for 20 years and has been a zone director since 1997. Attracting new active members is a challenge for the association but interest in trapping is prevalent in the area.

Mr. Jansson commented that fur prices traditionally follow the highs and lows of the Toronto Stock exchange (TSX) and global economics. The “Black Monday” market crash in 1989 and the recent financial crisis were given as examples of the immediate detrimental impact to the price of fur as a luxury item. The anti-fur movement thrived on the downturn in prices and the people put out propaganda and mistruths regarding fur. Mr. Jansson referenced that humane trapping methods were developed by an individual trapper in the 1920s and was not in response to animal rights groups. He also noted the RTL system has provided a positive means of conserving animal populations. Mr. Jansson noted that profit margins for trappers have been eroded over time and

have caused trappers to manage the populations to avoid diseases in certain furbearers. He stated that other financial benefits could be possible for a trap line holder such as tourist ventures, historical mine viewing and winter trips. These are restricted by government regulations preventing the activities.

Mr. Jansson noted that trapping practices have been dynamic over the years. He referenced a recent session with Gordie Klassen, member of the Alberta Trappers Association, on wolf harvesting. It was in conjunction with linear disturbance effects (such as Bipole III) on predation by wolves on moose populations. It could also be relevant to woodland caribou. Mr. Jansson has experience in assessing animal movements in corridors and he referenced the line of sight guidelines of forestry operations as being ineffective in promoting the natural movements of animals. Particular concern was noted for water crossings and the negative effect of removing timber right up to the waterway.

Regarding access to the proposed transmission line right-of-way, Mr., Jansson expressed that each access point should be assessed case by case. He noted the Manitoba Hydro policies regarding construction practices are fair when followed properly. Manitoba Hydro should recognize if individual trappers are impacted by construction and deal with them in a fair manner. Trappers may also be able to focus on other fur species away from the construction areas during the construction period. Theft and vandalism due to increased public access is a concern of Mr. Jansson. He reiterated the point about having trappers out on their lines for other diversified purposes as a way to maintain presence and possibly reduce public impacts. The example of the Boy Scouts of America was provided as an example of people coming to the Bissett, MB area annually for education purposes.

Mr. Jansson stated hydro-electricity is a relatively clean source of energy when compared to coal. He was aware of the processes in place to mitigate environmental impacts in unoccupied and agricultural areas. He shared his concerns regarding the increased length of the proposed Bipole III line and the waste of energy due to line loss as compared to the shorter route through the east side of Lake Winnipeg. The planning processes currently in place would mean an east side line route would be viable. He also noted the proximity of all three Bipole lines near the north end of Lake Winnipeg could result in the loss of all three lines with an extreme weather event in that area.

5.5.2 MTA Zone 4 – Ron Buhler

Name of Interviewee(s): Ron Buhler

Date: November 2, 2010

Location: Super 8 Hotel (Dauphin, MB)

Maps Available: Map 17, 18, 19, 20, 21, 22

Mr. Ron Buhler is a representative of the Manitoba Trappers Association (MTA) Zone 4 and has been a member of the association for 20 years. He has been trapping for over 50 years and is currently trapping problem beaver in the open area within the RM of Ochre River, MB. He stated that in the spring, beaver migrate downstream throughout the municipality out of the Riding Mountain National Park. Another area for problem beaver is the waterways flowing east out of the Duck Mountains near Ethelbert northwest of Dauphin. The Ethelbert area was shown as L1 on map 20 and captured the headwaters of the Sclater River, South Duck River on the east side of Duck Mountain Provincial Park. These areas are also known as having problem beaver population and the municipalities may impose a bounty for trapping them. The price of beaver is generally low and with a bounty imposed, financial benefits for trapping these animals are increased.

Regarding construction of the transmission line right-of-way, Mr. Buhler indicated that in his experience, he has noticed furbearers would use the right-of-way as a travel corridor.

Mr. Buhler stated that he has been involved with the MTA for 20 years. Membership in the MTA has generally been stagnant but the association has engaged in trapper education for young people. He believes that this may have a positive impact on future membership numbers in the MTA.

He commented that fur prices have fluctuated and are currently in a low period. He stated that furs are usually sold through auction houses and when the price of oil is at a higher point, countries such as Russia will tend to pay higher prices for fur. He notes that expenses for trappers are going up all continually while income is going down. He believes that good trappers and those who are good fur handlers can make a small profit but most are not capable of making a living at trapping. He noted that fisher was introduced into Riding Mountain National Park (RMNP) in 1994 and he stated that a recent increase in fisher harvests has resulted in some greater income for some trappers.

Map 22 showed the migration area of fisher eastward from RMNP to Eddystone and Lake Manitoba narrows. Map notation L2 indicates the fisher area and L3 the otter area near Lake Manitoba.

Regarding trapping practices, Mr. Buhler stated that methods have changed in regards to the type of traps used by trappers. Initial traps included a foot trap and traps have evolved into a humane style trap referred to as a “Conibear” trap. The shift in traps was influenced by the European market, where buyers stated they would not purchase fur unless it was trapped in a humane way. According to Mr. Buhler, approximately half of all trappers he has met throughout his experiences are subsistent trappers whereas the other half are leisure trappers. In Zone 4 area, he indicated that very few trappers are subsistence trappers as opposed to those trapping further north in Manitoba.

Mr. Buhler traps in some areas where transmission lines exist. He stated that once the line has been constructed, animals will migrate down the line to areas they had not been before. He believed that no impacts were identified from existing transmission lines running through the trapping areas within the zone. He noted that fisher often cross roadways and that big game are often seen on the right-of-way. He stated that construction will cause temporary disturbance but that animals will return once vegetation is re-established. Regarding potential environmental impacts along the proposed route, Mr. Buhler had no concerns.

Regarding access, Mr. Buhler stated that there is a possibility for increased public use of the right-of-way and noted that gates might be effective in limiting access. He had no comment regarding any impact on remote cabins near the route. The right-of-way (ROW) provides an easier route for trappers to follow. He noted that animals are frequent users of ROWs, for example the marten readily use existing ROWs. Mr. Buhler travels by vehicle and on foot to access his trapping areas and states that the right-of-way in this area would likely be used by recreational snowmobilers. Trappers in the Cowan area of MTA Zone 4 use quad and snowmobiles to access their areas as indicated with notation L4 on Map 19. He stated the western route of the Bipole III project would be favourable to markets to the west and that this would be positive for the economy.

5.5.3 MTA Zone 4 – Glen Roberts

Name of Interviewee(s): Ron Buhler

Date: November 24, 2010

Location: Swan River, Manitoba

Maps Available: Map 17, 18, 19, 20

Mr. Glen Roberts has over 65 years of experience trapping and is the current vice president of the Manitoba Trappers Association (MTA). He is also a representative for MTA Zone 4 and the president of the Duck Mountain Fur Council. Mr. Roberts is a trap line holder and has been trapping around the Duck Mountain area for the past 12 years. He currently traps along Registered Trap Line (RTL) 24 in the Duck Mountain area.

Mr. Roberts stated that the MTA has a stable membership and offers members an annual general meeting and banquet once a year. A fundraising auction is hosted in various locations around the province. One purpose of the MTA is to provide a voice for Manitoba trappers at the provincial governmental level. The MTA also hosts mandatory youth trapping education seminars which are usually well attended. Due to the economy and prices for fur, the number of participants has declined due to trapping becoming more of a hobby as opposed to a livelihood.

Regarding species and furs, Mr. Roberts stated that marten is a species of importance in the area along with wolves, fisher and otter. The beaver population is in abundance therefore the price is currently at an all-time low even with small government subsidies that are paid to trappers for beaver furs. He noted that during the Depression years all trappers were rich individuals. For example, he stated that in the 1930s a silver fox was worth \$1000 and today is only worth \$25. Back in 1932 the cost of 200 arctic foxes was \$25 and was considered a small fortune at that time. The periods of reduced harvests during economic downturns have allowed some species to stabilize. Extended periods of cold weather can also increase the price of furs. North American Fur Auctions is an agent which has marketed furs to Europe and Asia.

Mr. Roberts stated that the trapping method preferred by most trappers had always been the leg hold trap. However twelve years ago, he began using killing traps that are certified by the Agreement on International Humane Trapping Standards (AIHTS). These traps do not allow the animals to suffer and can be identified by their design, size and manufacturer. Some of the older trappers took time to adjust and are now using the new certified traps.

Mr. Roberts stated that he believed that the wilderness is available for all users. He noted that the number of snowmobile and ATV users in the area has increased and has had some impact on the environment. Clear cut logging operations have impacted the pine marten population as the species will not cross the right of way into an open area. Mr. Roberts also believes that the transmission line will benefit trapper access and has no concerns over theft or vandalism as a result of the proposed project.

5.5.4 MTA Zone 7 – Fred Fitzner

Name of Interviewee(s): Fred Fitzner

Date: October 23, 2010

Location: Canad Inns Polo Park (Winnipeg, MB)

Maps Available: Map 8, 9, 10

Mr. Fred Fitzner is a representative of the Manitoba Trappers Association (MTA) Zone 7 and has been a member of the association for over 30 years. He has been trapping his whole life and has passed on the knowledge to his sons. He had one trap line (#6) in the Halfway Lake area located north east of Wabowden. His grandfather used to have his trap line in the Grass River System and had 5 cabins in the area. His son Blair has his own line located in the Phillips Lake area as noted E1 on Map 8. Adjacent trap lines were noted as E2 belonging to Kenny Witowitz and E3 belonging to Brian Schaletka.

Mr. Fitzner stated that MTA membership has fluctuated up and down and it is difficult to get trappers to join. There are members who continue to pay their \$10 fees and attend the fur sales. Local fur associations assist in promoting the association as a voice for trappers in the province.

He gave an example of lynx fur prices stabilizing at \$50-75 and then rising to \$1500 in the 1980s. The market decline for lynx was partially due to the impacts of anti-fur lobbying groups on the industry. He felt that even with no control over fur prices, he still kept trapping because it was a way of life. Mr. Fitzner stated that practices changed from using dog teams to now using a snowmobile. The lobbyist movement led to the elimination of leg hold traps and the implementation of an instant kill trap (Conibear) which he acknowledged as a good method. A main expense for his trapping effort is fuel and he made reference to trappers in the outlying communities that have to pay for more fuel to be stockpiled. He also referenced the older trappers who have to incur costs for the newer body grip traps to replace their older leg hold traps. Other costs include snow machine and sled.

The most common fur trapped in the zone is marten because it is easier to prepare than others and is in abundance. Price for fisher was once \$575 for one fur but that was decreased after the anti-fur lobby became more prevalent.

Mr. Fitzner stated that he traps for lifestyle and noted that other trappers will use trapping as a means to have money during the winter, especially around Christmas time. Trappers can sell their furs at the Thompson fur table during this time and he characterized trapping as a way of life for most trappers.

Mr. Fitzner stated that he has power lines running through his trap line currently and he feels there is no impact on his line. The right-of-way (ROW) provides a route for trappers to follow. The clear cutting also opens new areas that trappers have never accessed before creating new experiences. Some impacts of the ROW clearance include an increase of snowmobile traffic to the area. He notes that in the Setting Lake area there is a lot of snowmobile activity and high-powered machines that resulted in the snowmobilers using the trapper cabins as warm-up shacks. He cited an example where people had used the wooden trap boxes as firewood. He felt the trappers had no voice with government or the snowmobile clubs to address the problem and request compensation for the damage.

No environmental concerns with the proposed Bipole III transmission line were expressed. The air pollution associated with the construction of the Project will be monitored and recorded as per regulations. The impact would be temporary but moving towards clean energy is seen as a positive.

He concluded the interview by stating that the proposed Bipole III will provide access into areas he has not yet visited and may provide some maintenance employment in the future. He reiterated that trapping is an important activity for many and even people on social assistance. It provides some much needed income during the winter.

5.5.5 Trapper – Robert Beardy

Name of Interviewee(s): Robert Beardy

Date: January 12, 2011

Location: Gillam, Manitoba

Maps Available: Map 1, 2, 3, 4, 5, 6

Robert Beardy described an important hunting area in spring for snow geese, lesser and Canada geese, denoted as X1 on Map1. The flight path of the birds hunted along the Nelson River was noted as X2 and X3 on Map1. The Moondance Creek area was shown as another important area for snow geese and the location of a proposed access trail was denoted as X4 on Map 1. Another proposed access trail to a hunting area was shown as X5 on Map 1. X6 was noted as a hunting area on the ridge and gravel pits between the lagoon near the Limestone Generating Station and Conawapa. Community gatherings including youth from Fox Lake (Gillam and Bird) are held in the area shown as X7 on Map 1.

Mr. Beardy noted that Goose Creek is an important caribou area. He stated that the creeks will be impacted by the transmission line. An important fish species in the area is trout.

X8 was shown as location of Mr. Beardy's trap line Limestone RTL #4. He stated that his brothers trap on the adjacent trap lines #5 and #15. Furs caught by Mr. Beardy include marten, beaver, wolverine, otter, foxes, and mink. He stated that fur prices this year and last year are low and that vehicle disturbance has caused animals to move out of the trapping area. Disturbance on both sides of the Nelson River is a problem and the proposed converter station will be a disturbance on caribou in the Goose Creek and Tiny Creek area. He advised Brian Kotak at Fox Lake that the caribou will eventually leave the area.

Regarding environmental concerns, Mr. Beardy stated that Jack Massan said his hair was standing up when he was standing under the transmission line. When it rains, the water runs into the creeks. Trout and different kinds of fish species are in the creeks on both sides of the river. He stated that he no longer eats fish from the river, only from water at his cabin. For access to his trap line, he uses a snowmobile. Mr. Beardy uses Conibear Traps on his trap line. Regarding expenses, he will use 30-40 gallons of fuel per week for 2 snowmobiles when he takes youth out to the trap line. Other concerns about the transmission line noted by Mr. Beardy were disturbances to hunting and migration. He believes that people will use the transmission line for hunting and for recreational snowmobiling and that he may lose traps to theft. He had an experience where a snowmobile had broken down on the trap line and it was vandalized. He has no other purpose on the trap line and would have to speak to Natural Resources to do something different. He makes a snowmobile trail each year from Bird to York Factory near trap line 17. He stated there was a lot of fur over in the trap line 17 area however he noted that noise has caused the animals to leave.

He trapped in the area using a dog team in the past prior to the Limestone Generation Station and prior to the construction of the Kettle Generating Station in the early 1960s. He noted at that time it took 1 day to cross the Nelson River because of the amount of piled ice that needed to be cut with axes. Now, there is a snow-packed trail at the dam for river crossing. Manitoba Hydro helps by providing 1 ski-doo, 1 quad and 1 chainsaw to Mr. Beardy. He would not be able to access his trap line without a snowmobile.

He stated that he would like to see the water pumped from the clay pit to ensure there are hunting areas for the youth. Once the transmission line is built, there will be no hunting areas. He used to go hunting right outside of his house at Bird. He noted the transmission line from Long Spruce Generating Station has caused birds to fly too high.

5.5.6 Trapper – John Donald

Name of Interviewee(s): John Donald

Date: November 23, 2010

Location: Cranberry Portage, Manitoba

Maps Available: Map 13, 14, 15

Mr. John Donald started trapping as a youth in the Grandview areas west of Dauphin. He has continued to trap in the open area around The Pas and Cranberry Portage for the past 30 years. Mr. Donald currently has a registered trap line in the Cranberry Portage area. There are trap lines throughout the Cranberry Portage area and the majority of lines are on or adjacent to waterways.

The trapping season begins mid-November when the ice is safe to travel on and usually lasts until mid-January. Beaver and otter trapping occur during March or early April. He noted that fur bearing populations continually fluctuate but the beaver has remained stable. Mr. Donald experienced a rise in prices at the same time the fur species populations peaked in the 1970s and early 80s. The demand for link, mink, fox and fisher were high and there have been short term impacts on fur species when the price fluctuates. When the price of a lynx was high there were a lot of furs harvested by trappers. An important species for trappers in the area is marten. It began to thrive in the years following the significant forest fires of 1989 and remains at a stable population today.

Mr. Donald stated that fur prices generally follow the world market and pricing for specific furs can be quite variable. Trappers can have some idea of yearly pricing through a pre-season pricing report that is released by North American Fur Auctions. It can provide an estimate for the seasons' fur yields and prices. Regarding trapping expenses, Mr. Donald noted that trappers are responsible for all expenses associated with vehicles, snowmobiles, boats, cabins and chainsaws including the primary expense being fuel. He stated that trapping does not provide nearly enough income for people to survive anymore and that they need to have another source of income or a working spouse.

Regarding trapping practices, Mr. Donald stated that Manitoba was the first province to push for humane killing traps. They were a hard sell to trappers to replace their leg hold traps, however grant money was provided by a government funding program to assist those in the industry. He advised that when traps are properly handled and cared for, they can last a long time.

Mr. Donald commented on the access impacts of the Bipole III Transmission Project and noted that the transmission line will create access to new areas for trappers. He suggested that licences

or permits should be required for access to the right of way to reduce the impact of recreational users in the area. A negative effect of increased access to the area could be more vandalism and thefts around camps. During the construction phase there might be a narrow traffic lane which could make travel to the trap line more difficult.

Mr. Donald stated that he had no concerns regarding environmental impacts from the proposed project. He hopes that trapping will exist for a long time and that the youth will accept the changes easier than the older population. Trapping provides people with a sense of well-being, independence, appreciation for solitude and the experience of hard work.

5.5.7 Trapper – Jack Masson

Name of Interviewee(s): Jack Massan

Date: January 12, 2011

Location: Gillam, Manitoba

Maps Available: Map 1, 2, 3, 4, 5, 6

Mr. Jack Massan has been the holder of Registered Trap Line 18 in the Split Lake area since 1992 but previously was a helper to Thomas Spence. He stated the marten is the most preferred fur because it yields the highest price. Lynx are also important and are found in the Limestone River area. There is a large amount of traffic in the area and it has scared away most animals. He stated that people will likely use the proposed right-of way to access areas for caribou hunting.

Regarding fur prices, he noted that it is dependent on the prices paid by the fur buyers. It was \$65 for marten this year compared to \$50 last year. Lynx used to be \$500-\$800 and now they are approximately \$125. Mr. Massan stated that if you take pride in handling fur then you will receive a higher price. Regarding equipment, snowmobiles are predominant as opposed to dog teams used in the past. Traps are now a humane style and they cost more than older traps. Some say the new traps should be stronger in order to kill the animal more quickly however Mr. Massan believes that this would damage the fur by cutting it. For fur markets, Mr. Massan believes that Europe is the primary market for furs. He expressed concern that the timing of the fur buying in December is too early because the trapping season for marten and fox only begins in November. This resulted in lower prices paid to the trapper due to the undeveloped furs. He suggested that the low price paid by the buyers could translate into greater profit for them later. Regarding species, he stated that species are disappearing especially along the transmission line that goes to Churchill. He indicated a new area where he wishes to trap in the future in order to find animals.

Mr. Massan stated that there are no other financial benefits to holding the trap line, however he has hunted and gathered berries in the area. He had no concerns about the possibility of

increased vandalism in the proposed Bipole III project area. Regarding past projects, he indicated the Churchill transmission line had created disturbances as well as the ongoing noise and helicopter activity along the Nelson River. He cited the example of the Sundance community that was last populated in the early 1990s and noted that displaced animals have still not returned to that area.

Regarding environmental concerns, Mr. Massan stated that water quality is important and he has inquired with Manitoba Hydro about the turbidity of the water in the Nelson River. He has not received an answer. In the past, he was able to bring a cup with him and drink from any of the water bodies in the area. Now, he noted the need for bottled water and the mess that the bottles create in the wilderness. He stated a concern regarding mercury levels in fish and the negative impacts of fluctuating water levels on boat/motor travel and fish spawning areas. Mr. Massan accesses his trap line area by walking and using snowmobile. He stated that it is easier to travel further distances using the snowmobile however fuel is costly at \$1.09 per liter. He can lose money if there are no furs in the traps. He stated that effects from the line may extend out 2 miles and noted that on the transmission line to Churchill most animals have avoided the area.

5.5.8 Trapper – Raymond Mayham

Name of Interviewee(s): Raymond Mayham

Date: January 12, 2011

Location: Gillam, Manitoba

Maps Available: Map 1, 2, 3, 4, 5, 6

Mr. Raymond Mayham traps on Registered Trap Line (RTL) #17 and has been trapping for 15-20 years. He has been a helper for Edward Ouskan for the past 8 years. He stated that the price of fur has changed over time. Beaver prices have dropped and marten furs are currently at an average level. He noted that all fur species are important and that gasoline and parts are the main expenses he has for his trapping activities.

Mr. Mayham does not realize any other financial benefits on RTL 17 and the trapping income does not support a livelihood. He stated that the Conibear is the common trap in use today and that it was introduced because markets in Russia and Europe wanted them used. He thinks the trap is too powerful for the animals he traps and stated that government/natural resources should exchange old traps and provide new ones. The cost for #120 Conibears can be \$2000 for 10 boxes of traps.

Regarding development, Mr. Mayham stated that in his experience, the linear developments such as roads and transmission lines were already present and that he has no comment on their impacts on trapping. He stated that new development impacts are unknown and that studies will

not prove anything. Regarding environmental impacts, Mr. Mayham stated that he did not know if there would be any impacts from the Project and that studies would determine any impacts. Regarding access, he stated that outside hunters would have easier access to areas and that could increase theft activity. Local people who know each other tend to leave others' property alone although the odd person may commit theft. He stated that he would use the proposed right-of-way as a travel route to get to places but would not trap on the route. He currently accesses his trap line by walking, truck and snowmobile.

Regarding future impacts of the Project on trapping, he stated that not enough is known and that a comparison with other transmission lines may provide answers.

5.5.9 Trapper – James Nabess

Name of Interviewee(s): James Nabess

Date: November 23, 2010

Location: Cormorant, Manitoba

Maps Available: Map 13, 14, 15

Mr. James Nabess has been trapping since 1968 when he was a youth trapper in Cormorant, Manitoba. Since then, he has trapped in the Summerberry Marshes and Mossey Lake area and currently uses the family trap line with his 4 brothers. The line is located from Coleman's Point on Mawdesley Lake to Lake 52 as indicated M1 on Map 13. The fall is used to trap long haired furs such as fox, otter and fisher starting in November. Depending on the spring conditions, beaver and muskrats are trapped from the end of March until the beginning of May, with a government close date of May 15. The muskrat population peaked in the area during the early 1990s when 1500 to 2500 muskrats were trapped and noted that the last good year brought in 1000 in 1995. This decline is caused by the fluctuation of water levels caused by the impacts of the Grand Rapids Dam. When the water level goes down the muskrats freeze and then when it goes up they drown. Ideally, the muskrats require a few years of stable water levels to thrive. The beaver population is not impacted by the changes in water levels as they just chew their way out of the ice however the low price on beaver has made it not worth the time it takes to prepare. Mr. Nabess traps beaver to control the local water levels in creeks and also uses beaver for bait in his bear outfitting business. Notation M2 on Map 13 show the locations of his bear hunting camps within his trap line area.

Common furs trapped in the area are the fisher and the marten. During the late 1980s and early 1990s, the prices were strong such as \$100 for beaver, \$110 for red and silver fox, \$300 for otter and \$1500 for lynx. Today those prices have dropped as the otter is worth \$30 and the lynx is worth \$300. Marten is still strong at \$100 and fisher should be \$60 this year. In general the prices have steadily decreased since the early 1990s. Mr. Nabess states that people believe fur

is inhumane and this has led to a decrease in price. He noted that there were new regulations put in place by the industry that trappers must use humane traps. These traps allow for a better quality of fur and do not let the animal suffer. He operates a bear outfitting business and offers canoe trips and trap line tours with the goal to subsidize his trapping income. There are the constant expenses of transportation such as snowmobiles in winter and boats in summer and their fuel and repairs. He states that without regular employment, trapping is a way to sustain you between jobs. He can live out on the line and catch furs and chop wood,

Manitoba Hydro has impacted the trapping areas around Cormorant over the years due to a water structure out by Moose Lake that influences water levels. The construction of the Grand Rapids Dam has affected the water levels in the area as shown by M3 on Map 13. Mr. Nabess's cabin was also noted at M4 on Map 13 as an example of higher land that became flooded over time. The cabin is still there but the spring and fall water levels impact access at the cabin. There are also areas where bush has been removed for transmission line development. The marten population was displaced for a couple years and it took time for them to adapt and return to the area. However the disruption was good for local employment as Manitoba Hydro employed locals and offered a compensation package. This came at a time that fur prices were low and trappers could still make some income. James also stated that he hoped the proposed project will provide work for communities such as bush clearing in the area.

The transmission line right of way is a benefit to trappers as it allows them better access to their trap lines. He noted that with the increase of human traffic there are concerns of vandalism and theft. Trappers can no longer leave anything in cabins that animals will be forced off of the trap line. The closer the right-of-way is to cabins the more likely the trapper will either move or burn down their cabins and build in another place. The right of way may be accessed by the snowmobile clubs out of The Pas and Thompson that could be looking for a more direct travel path.

Mr. Nabess made reference to a previous Manitoba Hydro project near the community. He stated that there was misunderstanding between Manitoba Hydro and the contractors on the procedures to consider local people for employment. There were 30 local people of a population of 350 that were working on the Project at one point and this was very positive for the community. He wants to ensure that Manitoba Hydro receives written notice from the community regarding local employment on the Bipole III project. Regarding other industrial projects, there was a reduction 5 or 6 years ago in local logging contractors by Tolko Industries, the area's forest licence holder. This was done by the company for union reasons. He is not aware of any proposed mining activity in Cormorant but would expect that local people would be given opportunity to work. There are 2 commercial fishermen (Fenner and Myers) in the Cormorant area as is noted on Map 13. They operate in summer and winter and employ a few people during the seasons. The Cormorant fishing and hunting lodge only employ 3 people but there should be more work there for local people.

James has no concerns about environmental impacts during the operational phase of the Project. He believes the environment will come around after the bush has been cleared for the right-of-way. Any pollution or spills will have temporary impacts on the area as they will be cleaned up quickly. The open area will attract deer and moose to the area as grasses will grow. Animals will be displaced during the construction of the transmission line and will take time before they return to their back to the area. Bears will be displaced when the bush is removed as it limits their foraging abilities. The bear population will likely return once the berries and brush start to grow again, He feels that the transmission right-of-way clearing can reduce the amount of harvestable timber that is available and that this may impact his activity as a resource user and contractor.

5.5.10 Trapper – Scott Wishart

Name of Interviewee(s): James Nabess

Date: November 23, 2010

Location: Cormorant, Manitoba

Maps Available: Map 13, 14, 15

Mr. Scott Wishart has been trapping in the Cormorant area since he was 10 years old. Over the past 36 years he has trapped in the open area around The Pas, along the Cormorant line and in the Summerberry Marsh. Three of his sons currently use the community line at Cormorant. In 1995 Mr. Wishart applied for his helper licence for his uncle's trap line and through the point system he was awarded his uncle's trap line. The point system is based on residency, equipment and fur production and Mr. Wishart pointed out it was hard to get points without furs. He maintains accurate records and receipts from his fur sales and also noted an example where a trapper had passed away and another person from outside of the community was awarded the line instead of the family members. The local fur council can assist in verifying the ability of an individual to maintain an active trap line.

Mr. Wishart's trap line is located in the Summerberry Marsh and Tom Lamb area. The marsh was traditionally managed as a ranch by a government program that provided opportunity for local people to trap muskrats. They would be paid a monthly wage and would give the muskrats to the government. The trap line is three former lines which have been merged into one line and are located on the northern part of the Ranch within the Tom Lamb Wildlife Management Area. The change in land use within the area has impacted water levels and population of furbearing animals in recent years. According to Mr. Wishart, if the water level in the areas is reduced by one foot, 100 feet of adjacent uplands would be affected.

In 1987 Mr. Wishart trapped 2000 muskrats in 30 days, whereas today he does not reach 200 muskrats. He noted that muskrats build houses that become destroyed when rising water floods the land. Another species that has been impacted in the area include the Blue-billed ducks

whose population has changed and potentially moved. Another population that is affected by fluctuating water levels includes the moose. In years of high water levels they migrate to areas of high land before moving across the frozen swamp.

Mr. Wishart noted that today it takes approximately 2 minutes to prepare a marten which is worth \$40, and an hour to prepare a beaver for \$15. When prices were strong, he would send the furs away for sale but currently sells locally. Furs can be sold to a single buyer in The Pas for a lower price because they know there is no competition. The fur market has been impacted by seal hunt exposure and groups like Green Peace and PETA that have publicized negative photos of trapping which has made people think that the practice is inhumane. He noted that trappers are against harming animals and do not want to see any animals suffer. The market is also reflective of the world economy. For example, in a state of disaster or economic recession no one is looking to purchase furs. Mr. Wishart noted it is hypocritical for trappers to be punished given the history of trapping in the development of Canada. He believes that trapping is kept alive by the sale of furs into the European Union market and the impact that they had on developing humane trapping standards.

Mr. Wishart believes people will continue to trap as they preserve a piece of Canadian history. Over the years the traps used have become very humane, which results in better pelts and a better price. Mr. Wishart Sr. was a fur manager with the government and kept his son informed on the new traps and techniques such as fur stretching. This allowed him to begin trapping humanely from the beginning.

Mr. Wishart stated that Manitoba Hydro's Wuskwatim Transmission Line has increased accessibility for people to access these areas. There are concerns about what an increase of recreational users to the area will cause. There have been stories that animals do not cross transmission line right of ways but the question still remains on how bad it can be. The construction of Wuskwatim created opportunities for local employment from Snow Lake to The Pas and gave trappers whose land was crossed an opportunity to earn some income. The compensation package from Wuskwatim included a disturbance period for which the animals may be displaced. Mr. Wishart stated he would have sooner received something tangible as compensation such as a new cabin, boat or dock as opposed to money.

Other than the compensation package from Manitoba Hydro, trappers do not have another way to make a profit from their trap lines. Other profit generating ideas must be approved by the government and that does not usually occur. There are specific use permits for cabins which are not negotiable therefore cannot be used for other purposes. There is some waterfowl hunting and guiding in the Summerberry area.

Mr. Wishart stated that there are no environmental impacts expected from the construction and operation of the proposed project. With the construction of Wuskwatim, he learned about the

screw piling anchors and the strict environmental regulations that must be met for the licensing process.

The proposed route near the tracks is viewed as a good idea as less valuable land is used in the construction of the proposed project.

6.0 KPI REVIEW PROCEDURE

All interviews were digitally recorded, maps digitally produced (when applicable) and interview summary sheets were prepared following all interviews. Important themes, topics of interest and concerns were documented and reported on in the Interview Summary Sheets (Section 5.1 – 5.5). When required, technical information that needed further attention was attached to all review packages. The review packages presented a summary of the interview, any maps which pertained to the interview and a copy of the audio file from the interview. The review packages were designed to include a letter (**Appendix B-3**) that indicated a review period of one month in case of errors/omission from the interview summary and maps.

7.0 REFERENCES

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- Barkowski, Henry, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 26, 2010).
- Bergmann, Art, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (December 22, 2010).
- Bibault, Denis, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (November 5, 2010).
- Blair, Louise E, interview by Lauren Lange. *Bipole III Key Person Interview Program* (January 10, 2011).
- Bodnaruk, Bob, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (December 22, 2010).
- Bruce, Norm, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (January 5, 2011).
- Burns, Rodney, interview by Brock Feenstra. *Bipole III Key Person Interview Program* (February 22, 2011).
- Bussche, Ron Van Den, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (December 13, 2010).
- Carter, Normand, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (January 7, 2011).
- Ceppetelli, Gary, interview by Lauren Lange. *Bipole III Key Person Interview Program* (January 13, 2011).
- Christofferson, Neil, interview by Lauren Lange. *Bipole III Key Person Interview Program* (December 20, 2010).
- Clarke, Eileen, interview by Lauren Lange. *Bipole III Key Person Interview Program* (January 10, 2011).
- Dayholos, Terry, interview by Lauren Lange. *Bipole III Key Person Interview Program* (January 11, 2011).
- Dionne, Kelvin, interview by Geoff Sarenchuk. *Bipole III Key Person Interview Program* (March 9, 2011).

Ellis, Marion, interview by Lauren Lange. *Bipole III Key Person Interview Program* (January 12, 2011).

Fehr, Greg, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (September 28, 2010).

Garrard, Cory, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (December 10, 2010).

Glastetter, Andrew, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (November 3, 2010).

Goymer, Jim, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (December 9, 2010).

Hanson, Robert, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (January 5, 2011).

Hlady, Jerry, interview by Geoff Sarenchuk. *Bipole III Key Person Interview Program* (March 9, 2011).

Jarvis, Andy, interview by Geoff Sarenchuk. *Bipole III Key Person Interview Program* (January 13, 2011).

Jonasson, Konrad, interview by Geoff Sarenchuk. *Bipole III Key Person Interview Program* (January 13, 2011).

Kolochuk, Richard, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 26, 2010).

Kostyshyn, Ron, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 26, 2010).

Laing, Vern, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (December 8, 2010).

Leclaire, Maurice, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 22, 2010).

Marginet, David, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 21, 2010).

McCutcheon, Shawn, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 5, 2010).

McIntosh, Michael, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 26, 2010).

McLean, Bruce, interview by Geoff Sarenchuk. *Bipole III Key Person Interview Program* (March 9, 2011).

Mitchell, Bob, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 5, 2010).

Murkin, Vern, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (October 5, 2010).

Paulsen, Ken, interview by Lauren Lange. *Bipole III Key Person Interview Program* (January 12, 2011).

Philippe, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 22, 2010).

Phin, Richard, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (December 8, 2010).

Pidskalny, Tanya, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (November 3, 2010).

Ross, Curtis, interview by Lauren Lange. *Bipole III Key Person Interview Program* (January 12, 2011).

Rudrum, Loretta, interview by Geoff Sarenchuk. *Bipole III Key Person Interview Program* (March 9, 2011).

Salamanowicz, Randi, interview by Geoff Sarenchuk. *Bipole III Key Person Interview Program* (March 9, 2011).

Single, David, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (September 28,

Stefishen, Angela, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 26, 2010).

Stewart, Corrine, interview by Geoff Sarenchuk. *Bipole III Key Person Interview Program* (January 12, 2011).

Suffron, Ryan, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 18,

Taylor, Fred, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 26, 2010).

Therrien, Paul, interview by Lauren Lange. *Bipole III Key Person Interview Program* (January 12, 2011).

Thordarson, Philip, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (September 27, 2010).

Tkachyk, Ted, interview by Trevor Joyal. *Bipole III Key Person Interview Program* (October 6, 2010).

Toews, Stan, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* MMM Group Limited, (November 15, 2011).

Trimble, Toby, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 25, 2010).

Tufford, Roy, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 25, 2010).

Vermette, Bernie, interview by Natalie Ducharme. *Bipole III Key Person Interview Program* (October 29, 2010).

Wiebe, Bill, interview by Lauren Lange. *Bipole III Key Person Interview Program* (December 20, 2010).

APPENDIX B-1 – Letters Sent (Sample)



P.O. Box 7950 Stn Main, 820 Taylor Avenue • Winnipeg Manitoba Canada • R3C 2P4
Telephone / N° de téléphone : (204) 360-4414 • Fax / N° de télécopieur : (204) 360-6128
dlhatley@hydro.mb.ca

September XX, 2010

Dear: xx

Re: Bipole III Transmission Project - Key Person Interviews

The Bipole III Transmission Project team would like to gain the perspective from representatives of the Manitoba Trappers Association. We are arranging Key Person Interviews which will be conducted with various stakeholders along the preliminary preferred route that may have an interest in the Bipole III Transmission Project. The interviews will help us gain a better understanding of the existing environment and the potential socio-economic effects of the proposed project.

As a zone director in the Association, we are interested in your perspective. As well, you may help us determine other members/trappers who may be sound candidates for interviews and are in the vicinity of the preliminary preferred route.

A representative from Manitoba Hydro will be in contact with you in the near future to arrange a meeting date and time with you and to determine which maps are required during the interview process.

Also included in the package are additional materials on the Bipole III Transmission Project. Information on the Bipole III Transmission Project can also be found at <http://www.hydro.mb.ca/projects/bipoleIII/index.shtml>.

Sincerely,

Duane Hatley
Aboriginal Liaison Officer
Community Relations Department
Aboriginal Relations Division



P.O. Box 7950 Stn Main, 820 Taylor Avenue • Winnipeg Manitoba Canada • R3C 2P4
Telephone / N° de téléphone : (204) 360-3016 • Fax / N° de télécopieur : (204) 360-3734
pmcgarry@hydro.mb.ca

July xx, 2010

Dear: xx

Re: Bipole III Transmission Project - Key Person Interviews

The Bipole III Transmission Project team would like to gain your perspective as a representative of your company. We are arranging Key Person Interviews which will be conducted with various stakeholders that may have an interest in the Bipole III Transmission Project. The interviews will help us gain a better understanding of the existing environment and the potential socio-economic effects of the proposed project.

As a representative of your company, you are free to choose an appropriate delegate with whom you wish to have us meet.

A representative from Manitoba Hydro will be in contact with you in the near future to arrange a meeting date and time with you and to determine which maps are required during the interview process.

Additional information on the Bipole III Transmission Project can also be found at <http://www.hydro.mb.ca/projects/bipoleIII/index.shtml>.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Pat. McGarry', written over a large, light grey watermark that says 'DRAFT'.

Patrick McGarry
Senior Environmental Assessment Officer
Licensing & Environmental Assessment Department
Transmission Planning & Design Division



P.O. Box 7950 Stn Main, 820 Taylor Avenue • Winnipeg Manitoba Canada • R3C 2P4
Telephone / N° de téléphone : (204) 360-3016 • Fax / N° de télécopieur : (204) 360-3734
pmcgarry@hydro.mb.ca

July XX, 2010

Dear: xx

Re: Bipole III Transmission Project - Key Person Interviews

The Bipole III Transmission Project team would like to gain your perspective as a representative of your association. We are arranging Key Person Interviews which will be conducted with various associations that may have an interest in the Bipole III Transmission Project. The interview will help us gain a better understanding of the existing environment and the potential socio-economic effects of the proposed project. This will allow for proper mitigation measures to be carried out, beneficial effects to be enhanced and adverse effects to be minimized, to the extent possible.

As a representative of your association, you are free to choose an appropriate delegate with whom you wish to have us meet.

A representative from Manitoba Hydro will be in contact with you in the near future to arrange a meeting date and time with you and to determine which maps are required during the interview process.

Additional information on the Bipole III Transmission Project can also be found at <http://www.hydro.mb.ca/projects/bipoleIII/index.shtml>.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Pat. McGarry'.

Patrick McGarry
Senior Environmental Assessment Officer
Licensing & Environmental Assessment Department
Transmission Planning & Design Division



P.O. Box 7950 Stn Main, 820 Taylor Avenue • Winnipeg Manitoba Canada • R3C 2P4
Telephone / N° de téléphone : (204) 474-3016 • Fax / N° de télécopieur : (204) 474-3734
pmcgarry@hydro.mb.ca

July XX, 2010

Dear: XX

Re: Bipole III Transmission Project - Key Person Interviews

The Bipole III Transmission Project team would like to gain your perspective as a representative of your community. As mentioned in a recent meeting with you, we are currently conducting interviews along the preliminary preferred route to help us gain a better understanding of the existing environment and the potential socio-economic effects of the proposed project. This will allow for proper mitigation measures to be carried out, beneficial effects to be enhanced and adverse effects to be minimized, to the extent possible.

As a representative of your community, you are free to choose an appropriate delegate with whom you wish to have us meet.

A representative from Manitoba Hydro will be in contact with you in the near future to arrange a meeting date and time with you and to determine which maps are required during the interview process.

Additional information on the Bipole III Transmission Project can also be found at <http://www.hydro.mb.ca/projects/bipoleIII/index.shtml>.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Pat. McGarry'.

Patrick McGarry
Senior Environmental Assessment Officer
Licensing & Environmental Assessment Department
Transmission Planning & Design Division

APPENDIX B-2 – Question Guidelines

APPENDIX B-2: QUESTION GUIDELINES

- Community Questionnaire
- Special Community Questionnaire
 - Manitoba Hydro Community Liaison, Gillam
 - Burntwood Regional Health Authority Questionnaire
 - Gillam Airport Questionnaire
 - Gillam Hospital Questionnaire
 - Gillam RCMP Questionnaire
 - Thompson Airport Questionnaire
 - Thompson RCMP Questionnaire
- Industry Questionnaire
 - OmniTRAX Canada, Inc. Questionnaire
 - University College of the North, Thompson Questionnaire
 - Manitoba Lodges and Outfitters Association Questionnaire
- Trapper Questionnaire
 - Manitoba Trappers Association Questionnaire
 - Individual Trappers Questionnaire

[Date]

Ref. No.: 5509033.202.710

[Name]
[Address]
[Address] [Manitoba]
[Postal Code]

RE: Bipole III Site Selection and Environmental Assessment Process – Key Person Interview

Dear [Interviewee Name]:

On behalf of Manitoba Hydro, thank you for your participation in the Key Person Interview on [DATE]. Please find enclosed the following:

- One copy of the interview audio recording and your interview summary sheet.

Please review the interview summary to verify the accuracy of the information collected and recorded during your interview.

Upon completion of your review, if you require changes to be made, please contact me at (204) 272-2652 or sadiqs@mmm.ca prior to [DATE] and we will be happy to assist you.

Yours sincerely,

MMM Group Limited

Somia Sadiq, B.Env.Sc. (Honours Co-op)
Planner, Environmental

Enclosure

7. What are the communities' perceptions to aesthetics of existing utility infrastructure? (ex: existing telephone poles and transmission lines)
8. Has the community expressed any concern regarding noise from construction from projects that have been approved or are in the approval process.
9. Has your community experienced any infrastructure issues from past industrial projects? (ie, waste disposal grounds, sewer/water, roads etc)

Business and Commercial Resource Use

10. How has the availability of employment opportunities changed in your community and/or region? How do you expect this to change in the future?
11. What industry employs the highest local labour force?
12. What are some challenges that local firms face in the market place?
13. What strategies could your local businesses use to become more competitive in the market place?
14. Do you think the proposed Bipole III transmission project will affect businesses in your community?
 - If yes, how will the community be affected?
15. Are there any commercial resource users in your community? (ex: mining, logging etc)
 - If yes, how could potential impacts be minimized?

Land Use and Development

16. What is the nature of land use and development adjacent to, or in the vicinity of, the preliminary preferred route for the Bipole III transmission line? Are any new developments planned in this area? What type? When?
17. With respect landuse in your RM, are there any concerns related to location of the preliminary preferred route for the Bipole III transmission line?

Community Life

Recreation

18. What outdoor recreational activities or other community events do community members participate in?
 - Have levels of participation changed?
19. Are there any designated areas for specific outdoor activities? (ex: snowmobiling, hiking, camping)
 - Where are these activities located in the community?
20. Do you think any phases of the project will affect recreational activities in your community? (Ie. Construction, operation, monitoring, or maintenance phases)

21. Are there any areas in the region that are important for wildlife? (ex: Spawning, calving, breeding, bird nesting areas)
- Where in the community are these located?
22. Are there any plant species or vegetation types within your community that are especially important? Why are these important?
- Where are these found?

Sustainable Development

23. Has the community undertaken any sustainable development initiatives? (ex: recycling, climate change initiatives). If yes, what are they and how will they benefit your community and the province?

Public Health & Safety

24. How would you describe the overall health and well-being of your community?
- What changes have you observed over time?
25. Are there any general health concerns within your community?
26. Describe the level of emergency services provided in your community (ie, fire, ambulance, police). Where are they located within the community? Do you feel these services will be impacted by the proposed Bipole III transmission project?

Access & Transportation

27. Do members of your community currently access the area where the Bipole III transmission line project is proposed to be built? If so, how?
- Do you think access to this area would change during the construction and/or operation phases of the project?
28. Do you anticipate members from your community to access the proposed Bipole III transmission line right-of-way?
- If yes, what activities would they be using the right-of-way for? (ex. Trapping, ATV, Snowmobiling, berry picking etc.)
29. Do you think there will be an effect on your community if there was access to the right-of-way in your area? (ex: increased traffic volume, berry picking etc.)
30. What safety measures should be taken for people accessing the right-of-way? (ex. Signage, community notifications about safety, environmental effects etc.)
- Do you anticipate the need for any gates or other devices to prevent people from accessing the right-of-way?
31. Do you think there will be any impact to transportation infrastructure (ie, roads, rail, air) resulting from the proposed Bipole III transmission project? Would you have any safety concerns?

General Questions

32. Do you have any comments or further information that you would like to add?

Bipole III Transmission Project
Site Selection and Environmental Assessment
Key Person Interview (KPI)

KPI Question Guideline: Burntwood Regional Health Authority

1. What facilities are operated by the RHA in Thompson?
 - a. What year(s) were the facilities constructed?
 - b. Have there been any recent upgrades to the facilities?
 - c. Are there any intentions for future upgrades?
 - d. Is there currently adequate funding to maintain services at these facilities?
2. How many people are employed by RHA in Thompson? Are they local or have they moved into the community from elsewhere?
 - a. Administrative
 - b. Janitorial/service
 - c. Nursing
 - d. Doctors (physicians and ERs)
 - e. Technicians
3. Is staffing adequate to accommodate the current population of Thompson?
 - a. Has the RHA been aware of current/past large-scale projects that have resulted in a temporary population increase in the area?
 - b. What staffing or service changes would be required to accommodate a population increase?
4. How many beds are in the hospital?
5. What services are offered by the RHA in Thompson? (any others than those shown on RHA website?)
 - a. Are there expectations of expanding services?
6. Are there any specialized services offered?
 - a. If specialized services are required and offered, where are patients sent?
7. Are there any specific challenges that the RHA is currently experiencing?
8. How would you rate the current medical emergency response time in Thompson (i.e. Ambulance)?
 - a. Could it be improved?
 - b. Is it adequately handled/staffed?
 - c. How many ambulances are available for the Thompson area?
 - d. Have there been instances in the past where access was an issue to reach a patient or accident site?
9. How often (weekly, monthly, yearly) are patients flown out of Thompson for treatment?
 - a. What determines if they are to leave?
 - b. Where are they most commonly sent?

10. Have you noticed increases in any specific illnesses in the recent past?
 - a. Were any extra measures required to treat them?
11. Are patients generally admitted to the hospital for long term illnesses or short term/emergency injuries?
 - a. Are emergency cases primarily home or workplace related injuries?
 - b. What would the current ratio of patients be for long-term hospital stays versus short term patients?
 - c. What are some of the most common ailments treated for in the hospital?
12. Have there been specific instances where the hospital has been at or over patient capacity?
 - a. How long did these instances last for?
 - b. Are there times of year where the hospital is busier?
 - c. Have you seen an increase in patients during past infrastructure projects that have occurred within the RHA area?
13. What other communities are serviced by the RHA?
14. Are there other non-RHA administered health care facilities/treatments in the community?
 - a. Massage, physiotherapy, chiropractics, psychologist, psychiatrist
15. Are there any challenges with regards to supplying/managing pharmaceuticals?
 - a. Are medications readily available?
 - b. Are any supplies lacking?
 - c. How are supplies sent into the hospital?
16. Is addiction a problem in the community (alcohol, drugs, inhalants, etc)?
 - a. Are there any programs to aid those with addictions?
17. What public health issues have been prominent within the RHA?
18. How have ambulance response times (due to increased traffic congestion or road blockages) been affected, if at all, during past infrastructure projects that have occurred within the RHA area?
19. Does the RHA have an emergency response plan?
 - a. Does the plan cover all facilities?
 - b. What does it include?
 - c. Where would support come from?
20. Is there any other information that you would like to add regarding the healthcare facilities in the community?

Bipole III Transmission Project
Site Selection and Environmental Assessment
KPI Question Guideline: Gillam Airport (Travis Wilkie)

1. What is the current state of the Gillam Airport?
 - a. How many airlines?
 1. Would it be able to accommodate more if needed?
 2. How many charters per week/month?
 - b. How many people do you expect travel through here each day?
2. What is the current operating cost of this airport? Are there sufficient funds to manage current demand and possible increased future loads?
3. Is the air service well used?
 - a. Is there demand for more flights?
 - b. Are cancellations common place due to lack of?
 - c. If the population were to increase would the airport be able to accommodate?
4. How many people are employed by the airport?
 - a. Are the local?
 - b. How many specialized jobs?
5. With upcoming projects in the community – do you foresee any problems?
6. Have there been any recent upgrades to the facility?
 - a. Any plans for future upgrades?
7. Are there hangars on site? Where are repairs done?
 - a. If so, what is their condition?
 - b. Would an increase in flights require construction of any holding facilities or maintenance facilities?
8. How much fuel is stored at the airport?
 - a. Is it brought in by train or semi?
9. Are there any training programs offered by the Airport?
10. Have there been any recent incidents at the Gillam Airport?
11. How is the patient fly out or criminal fly out coordinated?
12. Is parking adequate at this facility?
13. Are there any other services offered (taxi, shuttle, car rental)?

14. Does the Gillam Airport have a heli pad?
15. Are there any concerns that you have regarding a potential increase in population of the town of Gillam?
16. Is there anything you wish to add that was not covered?

Bipole III Transmission Project
Site Selection and Environmental Assessment
KPI Question Guideline: Gillam Hospital (Sherry Kuchnaric)

1. What year was the hospital constructed?
 - a. Have there been any recent upgrades to the facility?
 - b. Are there intentions of any future upgrades to the facility structure?
 - c. Is there adequate funding?
2. How many employees are on hand? Are they local or have they moved into the community from elsewhere?
 - a. Administrative
 - b. Janitorial
 - c. RNs
 - d. Doctors (physicians and ERs)
3. Is staffing adequate to accommodate the current population of Gillam?
 - a. Could it currently handle an increase in population?
 - b. What would be required to accommodate an increase?
4. How many beds are in the facility and what is capacity?
5. What services are offered in this facility?
 - a. Are there expectations of expanding on some of these services?
6. Are there any specialized services offered in the facility?
 - a. If specialized services are required where are patients sent?
7. Are there any specific challenges that this facility is currently experiencing?
8. How would you rate the current emergency response (i.e. Ambulance)?
 - a. Could it be improved?
 - b. Is it adequately handled/staffed?
 - c. How many ambulances are available for the Gillam area?
 - d. Have there been instances in the past where access was an issue to reach a patient or accident site?
9. How common (weekly, monthly, yearly) are patients flown out of Gillam for treatment?
 - a. What determines if they are to leave?
 - b. Where are they most commonly sent?
10. Have you noticed an increase in any specific illnesses in the recent past?
 - a. Were any extra measures required to treat them?
11. Are patients generally admitted for long term illness or short term/emergency injuries?
 - a. Are emergency cases primarily home or workplace related injuries?
 - b. What would the current ratio of patients be for long-term hospital stays versus short term patients?

- c. What are some of the most common ailments treated for in the hospital?
- 12. Have there been specific instances where the hospital has been over run?
 - a. How long did these instances last for?
 - b. Are there times of year where the hospital is busier?
 - c. Have you seen an increase in patients during past infrastructure projects that have occurred in Gillam?
- 13. What other communities are serviced by this facility?
- 14. Are there other health care facilities/treatments in the community?
 - a. Massage, physiotherapy, chiropractics, psychologist, psychiatrist
- 15. Are there any challenges with regards to the pharmacy?
 - a. Are medications readily available?
 - b. Are any supplies lacking?
 - c. How are supplies sent into the hospital?
- 16. Is addiction a large problem in the community (alcohol, drugs, inhalants, etc)?
 - a. Are there any programs to aid with addiction?
- 17. Does the hospital have an emergency response plan?
 - a. What would it include?
 - b. Where would support likely come from?
- 18. Is there any other information that you would like to add regarding the healthcare facilities in the community?

Bipole III Transmission Project
Site Selection and Environmental Assessment
KPI Question Guidelines: Gillam RCMP (Sergeant Cory
Gerrard)

1. How many people are employed with the Gillam RCMP detachment?
 - a. Administrative
 - b. Constables
 - c. Are these terms short or long term employees on average? Is there turn around of constables wanting to leave the community?
 - d. Where are most of the constables coming in from?
2. How many police vehicles does the Gillam RCMP detachment have?
3. When was the facility constructed?
 - a. How many cells are there?
 - b. What is the maximum number of people that this facility could accommodate?
 - c. Are there plans to upgrade or expand the detachment?
4. What other communities/what area does this detachment cover?
5. Is the current staff adequate to maintain existing services?
 - a. If there was an increase in population what would be required to accommodate?
6. Has the detachment had any problems with past hydro or infrastructure projects where there was a high influx of migrant workers?
 - a. Was anything upgraded to accommodate it?
 - b. What was the primary concern?
7. What process would be required to acquire more constables? Would it be anticipated that if a large scale project were to come to Gillam that there would be an option to heighten the RCMP presence?
8. Do you coordinate with other police regional offices to accommodate any increases in demand or specific problems? (ie. Band constables, NRO, etc)
9. How do you coordinate with other emergency services available in the community for emergency events? (ie. Fire, Ambulance)
10. How would you rank overall response times?
 - a. What could be done to improve or maintain response times?
11. Are there any training programs that are offered by the Gillam RCMP detachment?

12. Is funding adequate to maintain the force and the facilities required to operate?
13. What are the most common calls that the detachment receives? Is there 911 in the community or a local number?
14. Is domestic violence common in this community?
15. Are drugs, alcohol, inhalants, etc. a problem in this community?
 - a. Has it been in the past?
 - b. Are there services to aid with addiction?
16. Is theft common in the community?
17. If a large camp were to be constructed for a large scale project, would RCMP be present at all times or would it be dependant on staff availability?
18. Have you seen changes over time regarding the types of crime being undertaken?
 - a. Have you seen a change in the age groups being investigated for crime?
19. Is the detachment involved in any programs or activities in the community?
20. Is there any other information that you would like to provide regarding the Gillam RCMP detachment?

Bipole III Transmission Project
Site Selection and Environmental Assessment
Key Person Interview (KPI) Question Guidelines: Thompson Airport
(CEO Curtis Ross)

1. How would you describe the current state of operations at the airport? (traffic steady, increasing?)
 - a. How may airlines provide services in the Thompson Airport?
 - i. Would the airport be able to accommodate more airlines if needed?
 - ii. How many charter (and cargo flights) run per week/month?
 - b. How may people do you expect travel on flights to and from the airport each day?
 - c. Is there capacity to cater for additional flights? How many flights per day / week can the airport accommodate?
2. Is the air service well utilized
 - a. Is there a demand for more flights?
 - b. How often are flights cancelled? What are the causes? (ie: weather, economic reasons)
3. What is the current operating cost of the airport? Are there sufficient funds to manage current demand? Are there sufficient funds to manage possible increased future loads?
4. What is the ownership and management structure of the airport?
5. How many people are employed by the airport?
 - a. What percent of employees are residents of Thompson?
 - b. Are there any specialized jobs on site? (ie: mechanical, engineering, medical)
6. Has the airport had experience with past or current industrial projects in the region that increased demand on services? What was done to meet demands?
7. Have there been any recent upgrades to the facility?
 - a. Are there any plans for future upgrades?
8. What is the infrastructure on the airport property? (ie: runways, hangars, terminal building)
 - a. How would you describe their condition?
 - b. Where are aircraft repairs done?
 - c. Would an increase in flights require construction of any holding facilities or maintenance facilities?
9. What is the fuel storage capacity at the airport?
 - a. How is fuel transported to the site? (rail, truck)



10. Are there any training programs offered by the Airport?
11. Does the airport have an emergency response plan? What other agencies (if any) are involved in the plan?
12. Have there been any recent emergency or security incidents at the Thompson Airport? How are incidents reviewed?
13. How are medical patient and justice transport flights coordinated?
14. How many parking spaces are on the property? Is there a need for more parking?
15. Are there any other services offered (taxi, shuttle, car rental)?
16. Does the airport have a heli pad?
17. Is there anything you wish to add that was not covered?

Bipole III Transmission Project
Site Selection and Environmental Assessment
Key Person Interview (KPI) Question Guidelines:

Thompson RCMP (Inspector Ken Poulsen)

1. How many civilians/ administrative people are employed with the Thompson RCMP detachment? How many constables are employed with the Thompson RCMP detachment?
 - a. Are these short term or long term employees on average? Is there a short turn around of constable wanting to leave the community?
 - b. Where are most of the constables transferring in from?
2. How many police vehicles does the Thompson RCMP detachment have?
3. What facilities are used by the detachment?
 - a. When were they constructed
 - b. How many detainment cells are there?
 - c. What is the maximum number of people that this facility can accommodate?
 - d. Are there plans to upgrade or expand the facilities of the detachment?
 - e. Are the current facilities equipped to handle a possible increase in population
4. What other communities/what area does this detachment cover?
5. Is the current staff adequate to maintain existing services?
 - a. If there was an increase in population what types of staff and/or services would be required to accommodate the increase?
6. Has the detachment had any problems with past hydro or infrastructure projects where there was a high influx of workers?
 - a. Was anything upgraded to accommodate it?
 - b. What was the primary concern?
 - c. How did the detachment handle the influx of workers? (ie- were any emergency or security procedures changed or were any new procedures implemented).
7. What process would be required to acquire more constables? Would it be anticipated that if a large scale project were to come to Thompson that there would be an option to increase the RCMP presence?
8. Do you coordinate with other police regional offices to accommodate any increases in demand or specific problems? (ie. Band constables, NRO, etc)
9. How do you coordinate with other emergency services available in the community for emergency events? (ie. Fire, Ambulance, EMO)
10. Do you track emergency response times?
 - a. Do you feel that the response times are acceptable?

- b. What could be done to improve or maintain response times?
11. Are there any training programs offered by the Thompson RCMP detachment for employees or civilians?
 12. Is funding adequate to maintain the force and the facilities required to operate?
 13. What are the most common calls that the detachment receives? Is there a 911 service in the community?
 14. Is domestic violence common in this community?
 15. Are drugs, alcohol, inhalants, etc. a problem in this community?
 - a. Has it been a problem in the past?
 - b. Are there services available in the community to help people with addictions?
 16. Is theft common in the community?
 17. Have you seen changes over time regarding the types of crime being undertaken?
 - a. Have you seen a change in the age groups being investigated for crime?
 18. Is the detachment involved in any community outreach programs or activities?
 19. If a worksite camp were to be constructed for a large scale project, would RCMP be present at all times or would it depend on staff availability?
 20. Is there any other information that you would like to provide regarding the Thompson RCMP detachment?

Bipole III Transmission Project

Site Selection and Environmental Assessment

KPI Question Guideline: Omnitrax

Economy

General

1. How would you describe your industry's economic state? Is it in growth or decline?
2. Are there economic differences in the industry in certain regions of North America?
3. How do you see your local industry changing in the future?
 - Are there any proposed projects that have been approved or are in the approval process that may influence your industry?
 - Have local projects had significant impact upon your industry?
 - Were impacts mitigable?
4. What are some of the most significant economic events that have taken place in your industry in the past?
 - How has this affected the overall economy?
 - How has this affected the labour force in Manitoba?

Business Sector

5. What is the scale and geographic extent of your company within Manitoba? Within Canada? Internationally?
6. What other industries does your company primarily deal with?
 - What is the scale and geographic extent of these firms with regards to your services?
7. Are there any government subsidies or incentives for your industry?
8. When other projects occur in the region where your services are located, do you notice an increase of ridership from employees commuting to job sites?

Employment and the Labour Force

9. How has the labour force changed over time in your industry?
 - Are there more or less jobs available now compared to the past?
 - How have the types of employment changed over time?
10. Does your firm regularly seek employees from outside the province or the local area?



11. How might the proposed Bipole III transmission project impact the labour force for your industry? (ie, in-migration, new skills/training, increased workers etc)
12. Have any past major projects affected your firms labour force? What changes did you observe? Where were these projects located? What was the duration for project completion?

Infrastructure and Services

13. Are there any development initiatives that have been approved or are in the approval process that may affect your industry? Where are they located?
14. What are the existing load limits and traffic capacity on the railways that you operate? What are the existing and projected volumes and frequency of traffic on the railways? How does rail traffic vary throughout the year? Are certain times of the year busier than others and what are the approximate volumes?
15. Are there any future plans to upgrade/increase current rail infrastructure in northern Manitoba?
16. Do you think the current infrastructure is sufficient to accommodate increased rail traffic as a result of the proposed Bipole III transmission project? (this question is subjective as OmniTrax will not know how much rail traffic is proposed for the project)
17. If changes are required to accommodate a larger capacity, what are they and what is the time frame for the projects to be completed?
18. Does your company currently have any concerns with respect to the use of marshalling yards for construction projects in relation to your rights-of-way? Are there concerns with the potential for interference with rail operations?
19. Which services are the railways primarily used for (i.e. commercial or passenger transportation)? What are the volumes of commercial versus passenger train services?
20. Were there any significant increases in rail traffic during the construction of Wuskwatim G.S. or other significant construction projects in northern Manitoba? If so, did the rail line easily accommodate the increase in rail traffic?
21. Do you foresee any potential benefits to your company's operations from the construction of the Bipole III project? If so, in what respect? Are there any potential benefits from the operations and maintenance stage for Bipole III?

Sustainable Development/Corporate Social Responsibility:

22. Has your firm undertaken any sustainable development initiatives? If yes, what are they?
23. Does your company have a policy on corporate social responsibility? (ex: waste audits, recycling programs, conservation programs)
24. What measures do you take to reduce the overall environmental impact of your operations?



Access & Transportation

- 25. Do you think access to the area of the preliminary preferred route would change during the construction and/or operation phases of the project?
- 26. Do you have any concerns from construction or operation and maintenance activities associated with a transmission line right-of-way on your operating activities (e.g., safety, damage, etc.)?
- 27. If access to the Bipole III proposed right-of-way was required for your firm, what education or training do you think should be implemented with respect to access? (ex. Environmental, safety, monitoring, signage etc.)

General Questions

- 28. Do you have any comments or further information that you would like to add?
- 29. Do you wish to remain anonymous?

Bipole III Transmission Project
Site Selection and Environmental Assessment
Key Person Interview (KPI) Question Guidelines: University College of the North
(VP Konrad Jonasson)

1. What is the mandate of UCN in Thompson?
 - a. What is the governance structure?
2. How many people are employed by the college in the Thompson area?
 - a. What are the different types of positions? (faculty, administration, support)
 - b. Are there people retained on contract? What types of positions?
 - c. Are there long-term employees? Short-term, high turnover rate?
3. What facilities are owned/utilized by UCN in the Thompson area?
 - a. When were facilities constructed?
 - b. Are the facilities adequate to meet the current/future needs of programs?
 - c. Are there currently any plans to upgrade the facilities, or to retain more facilities in the Thompson Area
 - d. Describe the maintenance program for the building(s)
4. What are the main programs offered by UCN?
 - a. Describe the enrolment statistics? (steady, declining, increasing)
 - b. Are there general interest courses available to the community?
5. What is the general rate of employment after graduation/program completion?
 - a. What programs have the highest employment rates?
 - b. What programs have the lowest employment rates?
6. Do you have statistics of how many graduates stay in the Thompson area and how many move away to use their skills elsewhere?
7. Does the college recruit students from outside of the region?
 - a. Does the college offer any programs to support students' efforts in trying to find accommodations while attending UCN in Thompson? (ie. Student residences or recommending contacts in the community for room and board, etc)
8. Is there a time of the year when enrolment is particularly high or low? (ie are summer/spring/winter courses more popular?
 - a. If yes, does this account for an increase or decrease in population in the Thompson area during these times?
9. Does the daily class schedule create any traffic issues (ie. Any specific areas of congestion, or does it add to morning/afternoon rush hour)



10. Describe any programs offered that train people for work in northern industrial or natural resource development jobs?
 - a. Are partnerships established with industry for co-op programs?
 - b. Is there a demand for certain skills or training in the Thompson region?
11. Has UCN been involved with current or past Manitoba Hydro projects in the region?
 - a. What type of involvement?
 - b. Did the projects have a positive/negative impact on UCN's programs?
12. Does the college have any partnership links with community or government agencies to deliver programs? (examples: Indian and Northern Affairs Canada, Manitoba Infrastructure & Transportation, Western Economic Diversification)

Bipole III Transmission Project
Site Selection and Environmental Assessment
KPI Question Guideline: Manitoba Lodges and Outfitters
Association

Economy

1. Have changes in Manitoba's economy affected your organization? Has there been an overall growth or decline in Manitoba's economy from your associations' perspective?
2. In general, what initiatives contribute to sustainable economic development in Manitoba? (ex: tax incentives, rebate programs) Do these initiatives benefit your organization?
3. Do you think the proposed Bipole III transmission project will affect local economies along the preferred right-of-way? How?

Land Use

Development

4. Are there any plans to upgrade/expand any cottage communities/outfitters/trails along the preliminary preferred right-of-way? Please specify (on maps).
5. Do you think that the proposed Bipole III transmission project will affect future developments (which ones – specify on maps)?
6. Are you aware of any other major development projects either approved or in the approval process along the preferred right-of-way? If so, could you describe these projects and where they will be located (specify on maps)?
7. How have disturbances related to developments affected your associations' activities? (ex: construction noise)
8. Based on previous development disturbances, how did animals/plants recover in the developed area?
9. Are there any health and safety concerns that your association has with respect to the construction and/or operation of the proposed Bipole III transmission project?

Property

10. How have property values changed in Manitoba? Do you think these changes have affected your organization?
 - What areas in Manitoba have seen the most fluctuation?
11. How do you expect the property values to change in the future?



12. Has your organization observed changes in the landscape along the preliminary preferred route? Did the changes affect members of your organization? How?
13. Is there other major existing infrastructure (eg. Telephone poles, transmission lines) built in areas where members of your organization currently operate?

Local Environment

Social Values

14. What social values are important to your association? (ex: water quality, property values)
15. How have these social values changed?
16. Will the proposed Bipole III transmission project affect these social values?
17. Have past development projects changed social values?
 - How did your association react to past projects?
 - How were impacts minimized if any?

Recreation/Cottage Use

18. How do you think the construction phase would affect recreational activities? (ex: how often people use their ATVs/snowmobiles, visit outfitters/cottages)
19. Do you think the proposed Bipole III transmission project will have an effect on:
 - Personal appreciation of the landscape?
 - Participation in local activities in areas near the preliminary preferred route?

Environmental/Sustainable Development

20. Are there any environmental concerns that your association is concerned with?
21. Does your association provide assistance for any sustainable development initiatives?
22. Do you anticipate any concern with respect to waste disposal grounds related to the proposed Bipole III transmission project? (ie. Attracting nuisance wildlife)
23. Does your organization have any concerns with forest fire prevention plans?

Access

24. How does your organization currently access the area where the Bipole III



transmission line project is proposed to be built?

- Will access to the area change during construction? During operation?

25. What seasons are users primarily in the area?

26. Do you think there will be any consequence with increased access to the right-of-way? (ex: increased traffic volume, use of resources such as berry picking, etc.)

27. What safety measures would be beneficial for people who may access the right-of-way? Who is responsible for these safety measures? (ex. Signage, community notifications, training seminars etc.)

- Do you anticipate the need for any gates or other devices to prevent people from accessing the right-of-way?

28. Does your organization have any concerns with increased traffic as a result of the construction/operation/maintenance of the proposed Bipole III transmission project? (ie. Vehicle, rail etc)

General Questions

29. Do you have any comments or further information that you would like to add?

30. Do you wish to remain anonymous?

Bipole III Transmission Project

Site Selection and Environmental Assessment

KPI Question Guideline: Manitoba Trappers Association

Economics

1. How has the price of fur changed over time?
2. How do you anticipate the price of fur changing in the future?
3. What are some factors that influence the value of fur?

Practices

4. How have trapping resources changed over time? (ex: animal population fluctuation)
5. How have trapping practices changed over time? (ex: routes, new methods)
6. Has the purpose of trapping changed over time? (ex: subsistence vs. leisure)
 - What factors have attributed to this change?
7. Has the frequency of trapping changed through generations?
8. Do you think the proposed Bipole III transmission project will affect how often people will use trap lines?

Development

9. How do changes in landscape affect trapping activities?
10. Are you aware of any other major development projects either approved or in the approval process that will affect trappers along the proposed Bipole III preferred right-of-way? If so, could you describe these projects?
11. Have development related disturbances effected trapping activities? (ex: construction noise)
12. Based on previous development disturbances, how did animals recover in the developed area?
13. How do you see the proposed Bipole III transmission project affecting future trap lines?

Environmental/Sustainability

14. Are there any environmental concerns with the proposed Bipole III transmission project that the Manitoba Trappers Association would have?



15. Are there currently any sustainable development initiatives that Manitoba Trappers Association has in place?

Membership

16. How has the number of members changed over the years?
17. Do you anticipate the number of members to increase/decrease/stay the same? Why?

Access

18. Do trappers currently trap in the area where the Bipole III transmission line project is proposed to be built?
- Do you think access to this area would change during the construction and/or operation phases of the project?
19. What seasons are trappers primarily in the area?
20. How do they currently access the area? (ex. ATV, Snowmobile, boat, etc.)
21. Do you think there will be an effect on trapping activities with increased access to the right-of-way? (ex: timing of Manitoba Hydro operations, occurrence of maintenance crews in the area.)

Safety

22. What safety measures should be taken for notifying people who may access the right-of-way? (ex. Signage, community notifications, training seminars etc.)
23. Do you anticipate any safety concerns associated with trapline and trapping caused by an influx of people as a result of the proposed Bipole III transmission project?

General Questions

24. Do you have any comments or further information that you would like to add?
25. Do you wish to remain anonymous?



**Bipole III Transmission Project,
Site Selection and Environmental Assessment
KPI Question Guideline: Trappers**

Membership (Questions 3-5 apply to MTA only)

1. How many years have you been trapping?
2. Where is your trapline located and what part of it do you mostly focus on?
3. How long have you been a member of the Manitoba Trappers Association?
4. How has the number of members changed over the years?
5. Do you anticipate the number of members to increase/decrease/stay the same? Why?

Economics

6. How has the price of fur changed since you began trapping?
7. How do you anticipate the price of fur changing in the future?
8. What are some factors that influence the value of fur?
9. What are your main expenses while trapping?
10. Are there any other financial benefits to holding a trapline?
11. Do you feel that a livelihood can be achieved by trapping on its own?

Practices

12. How have trapping resources changed over time? (ex: animal population fluctuation, variety of species)
13. Have trapping practices changed since you began trapping? (ex: routes, new methods)
14. Has the purpose of trapping changed over time? (ex: subsistence vs. leisure)
 - What factors have attributed to this change?
15. Has the frequency of trapping changed through generations?
16. Do you think the proposed Bipole III transmission project will affect how often you will use trap lines?
17. Do you trap along any transmission lines at present?

Development

18. How do changes in landscape affect trapping activities? i.e. linear developments, cutovers, forest fires..
19. Are you aware of any other major development projects either approved or in the approval process that will affect trappers along the proposed Bipole III preferred right-of-way? If so, could you describe these projects? i.e. forestry, mining, roads
20. Have development related disturbances effected your trapping activities? (ex: construction noise, loss of equipment/trails)
21. Based on previous development disturbances, how did animals recover in the developed area?
22. How do you see the proposed Bipole III transmission project affecting future trap lines?

Environmental/Sustainability

23. Are there any environmental concerns with the proposed Bipole III transmission project that you would have? (ie, air, water, soils, birds, mammals)

Access

24. Do you think access to the area you trap would change during the construction and/or operation phases of the project?
25. How do you currently access the area? (ex. ATV, Snowmobile, boat, etc.)
26. Do you think there will be an effect on trapping activities with increased access to the right-of-way? (ex: timing of Manitoba Hydro operations, occurrence of maintenance crews in the area, increase in theft or vandalism.)
27. Would you use the right-of-way when you are trapping?
28. Do you think safety measures should be taken to notify people who may access the right-of-way? (ex. Signage, community notifications, training seminars etc.)
29. Do you use rail service in your trapping area? If so, do you think the proposed project will affect this service?

General Questions

30. Do you have any comments or further information that you would like to add?
31. Do you wish to remain anonymous?
32. Would you be interested in periodic updates during the Bipole III project? Would you like a field tour during construction?

APPENDIX B-3 – Interview Review Letter (Sample)

[Date]

Ref. No.: 5509033.202.710

[Name]
[Address]
[Address] [Manitoba]
[Postal Code]

RE: Bipole III Site Selection and Environmental Assessment Process – Key Person Interview

Dear [Interviewee Name]:

On behalf of Manitoba Hydro, thank you for your participation in the Key Person Interview on [DATE]. Please find enclosed the following:

- One copy of the interview audio recording and your interview summary sheet.

Please review the interview summary to verify the accuracy of the information collected and recorded during your interview.

Upon completion of your review, if you require changes to be made, please contact me at (204) 272-2652 or sadiqs@mmm.ca prior to [DATE] and we will be happy to assist you.

Yours sincerely,

MMM Group Limited

Somia Sadiq, B.Env.Sc. (Honours Co-op)
Planner, Environmental

Enclosure

APPENDIX B-4 – Consent to Interview Form (Sample)

BIPOLE III Transmission Project: A Major Reliability Improvement Initiative

CONSENT TO INTERVIEW FORM

Name of the Interviewee _____
Name of the Interviewer _____
Date of the Interview _____
Place of Interview _____

I, _____, consent to be interviewed by _____.
I understand that the purpose of this interview is to assist Manitoba Hydro in the Environmental Assessment process for the Bipole III Transmission Project.

I also understand that I do not have to divulge any information that I consider to be sensitive; I can also end the interview at any time.

Manitoba Hydro and the interviewer will not use the information for any other purpose other than that stated above unless with the consent of the interviewee.

I wish to remain anonymous ☐
I wish to have a copy of the recorded interview ☐

*If anonymity is preferred, the interviewee's name will not appear on any documents or recording labels *other* than the recording list which will be a restricted document.

I agree to the use of the information
I have provided according to the
conditions stated above.

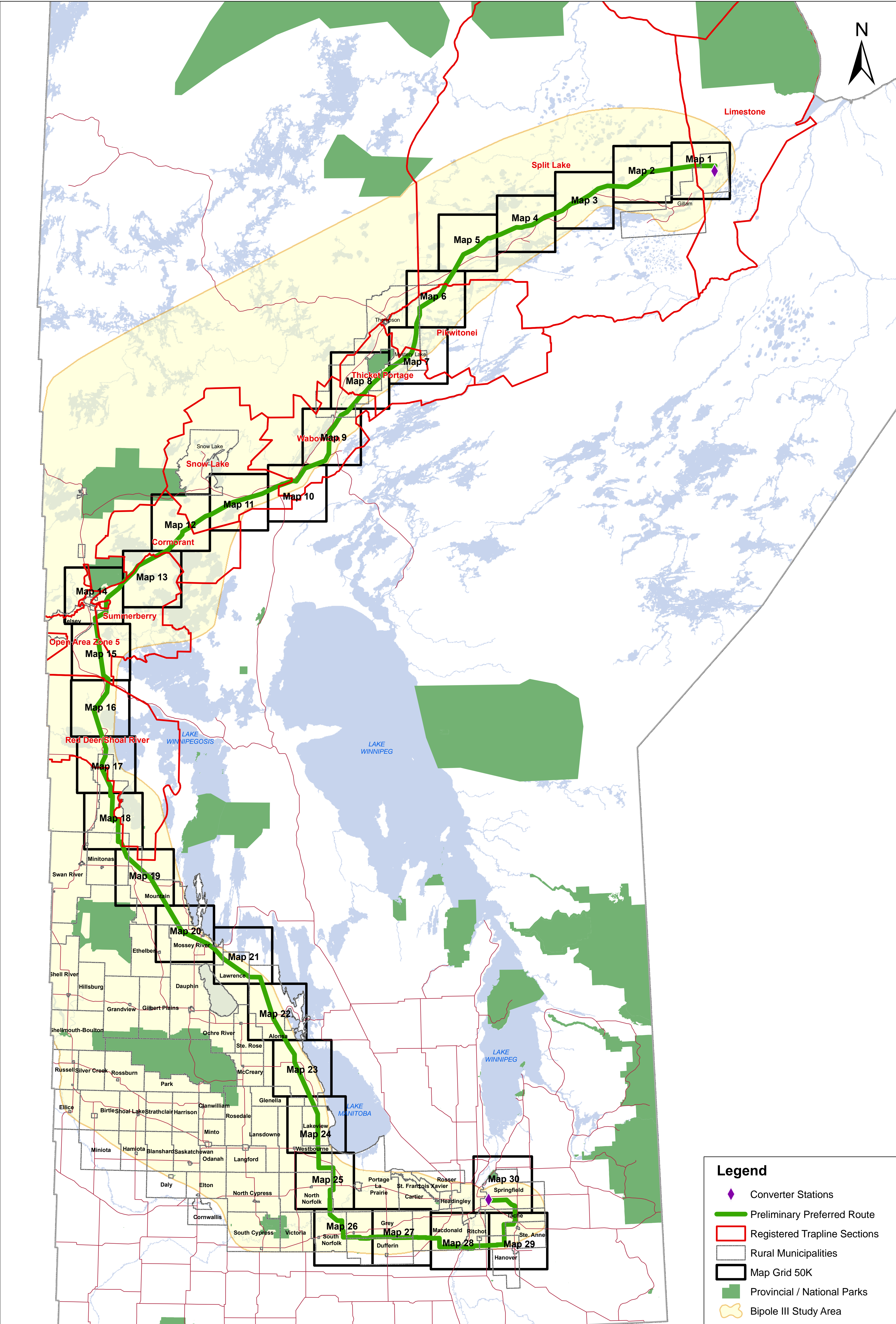
I agree to use information
according to the terms
outlined above.

Signature of Interviewee

Signature of Interviewer

Date

Date



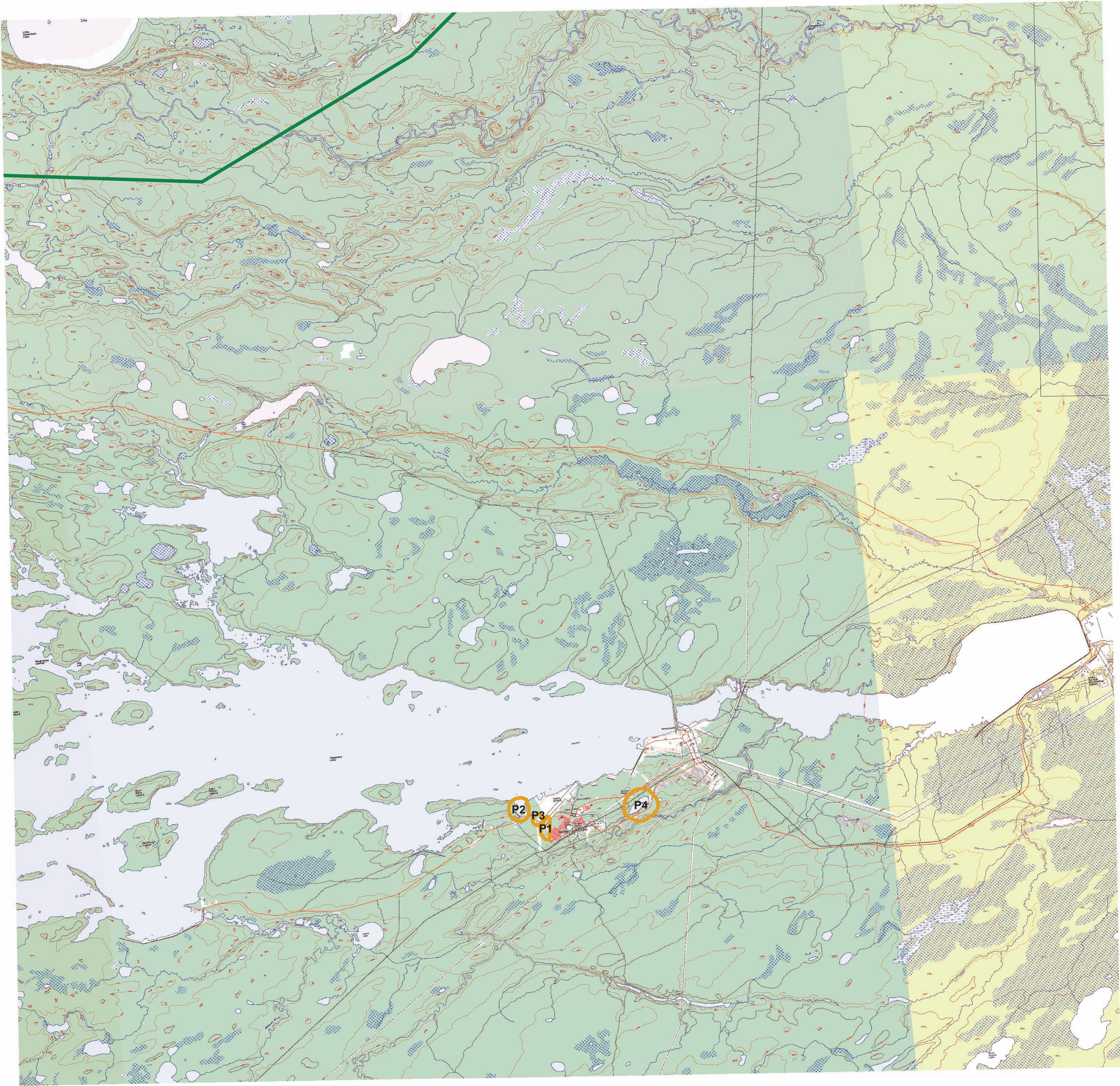


Interview ID	ID	Type	Location	Notes
P	1	Land Use & Development	Gillam	Three separate subdivisions
P	2	Economy	Gillam	Wharf - float planes
P	3	Recreation	Gillam	Stephens Lake Park (public)
P	4	Recreation & Economy	Gillam	Snowmobiling trails, toboggan hill, float planes, custom helicopters

Date: December 9, 2010
Interviewee: Mayor Jim Goymer
Interviewer: Trevor Joyal

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information**
 - Points of Interest
 - Lines of Interest
 - Areas of Interest



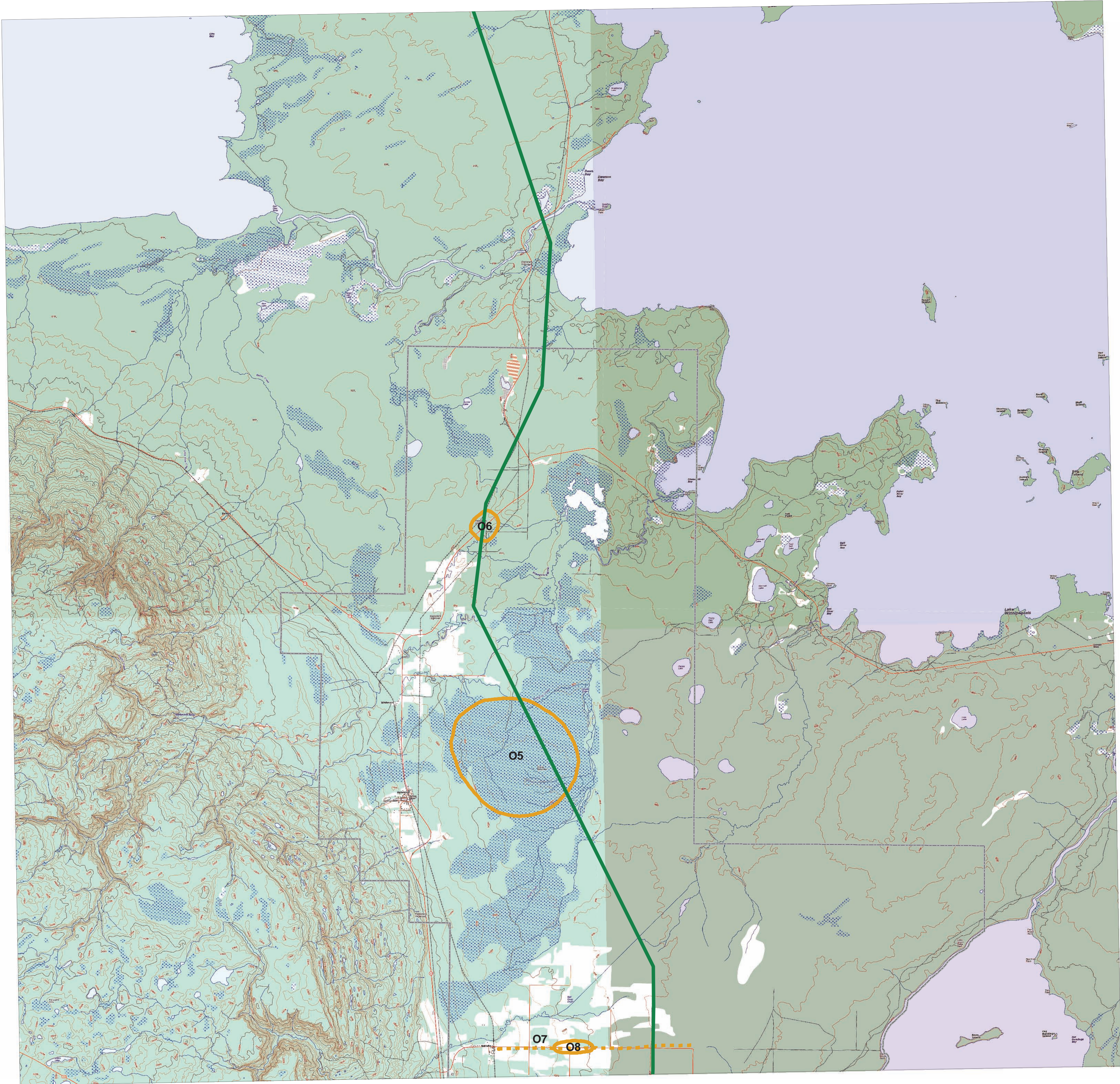


Interview ID	ID	Type	Location	Notes
O	5	Recreation	Mountain	Peatmoss (potential future harvesting)
O	6	Access	Mountain	Access point along PPR
O	7	Infrastructure	Mountain	Maintained road
O	8	Infrastructure	Mountain	Soft sections of maintained road

Date: January 5, 2011
Interviewee: Robert Hanson
Interviewer: Trevor Joyal

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest



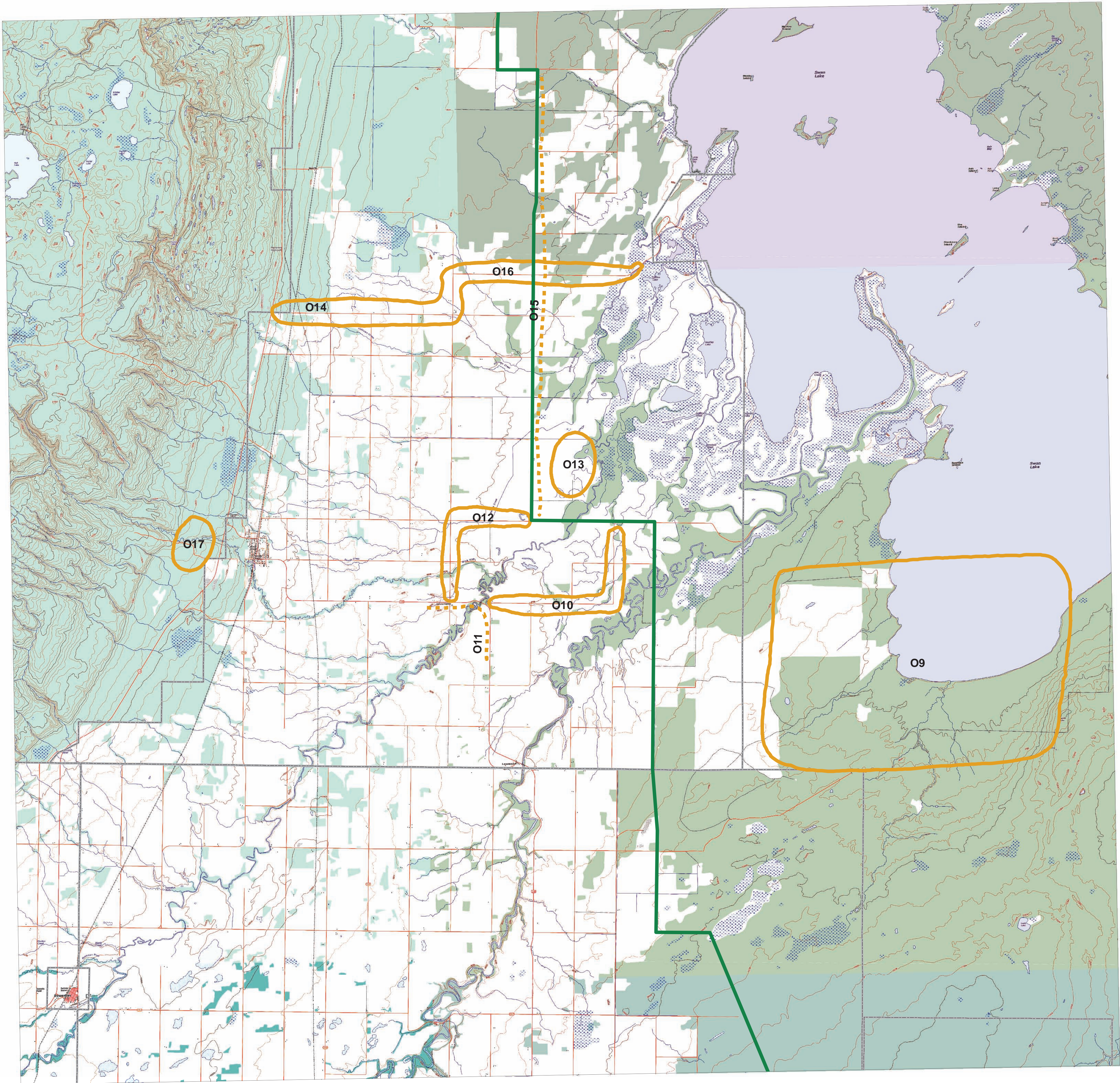


Interview ID	ID	Type	Location	Notes
O	9	Recreation	Mountain	Bird Refuge Area
O	10	Infrastructure	Mountain	Good road for potential access to PPR
O	11	Infrastructure	Mountain	PH 268- Paved
O	12	Infrastructure	Mountain	Good road for potential access to PPR
O	13	Recreation	Mountain	Marsh, waterfowl hunting
O	14	Infrastructure	Mountain	Road sections can get poor due to weather
O	15	Infrastructure	Mountain	Main Market Road
O	16	Infrastructure	Mountain	Sapotawayak Cree Nation maintains road
O	17	Recreation	Mountain	Area of ecological interest to community

Date: January 5, 2011
Interviewee: Robert Hanson
Interviewer: Trevor Joyal

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest



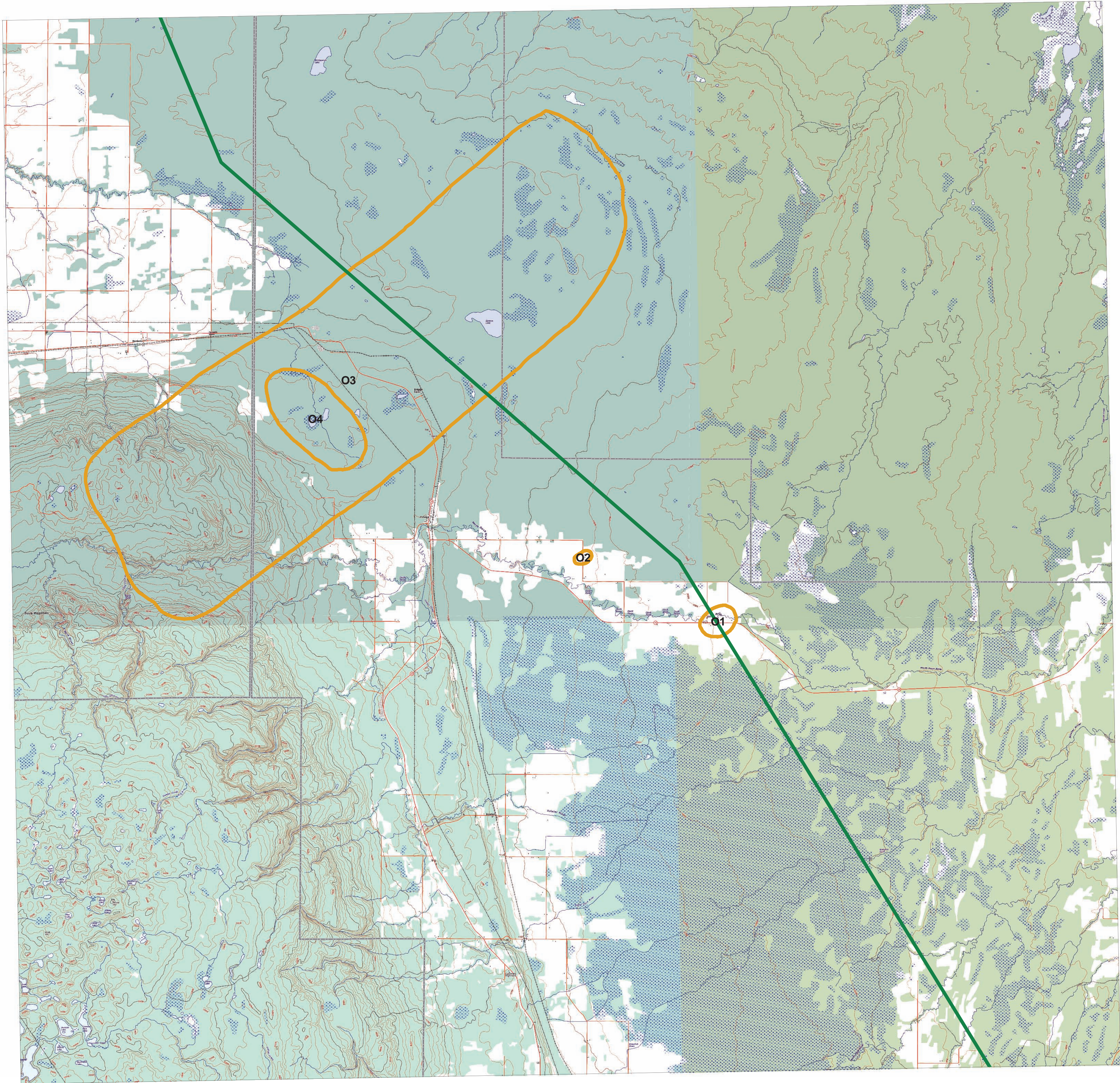


Interview ID	ID	Type	Location	Notes
O	1	Access	Mountain	Potential access along PPR
O	2	Infrastructure	Mountain	Bridge out of use
O	3	Recreation	Mountain	Moose corridor
O	4	Recreation	Mountain	Ecological value for community

Date: January 5, 2011
Interviewee: Robert Hanson
Interviewer: Trevor Joyal

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest



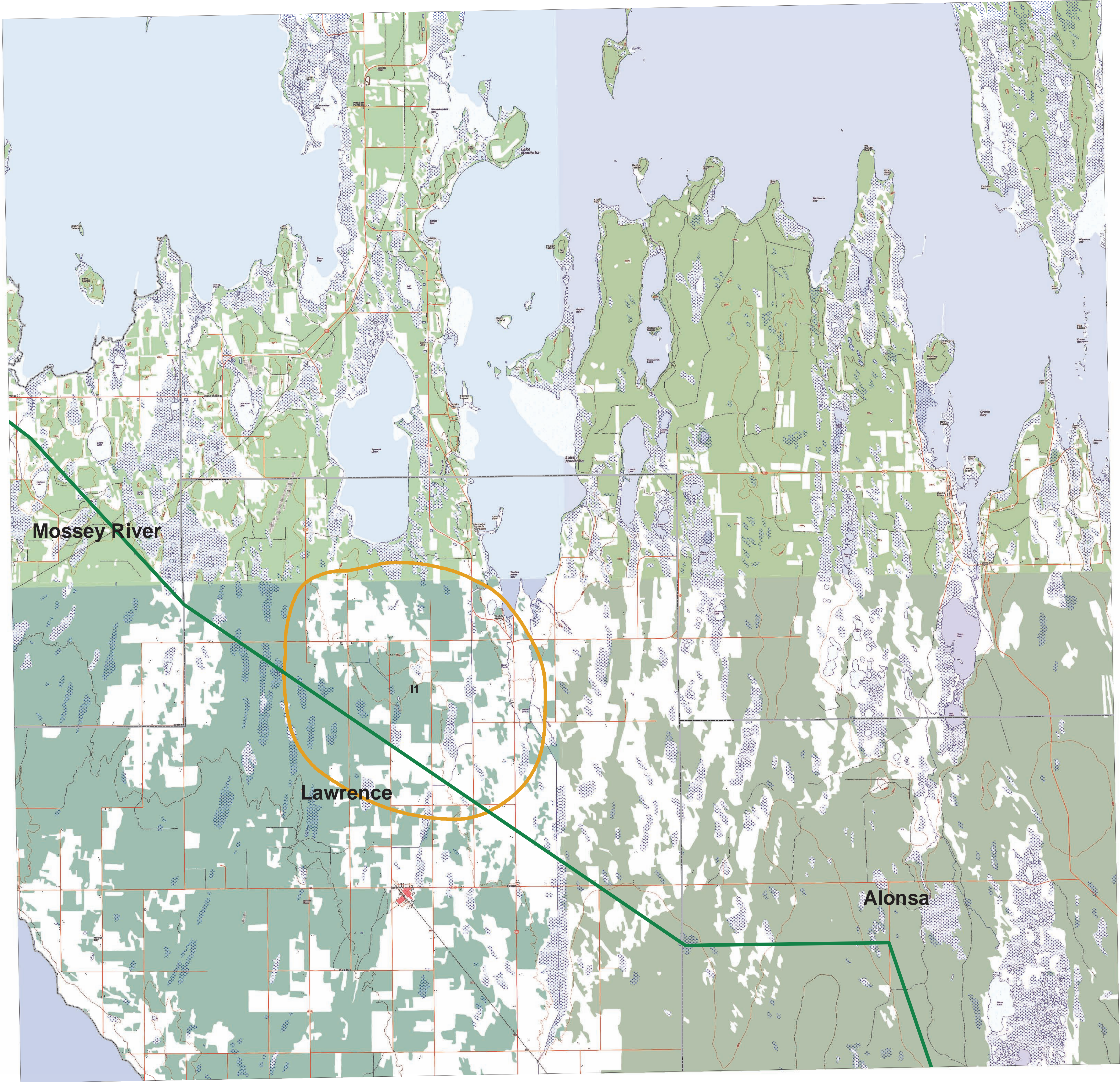


Interview ID	ID	Type	Location	Notes
I	1	Land Use	RM of Lawrence	Potential quarry limestone

Date: October 26, 2010
Interviewee: Fred Taylor
Interviewer: Natalie Ducharme

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest



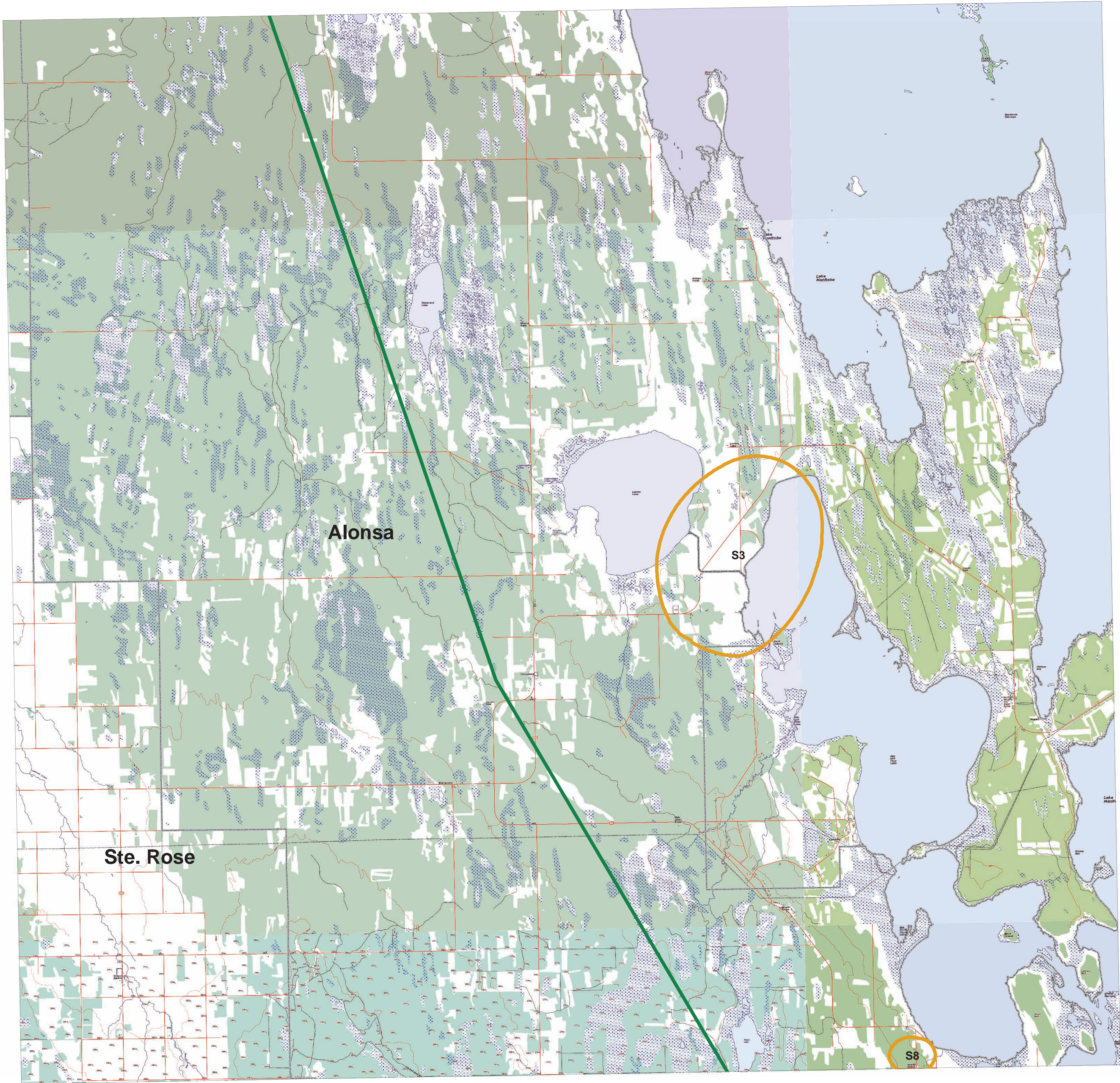


Interview ID	ID	Type	Location	Notes
S	3	Recreation	Alonsa	Cottage Development (Narrows West, 320 lots, 7 completed)
S	8	Recreation	Alonsa	Bird watching area and trail

Date: January 11, 2011
Interviewee: Terry Dayholos
Interviewer: Lauren Lange

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest



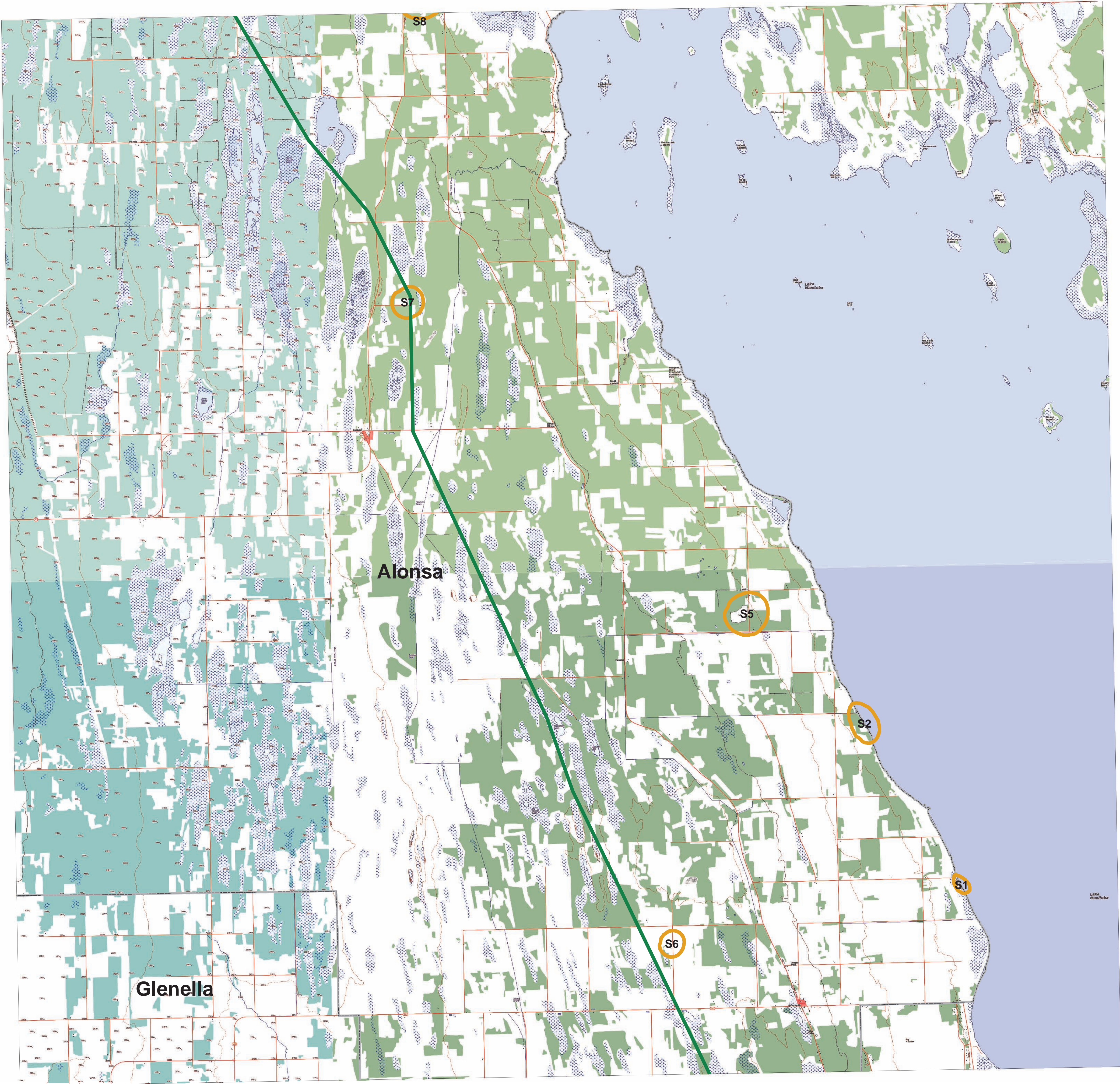


Interview ID	ID	Type	Location	Notes
S	1	Recreation	Alonsa	Cottage Development (Halls Beach, 24 lots, 5 remaining)
S	2	Recreation	Alonsa	Cottage Development (Beckville, 100 lots, 5 completed)
S	5	Resource Use	Alonsa	West Rock Mining
S	6	Land Use	Alonsa	Moore's cattle farm
S	7	Land Use	Alonsa	Edmund Cock's cattle farm
S	8	Recreation	Alonsa	Bird watching area and trail

Date: January 11, 2011
Interviewee: Terry Dayholos
Interviewer: Lauren Lange

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest



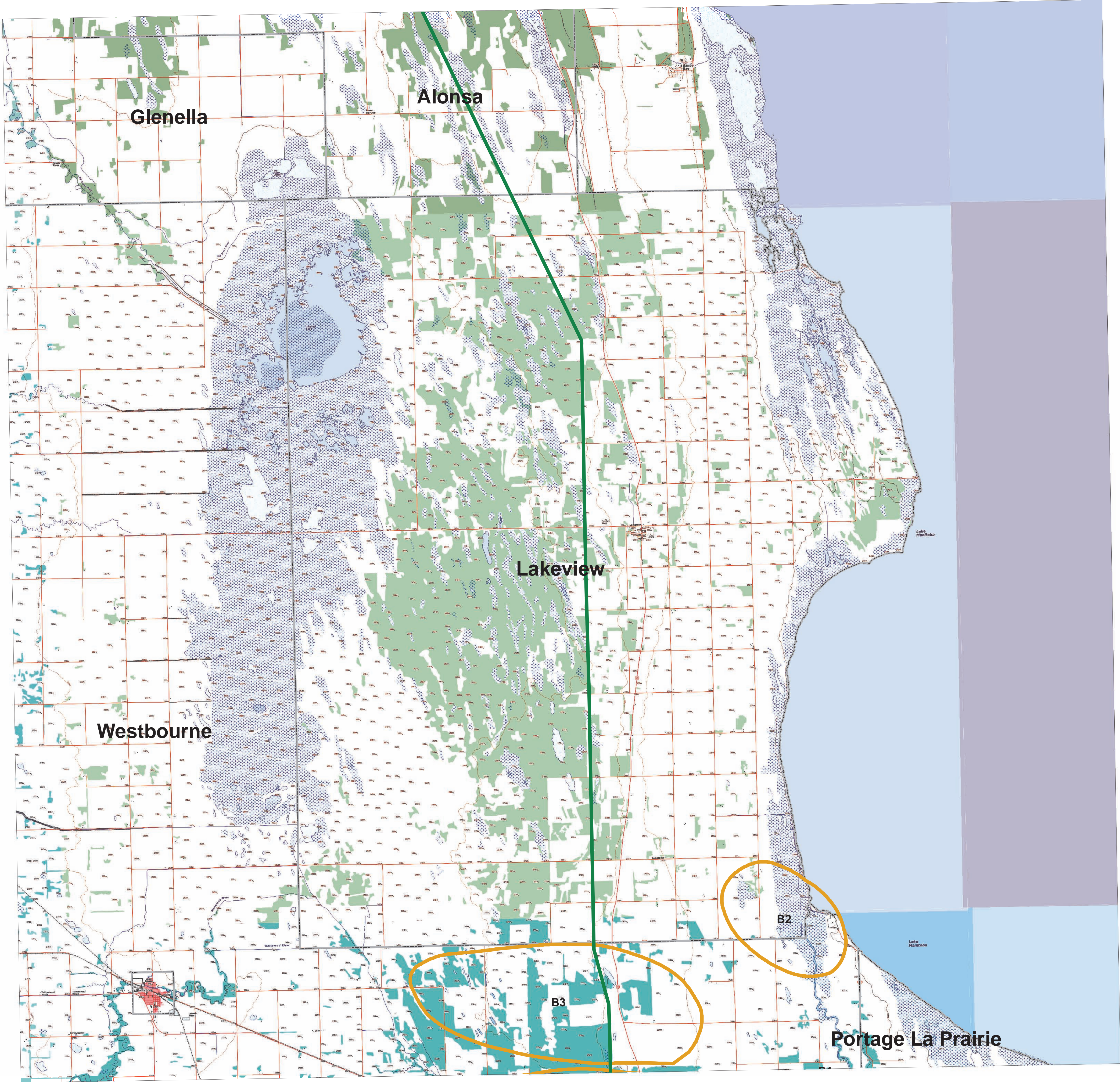


Interview ID	ID	Type	Location	Notes
B	2	Recreation	Westbourne	Camping area
B	3	Recreation	Westbourne	Big game hunting

Date: September 28, 2010
Interviewee: David Single
Interviewer: Natalie Ducharme

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest



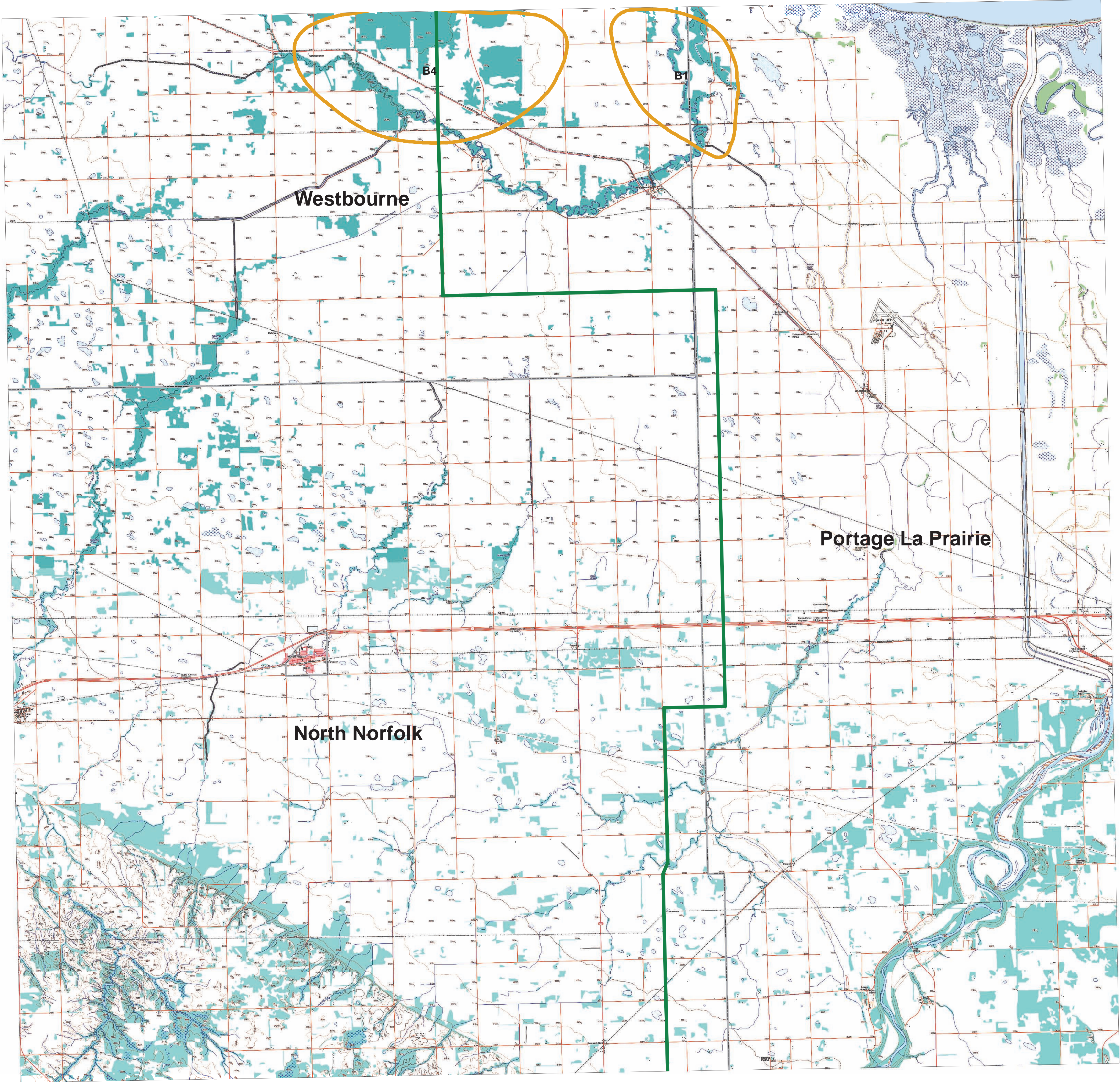


Interview ID	ID	Type	Location	Notes
B	1	Recreation	Westbourne	Camping area
B	4	Recreation	Westbourne	Big game hunting

Date: September 28, 2010
Interviewee: David Single
Interviewer: Natalie Ducharme

Legend

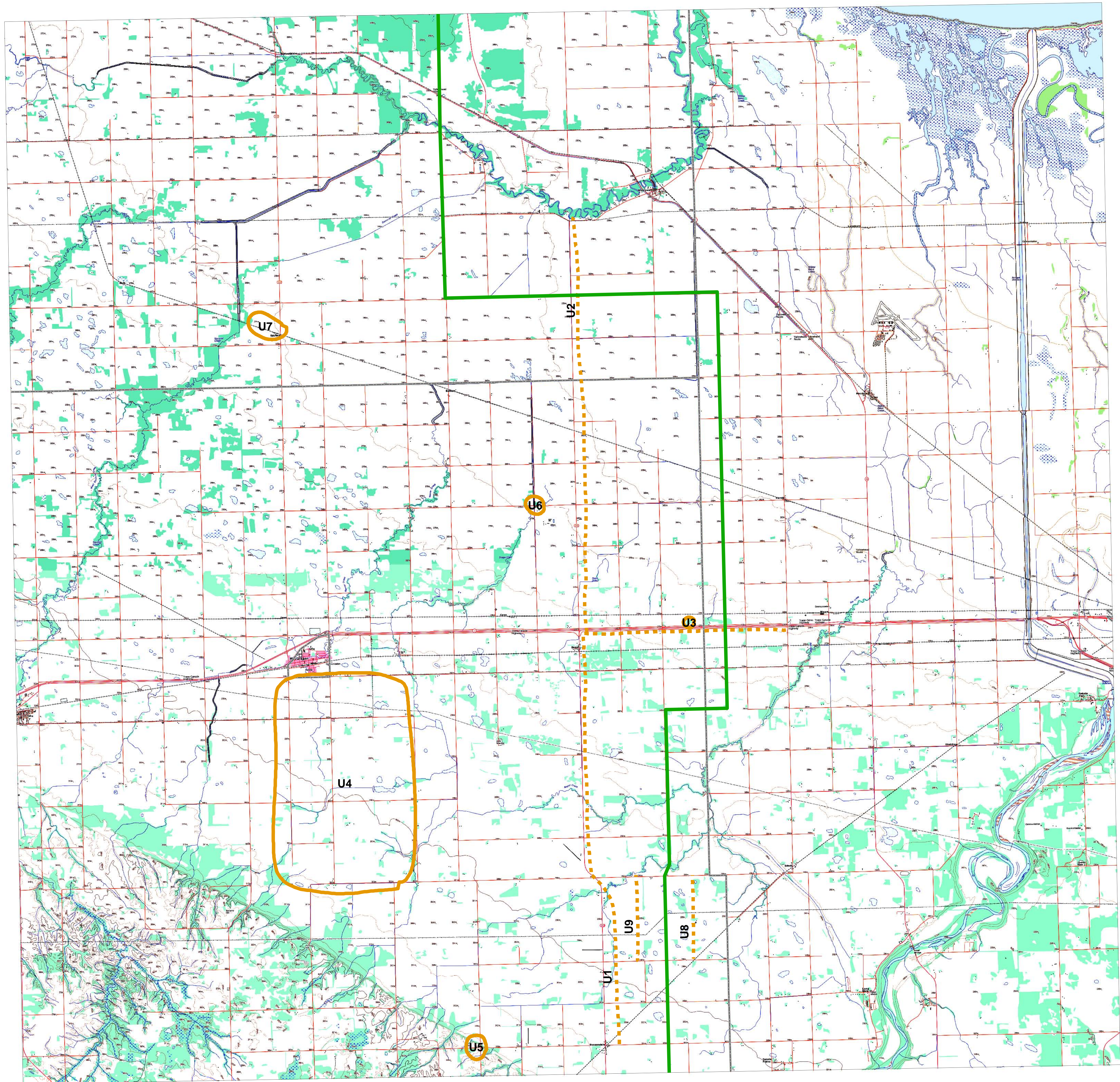
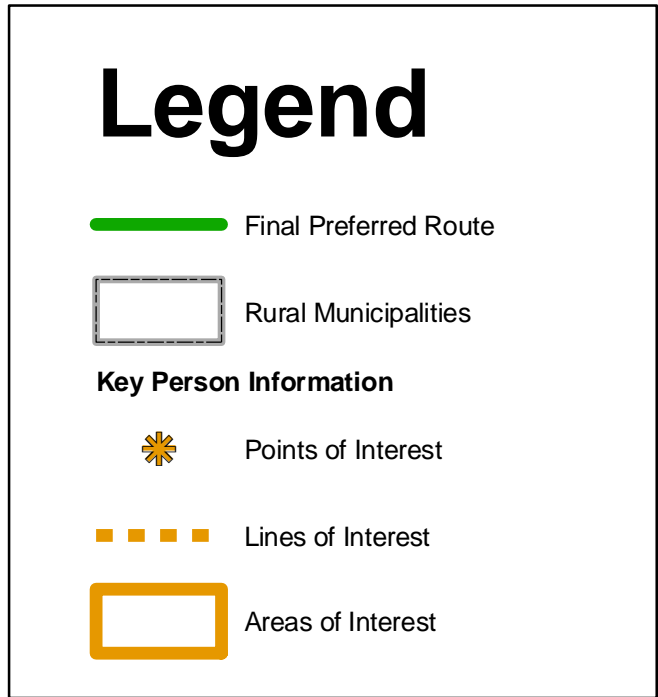
- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest





Interview ID	ID	Type	Location	Notes
U	1	Infrastructure	RM North Norfolk/MacGregor	Waterline from Portage la Prairie to North Norfolk
U	2	Infrastructure	RM North Norfolk/MacGregor	Waterline to RM of Westbourne/Gladstone
U	3	Infrastructure	RM North Norfolk/MacGregor	70m Telus communication tower (Spring 2011 construction)
U	4	Infrastructure	RM North Norfolk/MacGregor	Waterline expansions (Summer 2011 construction)
U	5	Community	RM North Norfolk/MacGregor	Baker Hutterite Colony (approx. 20 homes and plastic manufacturing plant)
U	6	Community	RM North Norfolk/MacGregor	Aspenheim Hutterite Colony
U	7	Community	RM North Norfolk/MacGregor	Cascade Hutterite Colony
U	8	Community	RM North Norfolk/MacGregor	Conservation corridor designated by RM and Whitemud watershed
U	9	Community	RM North Norfolk/MacGregor	Conservation corridor designated by RM and Whitemud watershed

Date: December 20, 2010
Interviewee: Anonymous/Neil Christofferson
Interviewer: Lauren Lange



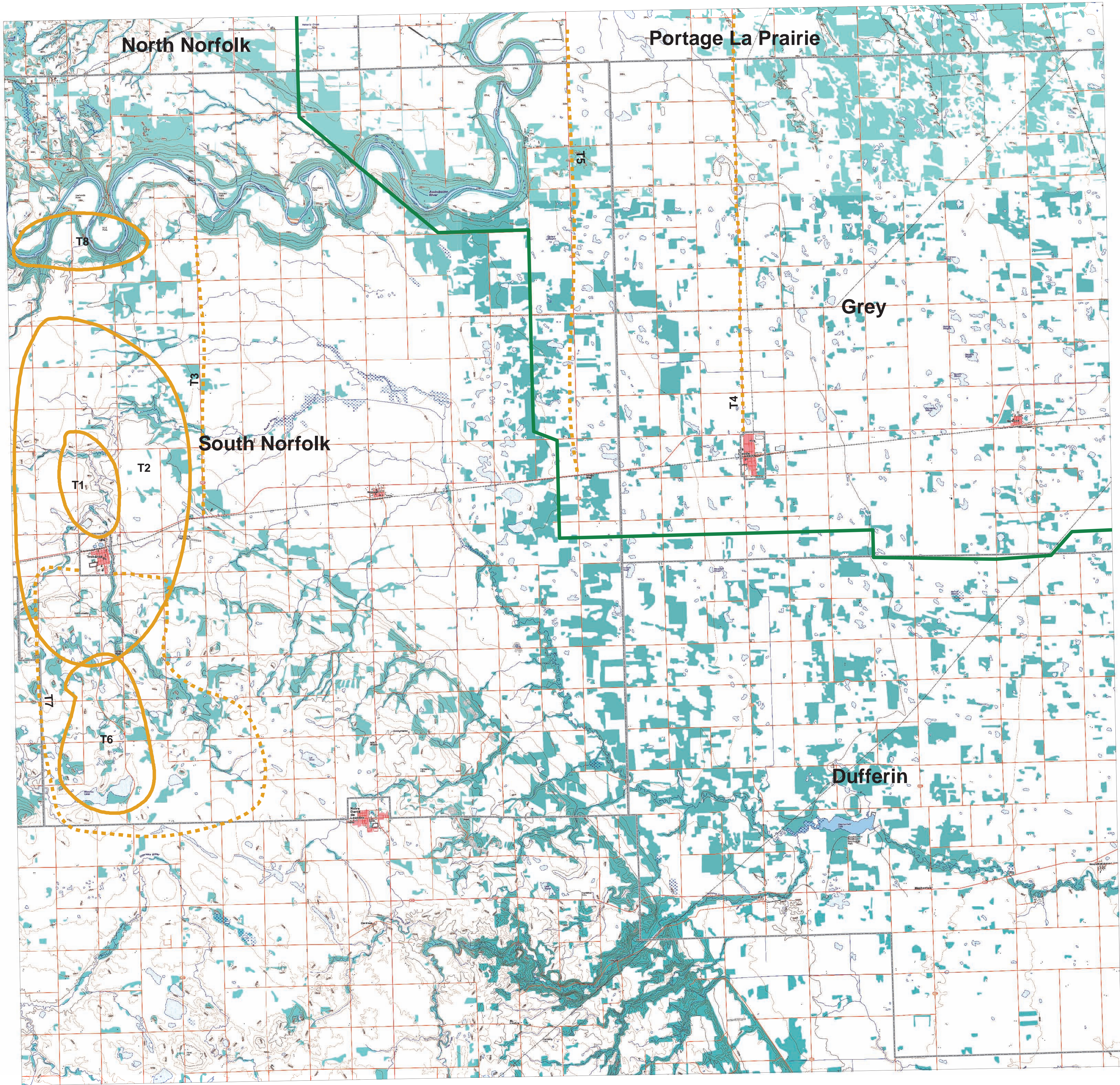


Interview ID	ID	Type	Location	Notes
T	1	Recreation	Treherne	Potential recreation and tourism development (Boyne Creek Dam)
T	2	Land Use	Treherne	High abundance of potato farmers who ship to Portage la Prairie
T	3	Infrastructure	Treherne	PTH 242 - Major road link for local farmers to Trans-Canada Highway
T	4	Infrastructure	Treherne	PTH 240 - Major road link for local farmers to Trans-Canada Highway
T	5	Infrastructure	Treherne	PTH 305 - Major road link for local farmers to Trans-Canada Highway
T	6	Recreation	Treherne	Pinkerton Lake Wildlife Reserve
T	7	Recreation	Treherne	"Run for the Hills" Annual Marathon Route
T	8	Recreation	Treherne	Potential river irrigation and links to Boyne Reservoir

Date: December 13, 2010
Interviewee: Ron van den Bussche
Interviewer: Natalie Ducharme

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest



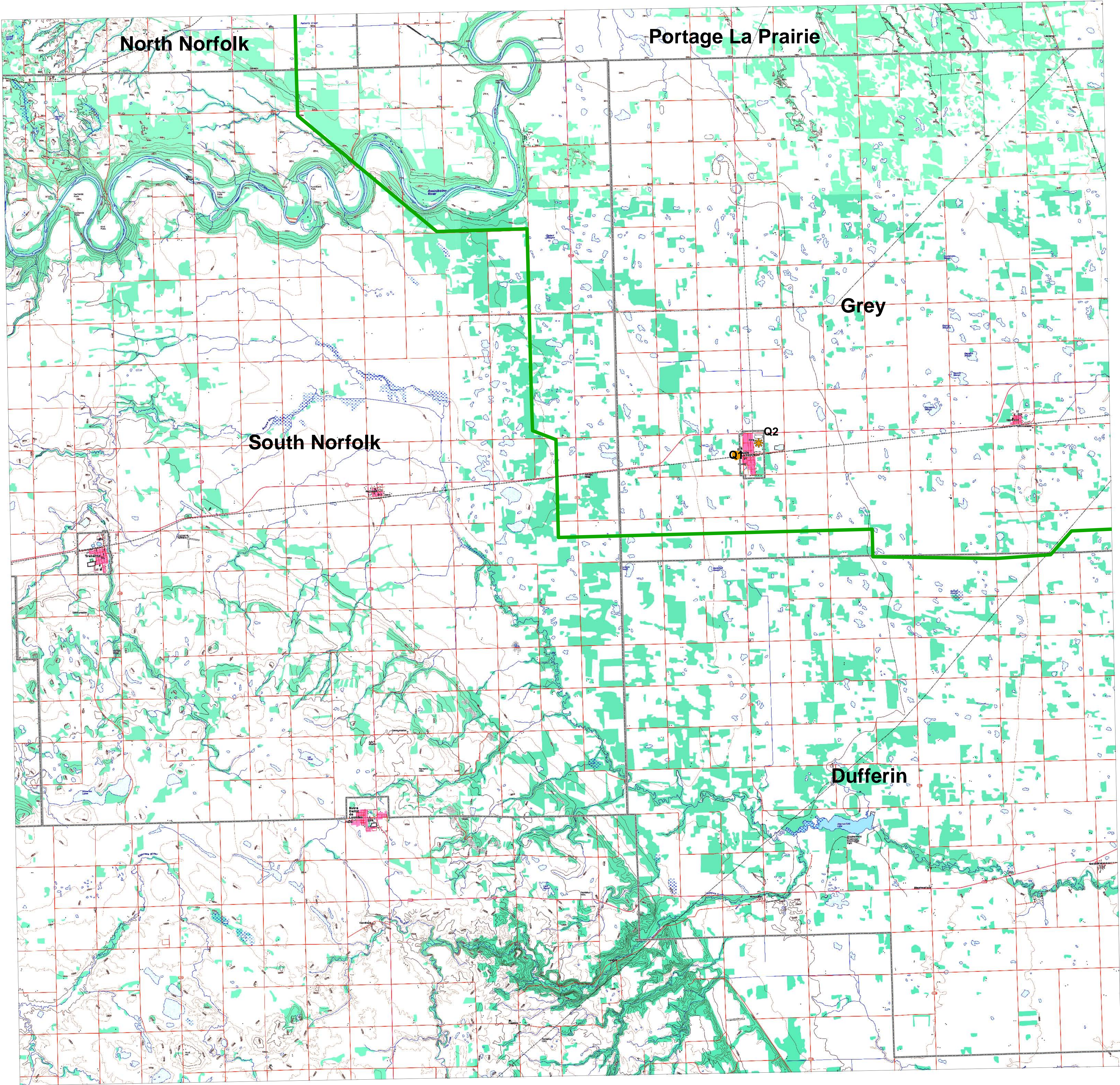


Interview ID	ID	Type	Location	Notes
Q	1	Recreation	Village of St. Claude	Parker Lake
Q	2	Recreation	Village of St. Claude	Park and camping area

Date: January 7, 2011
Interviewee: Norman Carter
Interviewer: Trevor Joyal

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information**
 - ✱ Points of Interest
 - Lines of Interest
 - Areas of Interest



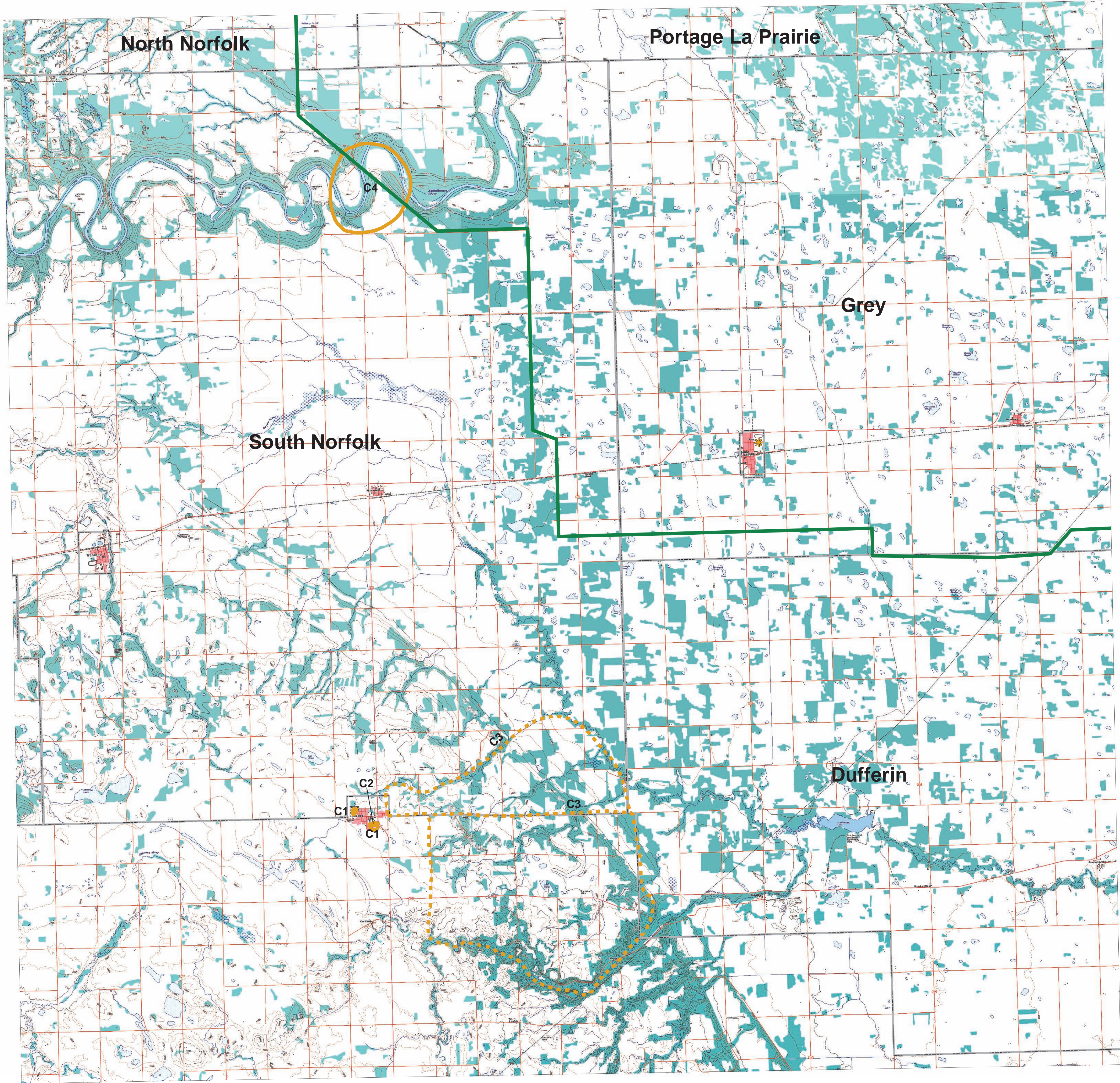


Interview ID	ID	Type	Location	Notes
C	1	Land Use	Notre Dame	Subdivisions
C	2	Land Use	Notre Dame	Potential Camping Area
C	3	Land Use	Notre Dame	Snowmobile and Cross Country Ski Trail
C	4	Land Use	Notre Dame	Fishing Areas

Date: November 5, 2010
Interviewee: Denis Bibault
Interviewer: Trevor Joyal

Legend

- Final Preferred Route
- Rural Municipalities
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Interview ID	ID	Type	Location	Notes
D	1	Land Use	Grey	Potential wind farm area
D	3	Land Use	Grey	Dairy expansion within the municipality
D	4	Land Use	Grey	Dairy expansion within the municipality
D	5	Land Use	Grey	Dairy expansion within the municipality
D	6	Land Use	Grey	potential potato
D	7	Land Use	Grey	potential potato and irrigation in RM of Grey
D	9	Land Use	Grey	Older logging site - potential 2 polygons
D	11	Resource Use	Grey	Two potential polygons of wildlife and bird habitat

Date: October 6, 2010
Interviewee: Ted Tkachyk
Interviewer: Trevor Joyal

Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information
 - Points of Interest
 - Lines of Interest
 - Areas of Interest

