

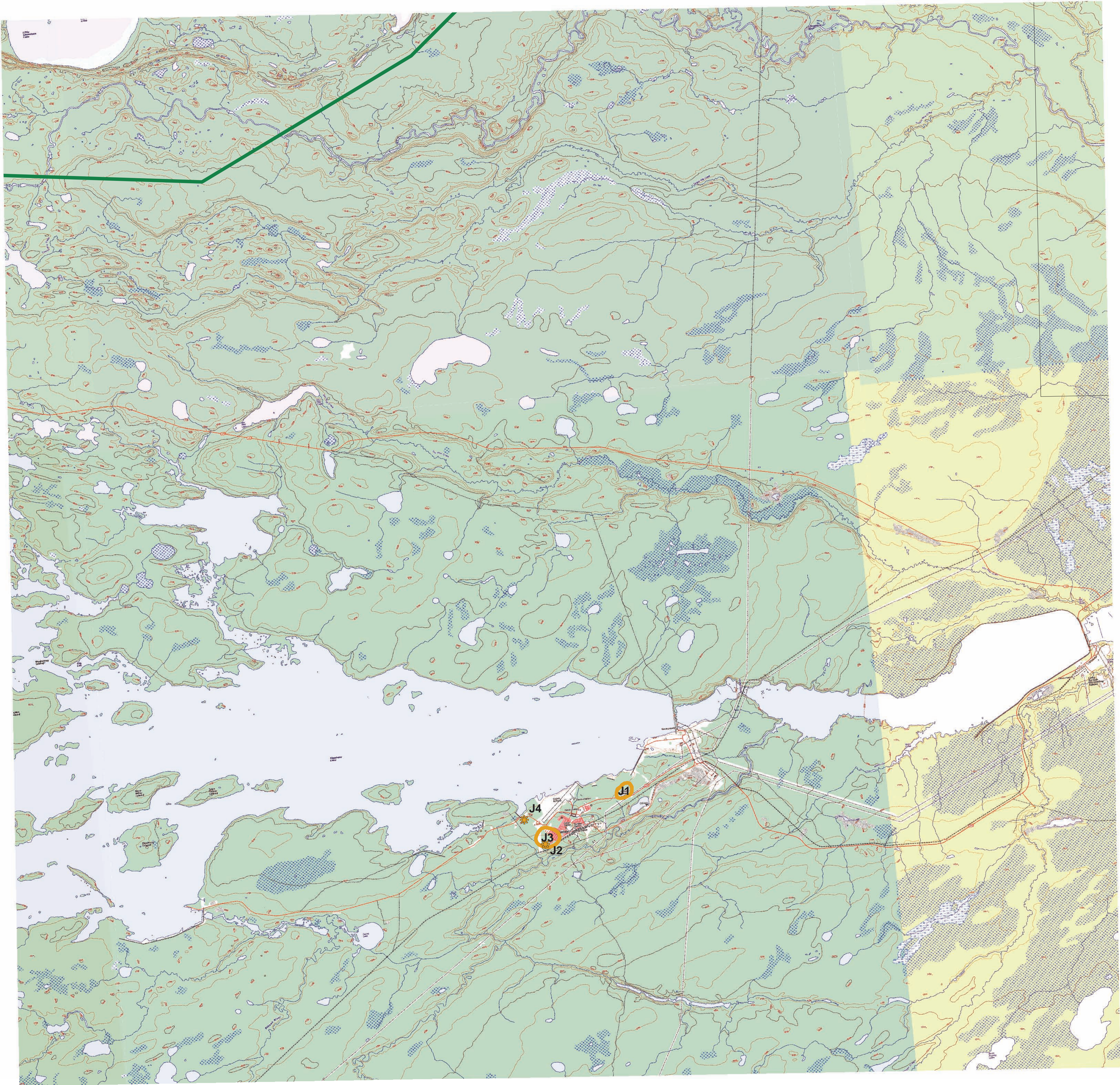


Interview ID	ID	Type	Location	Notes
J	1	Infrastructure & Services	Gillam	Landfill
J	2	Community Life	Gillam	Blueberry Patch
J	3	Land Use & Development	Gillam	New Subdivision
J	4	Recreation	Gillam	Firing Range

Date: December 8, 2010  
Interviewee: Vern Laing & Richard Phin  
Interviewer: Trevor Joyal

### Legend

- Final Preferred Route
- Rural Municipalities
- Key Person Information**
  - Points of Interest
  - Lines of Interest
  - Areas of Interest



0 0.5 1 2 3 4 Kilometres  
0 0.5 1 2 3 4 Miles

Coordinate System: UTM Zone 14N, NAD83  
Data Source: ProvMB, Federal Gov't, MMM  
Date Created: February 28, 2011

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**DRAFT: FOR REVIEW PURPOSES ONLY**  
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## Manitoba Hydro Community Liason Officers Key Person Interview (KPI)



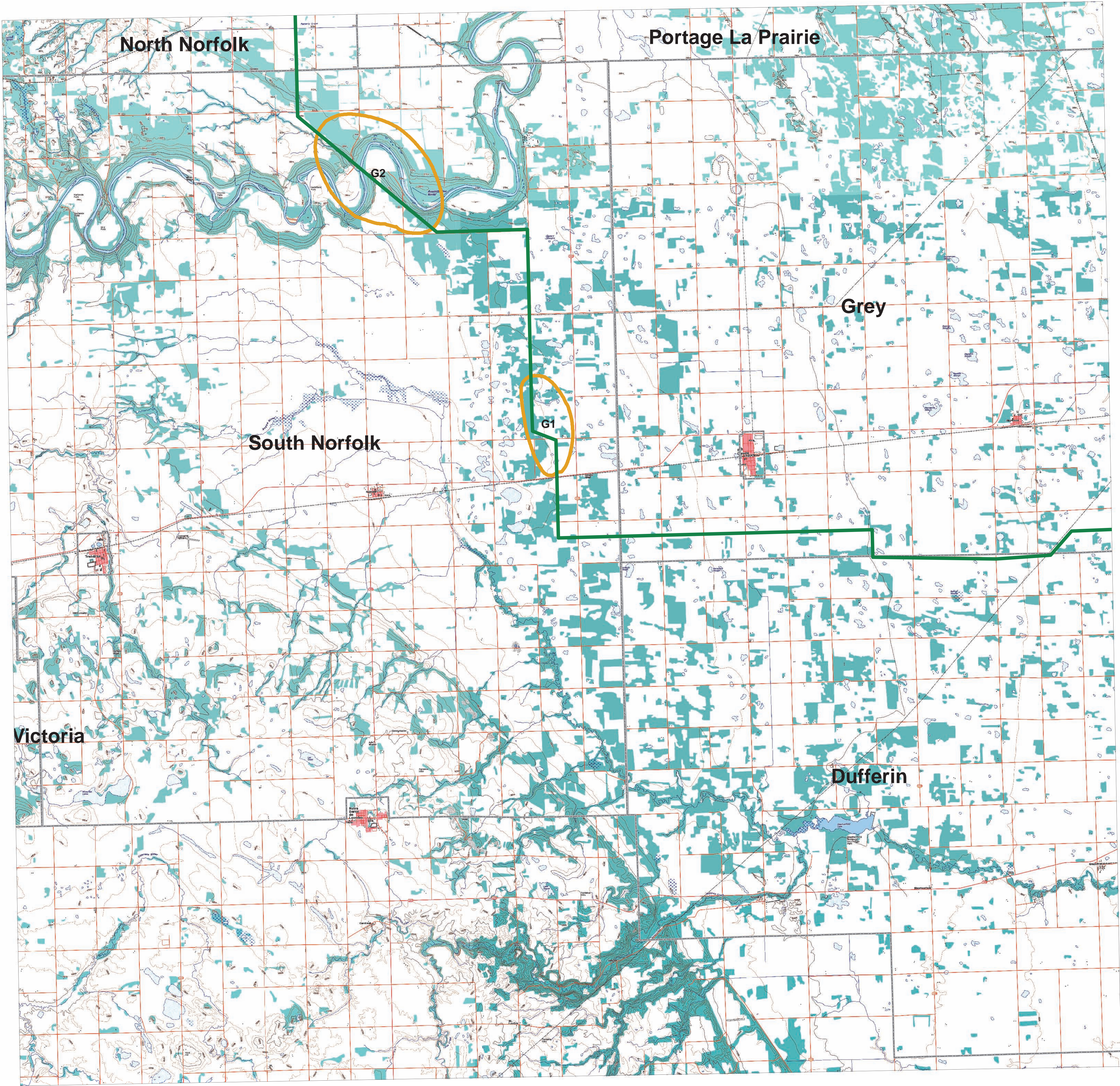


Interview ID	ID	Type	Location	Notes
G	1	Land Use	Rathwell	Outfitter in the Rathwell, MB area has identified the area as important for whitetail deer outfitting
G	2	Land Use	Rathwell	Outfitter in the Rathwell, MB area has identified the area as important for whitetail deer outfitting

Date: October 18, 2010  
Interviewee: Ryan Suffron  
Interviewer: Natalie Ducharme

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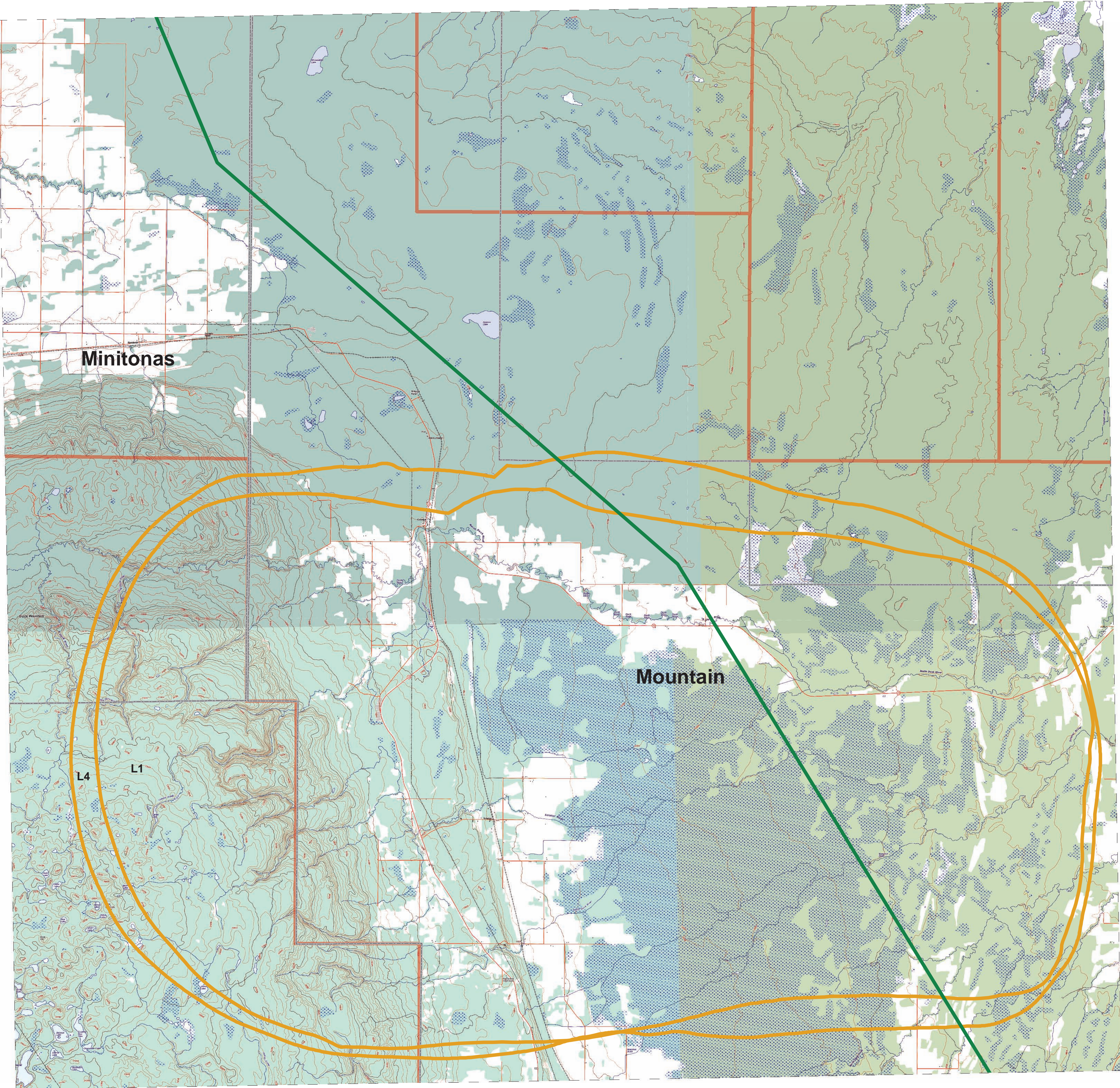


Interview ID	ID	Type	Location	Notes
L	1	Land Use	Dauphin	Head of the Duck Mountains, problem beaver migration
L	4	Land Use	Dauphin	Access to trapping area by quad or snowmobile

Date: November 2, 2010  
Interviewee: Ron Buhler  
Interviewer: Geoff Sarenchuk

### Legend

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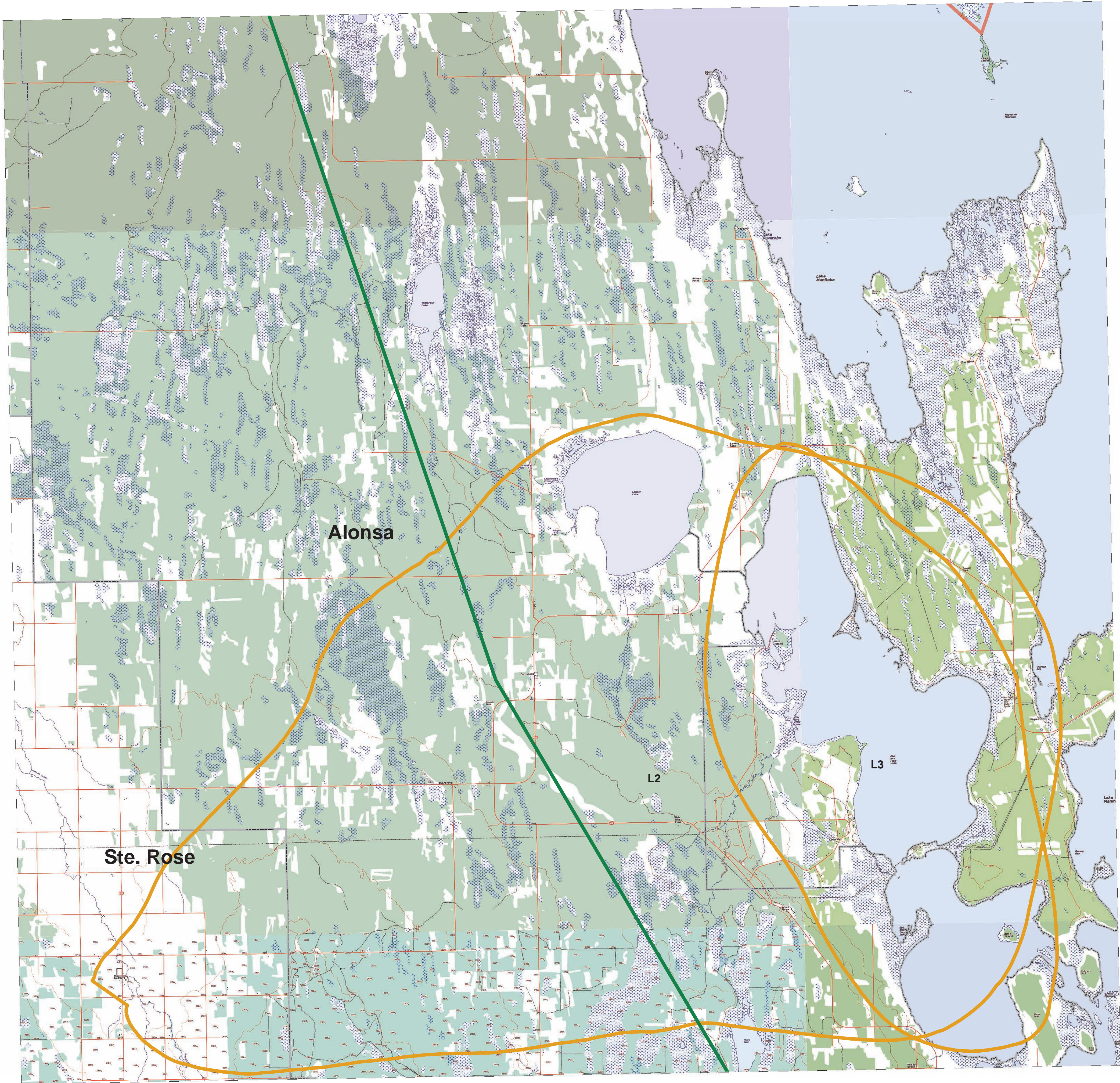


Interview ID	ID	Type	Location	Notes
L	2	Land Use	Dauphin	Fisher migration area
L	3	Land Use	Dauphin	Otter migration area

Date: November 2, 2010  
Interviewee: Ron Buhler  
Interviewer: Geoff Sarenchuk

### Legend

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Interview ID	ID	Type	Location	Notes
E	1	Land Use	Wabowden	Location of Fred's son's Trap Line
E	2	Land Use	Wabowden	Location of Kenny Witowitz Trap Line

Date: October 23, 2010  
Interviewee: Fred Fitzner  
Interviewer: Geoff Sarenchuk

**Legend**

Final Preferred Route

Registered Trapline Sections

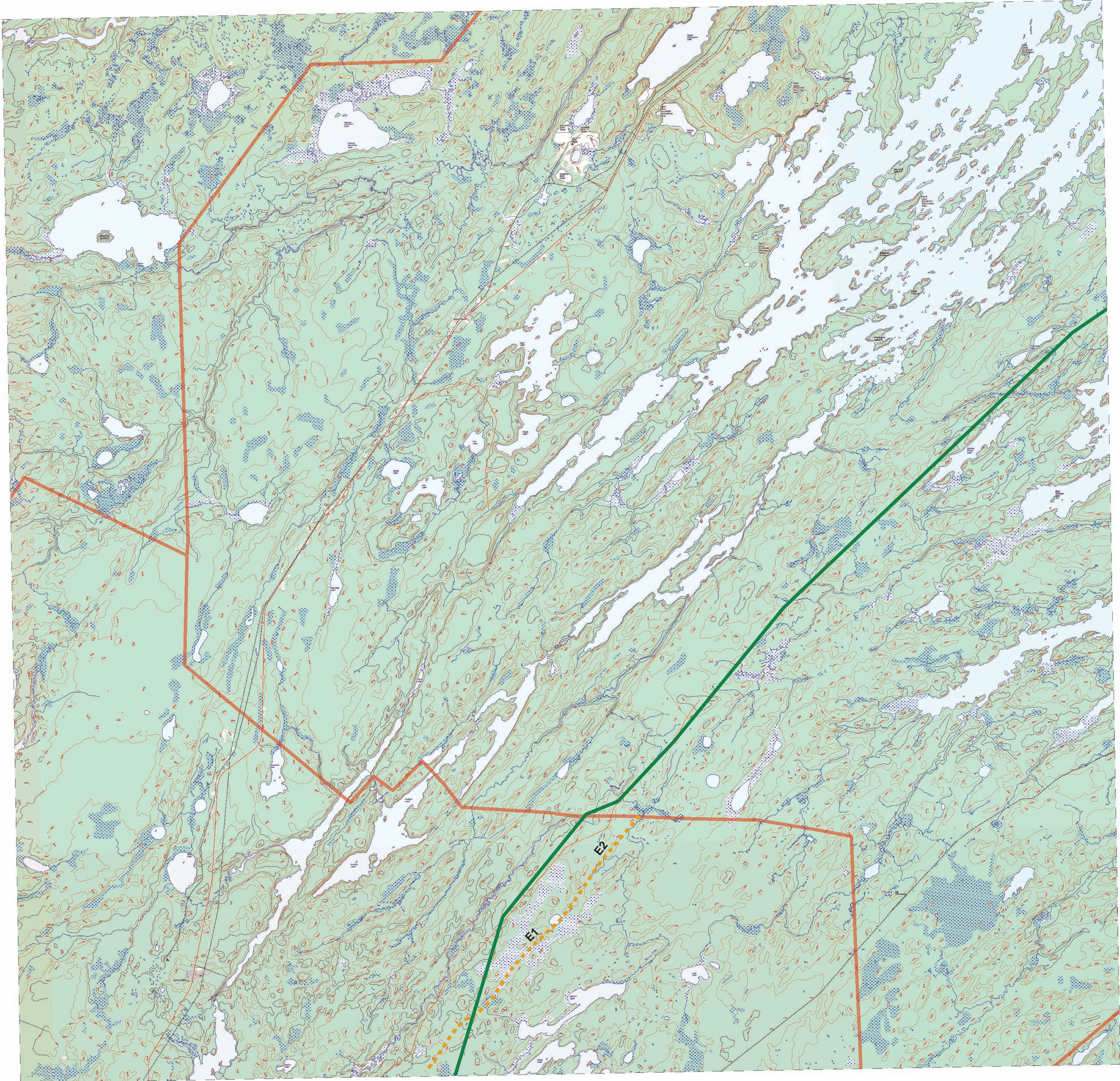
Rural Municipalities

**Key Person Information**

Points of Interest

Lines of Interest

Areas of Interest





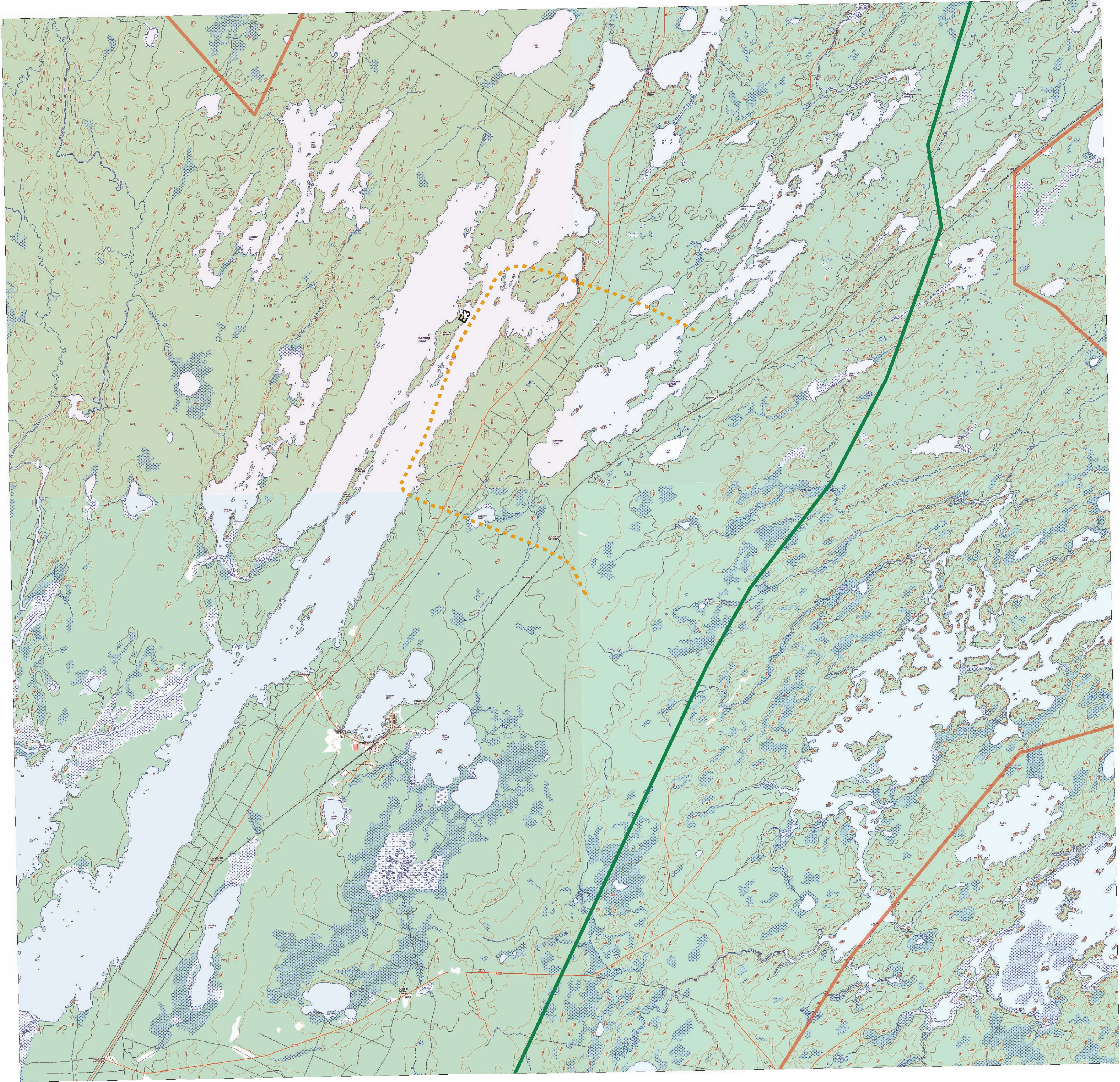


Interview ID	ID	Type	Location	Notes
E	3	Land Use	Wabowden	Location of Brian Shoclaka's Trap Line

Date: October 23, 2010  
Interviewee: Fred Fitzner  
Interviewer: Geoff Sarenchuk

### Legend

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0 0.5 1 2 3 4 Kilometres  
0 0.5 1 2 3 4 Miles

Coordinate System: UTM Zone 14N, NAD83  
Data Source: ProvMB, Federal Gov't, MMM  
Date Created: February 25, 2011

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## Manitoba Trappers Association Zone 7 Key Person Interview (KPI)



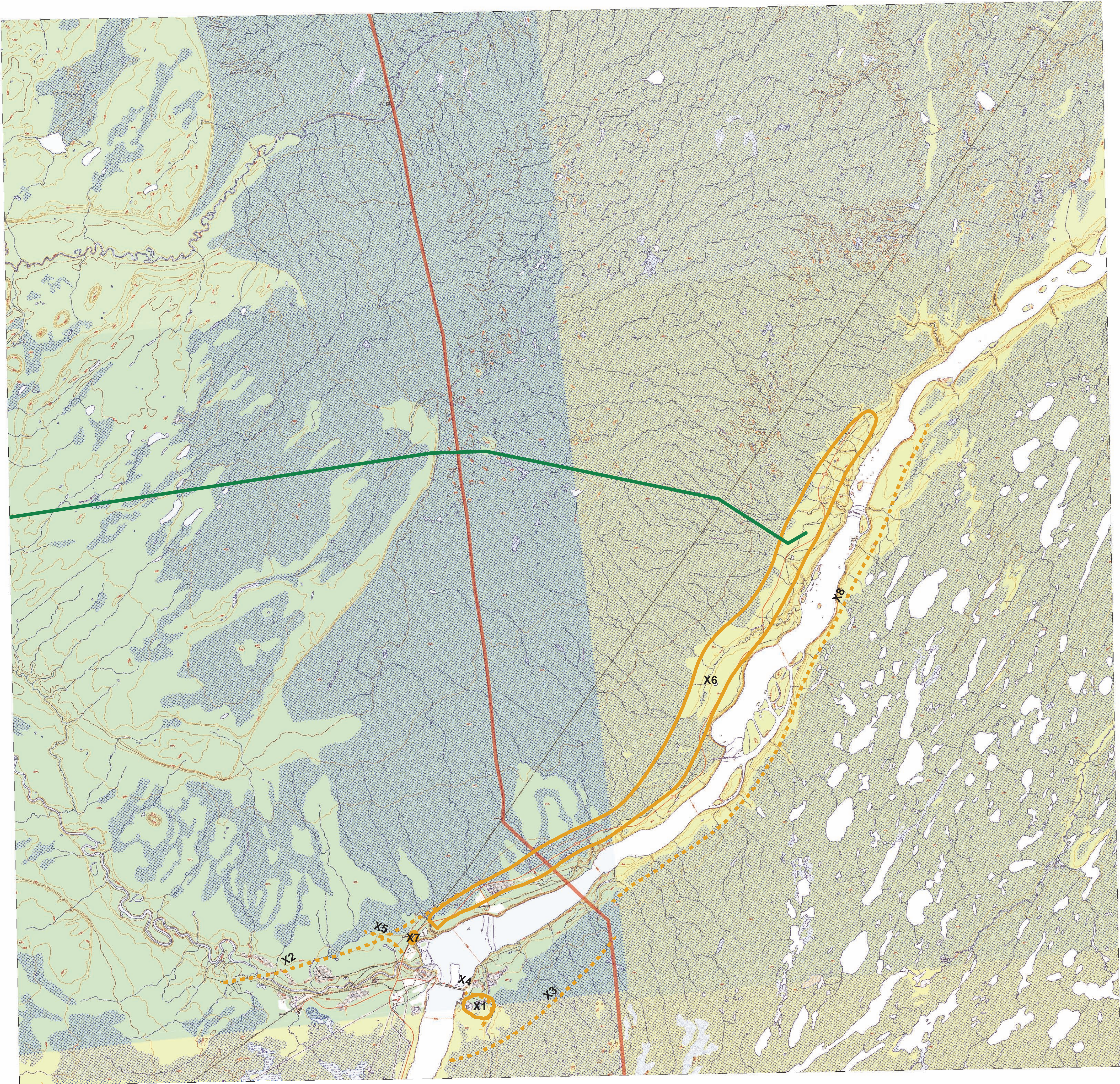


Interview ID	ID	Type	Location	Notes
x	1	Practices	Gillam	spring hunting for snow geese, lessers and Canada geese
x	2	Practices	Gillam	flight path of birds in X1
x	3	Practices	Gillam	flight path of birds in X1
x	4	Practices	Gillam	location of proposed trails for use by youth to access hunting area
x	5	Practices	Gillam	location of proposed trails for use by youth to access hunting area
x	6	Practices	Gillam	interspersed gravel pit areas for hunting
x	7	Practices	Gillam	community gathering area for Fox Lake Cree Nation members including youth from Gillam and Bird
x	8	Practices	Gillam	Limestone Registered Trap Line # 4 for Robert Beardy

Date: January 12, 2011  
Interviewee: Robert Beardy  
Interviewer: Geoff Sarenchuk

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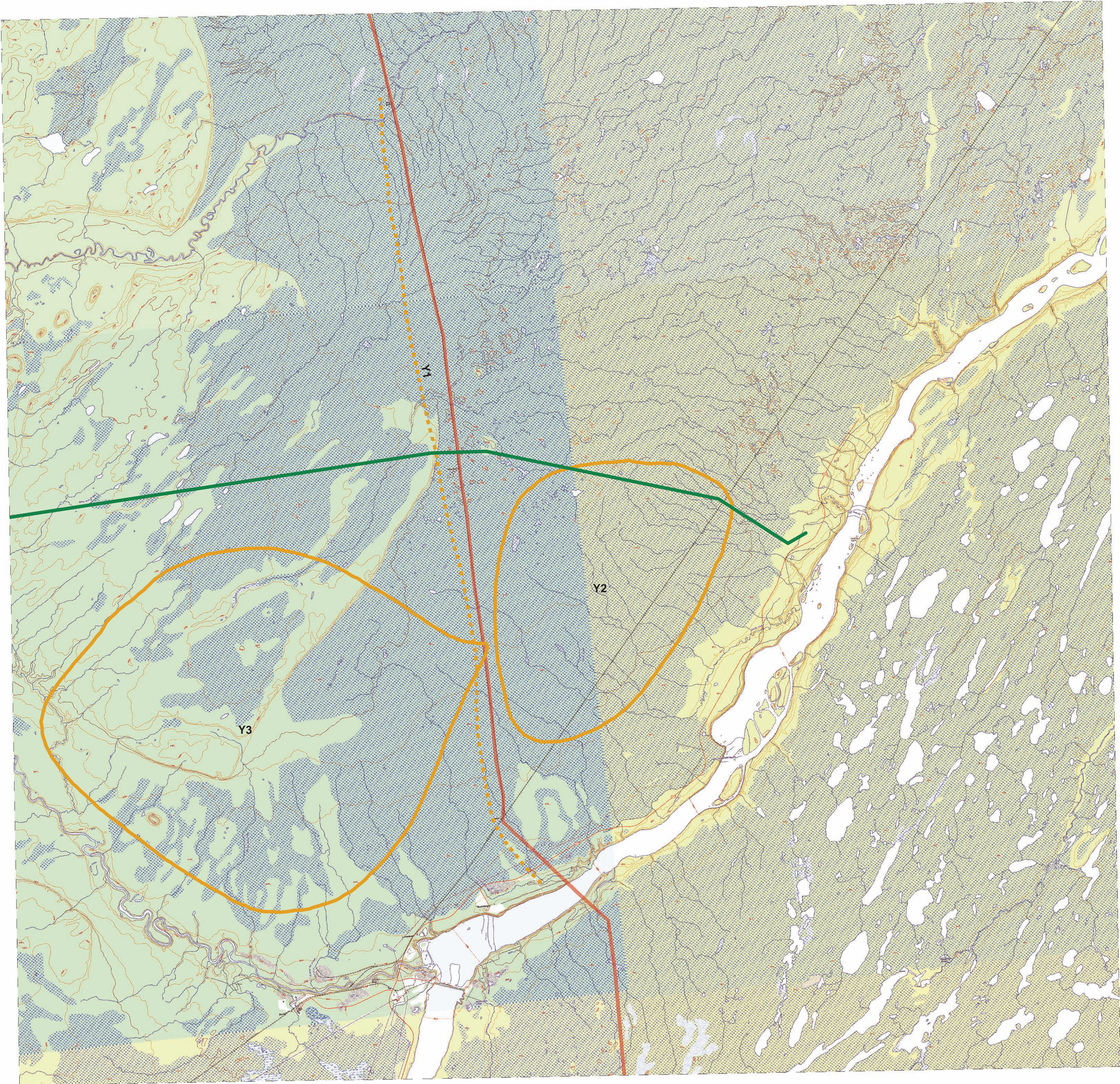


Interview ID	ID	Type	Location	Notes
Y	1	Practices	Gillam	Registered Trap Line #18 in Split Lake
Y	2	Practices	Gillam	Important area for caribou migration
Y	3	Practices	Gillam	Important area for caribou migration

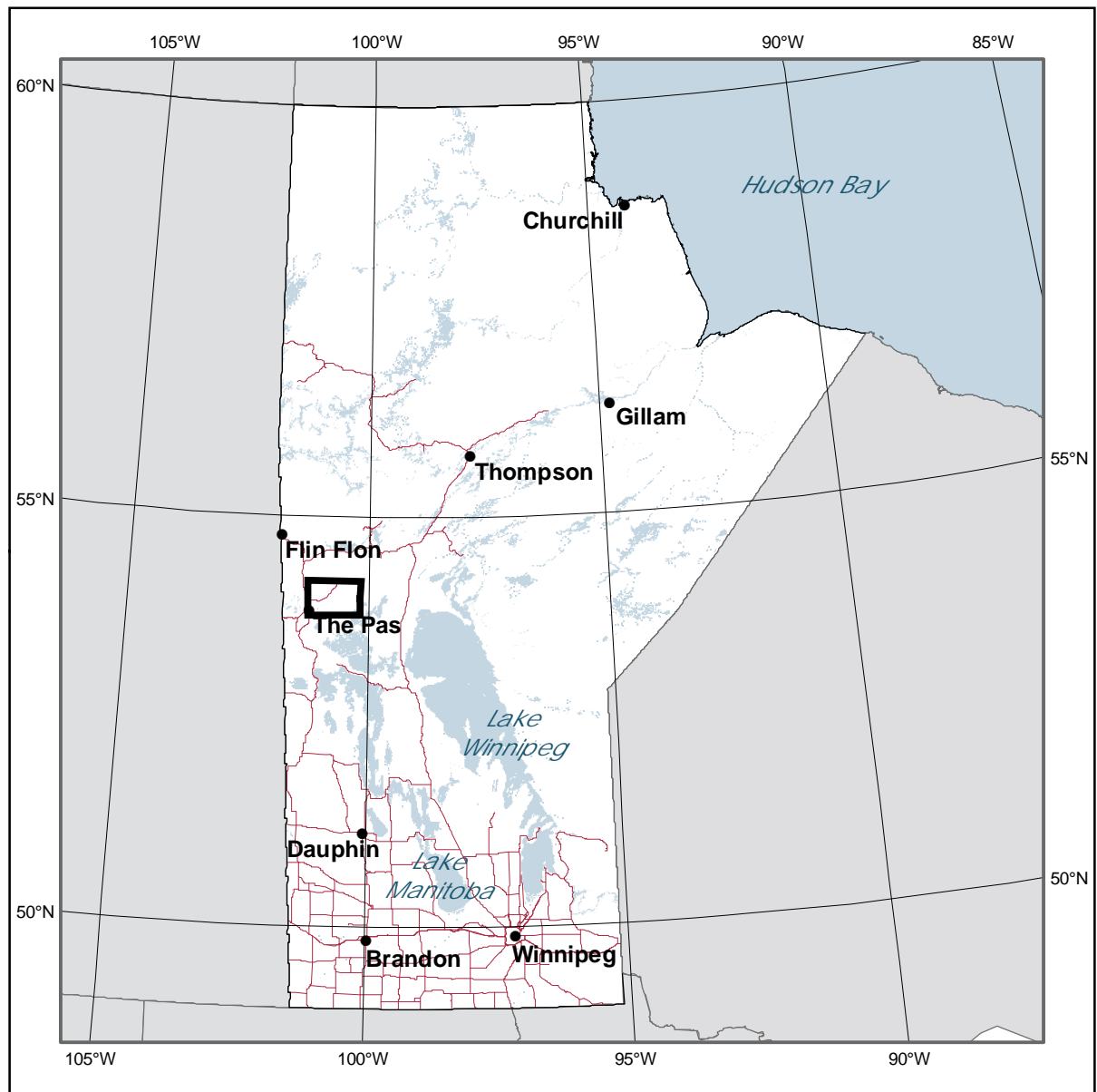
Date: January 12, 2011  
Interviewee: Jack Massan  
Interviewer: Geoff Sarenchuk

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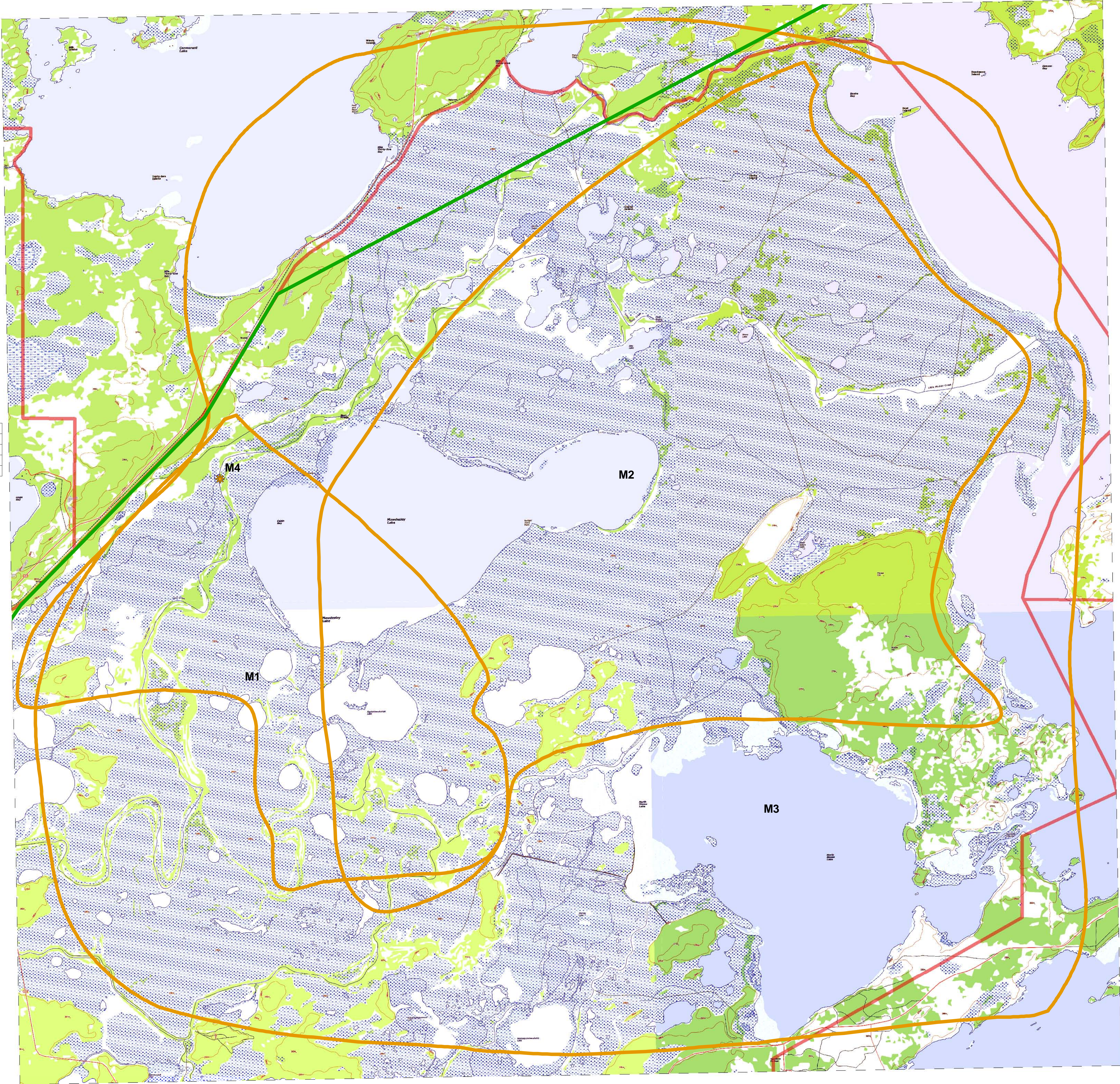


Interview ID	ID	Type	Location	Notes
M	1	Practices	Cormorant	Location of James Nabess Trap Line
M	2	Practices	Cormorant	Location of James Nabess Bear Guiding Area
M	3	Development	Cormorant	area impacted by flooding resulting from the Grand Rapids dam and the weir at Moose Lake
M	4	Practices	Cormorant	Location of cabin built during James Nabess late teen years. Built by father and grandfather. Still usable

Date: November 23, 2010  
Interviewee: James Nabess  
Interviewer: Geoff Sarenchuk

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# APPENDIX B-7 – Questionnaire Summary Tables



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 1: Economy				
		How would you describe your community's economy today? Would you say it is in a state of growth or decline compared to the past?	How do you see your local economy changing in the future?	Are there any recent projects within your RM which have been completed? If so, could you describe these projects? • Where are these projects located within the community? • Were there any adverse effects? If so, how were they minimized?	Are you aware of any significant development projects either approved or in the approval process within your RM? Where are these projects located within the community? Were there any adverse effects? If so, how were they minimized?	What are the most significant economic events that have taken place in your community in the past? How has the overall economy been affected? Has the local labour force been affected? How has this affected local perception? Has this change been a positive or a negative contributor to your economy?
1	Town of Gillam	stable	Projected to grow significantly over the next few years.	Various Hydro projects and construction of the Town's first privately-owned apartment block and the expansion of the local hotel.	Plans to increase housing but residential land is scarce. Three major Hydro development projects; Keeyask, Conawapa, Bipole III. The conversion of VIA rail to Town Office and community museum, shopping centre and daycare. The Town is currently looking into developing three new subdivisions in close proximity to the Trailer Court.	N/A
4	City of Thompson	growth	Significant influx of residential, commercial and industrial construction and development in the past year. 2010, Vale announced the decommissioning of smelter and refinery in 2015, loss of approximately 500 jobs. 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. Diversification of the economy is associated with the development of Thompson Unlimited; a partnership and agreement between Vale and the City. Constantly striving to diversify the economy by recruiting new businesses and industries (such as cold weather-testing and jet engine-testing) into the area. A proactive approach.	There are two new hotels under construction. The Mamweetok Friendship Centre is in the process of finalizing the project that will eventually be their new headquarters. 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.	Cold weather-testing and jet engine-testing sites, two new hotels under construction. The Mamweetok Friendship Centre in process of finalizing a five-million dollar project, being their new headquarters. Major snowmobile and quad companies in the process of building a new facility. A similar company is in the process of renovating and expanding their existing facility. The most significant future development project in the area is the expansion of the University College of the North (UCN). The City is also completing a major project in conjunction with UCN. Together they are completing the final stage of the Recreation Complex. No adverse effects.	2010, Vale announced the decommissioning of smelter and refinery in 2015, loss of approximately 500 jobs.
4	LGD of Mystery Lake	stable	Large developments help to build a stronger economy. Wuskwatim project has been very beneficial for the local economy. All of the waste created during development goes to the LGD's landfill, which is beneficial for the LGD.	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.	Airport manager is in process of creating subdivision lots within the LGD, pending approval. The City is gradually beginning to develop within the LGD. Land agreements have been made between the LGD and the City of Thompson; 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 potential for the development of an asphalt plant within the LGD is currently being explored.	The Thompson Airport is located in the LGD; in a state of growth 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. Thompson now Northern distribution, majority of goods will pass through here. Increased number of flights and stored cargo. The airport also location of several cold weather-testing sites; substantial economic spinoffs. The community is hopeful to continue to have economic spinoffs for several years to come.



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		How would you describe your community's economy today? Would you say it is in a state of growth or decline compared to the past?	How do you see your local economy changing in the future?	Are there any recent projects within your RM which have been completed? If so, could you describe these projects? • Where are these projects located within the community? • Were there any adverse effects? If so, how were they minimized?	Are you aware of any significant development projects either approved or in the approval process within your RM? Where are these projects located within the community? Were there any adverse effects? If so, how were they minimized?	What are the most significant economic events that have taken place in your community in the past? How has the overall economy been affected? Has the local labour force been affected? How has this affected local perception? Has this change been a positive or a negative contributor to your economy?
5	RM of Kelsey	growth	increase	30-house subdivision. 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.	Preliminary plans for a recreational vehicle park and the Keewatin Railway and an industrial service shop. Potential for future coal mining development in the south could result in material shipping along with grain produced. Past regional economic events include the shutdown of the local sawmill. A potential future mining camp to be developed in Snow Lake region could become the settlement community for Bipole workers. Land subdivision opportunities within the RM that can accommodate new residential developments; would require more water system capacity upgrades.	Positive impacts identified from the rural waterline project. Economy in growth state due to increased agricultural prices and a new 30-house subdivision. The regional hospital and personal care home are positive for the community.
5	Town of The Pas	stable	Opportunity for slow growth related to the expansion of the University College of the North (UCN).	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.	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 Pas has undergone discussions for a proposed phased-residential development project; the plan is currently in the development stages only.	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. Downsizing and job losses at Tolko Industries, a major economic event for the community. 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.
7	RM of Minitonas	decline	The state of decline in the world economy has reflected here. It is hoped that as the world's economy rebounds and improves, the community will follow suit and improve.	Building of a Louisiana Pacific mill. Continual regular infrastructure and bridges and roads projects.	Plans to build a lagoon in the Town next year, continue with regular infrastructure including bridges and roads.	The grain agricultural market is growing positively in the area; past, impacted by the weather. The building of a Louisiana Pacific Mill and the addition of full-time work 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.



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7	Town of Minitonas	decline/slow growth	The economy is improving by attracting manufacturing and knowledge-based industry to the region.	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.	CDI.	The rebound in the economy has been influenced by a steady housing market and the opening of three businesses. Economic strategies which have helped the spruce related lumber industry include modernization of plants to meet global market demand. Improving the well water system, a water treatment lagoon expansion, arena and curling rink upgrades, implementation of geothermal heating and cooling at the town hall. A major significant negative economic event was the loss of the hockey team which brought tourists to the town.
7 & 8	RM of Mountain	decline	Agricultural sector remains stable. Projected decline in the economy due to resource depletion from extensive logging practices and the occupational decline of the mining industry. Steady reduction in population from the decline in local industry.	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 is slated for completion in the summer of 2011. Maintenance of roads, services and bridges is ongoing.	Potential amalgamation with neighbouring municipalities has been discussed. The RM of Mountain has received \$300,000 in funding for the LUD Birch River Gravity Sewer System from a Federal-Provincial program, completion in the summer of 2011. The potential Treaty Land Entitlement (TLE) for Wuskwi Sipiik 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.	Economy and tourism industry 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.
8	RM of Mossey River	stagnant	The community hopes that youth will return to the RM for sustainable future development.	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.	Plans to improve bridges and replace flood damaged structures and improve the road capacity.	Improvements to Highway 20. Improvements that have given highway an A1 classification with future upgrades to reach an R10 classification on Highway 20 from Dauphin through the RM Mossey River.
8	Village of Winnipegosis	decline	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 continues to upgrade road infrastructure annually.	Upgrading their sewer systems over the upcoming of years. and has plans to expand the Winnipegosis Edna Medd Museum in order to increase tourism to the area.	Last year the Village built a new skating rink.



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8	RM of Lawrence	decline	The livestock industry needs to stabilize itself before the area will see an improvement, which is common for many residents in rural areas.	The maintenance of existing infrastructure in the towns is ongoing.	There are many significant water resource management projects currently underway. 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.	Over the years agriculture production has been static with both the grain and livestock industries.
8 & 9	RM of Alonsa	decline	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.	The cottages and the RM of Alonsa Wastewater Treatment Lagoon Project are the only recent development projects within the municipality.	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.
9	RM of Lakeview	decline	N/A	Recent upgraded local ring, construction of water treatment plant in Langruth and a community pasture.	Important Bird Area program (IBA), windmill development in the RM and ecotourism such as birding around Jackfish Lake.	The area has experienced residents moving away, loss of local businesses, loss of the railway and grain elevator. Recently upgraded their local rink. 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.
9	RM of Westbourne	stable	Continued to grow with an increase in the number of businesses and houses in the area. 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.	Road infrastructure and drainage are two areas that the RM continues to improve annually.	Current developments, 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.	The agricultural industry was negatively impacted this year due to low crop yield.



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9	Town of Gladstone	growth	Growth, and is anticipated to remain the same.	A community centre in 2008 ; a 10-plex and 4-plex rental unit; a new Credit Union building; restoration and construction of a provincial and federal heritage building renovated into government offices and studio suites; and a trucking depot and car wash. All of these are located within town limits. There have been no known adverse effects as a result of their development.	6 recent developments with an expansion potential of 100 more lots in the northwest corner of the community. Plans to promote an industrial park development district in 2011. Currently in the approval process is the redevelopment and expansion of a mobile-home park, which is slated for infrastructural work in 2011.	Community centre in 2008, a 10-plex and 4-plex rental unit, new Credit Union building, restoration and construction of a provincial and federal heritage building renovated into government offices and studio suites, trucking depot and car wash. No known adverse effects. Growth in residential housing sector and demand for further development to accommodate the aging population. Indicated that people would prefer to 'age in place'. Increased immigration and Amish community migration increases tax base.
9	Town of MacGregor & RM of North Norfolk	Stable	The municipality and town are actively focusing on increasing the population to help increase the area's economic base.	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.	Residential subdivision in the southeast corner of the Town, new community halls. Actively working to recruit agricultural industries to move into the area to help increase its economic base. No adverse effects.	Opening of Simplot plant and CanOats plants (outside of Portage la Prairie). MacGregor and Austin built new community halls.
9	Town of Treherne	Stable, slight economic growth	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 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.	Irrigation project and plans for the development of a miniature golf course. Recreational tourism expansion, currently in its preliminary stages, may lead to land usage in the vicinity of the PPR. The community is establishing a project to upgrade water lines and is waiting for approval from the Water Services Board.	Upgrades to community hall, aquatic centre and Cottonwood Campgrounds. Widening the highway shoulders to aid large truck transportation. to conduct an engineering study. Fireman's Ball Fundraiser generates money to purchase additional firefighting equipment. The annual Run for the Hills Marathon raises funds for the Chamber of Commerce, which then allocates funding to various projects throughout community. Hosted the Festival of Nations which celebrates multiculturalism. 'Communities in Bloom', an ongoing seasonal project beautifies 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.



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9	Village of Notre Dame de Lourdes	Growth	Notre Dame de Lourdes is developing opportunities to draw other developments and industry to the area.	. 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.	There are future plans to modify the hospital and senior's centre into a general complex, as the current hospital is in poor condition. Two new subdivisions being developed in the SE and NW 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.	Hog operations are viable and are industries which contribute economically to the area, as they have brought young workers back to the community
9 & 10	RM of South Norfolk	Stable	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.	There are no new infrastructure plans for the community except for their RM sheds in Rathwell and Treherne.	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.	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.
9 & 10	RM of Portage la Prairie	Growth	Expected to continue to improve	Recent developments in the area include a completed recreation facility in town and regional water projects.	Recreation facility in town and regional water projects.	Affected negatively in the past by agricultural failures, closing of the Southport military base and closure of local businesses. The opening of Simplot processing facility has been a positive contributor to the economy
10	Village of St. Claude	Stable	They are considering expansion of the residential district.	No other besides the Wellness Centre.	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. There have been discussions to develop the Parcer Lake area with walking trails along the marsh lands.	The community is in the process of fundraising and negotiations with the province to aid in the \$1.6 million project (Wellness Centre). Financial issues have deferred the completion date.
10	RM of Dufferin & Town of Carman	Growth	Growth	Recent projects include a housing development, fire department expansion, arena upgrade and recreation development in the Town of Carman. 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.	The RM recently upgraded their Stephenfield water treatment facility while Carman has expanded their sewage capacity and upgraded the water treatment facility	New colonyi being built northeast of Homewood in the RM.



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 1: Economy				
		How would you describe your community's economy today? Would you say it is in a state of growth or decline compared to the past?	How do you see your local economy changing in the future?	Are there any recent projects within your RM which have been completed? If so, could you describe these projects? • Where are these projects located within the community? • Were there any adverse effects? If so, how were they minimized?	Are you aware of any significant development projects either approved or in the approval process within your RM? Where are these projects located within the community? Were there any adverse effects? If so, how were they minimized?	What are the most significant economic events that have taken place in your community in the past? How has the overall economy been affected? Has the local labour force been affected? How has this affected local perception? Has this change been a positive or a negative contributor to your economy?
10 & 11	RM of Grey	Stable	The future of the RM of Grey appears to be bedroom communities where people live and commute to the bigger 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.	Windfarm, expansion of landfill, irrigation for potato farming; all potential future improvements.	The grain elevators have increased the population in the RM and provided the RM with a good tax base.
10 & 11	RM of Macdonald	Growth	The economy in the RM is growing rapidly and the RM is one of Manitoba's fastest growing communities. Bedroom communities to the City of Winnipeg in the RM are Oak Bluff, La Salle and Sanford. The communities in the RM of Macdonald offer opportunities for industrial, commercial and residential growth.	There have been many residential projects completed and ongoing in the RM. The community has seen past adverse effects from 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 on pace with population growth.	In 1989, the RM constructed a Water Treatment Plant for use of the La Salle River in the community of Sanford. A constructed 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. Housing development Oak Bluff Estates.
11	Town of Niverville	Rapid growth	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.	There is an increase of development proposals, industrial projects, service industries and retail businesses found in the area. Recent projects in the area include private developments and residential projects as well as the town's water project.	Recent projects in the area include private developments and residential projects as well as the town's water project. Agriculture has changed recently and the impact has resulted in companies working together to recover economic losses.	Currently, Niverville is the fastest growing town in Manitoba and looks to continue to grow. 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.
11	RM of Hanover	Growth	Growth	The RMs only current infrastructure plans include upgrades to the water and waste water systems in Grunthal.	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 RM's vibrant growth.



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 1: Economy				
		How would you describe your community's economy today? Would you say it is in a state of growth or decline compared to the past?	How do you see your local economy changing in the future?	Are there any recent projects within your RM which have been completed? If so, could you describe these projects? • Where are these projects located within the community? • Were there any adverse effects? If so, how were they minimized?	Are you aware of any significant development projects either approved or in the approval process within your RM? Where are these projects located within the community? Were there any adverse effects? If so, how were they minimized?	What are the most significant economic events that have taken place in your community in the past? How has the overall economy been affected? Has the local labour force been affected? How has this affected local perception? Has this change been a positive or a negative contributor to your economy?
11 & 12	RM of Ritchot	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.	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 Provincial Trunk Highway 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 preliminary preferred route near the lines river crossing. The RM suggested moving the line approximately 0.5 miles south from the PPR and avoiding their development plans.	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.
12 & 13	RM of Ste. Anne	Growth	The Municipality's proximity to Winnipeg has resulted in a vast increase of small acreages, making it a bedroom community.	Current infrastructure projects in the RM are mostly municipal road resurfacing and occur annually.	N/A	Largest dairy producer in the province. Good representation of mixed farming.
13	Town of Ste. Anne	Growth	If the town continues to grow, it can only grow north or east within the town boundaries, hence the development of their planning scheme.	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 has recently relocated the Co-Op 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.	Growth of community, recent developments have created a good tax base that will carry the town into the future.
13	RM of Tache	Growth, slight decline has been observed since 2008.	N/A	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.	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.	The hog industry has positively impacted the community with the introduction of genetics, food processing plants and transportation.



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 1: Economy				
		How would you describe your community's economy today? Would you say it is in a state of growth or decline compared to the past?	How do you see your local economy changing in the future?	Are there any recent projects within your RM which have been completed? If so, could you describe these projects? • Where are these projects located within the community? • Were there any adverse effects? If so, how were they minimized?	Are you aware of any significant development projects either approved or in the approval process within your RM? Where are these projects located within the community? Were there any adverse effects? If so, how were they minimized?	What are the most significant economic events that have taken place in your community in the past? How has the overall economy been affected? Has the local labour force been affected? How has this affected local perception? Has this change been a positive or a negative contributor to your economy?
13	RM of Springfield	Growth	The industrial sector has slowed down due to the state of economic decline in Manitoba and the United States. 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.	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.	More new housing construction throughout the municipality this year than in any other.	Aggregate industry is imperative to regional economy. The relocation of Loveday Mushroom Farms Ltd and other businesses have increased the community's tax base.



COMMUNITY/RURAL MUNICIPALITY	Table 2: Infrastructure and Services			
	Are there plans to upgrade/expand community infrastructure and facilities that have been approved or are in the approval process? Are there any community services that you are thinking about adding/ expanding in the future? If yes, what are the anticipated effects of these projects on the community?	What are the communities' perceptions to aesthetics of existing utility infrastructure?	Has the community expressed any concern regarding noise from construction from projects that have been approved or are in the approval process.	Has your community experienced any infrastructure issues from past industrial projects?
Town of Gillam	Need to expand water/wastewater infrastructure facilities to accommodate future growth. 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. Town intends to expand the recycling program, which will further improve the efficiency of the landfill.	N/A	Very few formal complaints have been made.	
City of Thompson	January 01, 2011, the City establishes a water utility to ultimately address the capital needs of replacing existing infrastructure over a 30 to 40-year period.	N/A	N/A	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.
LGD of Mystery Lake	Landfill supports airport and surrounding area. Predicted that it will continue to grow and become the regional landfill as surrounding sites are decommissioned over time. Landfill is an economic benefit. A jet engine-testing facility, located south of Thompson near Paint Lake. A portion of PTH 6, between Thompson and Paint Lake, was recently re-surfaced in 2010.	N/A	No concerns from the community regarding noise from the construction of past projects. Predicted complaints for 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.
RM of Kelsey	There are land subdivision opportunities within the RM that can accommodate new residential developments and this would require more water system capacity upgrades. 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, there has been expansion by that community.	N/A	N/A	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.
Town of The Pas	Major infrastructure projects could provide money to assist with these services if the projects bring more people to the town.	There is no concern about the aesthetics of utility infrastructure such as communication towers or power distribution lines in the town. Rural residents might have a different perspective.	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.	There have been no impact on town infrastructure such as roads and the landfill from past industrial developments.
RM of Minitonas	Upgrading the lagoon next year and also constructing a new health center in the Swan Valley.	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.	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. It was indicated that in the past, following completion of previous construction projects, the RM had to improve roads which were damaged.
Town of Minitonas	Economic strategies which 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	Recommended that Manitoba Hydro 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	Related to the construction of the LP plant, it was indicated that truckers were respectful of the community in regards to construction noise, and no noise concerns have been expressed.	To date, Minitonas has not had any infrastructure issues resulting from industrial projects which have occurred in the Town.



COMMUNITY/RURAL MUNICIPALITY	Table 2: Infrastructure and Services			
	Are there plans to upgrade/expand community infrastructure and facilities that have been approved or are in the approval process? Are there any community services that you are thinking about adding/ expanding in the future? If yes, what are the anticipated effects of these projects on the community?	What are the communities' perceptions to aesthetics of existing utility infrastructure?	Has the community expressed any concern regarding noise from construction from projects that have been approved or are in the approval process.	Has your community experienced any infrastructure issues from past industrial projects?
	existing roads.	responsible for the cost of moving the poles.		
RM of Mountain	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.	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.	N/A	N/A
RM of Mossey River	Improve bridges and replace flood damaged structures and improve the road capacity. 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. The RM has implemented a policy for contractors to upgrade the roads after construction in order to maintain the road infrastructure of the community.	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.	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.
Village of Winnipegosis	Continues to upgrade road infrastructure annually and in the process of upgrading their sewer systems over the upcoming of years.	No concerns expressed.	No concerns expressed.	No concerns expressed.
RM of Lawrence	Maintenance of existing infrastructure in the towns is ongoing. A sewage lagoon is being developed, which is currently the only infrastructure project in the community, large capital costs required for the small community.	No concerns over the aesthetics of existing utility infrastructure, other than issues related to poor cellular phone coverage.	No complaints about noise related from previous construction projects in the community.	No previous industrial projects have created any industrial issues in the RM.
RM of Alonsa	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 Wastewater Treatment Lagoon Project is slated for completion spring 2011.	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 Bipole III due to the magnitude of the project and its close proximity to the community.	No concerns.
RM of Lakeview	N/A	No concerns.	Not experienced any infrastructure-related issues or expressed any concerns regarding noise from previous construction projects.	No concerns raised.
RM of Westbourne	Road infrastructure and drainage are two areas that the RM continues to improve annually.	No concerns over the aesthetics of utility infrastructure were indicated.	No complaints from residents about noise from prior construction projects or issues with the infrastructure of past industrial projects.	No issues.
Town of Gladstone	N/A	The community does not see their existing utility as attractive.	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.	No concerns.
Town of MacGregor & RM of North Norfolk	RM in process of expanding all rural water lines. 70 m telecommunications tower in construction. No road improvements	N/A	Few MacGregor residents have had issues with noise during construction of the new subdivision, however now serious concerns.	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.
Town of Treherne	Upgrading PTH 242, PTH 240 and PTH 305 -	No Issues	The community occasionally views development	The community has experienced minimal



COMMUNITY/RURAL MUNICIPALITY	Table 2: Infrastructure and Services			
	Are there plans to upgrade/expand community infrastructure and facilities that have been approved or are in the approval process? Are there any community services that you are thinking about adding/ expanding in the future? If yes, what are the anticipated effects of these projects on the community?	What are the communities' perceptions to aesthetics of existing utility infrastructure?	Has the community expressed any concern regarding noise from construction from projects that have been approved or are in the approval process.	Has your community experienced any infrastructure issues from past industrial projects?
	potentially requiring improvements and upgrades for bridges and increased load capacity. Upgrades to the area and community hall, the Treherne Aquatic centre.		as a nuisance, but it is generally a sign of progress.	infrastructure issues with lagoon dredging and the eroding of waterlines. The community promotes industrial expansion and there are several lots available for use.
Village of Notre Dame de Lourdes	Plans are being developed to upgrade the medical complex and arena	NDL has a beautification committee that works to improve the aesthetics along Main Street. The Village has accepted the wind turbines.	From the St. Leon Wind turbine, were set back... need to decrease the sound	. The only concern that residents have had in regards to construction is space for parking space, as parallel parking will take away from the village's identity. The village has experienced the effects of construction truck traffic on their roads from past infrastructure projects.
RM of South Norfolk	The Boyne Valley Water Initiative being pursued. Potential future roadway improvements that would benefit the RM would include expansion of Provincial Road 305 to a Provincial Trunk Highway.	The community has mixed opinions about the presence of hydro towers on their land but the Project is thought to bring people in to the area and benefit the local economy.	Not experienced a problem with noise or infrastructure issues from past construction and industrial projects.	No issues.
RM of Portage la Prairie	No on-going or future development plans other than making continual improvements to the regional water services.	Residents do not have any aesthetic concerns with existing utility infrastructure in the RM.	No 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.
Village of St. Claude	Considering expansion of the residential district, however sewage treatment system would be necessary. The CDC Health Committee is developing plans for the St. Claude-Haywood Wellness Centre.	Perception is foreseen to remain consistent with the upcoming projects. The community does not expect any physical changes as a result of the project but is anticipating a potential increase in taxes.	No concerns	No concerns.
RM of Dufferin & Town of Carman	Recent projects include a housing development, fire department expansion, arena upgrade and recreation development in the Town of Carman.	No concerns, however concerns from farmers who will have to work around utility infrastructure.	Residents has expressed concerns about noise from prior construction projects	The community has not experienced any infrastructure issues from past industrial projects.
RM of Grey	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 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.	Residents have had mixed reactions to wind turbines in the area including opposition from some residents	In the past, the community dealt with noise problems in the town of Elm Creek and the golf course related to the construction of the pipeline.	The community has not experienced any negative impacts from recent development initiatives.
RM of Macdonald	The RM of Macdonald's Sanford Water Quality Improvement project is 85% complete.	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 outweighs economic advantages the community would have.	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. 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.
Town of Niverville	Plans to improve the water system, building roads and	Residents have expressed hydro lines are not	Minor concerns expressed by resident in regards	No issues.



COMMUNITY/RURAL MUNICIPALITY	Table 2: Infrastructure and Services			
	Are there plans to upgrade/expand community infrastructure and facilities that have been approved or are in the approval process? Are there any community services that you are thinking about adding/ expanding in the future? If yes, what are the anticipated effects of these projects on the community?	What are the communities' perceptions to aesthetics of existing utility infrastructure?	Has the community expressed any concern regarding noise from construction from projects that have been approved or are in the approval process.	Has your community experienced any infrastructure issues from past industrial projects?
	undertaking recreational upgrades.	aesthetically pleasing	to construction noise.	
RM of Hanover	Upgrades to the water and waste water systems in Grunthal.	Residents prefer utility lines underground.	No concerns	No concerns.
RM of Ritchot	There are future plans to upgrade the infrastructure in the RM as required including the expansion of the water treatment lagoons and water lines.	Complaints are related to aesthetics but the improved infrastructure services provided are wanted by residents.	No concerns	The community has not experienced any infrastructure issues associated with past industrial projects except for the road infrastructure improvements required following completion.
RM of Ste. Anne	Current infrastructure projects in the RM are mostly municipal road resurfacing and occur annually.	The RMs 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.	No concerns.	No concerns.
Town of Ste. Anne	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.	No issues.
RM of Tache	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.	Not accepted the aesthetics of the lines as a benefit to community growth.	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.
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. 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.	Infrastructural issues in the community are solutions to meet the needs of the growing residential area and future development.



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 3: Business and Commercial Resource Use					
		How has the availability of employment opportunities changed in your community and/or region? How do you expect this to change in the future?	What industry employs the highest local labour force?	What are some challenges that local firms face in the market place?	What strategies could your local businesses use to become more competitive in the market place?	Do you think the proposed Bipole III transmission project will affect businesses in your community? If yes, how will the community be affected?	Are there any commercial resource users in your community? If yes, how could potential impacts be minimized?
1	Town of Gillam	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.	N/A	N/A	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. The most successful businesses in Gillam are those that have the capacity to offer a variety of different services. Living in close proximity to businesses could be a strong selling feature for new development.	The Project will only impact local businesses during the construction phase of the Project. 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.
4	City of Thompson	2010, Vale announced the decommissioning of smelter and refinery in 2015, loss of approximately 500 jobs.	Vale (originally Inco), the local nickel mining company.	Thompson is convincing community members that change can be beneficial for the community.	N/A	The community indicated that the construction of the Project and corresponding converter station will influence local businesses. Similar to Wuskwatim, Bipole may have more of an economic impact rather than a visible effect on the community. 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.	Vale (originally Inco), the local nickel mining company, has been one of the community's major employers. 2010, Vale announced that they will be decommissioning their smelter and refinery in 2015.
4	LGD of Mystery Lake	N/A	N/A	N/A	N/A	Large developments help build strong economy. Wuskwatim project has been very beneficial for the local economy. All of the waste created during development goes to the LGD's landfill, financially beneficial.	N/A



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		How has the availability of employment opportunities changed in your community and/or region? How do you expect this to change in the future?	What industry employs the highest local labour force?	What are some challenges that local firms face in the market place?	What strategies could your local businesses use to become more competitive in the market place?	Do you think the proposed Bipole III transmission project will affect businesses in your community? If yes, how will the community be affected?	Are there any commercial resource users in your community? If yes, how could potential impacts be minimized?
5	RM of Kelsey	N/A	Tolko Industries Ltd currently employs the most people in the RM. Other significant workforces are the Town of The Pas and the University College of the North.	Keeping permanent business established in community. 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.	Fewer young people are entering the construction sector as compared to the past. Past training strategies for workers have not provided good results because trainees are passed through courses regardless of their proficiency. 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.	Potentially be positive for business in the RM just as past Manitoba Hydro projects; hotels were full and local machine rental shops were busy during these times, the number of jobs has shifted away over time. 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.	N/A
5	Town of The Pas	Availability of new jobs in the carpentry and truck driving sectors. 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.	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.	Improvements to the local workforce would result from new apprenticeship opportunities and allow the workforce to become more competitive and fill the required jobs in the community.	The community hopes that Bipole III will provide a positive impact for the economy by increasing service and supply business. There is the possibility that workers on the project could remain and settle in the town after construction is complete.	Agricultural operations near the town and potential for new mining development. 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.
7	RM of Minitonas	The loss of the estrogen production pregnant mares' and the Bovine spongiform encephalopathy (BSE) crisis effect on the livestock market, decrease in hog sales and negatively affected industry in the RM.	Agriculture and logging are the largest employers in the community.	Businesses are faced with increased freight costs, significant distance away from a major urban centre.	Initiatives undertaken to improve economic development including working with neighbouring municipalities and bringing in smaller retail businesses such as Tim Hortons to the area. 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.	Not expected to impact local businesses other than construction crews accessing the communities for services, the CDI will benefit the community.	Loggers and outfitters.



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 3: Business and Commercial Resource Use					
		How has the availability of employment opportunities changed in your community and/or region? How do you expect this to change in the future?	What industry employs the highest local labour force?	What are some challenges that local firms face in the market place?	What strategies could your local businesses use to become more competitive in the market place?	Do you think the proposed Bipole III transmission project will affect businesses in your community? If yes, how will the community be affected?	Are there any commercial resource users in your community? If yes, how could potential impacts be minimized?
7	Town of Minitonas	The uncertainty of LP plant future employment opportunities because of frequent plant closures. It has been observed that youth are moving west (Alberta), for a secure source of income. Observed changes in the economy from the closing of local businesses and grain elevators.	Agriculture, forestry and education are the largest employment sectors. Swan Valley School Association employs 330 people in their K-12 schools. There is a presence of post-secondary programs including University College of the North, 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 relies on Swan River for employment. Local businesses are faced with high transportation costs, distance from a major city centre.	Defining and promoting the Swan Valley as a tourist attraction. The region is full of natural areas that would promote recreational activities. Another potential development is to 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 Bipole III and the vegetation management plan expressed.	N/A
7 & 8	RM of Mountain	The closest major employer, LP, has an oriented strand board production facility plant in Minitonas, but has seen an influx in lay-offs recently.	The agricultural sector.	The logging industry is at a stand-still; the nature of current land-use has been virtually exhausted with unsustainable forestry practices.	N/A	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.	The logging industry. Land-use has been virtually exhausted with unsustainable forestry practices. Several mining companies have expressed interest north east of Mafeking. Exploration is in the preliminary stages.
8	RM of Mossey River	The community is faced with the challenge of youth moving away to large urban centres for full time work.	The agricultural industry is the largest employer in the community.	The community is faced with the challenge of youth moving away to large urban centres for full time work. The community hopes that youth will return to the RM for sustainable future development.	Benefits for future developers in the region, initial investments required for developments 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 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.
8	Village of Winnipegosis	N/A	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	N/A	There were no immediate concerns of impacts from the proposed project.	Loggers and fishermen.



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				Dauphin. It is hoped there will be a positive economic spin-off of the proposed project with workers accessing the services of the community.			
8	RM of Lawrence	Shortage of skilled workers.	The health care 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.	N/A	No concerns.	There are contractors for infrastructure work and a marginal number of timber contractors in the area.
8 & 9	RM of Alonsa	It has changed significantly over the past few years. Fewer opportunities.	Cattle farmers are the RMs largest employers.	Competing with Portage la Prairie for economic activity and employment opportunities, close vicinity. A school, construction business and car garage business have all closed or re-located to Portage la Prairie. Restaurants struggling	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.	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.
9	RM of Lakeview	Employment in the community has decreased as local businesses have closed, and workers now commute to larger urban centres. There are fewer farmers needed in the area as agriculture technology has improved and fewer workers are needed.	Agriculture industry; however there has been an increase in the number of people working from home with the introduction of high speed internet access.	N/A	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.	Bipole III will be welcomed, 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.
9	RM of Westbourne	N/A	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.	N/A	Not expected that Bipole III will impact the services of the community.	N/A
9	Town of Gladstone	There is presently a shortage in the availability of employment opportunities for skilled and general labourers, professionals and casual positions.	The Seven Regions Health Centre Hospital and the local school division are Gladstone's largest employers.	Challenge of being able to provide competitively-priced goods and adequate inventory. Effective communication between smaller businesses and consumers is needed.	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.	Not foreseen to affect the community in a negative way and could potentially have positive spin-offs for the local labour force.	None



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9	Town of MacGregor & RM of North Norfolk	There is no shortage of work, but there is a shortage of skilled tradespeople. There are six Hutterite colonies in the RM.	Health care facilities and schools. There are three public schools and approximately six private schools located in the municipality.	A major challenge for local businesses is the lack of skilled workers in the area.	N/A	Community members see development as a positive step in improving their local economy.	None
9	Town of Treherne	Local labour force has seen an increase in the agriculture and tourism sector, numerous seasonal and student employment. Availability of employment opportunities in region is consistently growing.	Retail sector (John Deere and Metcalfe Ford).	Needing additional housing and apartment units to attract and aid newcomers to the area.	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.	N/A	There are no known commercial resource users in the community.
9	Village of Notre Dame de Lourdes	Transport company and hog operations has created 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.	Health service industry is largest employer	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.	Mayor believes the proposed project will employ local people during the construction phase and that crews might use the camp grounds.	No concerns	Gravel located on the top of the moraine
9 & 10	RM of South Norfolk	Stable with plans to provide incentives to keep youth in the community.	John Deere Inc., Greenvale Equipment Inc. and Metcalfe's Ford IH Dealership	Some local businesses were lost to fire, 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.	N/A	It is thought that the proposed transmission line will bring people in to the area and benefit the local economy.	N/A
9 & 10	RM of Portage la Prairie	The opening of Simplot has created employment opportunities and is the largest employers in the RM	Simplot Canadian Potato Plant and Southport (a not-for-profit property management and development company).	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.	N/A	N/A
10	Village of St. Claude	N/A	Parmalat Foods Canada and R-Way Ag Ltd	Low population in the region	N/A	Potential economic spin-off from the construction phase of the project is anticipated by the community for the restaurant and hotels in the region.	N/A
10	RM of Dufferin & Town of	Employment opportunities	Health care and education	Challenge in bringing new	Local businesses have	The concern expressed	N/A



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	Carman	have increase in the area as more research facilities are built and the industrial park continues to expand		industries to the area	conducted staff seminars on customer service, advertising and consulting in hopes of increasing local business opportunities.	around the proposed transmission line was that no new development can occur in the right of way and the aesthetics of the transmission line will keep people away from the area.	
10 & 11	RM of Grey	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.	Farming and education industry.	Challenges faced in the RM of Grey are the distance between production and bigger markets but also the distance that goods and materials need to travel into the towns.	N/A	Potential negative impact on some activities in the community such as farming operations which may be disrupted, potential expansions that would be required to wait for completion of construction, as well as other expansion plans by residents which are pending the final outcome of the project.	Former logging activities.
10 & 11	RM of Macdonald	Local labour force remains strong due to the increase in residential construction jobs. There is a greater need for skilled labourers such as Combine Operators, Tillage Operators and large-Hull Truck Drivers.	Residential construction and agriculture.	Due to the proximity of the RM to Winnipeg, there is direct competition with larger businesses.	To reduce the competition with major competitors in Winnipeg, the RM is strategizing promotions and creating specialized markets such as handcrafted furniture.	Project may potentially affect the agricultural sector.	N/A
11	Town of Niverville	Increase in employment opportunities and the commercial sectors and industrial sector continue to grow.	Agriculture and agricultural-related industries as well the building construction support industry.	Slow change and regulations, however businesses are adapting to changing conditions as they continue to grow.	N/A	The impact of Bipole III is seen to be positive with workers who may use the services of Niverville.	N/A
11	RM of Hanover	Growing	Granny's Poultry cooperative	Challenges in the area include the state of the highways within the RM and the availability of a local skilled labour force.	N/A	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
11 & 12	RM of Ritchot	Viterra Inc. has increased local employment and brings in employees from surrounding communities.	Viterra Inc.	Local businesses are faced with the potential of annual flooding	N/A	There was a concern that the proposed project would slow down developments of communities close to the PPR within the RM.	N/A
12 & 13	RM of Ste. Anne	No unusual changes.	Many of Ste. Anne's residents are self-employed in the agricultural sector or commute for work to	Commute for work to Steinbach or Winnipeg.	N/A	The Bipole III project is not speculated to have an effect on employment.	N/A



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			Steinbach or Winnipeg.				
13	Town of Ste. Anne	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.	Healthcare	Businesses in Ste. Anne are seen as good competitors in the market place but there is room for more trades workers.	N/A	No concerns were identified regarding negative effects of the proposed project on the town just the positive opportunities which the Community Development Initiative 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).
13	RM of Tache	With the RM of Taché being a resident community to Winnipeg and Steinbach there is a shortage of local employment.	Agriculture and agricultural-related industries as well the building construction support industry.	Few local commercial establishments. Local businesses face limitations because of their proximity to Winnipeg and cannot compete with the established businesses in the city.	N/A	[The project will provide] opportunities for local employment.	There are peat moss, gravel and sand extraction carried out in the municipality.
13	RM of Springfield	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.	Loveday Mushroom Farm Ltd and Iders inc.	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 Bipole III construction might bring a minor surplus to businesses.	Aggregate industry.



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 4: Land Use and Development	
		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?	With respect land use in your RM, are there any concerns related to location of the preliminary preferred route for the Bipole III transmission line?
1	Town of Gillam	There is no current or planned land use or development adjacent to or in the vicinity of the PPR.	It is possible that trap lines may fall within the area.
4	City of Thompson	N/A	N/A
4	LGD of Mystery Lake	No projected concerns with respect to land use and/or the location of the PPR.	All of the LGDs major areas (airport, landfill and jet engine-testing facility) are located ample distances from PPR. PPR may affect trap lines and snowmobile trails.
5	RM of Kelsey	Cattle farming and rural residential housing predominantly.	N/A
5	Town of The Pas	Agriculture	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.
7	RM of Minitonas	Agricultural and crown land.	The Reeve indicates a preference and had asked if the PPR could be moved to the community pasture. No concerns indicated about the location of the Project.
7	Town of Minitonas	Agricultural land. Identified primarily as marginal pasture land and a small area of crop land.	Concerns related to EMF. It was indicated that many concerns were well addressed during previous consultation with Manitoba Hydro.
7 & 8	RM of Mountain	Crown Land.	The community anticipates no issues with phases of the project, as a large portion of the line is on crown lands.
8	RM of Mossey River	PPR on pasture and vacant crown land with some areas used for grain farming.	Manitoba Hydro should be responsible for looking after any damaged roads in the community and ensuring that affected farmers are fairly compensated.
8	Village of Winnipegosis	N/A	There were no immediate concerns of impacts from the proposed project.
8	RM of Lawrence	Land used for livestock agriculture and forage production.	Does not want PPR to 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.
8 & 9	RM of Alonsa	The nature of the land in the area where the PPR is located is predominantly cattle farms, hay crops, swamp and bush.	The proposed line will travel primarily through Crown Land, as well as private property and feed lots.
9	RM of Lakeview	PPR for Bipole III 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 concern around the impact of transmission lines on the patterns of migratory birds. 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.
9	RM of Westbourne	PPR is primarily located on private agricultural land, and no new developments are planned in the direct vicinity 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 Campgrounds are located near the preliminary preferred route, and many outdoor activities occur in the area. Cottages and cabins in the area.	No received complaints or concerns from local farmers who own land within the area of the PPR.
9	Town of Gladstone	Primarily agricultural. The main crops are potato and cereal. There are no known development plans for this region.	N/A
9	Town of MacGregor & RM of North Norfolk	Farming, livestock operations. No new developments planned for the area in direct vicinity to the PPR.	N/A
9	Town of Treherne	Recreational tourism expansion, currently in its preliminary stages, may lead to land usage in the vicinity of the PPR.	N/A
9	Village of Notre Dame de Lourdes	N/A	N/A
9 & 10	RM of South Norfolk	pasture and agriculture land	No concerns
9 & 10	RM of Portage la Prairie	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.	Concerns from farmers in the area that their operations will be affected. Potentially impacting agricultural businesses including aerial sprayers in the area.
10	Village of St. Claude	Agriculture	N/A



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 4: Land Use and Development	
		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?	With respect land use in your RM, are there any concerns related to location of the preliminary preferred route for the Bipole III transmission line?
10	RM of Dufferin & Town of Carman	Agricultural land	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 is occurring. There were concerns expressed about who is responsible for undertaking maintenance activities under the towers. Property owners might not be willing to be under the towers to maintain the ROW
10 & 11	RM of Grey	Farming	Farmer concerns about Hydro poles that run diagonally through their fields.
10 & 11	RM of Macdonald	The PPR is located predominantly on agricultural land with infrastructure such as access roads, which connect, to field crossings.	Residents are concerned that the location of the PPR may reduce cultivatable land.
11	Town of Niverville	Agricultural land and no new developments are planned in the area.	Farmers have not expressed any concerns, although it was suggested that aerial farm applicators within close proximity to the PPR might be concerned.
11	RM of Hanover	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.
11 & 12	RM of Ritchot	The area associated with the PPR is currently accessed by local farmers.	Suggested that the PPR could be moved 0.5 miles south to reduce the negative impact on St. Agathe. 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.
12 & 13	RM of Ste. Anne	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.	N/A
13	Town of Ste. Anne	Agircultural land.	No concerns about the location of PPR) as the land in close proximity to the route is used as agricultural land.
13	RM of Tache	Primarily agricultural land. Potential for the future development of a heritage site at the longitudinal center of Canada located just outside Highway 12.	Concerns that the PPR may result in disruption to municipal drainage and roads throughout the construction phase.
13	RM of Springfield	Agricultural land. Loveday Farms Inc is also in close proximity to the PPR.	N/A



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 5: Community Life				
		What outdoor recreational activities or other community events do community members participate in? Have levels of participation changed?	Are there any designated areas for specific outdoor activities? Where are these activities located in the community?	Do you think any phases of the project will affect recreational activities in your community?	Are there any areas in the region that are important for wildlife? Where in the community are these located?	Are there any plant species or vegetation types within your community that are especially important? Why are these important? Where are these found?
1	Town of Gillam	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. The town has facilities for hockey, baseball, skating and curling.	The snowmobile club has a number of groomed trails. There is 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).	N/A	N/A	N/A
4	City of Thompson	Future Recreation Complex will be a state-of-the-art, signature facility for the City and all of northern Manitoba. 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, 30 minutes south of Thompson. Burntwood River can also be used for recreational purposes. Several snowmobile and quad trails both in and around the city.	The construction of the Project may or may not cross these trails as there are a number of them located in the proposed area.	N/A	N/A
4	LGD of Mystery Lake	Consistent participation levels. Winter and summer fairs, snowmobiling, riding quads, hockey, fishing, hunting, hiking, skiing and waterskiing. Skiing, waterskiing and snowmobiling club. Several popular snowmobile trails travelling from Thompson to Paint Lake.	Several popular snowmobile trails travelling from Thompson to Paint Lake. 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.	N/A	N/A	N/A
5	RM of Kelsey	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.	People use an outdoor walking path in the Town of The Pas for exercise during the summer. 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.	N/A	Negative impact on fishing in the area due to changing water levels 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.	N/A
5	Town of The Pas	Hunting, snowmobiling, fishing, ATV, cross-country skiing and hiking. More people are buying and using ATVs in the area. 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.	There are designated trails for ATVs/snowmobiles.	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.	The region near the proposed location of the Project contains important natural features for wildlife, fishing and vegetation which are often used recreationally.
7	RM of Minitonas	Skiing, North Mountain Riders	Hiking trails are found in Thunder Hill and	The Project is seen as positive for	There are areas designated for deer salt licks	N/A



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		snowmobiling club, trail riding, fishing, camping, bird watching, hunting, hiking, and trail rides.	there are other trails for snowmobiling and mountain biking.	recreation activities as hunting access will be increased and snowmobiling trails will be cleared.	and bridges to cross water ways.	
7	Town of Minitonas	Activities include skiing, snowmobiling, fishing, bird watching, hunting, hiking, soccer and softball.	Many outdoor activities take place in the Duck Mountains which are south of the Town. 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.
7 & 8	RM of Mountain	Snowmobile, ATVs, winter carnivals, snowmobile derbies and dogsled races. The summer carnival in Pine River has an ATV derby.	Camping near the Porcupine Mountains and Steep Rock Lake; 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.	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; it has potential for a gaming refuge. There are approximately 30 outfitters in the Swan Valley appealing to non-Manitoban hunters of white-tail deer, moose, bear and water fowl.	Lady Slippers have 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.
8	RM of Mossey River	Quadding, snowmobiling and hockey.	There are snowmobile trails that have been a result of partnering with the Dauphin Sno-Man club. 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.	Trails do not run parallel near the preliminary proposed route for the Bipole III transmission line.	Marsh land possibly along ROW; increased access may attract more hunters to the area. Walleye spawning identified in the tributaries that empty into southern portion of Lake Winnipegosis.	Marsh land possibly along ROW; increased access may attract more hunters to the area. Walleye spawning identified in the tributaries that empty into southern portion of Lake Winnipegosis.
8	Village of Winnipegosis	Snowmobiling and fishing.	Snowmobiling on trails and fishing at the various lakes in the area.	N/A	N/A	N/A
8	RM of Lawrence	Skating, hockey, cross country skiing, snowmobiling, ATVing, game hunting.	There are trails for cross country skiing, ATVing and snowmobiling.	No concerns.	There are many areas that are important for wildlife, but none are identified to be impacted by the Project.	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.
8 & 9	RM of Alonsa	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.	N/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. Some outfitters in Gladstone and Riding Mountain transport hunters to the region for grouse and	No mention of plant or vegetation species of significance within the RM or along the PPR.



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		What outdoor recreational activities or other community events do community members participate in? Have levels of participation changed?	Are there any designated areas for specific outdoor activities? Where are these activities located in the community?	Do you think any phases of the project will affect recreational activities in your community?	Are there any areas in the region that are important for wildlife? Where in the community are these located?	Are there any plant species or vegetation types within your community that are especially important? Why are these important? Where are these found?
					bear hunting.	
9	RM of Lakeview	Snowmobiling along the lake, hunting in the community pasture and marsh, hiking and cross country trails, as well as fishing.	N/A	N/A	Importance of wildlife, especially the western portion of the RM where there is less agricultural land. The Piping Plover which are important to residents in the RM. Health concerns related to wildlife in the region from exposure to electric and magnetic fields were raised.	Pink Lady Slipper important to RM.
9	RM of Westbourne	Camping, hunting	Campgrounds are located near the preliminary preferred route, and many outdoor activities occur 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.	Big Grass Marsh for wild game hunting.	N/A
9	Town of Gladstone	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. 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.	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.
9	Town of MacGregor & RM of North Norfolk	Snowmobiling, cross-country skiing, hiking and camping.	No groomed snowmobile or cross-country skiing trails located within the RM.	It is unlikely that the Project will affect any of the community's outdoor recreational activities.	Conservation corridors located in close proximity to the Project Ares.	Conservation corridors located in close proximity to the Project areas.
9	Town of Treherne	Running, hiking, camping, ATV riding and snowmobiling. Fish and Gaming Association.	Local snowmobile trails have signs posted for designated routes. 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 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. Boyne River is important to the community for its potential irrigation project and corresponding recreation area.	The project will not have an effect on recreational activities.	Pinkerton Lake Wildlife Refuge. The Cook Shelter provides an opportunity to see wildlife and birds in their natural settings.	Tiger Hills (abundance of Tiger lilies in area)
9	Village of Notre Dame de Lourdes	Snowmobiling, ATVing, hockey, cross country skiing, soccer, softball, and other outdoor activities that are enjoyed within the Village parc.	Recreation trails for both snowmobiling and cross country skiing follow the old railroad track. Walking paths.	N/A	Wildlife found around Notre Dame de Lourdes includes deer, geese, wolves, rabbits and foxes.	N/A
9 & 10	RM of South Norfolk	golf, skating, hiking, snowmobiling, cross country skiing and hunting	Designated areas for hunting in the Boyne River region located west of the Town of			



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 5: Community Life				
		What outdoor recreational activities or other community events do community members participate in? Have levels of participation changed?	Are there any designated areas for specific outdoor activities? Where are these activities located in the community?	Do you think any phases of the project will affect recreational activities in your community?	Are there any areas in the region that are important for wildlife? Where in the community are these located?	Are there any plant species or vegetation types within your community that are especially important? Why are these important? Where are these found?
			Treherne.			
9 & 10	RM of Portage la Prairie	Numerous outdoor activities occur in the RM including snowmobiling on trails maintained by the Sno-Man Club.	N/A	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.
10	Village of St. Claude	Golf course, Birch Ski Resort, Winter carnival and annual Saint-Claude Celebration, rodeo, baseball tournament, demolition derby. Camping, snowmobiling, soccer. Arena (hockey, skating, broomball) and future additions include a tennis and badminton court.	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.	There are no anticipated effects on outdoor recreational activities due to the location of the PPR.	Parker Lake marshlands used for wildlife observation.	Marshlands at Parker Lake
10	RM of Dufferin & Town of Carman	Snowmobiling, ATVing, hunting, cross country skiing, camping and team sports	The trails used and maintained by SNOMAN Inc. could be affected by the project.	N/A	There is a lot of wildlife including migratory birds and wild game found in the area. There was concern expressed over the impact of the transmission line on the migratory birds in the Mississippi Flyway.	The western part of the RM is being used as wetland protection area. Environmentally sensitive features are found along the river.
10 & 11	RM of Grey	Snowmobiling and ATVing are two outdoor activities that occur in the RM of Grey with ditch areas and dikes being used for both activities.	There is a groomed winter snow trail that follows Highway 2 past Fannystelle and runs just north of the preliminary preferred route (PPR).	Location of poles and the distance snowmobilers will have to keep in drainage ditches.	N/A	N/A
10 & 11	RM of Macdonald	Cross-country skiing, snowmobiling. Residents involved in local groups such as the 4-H club, sports club, the Canadian Legion, Knights of Columbus etc. High participation rates	Popular winter activities include cross-country skiing and a snowmobiling on approved trails. An increase in recreation development over the years.	No expected effects.	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.
11	Town of Niverville	Outdoor activities that occur in the town parks and trails for the walking and running clubs. Recently, there are more people taking advantage of the physical activities in the community including accessing Hespler Park, skating rinks and the walking trails	Dead Man's Pond (located two miles west of town near Provincial Trunk Highway 200) used for canoeing, and the Crow Wing Trail, which will run directly under the proposed transmission line.	N/A	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	N/A
11	RM of Hanover	Soccer, baseball and skating on outdoor rinks within the communities.	N/A	No concerns.	There are sow operators near the PPR and also there is wildlife found all around the RM.	N/A
11 & 12	RM of Ritchot	Corn maze, golfing, snowmobiling, softball, Cheyenne Days and other outdoor activities.	N/A	N/A	Wildlife if found throughout the RM including La Barriere Park which is a hawk protected area and a local woodlot preserve.	N/A
12 & 13	RM of Ste. Anne	Snowmobile, outdoor ice skating rinks, hunting (bear, deer, grouse and waterfowl), camping and golfing. In recognition of Ste. Anne's Dawson Trail heritage, each year Ste. Anne	Camping (Lilac, Wild Oaks, Rock Garden, Ridgewood and Cherry Hill campgrounds etc), Golfing (Cottonwood, Oakwood, Ridgewood, Giroux Salem and Quarry Oaks).	Recreation is not anticipated to be effected by the project.	There are prairie bird nesting's throughout the municipality. 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.	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



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 5: Community Life				
		What outdoor recreational activities or other community events do community members participate in? Have levels of participation changed?	Are there any designated areas for specific outdoor activities? Where are these activities located in the community?	Do you think any phases of the project will affect recreational activities in your community?	Are there any areas in the region that are important for wildlife? Where in the community are these located?	Are there any plant species or vegetation types within your community that are especially important? Why are these important? Where are these found?
		celebrates with the Dawson Trail Days on September long weekend with slow-pitch tournaments, live entertainment, beer gardens and fireworks.				untainted prairie soil.
13	Town of Ste. Anne	Include hockey, soccer, softball, track, and snowmobiling.	Plans are currently underway for a new skateboard park. Most activities occur at the recreational parks in town and on specific trails for snowmobiling.	There is no concern that any phase of the proposed project will impact the town.	The Seine River Diversion located west of Provincial Trunk Highway 59 would be nesting grounds for some species and that deer are found throughout the area.	N/A
13	RM of Tache	Wide range of recreational activities, activities are based out of community parks and centres.	SNO MAN Inc. has a trail that runs through the RM north of Lorette. There is the historic site in St. Genevieve as well as the church in Lorette which generate tourism to the area.	Concern expressed longitudinal center as it will have a trailer court and seasonal parking associated with it. However due to the location near the Trans-Canada Highway, no major concern was expressed.	N/A	N/A
13	RM of Springfield	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.	Birds Hill Provincial Park. There is a motorcycle track in Anola, north of the PPR. There are in excess of 100km of ATV and snowmobile trails in the RM.	No phases of the project are anticipated to effect recreational activities.	Birds Hill Park region.	There are Crocus bed and Lady Slippers throughout the RM, no specific locations noted.



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 6: Sustainable Development
		Has the community undertaken any sustainable development initiatives? If yes, what are they and how will they benefit your community and the province?
1	Town of Gillam	N/A
4	City of Thompson	The City of Thompson recently completed a Sustainable Community Plan and a Master Park Plan. 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
4	LGD of Mystery Lake	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 Community Led Emissions Reduction Program (CLER). 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.
5	RM of Kelsey	Education is an important component of the programs and aims to at 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.
5	Town of The Pas	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.
7	RM of Minitonas	The RM implemented a recycling program including the recycling of tires, glass and cardboard. One initiative includes creating pallets out of recycled cardboard.
7	Town of Minitonas	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.
7 & 8	RM of Mountain	The community's sustainable development program has been well received with an intermediate level of participation in the recycling program.
8	RM of Mossey River	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 to.
8	Village of Winnipegosis	The Village is included in the Parkland Regional Recycling Program, which has reduced the amount of waste in the landfill.
8	RM of Lawrence	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.
8 & 9	RM of Alonsa	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.
9	RM of Lakeview	N/A
9	RM of Westbourne	The Town of Gladstone and the RM of Westbourne have a joint recycling program that collects household waste.
9	Town of Gladstone	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.
9	Town of MacGregor & RM of North Norfolk	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.
9	Town of Treherne	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.
9	Village of Notre Dame de Lourdes	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 contributed to Notre Dame de Lourdes' reduced landfill waste hauled to Miami, Manitoba. The village also has plans for no idling zones and composting which will be given to local residents. There is a used oil company that takes old oil to the refinery to be converted to new oil again located three miles south of Notre Dame de Lourdes.
9 & 10	RM of South Norfolk	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.
9 & 10	RM of Portage la Prairie	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.
10	Village of St. Claude	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.
10	RM of Dufferin & Town of Carman	The RMs approach to sustainable development includes conservation areas and their protected wetland areas.
10 & 11	RM of Grey	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.
10 & 11	RM of Macdonald	N/A
11	Town of Niverville	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 of things.
11	RM of Hanover	The RM has implemented a recycling program which is successful also in lowering the cost to rate payers.



STUDY AREA SECTIONS	COMMUNITY / RURAL MUNICIPALITY	Table 6: Sustainable Development
		Has the community undertaken any sustainable development initiatives? If yes, what are they and how will they benefit your community and the province?
11 & 12	RM of Ritchot	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.
12 & 13	RM of Ste. Anne	N/A
13	Town of Ste. Anne	The town has a blue box recycling program for residents but has also implemented green initiatives such as geothermal heating in new construction such as in the new commercial building in town.
13	RM of Tache	The RM of Taché has a Community Led Emission Reduction (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.
13	RM of Springfield	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.



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 7: Public Health and Safety		
		How would you describe the overall health and well-being of your community? What changes have you observed over time?	Are there any general health concerns within your community?	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?
1	Town of Gillam	Gillam Hospital wait times are fairly long. If an individual is severely ill, they have to go directly to emergency. In general, health care and emergency services in Gillam are quite good.	N/A	Police officers can seem over-worked because of potential understaffing at the detachment. Residents occasionally complain that response times are slow. Break and enters occur. Alcohol and drugs are an issue.
4	City of Thompson	The overall health and well-being of Thompson is quite strong.	N/A	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.
4	LGD of Mystery Lake	The health of the community appears to be diminishing. Nutrition is very poor and diabetes is prevalent. Attempting to combat these challenges 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 health of the community appears to be diminishing. Nutrition is very poor and diabetes is prevalent.	LGD relies on City of Thompson for all emergency services (fire, ambulance, and RCMP). 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)
5	RM of Kelsey	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	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	Emergency services available in the RM, 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. Bipole would likely have no impact on the staffing of emergency services; there may be a small impact to response times. High health and safety standards and tailgate meetings for workers have helped to minimize accidents and emergencies.
5	Town of The Pas	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. Seasonal allergies as well.	Diabetes, high blood pressure and depression.	The level of police service provided by the RCMP is adequate.
7	RM of Minitonas	The community is viewed as healthy; however a high percentage of the Aboriginal population has diabetes.	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.
7	Town of Minitonas	The community is aging and not as physically active as it once had been.	High percentage of the local Aboriginal population being diagnosed with diabetes.	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 Bipole III potentially impacting the level of emergency services in the community.
7 & 8	RM of Mountain	Perceived to be good excluding the Sapotaweyak region where a fair amount of diabetes has been reported.	Diabetes.	Ambulance and emergency services now operating out of Mafeking have produced a greater level of confidence, and emergency response times are now less than 30 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



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 7: Public Health and Safety		
		How would you describe the overall health and well-being of your community? What changes have you observed over time?	Are there any general health concerns within your community?	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?
				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.
8	RM of Mossey River	Satisfactory health.	N/A	There is no concern over Bipole III impacting the emergency services as there is a fire hall is 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, MB if necessary.
8	Village of Winnipegosis	With the introduction of the senior's centre to the Village it is thought that resident health has improved.	N/A	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.
8	RM of Lawrence	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.	N/A	There are no concerns of the project impacting the emergency services as the fire hall is located in Rorketon, MB and the ambulance is based out of Ste. Rose du Lac, MB.
8 & 9	RM of Alonsa	The overall health and well-being of the community is good.		Small clinic with a nurse, 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, 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 being considered, 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. No perceived impacts from the Project foreseen.
9	RM of Lakeview	N/A	Health concerns related to wildlife in the region from exposure to electric and magnetic fields were raised.	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.
9	RM of Westbourne	N/A	N/A	No concerns regarding an impact on emergency services that would potentially arise from the Project.
9	Town of Gladstone	Good overall.	The recent loss of emergency services from the community's hospital is a great concern for residents.	Seven Regions Health Centre Hospital in Gladstone. Acute hospitalization care in Portage la Prairie. 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. 2 ambulances and 2 fire in area. RCMP in town, with their head office located in Neepawa. It is projected that the Bipole III project will have no effect on emergency services.



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 7: Public Health and Safety		
		How would you describe the overall health and well-being of your community? What changes have you observed over time?	Are there any general health concerns within your community?	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?
9	Town of MacGregor & RM of North Norfolk	Fairly strong	Past- overly high rate of cancer (no longer a concern)	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.
9	Town of Treherne	Overall excellent.	No concerns.	There is a hospital, ambulance and fire service and local police detachment in area.
9	Village of Notre Dame de Lourdes	Healthy	N/A	Emergency services will not be impacted by the proposed project as there is a volunteer fire department located in Notre Dame de Lourdes as well as prompt ambulance service.
9 & 10	RM of South Norfolk	Good	No	Hospital located in Treherne and two fire departments in the area.
9 & 10	RM of Portage la Prairie	Good	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 Bipole III on the emergency services.
10	Village of St. Claude	N/A	N/A	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 currently sufficient. The RCMP detachment and ambulance services are located in Treherne. The village has a local fire department which is volunteer-based.
10	RM of Dufferin & Town of Carman	Good	N/A	One regional hospital, clinics and a senior's complex in Carman. Local fire department may require additional training such as tower rescue or emergency response to an electromagnetic incident associated with the transmission line right-of-way in the RM.
10 & 11	RM of Grey	Fairly healthy	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 their response time.
10 & 11	RM of Macdonald	Dramatically improved upon the addition and investment of a Recreation Officer.	N/A	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. The Reeve anticipates the location of the Project will cause access problems for farmers and landowners.
11	Town of Niverville	N/A	N/A	A concern regarding emergency services was raised related to the potential closures to Provincial Trunk Highway 59 during construction, because it may prohibit ambulance services from St. Pierre-Jolys to Niverville. Provincial Trunk Highway 59 and Provincial Trunk Highway 200 are the primary routes used to access the town. Since the 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.
11	RM of Hanover	Good	N/A	Three fire departments (Kleefeld, Blumenort and New Bothwell)



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 7: Public Health and Safety		
		How would you describe the overall health and well-being of your community? What changes have you observed over time?	Are there any general health concerns within your community?	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?
				and ambulance services (Steinbach and St. Pierre-Jolys)
11 & 12	RM of Ritchot	Good	Concern was 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.
12 & 13	RM of Ste. Anne	The health and wellbeing of the RM of Ste. Anne is at the provincial average or higher.	No major 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.
13	Town of Ste. Anne	Good	No concerns.	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 proposed project affecting the emergency services.
13	RM of Tache	Very healthy	No concerns.	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. No concern over the impact of the proposed project on the emergency services.
13	RM of Springfield	Fairly good.	There are some concerns with the viability of personal care homes that would allow seniors to stay in their local communities.	Emergency services in the community are seen as some of the best in the province. There are fire halls in Anola and Oakbank. 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. 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 Bipole III project there will be little impact to no impact on emergency services.



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 8: Access & Transportation				
		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?	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? (i.e., Trapping, ATV, Snowmobiling, berry picking etc.)	Do you think there will be an effect on your community if there was access to the right-of-way in your area? (i.e., increased traffic volume, berry picking etc.)	What safety measures should be taken for people accessing the right-of-way? (i.e., 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?	Do you think there will be any impact to transportation infrastructure (i.e., roads, rail, air) resulting from the proposed Bipole III transmission project? Would you have any safety concerns?
1	Town of Gillam	Snowmobile trails and possible trap lines.	N/A	N/A	Forest clearing for construction may attract more snowmobiling, ATVs, and trapping due to the increase in accessibility to previously inaccessible areas. It is important that the necessary safety measures be taken to properly identify areas around of the PPR.	Particular roads are 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. The airport may eventually need to expand and increase the number of flights offered per day. Train traffic may or may not increase.
4	City of Thompson	Members of the community currently access the area primarily for recreational purposes (snowmobiling, riding quads, hunting, and hiking).	Members of the community currently access the area primarily for recreational purposes (snowmobiling, riding quads, hunting, and hiking).	N/A	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 will be increased traffic volume and its effect on nearby roads and highways. Details regarding these effects have yet to be determined. 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.
4	LGD of Mystery Lake	Trappers would most likely be the only community members. Construction of PPR may also impact local commercial fisherman, potentially around the northern portion of Setting Lake; entire shore line and a portion of the lake is utilized for recreational purposes, near Wabowden, Sasagui Rapids and Setting Lake. These areas are all easily accessible by PTH 6.	May use ROW for ATVs and snowmobiling, residents would see this as a positive repercussion of development. LGD has no concerns unless it's near airport or landfill If birds are pushed towards the airport and have fatal collisions with aircrafts.	Construction vehicles may impact local roads, making them weaker and difficult to travel. Roads within the LGD could presently be improved.	If ROW effects migratory or flight paths birds could be pushed to airport area; fatal to air passengers if direct contact is made with an aircraft or aircraft engine. These types of effects are monitored by Transport Canada.	Construction vehicles may impact local roads, ultimately making them weaker and more difficult to travel. Roads within the LGD could be improved.
5	RM of Kelsey	Snowmobile.	Access to the ROW; only be by snowmobile in winter due to the swamps and wetlands that prevent summer access.	N/A	N/A	Not affect any road or rail infrastructure during the construction and operation phases other than having more people temporarily using the government infrastructure. 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.
5	Town of The Pas	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	Community members access the project area at all times of the year. People that access the ROW could cause impacts to natural vegetation and could create litter.	There are designated trails for ATVs/snowmobiles, could be some negative impacts on these activities during the construction phase of the project.	Proper signage and gates would be important for incorporation into the project. Signage could alert people who are familiar with the area that changes have occurred and that caution is required. Gates may	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



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 8: Access & Transportation				
		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?	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? (i.e., Trapping, ATV, Snowmobiling, berry picking etc.)	Do you think there will be an effect on your community if there was access to the right-of-way in your area? (i.e., increased traffic volume, berry picking etc.)	What safety measures should be taken for people accessing the right-of-way? (i.e., 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?	Do you think there will be any impact to transportation infrastructure (i.e., roads, rail, air) resulting from the proposed Bipole III transmission project? Would you have any safety concerns?
		project area at all times of the year. People that access the ROW could cause impacts to natural vegetation and could create litter.			provide people the chance to go around them and end up causing more damage to the area.	infrastructure.
7	RM of Minitonas	The area in the vicinity of the PPR is primarily agriculture land and is accessed by the farmers and snowmobilers	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. In the past, following completion of previous construction projects, the RM had to improve roads which were damaged.
7	Town of Minitonas	The area in the vicinity of PPR is currently accessed by hunters and farmers.	N/A	Access may be limited during construction along some ATV/snowmobile trails.	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.	No infrastructure issues resulting from industrial projects which have occurred in the Town.
7 & 8	RM of Mountain	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.	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.	The community anticipates no issues with phases of the project, as a large portion of the line is on crown lands.	Safety access measures recommended along the ROW include visible signage for warning and no fences.	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. In general, roadways are sufficiently maintained.
8	RM of Mossey River	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.	The ROW will potentially bring increased snowmobile and quad traffic to the area.	Proper safety signage on towers, especially guyed wires; potential use of the ROW by ATVs and snowmobiles.	Impacts 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.
8	Village of Winnipegosis	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.	N/A	It was also recommended that Manitoba Hydro use proper signage as a safety measure for people accessing the route.	N/A
8	RM of Lawrence	Currently accessed by roads.	The ROW will be accessed by farmers and those who need to get to the area for their livelihood.		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.	N/A
8 & 9	RM of Alonsa	N/A	N/A	N/A	N/A	N/A
9	RM of Lakeview	ROW may potentially be used by hunters.	ATVs and snowmobile.	Recommended that proper safety signs should be provided and posted by Manitoba Hydro.	Recommended that proper safety signs should be provided and posted by Manitoba Hydro.	N/A
9	RM of Westbourne	Access to the PPR would only be for agricultural users in the area.	N/A	N/A	N/A	A concern identified was related to potential road closures which would occur during the construction phase of the project.
9	Town of Gladstone	Currently accessed by cottagers in the	N/A	Cottage activities are not anticipated	N/A	N/A



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		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?	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? (i.e., Trapping, ATV, Snowmobiling, berry picking etc.)	Do you think there will be an effect on your community if there was access to the right-of-way in your area? (i.e., increased traffic volume, berry picking etc.)	What safety measures should be taken for people accessing the right-of-way? (i.e., 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?	Do you think there will be any impact to transportation infrastructure (i.e., roads, rail, air) resulting from the proposed Bipole III transmission project? Would you have any safety concerns?
		neighbouring region. Big Point Retreat boasts over 120 cottages and has been occupied for over 110 years.		to change or be affected by any phase of the project.		
9	Town of MacGregor & RM of North Norfolk	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.	The route is located entirely on private lands and farmlands. No public access.	No. If there is an impact as a result of an increase in traffic, the majority of roads can be repaired.	N/A	If there is an impact as a result of an increase in traffic, the majority of roads can be repaired.
9	Town of Treherne	The location of the PPR is not currently accessed unless emergency services are required to travel to Boundary Trails Hospital.	N/A	N/A	Proper signage should be set in place before, during and after construction of the transmission line.	N/A
9	Village of Notre Dame de Lourdes	Residents currently access the area of the PPR by driving towards Portage la Prairie on PR305 or by fishing along the Assiniboine River.	Recreational use such as snowmobiling, ATVing and hunting access and wild fruit picking may increase along the PPR upon completion if possible.	Recreational use such as snowmobiling, ATVing and hunting access and wild fruit picking may increase along the PPR upon completion if possible.	Safety signage along the ROW and pole markers to discourage safety hazards.	N/A
9 & 10	RM of South Norfolk	Currently only accessed by farmers			Placing signs and posting notices in the local newspaper as safety measures. Gates may be needed along the ROW to prevent access to private land.	Potential problems with aerial spraying and those with poor land want them in the middle of their land as it does not really affect them.
9 & 10	RM of Portage la Prairie	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.	Increase in snowmobilers in the area	N/A	Gates could potentially be used to avoid an increase of traffic along the transmission line right-of-way.	MB Hydro be responsible for placing appropriate safety signage on towers and ensuring that all guyed wires are identified. Potential impacts to local aerial sprayers as well as the helicopter training program at Southport.
10	Village of St. Claude	Agriculture land use, limited access.	Snowmobilers potentially; restrict access with gates/signs.	Potential collisions with transmission guyed wires.	Potential restriction of access through the use of gates/fences, safety measures necessary should be enforced to ensure the safety of the citizens, as snowmobilers have had accidents with transmission guyed wires previously.	No. 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.
10	RM of Dufferin & Town of Carman	Farmers and local residents	N/A	Concern of maintenance activities under the towers. Property owners might not be willing to be under the towers to maintain the ROW.	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 is occurring.	N/A
10 & 11	RM of Grey	The area around the proposed project is currently accessed by farmers and recreational users such as	There may be an increase of recreational users in the ROW area.	The construction phase of the project may impact farm activities such as harvest, spraying or seeding	Hydro poles be fenced in pastures so people and animals would not access the poles and also that ten inch steel	Concern was raised over the damage that could result if motor vehicle accidents hit the Hydro poles or if a



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 8: Access & Transportation				
		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?	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? (i.e., Trapping, ATV, Snowmobiling, berry picking etc.)	Do you think there will be an effect on your community if there was access to the right-of-way in your area? (i.e., increased traffic volume, berry picking etc.)	What safety measures should be taken for people accessing the right-of-way? (i.e., 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?	Do you think there will be any impact to transportation infrastructure (i.e., roads, rail, air) resulting from the proposed Bipole III transmission project? Would you have any safety concerns?
		snowmobilers and ATV users.		depending on the location of construction sites and if driveways or other access points are blocked.	pipes be placed at all ends of the poles as guards to prevent damage.	single vehicle ran through the ditch and hit the pole.
10 & 11	RM of Macdonald	There is no current land use activity near the PPR besides agriculture.	N/A	Project may potentially affect the agricultural sector. PPR may reduce cultivatable land.	Chain link fence around to prevent access.	
11	Town of Niverville	N/A	N/A	N/A	N/A	N/A
11	RM of Hanover	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.	N/A	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.	N/A
11 & 12	RM of Ritchot	Currently accessed by local farmers. Concern that aerial spraying will be impacted.	N/A	N/A	N/A	Concern that aerial spraying will be impacted by the Project
12 & 13	RM of Ste. Anne	Primarily agricultural land.	ATV and snowmobile users are unlikely to access the area.	N/A	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.
13	Town of Ste. Anne	The only members of the community who currently access the area of the PPR are those travelling to St. Pierre Jolys on Provincial Truck Route 210.	The right-of-way for the proposed Bipole III Project may be accessed by snowmobilers and farmers.	N/A	The Town believes that Manitoba Hydro should place warning signs and ensure that all towers are visible such as placing reflectors on them.	N/A
13	RM of Tache	Farmers are accessing the area of the PPR.	There is no concern over an increase in recreational users in the ROW as it is farm land.	N/A	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
13	RM of Springfield	N/A	Yes, slight increase in activity. ATV riders and snowmobilers.	N/A	Signage and safety training specific to the transmission line are proper safety measures, which could be taken for the project.	N/A



STUDY AREA SECTIONS	COMMUNITY/RURAL MUNICIPALITY	Table 9: Additional Comments
		Do you have any comments or further information that you would like to add?
1	Town of Gillam	Very proactive in preparing for the future of the community and the people who reside within it.
4	City of Thompson	N/A
4	LGD of Mystery Lake	N/A
5	RM of Kelsey	N/A
5	Town of The Pas	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.
7	RM of Minitonas	N/A
7	Town of Minitonas	N/A
7 & 8	RM of Mountain	N/A
8	RM of Mossey River	N/A
8	Village of Winnipegosis	N/A
8	RM of Lawrence	N/A
8 & 9	RM of Alonsa	N/A
9	RM of Lakeview	The community pasture was deemed an alternative that would alleviate potential trespassing.
9	RM of Westbourne	It was indicated that most of the land along the line was owned Hutterite colonies.
9	Town of Gladstone	N/A
9	Town of MacGregor & RM of North Norfolk	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.
9	Town of Treherne	N/A
9	Village of Notre Dame de Lourdes	N/A
9 & 10	RM of South Norfolk	N/A
9 & 10	RM of Portage la Prairie	Independent study regarding the effects of electric and magnetic fields on human health as people are confused over the affects with the conflicting information available to them from Manitoba Hydro and the Opposition.
10	Village of St. Claude	Citizens want on-going discussions regarding the project.
10	RM of Dufferin & Town of Carman	N/A
10 & 11	RM of Grey	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 Community Development Initiative fund is not enough and that no amount of money would be suffice for this Project.
10 & 11	RM of Macdonald	Concerned about whether overgrowth of vegetation if may occur. Because land used near the PPR is agricultural, the community has had opposition.
11	Town of Niverville	Farmers have not expressed any concerns, although it was suggested that aerial farm applicators within close proximity to the PPR might be concerned. There is a need for the project and future developments related to an east/west corridor.
11	RM of Hanover	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.
11 & 12	RM of Ritchot	Community prefer Bipole III on the east side of Lake Winnipeg.
12 & 13	RM of Ste. Anne	Visual impacts of the project on the landscape, the route selected, and aerial applicator concerns were indicated as concerns.
13	Town of Ste. Anne	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.
13	RM of Tache	Few areas of concerns related to the project including the noise, health effects, road impacts and impact on farming operations.
13	RM of Springfield	N/A



Table 10: Manitoba Hydro Community Liaison, Gillam			
How would you describe your community's economy today? Would you say it is in a state of growth or decline compared to the past?	How do you see your local economy changing in the future?	Are there any recent projects within your RM which have been completed? If so, could you describe these projects? • Where are these projects located within the community? • Were there any adverse effects? If so, how were they minimized?	Are you aware of any significant development projects either approved or in the approval process within your RM? Where are these projects located within the community? Were there any adverse effects? If so, how were they minimized?
growth	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. There is a lack of housing to support any substantial increase in population.	The Town has focused on constructing 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.	New Town Centre built in 3 Phases commencing in 2011. Preliminary designs are for a 78,000 square foot building located in the Town Centre; new infrastructure, stores, housing, restaurants etc. A new Daycare within the school, the school is at capacity as well, needs expansion. 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 VIA Rail Station, the Town intends to purchase this heritage building and convert it into a public building containing a heritage museum including approximately 50 single-family residential lots and a new public works building.
What are the most significant economic events that have taken place in your community in the past? How has the overall economy been affected? Has the local labour force been affected? How has this affected local perception? Has this change been a positive or a negative contributor to your economy?	Are there plans to upgrade/expand community infrastructure and facilities that have been approved or are in the approval process? Are there any community services that you are thinking about adding/ expanding in the future? If yes, what are the anticipated effects of these projects on the community?	What are the communities' perceptions to aesthetics of existing utility infrastructure?	Has the community expressed any concern regarding noise from construction from projects that have been approved or are in the approval process.
The local water treatment plant and sewage plant were upgraded 12 years ago and 10 years ago, respectively.	N/A	The Town recently conducted a Land Use Planning Study to help guide future growth and development within the community.	No serious concerns over the noise resulting from recent development projects.
Has your community experienced any infrastructure issues from past industrial projects?	How has the availability of employment opportunities changed in your community and/or region? How do you expect this to change in the future?	What industry employs the highest local labour force?	What are some challenges that local firms face in the market place?
The Town implements time constraints on construction working hours to help mitigate any potential concerns.	N/A	Manitoba Hydro and Gillam School are the largest employers in the area.	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. With projected growth of the community over the next 10 to 15 years, this could potentially change.
What strategies could your local businesses use to become more competitive in the market place?	Do you think the proposed Bipole III transmission project will affect businesses in your community? If yes, how will the community be affected?	Are there any commercial resource users in your community? If yes, how could potential impacts be minimized?	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?
N/A	N/A	N/A	Local trap lines, firing range, blueberry patch.
With respect land use in your RM, are there any concerns related to location of the preliminary preferred route for the Bipole III transmission line?	What outdoor recreational activities or other community events do community members participate in? Have levels of participation changed?	Are there any designated areas for specific outdoor activities? Where are these activities located in the community?	Do you think any phases of the project will affect recreational activities in your community?
Potential interference with local trap lines. In the future, residents may also use the route for snowmobile and ATV access. This is seen as beneficial; improve accessibility to various different areas. Outdoor firing range and a nearby blueberry patch may be affected.	Snowmobile and ATV	N/A	May or may not be affected by the PPR include an outdoor firing range and a nearby blueberry patch.
Are there any areas in the region that are important for wildlife? Where in the community are these located?	Are there any plant species or vegetation types within your community that are especially important? Why are these important? Where are these found?	Has the community undertaken any sustainable development initiatives? If yes, what are they and how will they benefit your community and the province?	How would you describe the overall health and well-being of your community? What changes have you observed over time?



Table 10: Manitoba Hydro Community Liaison, Gillam			
N/A	N/A	N/A	Local public health and safety has seen a slight increase in vandalism and theft over the past couple years.
Are there any general health concerns within your community?	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?	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?	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? (i.e., Trapping, ATV, Snowmobiling, berry picking etc.)
As a result, there is now a community curfew in effect.	RCMP detachment an adequate size to accommodate the current population. Increase in permanent population as a result of the construction of the Project and/or other future development projects may warrant an increase in the size of the detachment. 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.	Trappers, snowmobile, ATV	Only concern indicated was Project's 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.
Do you think there will be an effect on your community if there was access to the right-of-way in your area? (i.e., increased traffic volume, berry picking etc.)	What safety measures should be taken for people accessing the right-of-way? (i.e., 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?	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?	Do you have any comments or further information that you would like to add?
The construction of the Project will inevitably increase the number of trucks utilizing local roads. Sections of nearby highways and roads will need to be upgraded. Outdoor recreational activities that may or may not be affected by the location of the PPR include an outdoor firing range, a nearby blueberry patch, snowmobile, and ATV.	N/A	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. 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.	N/A



Table 11: 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?
Thompson General Hospital constructed in 1960, emergency department expanded in late 1990s, new hemodialysis unit added in 2007. Northern Spirit Manor. Acquired Brain Injury Unit (2008), Burntwood Community Health Resource Centre. Support services building constructed in 2002. Funding is adequate to maintain the services.	670 people employed in RHA: 150 in administrative, 280 in support services, 199 in nursing, 32 doctors and 50 technicians.	Staffing is adequate to accommodate the current population. RHA has been aware of past large-scale projects and has managed the effects without compromising services. Strong communication has existed between the RHA and the project areas.	
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?
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.
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?
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	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.	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	



Table 11: Burntwood Regional Health Authority			
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.	Cardiovascular diseases such as cardiac arrests, strokes, etc. are also very common throughout the region.	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).	
<b>13. What other communities are serviced by the RHA?</b>	<b>14. Are there other non-RHA administered health care facilities/treatments in the community?</b> <b>a. Massage, physiotherapy, chiropractics, psychologist, psychiatrist</b>	<b>15. Are there any challenges with regards to supplying/managing pharmaceuticals?</b> <b>a. Are medications readily available?</b> <b>b. Are any supplies lacking?</b> <b>c. How are supplies sent into the hospital?</b>	<b>16. Is addiction a problem in the community (alcohol, drugs, inhalants, etc)?</b> <b>a. Are there any programs to aid those with addictions?</b>
The RHA directly services the communities of Thompson; Lynn Lake, Leaf Rapids, Gillam, Pitquinee; Thicket Portage; Ilford; and Wabowden.	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.	
<b>17. What public health issues have been prominent within the RHA?</b>	<b>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?</b>	<b>19. Does the RHA have an emergency response plan?</b> <b>a. Does the plan cover all facilities?</b> <b>b. What does it include?</b> <b>c. Where would support come from?</b>	<b>20. Is there any other information that you would like to add regarding the healthcare facilities in the community?</b>
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.	



Table 12: Gillam Airport			
1. What is the current state of the Gillam Airport? a. How many airlines? i. Would it be able to accommodate more if needed? ii. 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?
	The airport's operating costs remain unknown at this time, but can be obtained upon request from the Gillam Town Office.	The busiest time of year is during the autumn months when students are returning to school after summer holidays. 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. In its current state, the facility could accommodate an increase in the number of airlines utilizing the facility and the number of flights offered. A significant increase in permanent population would require an increase in staff. It may also require an increase in public parking.	N/A
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?
A significant increase in permanent population would require an increase in staff. It may also require an increase in public parking.	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. 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.	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.	N/A
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?
N/A	N/A	N/A	Yes
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?
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.	N/A	A significant increase in permanent population would require an increase in staff. It may also require an increase in public parking.	N/A



Table 13: Gillam Hospital			
<b>1. What year was the hospital constructed?</b> <b>a. Have there been any recent upgrades to the facility?</b> <b>b. Are there intentions of any future upgrades to the facility structure?</b> <b>c. Is there adequate funding?</b>	<b>2. How many employees are on hand? Are they local or have they moved into the community from elsewhere?</b> <b>a. Administrative</b> <b>b. Janitorial</b> <b>c. RNs</b> <b>d. Doctors (physicians and ERs)</b>	<b>3. Is staffing adequate to accommodate the current population of Gillam?</b> <b>a. Could it currently handle an increase in population?</b> <b>b. What would be required to accommodate an increase?</b>	<b>4. How many beds are in the facility and what is capacity?</b>
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.	All staff are very busy. Appointment waiting lists are long and the physician is on-call 24/7. If the population continues to grow, the facility will need to grow as well – from both a staffing and structural perspective. 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.
<b>5. What services are offered in this facility?</b> <b>a. Are there expectations of expanding on some of these services?</b>	<b>6. Are there any specialized services offered in the facility?</b> <b>a. If specialized services are required where are patients sent?</b>	<b>7. Are there any specific challenges that this facility is currently experiencing?</b>	<b>8. How would you rate the current emergency response (i.e. Ambulance)?</b> <b>a. Could it be improved?</b> <b>b. Is it adequately handled/staffed?</b> <b>c. How many ambulances are available for the Gillam area?</b> <b>d. Have there been instances in the past where access was an issue to reach a patient or accident site?</b>
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.	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. 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 in Winnipeg. Patients are primarily flown out of Gillam by Perimeter Airlines.	The hospital could use an additional physician to help reduce wait times for standard appointments.	Volunteer emergency response service 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.
<b>9. How common (weekly, monthly, yearly) are patients flown out of Gillam for treatment?</b> <b>a. What determines if they are to leave?</b> <b>b. Where are they most commonly sent?</b>	<b>10. Have you noticed an increase in any specific illnesses in the recent past?</b> <b>a. Were any extra measures required to treat them?</b>	<b>11. Are patients generally admitted for long term illness or short term/emergency injuries?</b> <b>a. Are emergency cases primarily home or workplace related injuries?</b> <b>b. What would the current ratio of patients be for long-term hospital stays versus short term patients?</b> <b>c. What are some of the most common ailments treated for in the hospital?</b>	<b>12. Have there been specific instances where the hospital has been over run?</b> <b>a. How long did these instances last for?</b> <b>b. Are there times of year where the hospital is busier?</b> <b>c. Have you seen an increase in patients during past infrastructure projects that have occurred in Gillam?</b>



Table 13: Gillam Hospital			
The hospital tries to send them to Thompson. However, individuals in life-threatening situations are generally flown to the Health Science Centre in Winnipeg. Patients are primarily flown out of Gillam by Perimeter Airlines.	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.	N/A	Activity at the hospital generally slows down during summer months as a lot of families are out of town on summer vacation.
<b>13. What other communities are serviced by this facility?</b>	<b>14. Are there other health care facilities/treatments in the community?</b> <b>a. Massage, physiotherapy, chiropractics, psychologist, psychiatrist</b>	<b>15. Are there any challenges with regards to the pharmacy?</b> <b>a. Are medications readily available?</b> <b>b. Are any supplies lacking?</b> <b>c. How are supplies sent into the hospital?</b>	<b>16. Is addiction a large problem in the community (alcohol, drugs, inhalants, etc)?</b> <b>a. Are there any programs to aid with addiction?</b>
The Gillam Hospital also services the community of Fox Lake.	Diabetes educator; dietician; optometrist; chiropractor; physiotherapist; and massage therapist are brought into the community in a semi-regular basis.	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.
<b>17. Does the hospital have an emergency response plan?</b> <b>a. What would it include?</b> <b>b. Where would support likely come from?</b>	<b>18. Is there any other information that you would like to add regarding the healthcare facilities in the community?</b>		
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.		



Table 14: Gillam RCMP Detachment			
<b>1. How many people are employed with the Gillam RCMP detachment?</b> <b>a. Administrative</b> <b>b. Constables</b> <b>c. Are these terms short or long term employees on average? Is there turnaround of constables wanting to leave the community?</b> <b>d. Where are most of the constables coming in from?</b>	<b>2. How many police vehicles does the Gillam RCMP detachment have?</b>	<b>3. When was the facility constructed?</b> <b>a. How many cells are there?</b> <b>b. What is the maximum number of people that this facility could accommodate?</b> <b>c. Are there plans to upgrade or expand the detachment?</b>	<b>4. What other communities/what area does this detachment cover?</b>
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.	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.	The Gillam RCMP detachment is responsible for the Town of Gillam, Fox Lake and Ilford
<b>5. Is the current staff adequate to maintain existing services?</b> <b>a. If there was an increase in population what would be required to accommodate?</b>	<b>6. Has the detachment had any problems with past hydro or infrastructure projects where there was a high influx of migrant workers?</b> <b>a. Was anything upgraded to accommodate it?</b> <b>b. What was the primary concern?</b>	<b>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?</b>	<b>8. Do you coordinate with other police regional offices to accommodate any increases in demand or specific problems? (ie. Band constables, NRO, etc)</b>
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.		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.
<b>9. How do you coordinate with other emergency services available in the community for emergency events? (ie. Fire, Ambulance)</b>	<b>10. How would you rank overall response times?</b> <b>a. What could be done to improve or maintain response times?</b>	<b>11. Are there any training programs that are offered by the Gillam RCMP detachment?</b>	<b>12. Is funding adequate to maintain the force and the facilities required to operate?</b>
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.		
<b>13. What are the most common calls that the detachment receives? Is there 911 in the community or a local number?</b>	<b>14. Is domestic violence common in this community?</b>	<b>15. Are drugs, alcohol, inhalants, etc. a problem in this community?</b> <b>a. Has it been in the past?</b> <b>b. Are there services to aid with addiction?</b>	<b>16. Is theft common in the community?</b>
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.	



Table 14: Gillam RCMP Detachment			
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 dependent 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?
	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.



**Table 15: Thompson Regional Airport Authority**

1. How would you describe the current state of operations at the airport? (traffic steady, increasing?) a. How many 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 many 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?
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.	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.	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 year. 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.	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.
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?
The TRAA currently employees 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.		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).
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?



Table 15: Thompson Regional Airport Authority				
		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.
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?
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.	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.			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.



Thompson RCMP Detachment			
<b>1. How many civilians/ administrative people are employed with the Thompson RCMP detachment? How many constables are employed with the Thompson RCMP detachment?</b>  <b>a. Are these short term or long term employees on average? Is there a short turnaround of constable wanting to leave the community?</b> <b>b. Where are most of the constables transferring in from?</b>	<b>2. How many police vehicles does the Thompson RCMP detachment have?</b>	<b>3. What facilities are used by the detachment?</b> <b>a. When were they constructed</b> <b>b. How many detainment cells are there?</b> <b>c. What is the maximum number of people that this facility can accommodate?</b> <b>d. Are there plans to upgrade or expand the facilities of the detachment?</b> <b>e. Are the current facilities equipped to handle a possible increase in population</b>	<b>4. What other communities/what area does this detachment cover?</b>
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.	
<b>5. Is the current staff adequate to maintain existing services?</b> <b>a. If there was an increase in population what types of staff and/or services would be required to accommodate the increase?</b>	<b>6. Has the detachment had any problems with past hydro or infrastructure projects where there was a high influx of workers?</b> <b>a. Was anything upgraded to accommodate it?</b> <b>b. What was the primary concern?</b> <b>c. How did the detachment handle the influx of workers? (ie- were any emergency or security procedures changed or were any new procedures implemented).</b>	<b>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?</b>	<b>8. Do you coordinate with other police regional offices to accommodate any increases in demand or specific problems? (ie. Band constables, NRO, etc)</b>
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.



Thompson RCMP Detachment						
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?	
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.			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	
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?



Table 17: OmniTRAX Canada Inc			
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? o 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?
The economy of the rail industry is currentl in a state of growth. 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 industy is expected in the future, especially in Canada.	The rail industry relies on natural resources markets in all parts of North America as a major source of income.	The local rail industry looks at growth opportunities in norther 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 -H5R). Major infrastructure projects such as Manitoba Hydro's 230 kV 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.
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?
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 Colombia, 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.
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 regulary 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?



Table 17: OmniTRAX Canada Inc			
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).	rojects 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.
<b>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?</b>	<b>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?</b>	<b>15. Are there any future plans to upgrade/increase current rail infrastructure in northern Manitoba?</b>	<b>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)</b>
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.



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?
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.

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?	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?
	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.		



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.)	28. Do you have any comments or further information that you would like to add?	29. Do you wish to remain anonymous?
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.			



Table 18: University College of the North, Thompson			
<b>1. What is the mandate of UCN in Thompson?</b> <b>a. What is the governance structure?</b>	<b>2. How many people are employed by the college in the Thompson area?</b> <b>a. What are the different types of positions? (faculty, administration, support)</b> <b>b. Are there people retained on contract? What types of positions?</b> <b>c. Are there long-term employees? Short-term, high turnover rate?</b>	<b>3. What facilities are owned/utilized by UCN in the Thompson area?</b> <b>a. When were facilities constructed?</b> <b>b. Are the facilities adequate to meet the current/future needs of programs?</b> <b>c. Are there currently any plans to upgrade the facilities, or to retain more facilities in the Thompson Area</b> <b>d. Describe the maintenance program for the building(s)</b>	<b>4. What are the main programs offered by UCN?</b> <b>a. Describe the enrolment statistics? (steady, declining, increasing)</b> <b>b. Are there general interest courses available to the community?</b>
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 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.	
<b>5. What is the general rate of employment after graduation/program completion?</b> <b>a. What programs have the highest employment rates?</b> <b>b. What programs have the lowest employment rates?</b>	<b>6. Do you have statistics of how many graduates stay in the Thompson area and how many move away to use their skills elsewhere?</b>	<b>7. Does the college recruit students from outside of the region?</b> <b>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)</b>	<b>8. Is there a time of the year when enrolment is particularly high or low? (ie are summer/spring/winter courses more popular?</b> <b>a. If yes, does this account for an increase or decrease in population in the Thompson area during these times?</b>
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.			



Table 18: University College of the North, Thompson			
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)
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.	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.		



Table 19: Manitoba Lodges and Outfitters Association				
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? (i.e., 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?		4. Are there any plans to upgrade/expand any cottage communities/outfitters/trails along the preliminary preferred right-of-way? Please specify (on maps).
	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.	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. 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. 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? (i.e., construction noise)		8. Based on previous development disturbances, how did animals/plants recover in the developed 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.		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.		
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?	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 (i.e., Telephone poles, transmission lines) built in areas where members of your organization currently operate?
14. What social values are important to your association? (i.e., 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?	18. How do you think the construction phase would affect recreational activities? (i.e., how often people use their ATVs/snowmobiles, visit outfitters/cottages)
Water quality, use of habits 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	N/A



Table 19: Manitoba Lodges and Outfitters Association				
			mitigation measures for Bipole III would assist the association in notifying its members.	
<b>19. Do you think the proposed Bipole III transmission project will have an effect on:</b> <ul style="list-style-type: none"><li>• Personal appreciation of the landscape?</li><li>• Participation in local activities in areas near the preliminary preferred route?</li></ul>	<b>20. Are there any environmental concerns that your association is concerned with?</b>	<b>21. Does your association provide assistance for any sustainable development initiatives?</b>	<b>22. Do you anticipate any concern with respect to waste disposal grounds related to the proposed Bipole III transmission project? (ie. Attracting nuisance wildlife)</b>	<b>23. Does your organization have any concerns with forest fire prevention plans?</b>
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				
<b>24. How does your organization currently access the area where the Bipole III transmission line project is proposed to be built?</b> <ul style="list-style-type: none"><li>• Will access to the area change during construction? During operation?</li></ul>	<b>25. What seasons are users primarily in the area?</b>	<b>26. Do you think there will be any consequence with increased access to the right-of-way? (i.e., increased traffic volume, use of resources such as berry picking, etc.)</b>	<b>27. What safety measures would be beneficial for people who may access the right-of-way? Who is responsible for these safety measures? (i.e., Signage, community notifications, training seminars etc.)</b> <ul style="list-style-type: none"><li>• Do you anticipate the need for any gates or other devices to prevent people from accessing the right-of-way?</li></ul>	
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.	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.	
<b>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)</b>	<b>29. Do you have any comments or further information that you would like to add?</b>	<b>30. Do you wish to remain anonymous?</b>		



Table 20: Key Person Interviews - MTA Representatives and Individual Trappers		
<p><b>Questions: (Note: Specific questions asked were dependent upon circumstances posed by individual interview locations, language and interviewee requirements/respect. Consequently, all questions may not have been asked in all interviews. Participants were allowed to reflect on and speak about their individual experiences. Varied verbal responses often addressed numerous trapping-related topics.)</b></p>		

1.	How many years have you been trapping?	15.	What factors have attributed to this change?	24.	Do you think access to the area you trap would change during the construction and/or operation phases of the project?
2.	Where is your Trapline located and what part of it do you mostly focus on?	16.	Has the frequency of trapping changed through generations?	25.	How do you currently access the area? (i.e., ATV, Snowmobile, boat, etc.)
3.	How long have you been a member of the Manitoba Trappers Association?	17.	Do you think the proposed Bipole III transmission project will affect how often you will use trap lines?	26.	Do you think there will be an effect on trapping activities with increased access to the right-of-way? (i.e., timing of Manitoba Hydro operations, occurrence of maintenance crews in the area, increase in theft or vandalism.)
4.	How has the number of members changed over the years?	18.	Do you trap along any transmission lines at present?	27.	Would you use the right-of-way when you are trapping?
5.	Do you anticipate the number of members to increase/decrease/stay the same? Why?	19.	How do changes in landscape affect trapping activities? i.e. linear developments, cutovers, forest fires.	28.	Do you think safety measures should be taken to notify people who may access the right-of-way? (i.e., Signage, community notifications, training seminars etc.)
6.	How has the price of fur changed since you began trapping?	20.	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	29.	Do you use rail service in your trapping area? If so, do you think the proposed project will affect this service?
7.	How do you anticipate the price of fur changing in the future?	21.	Have development related disturbances effected your trapping activities? (i.e., construction noise, loss of equipment/trails)	30.	Do you have any comments or further information that you would like to add?
8.	What are some factors that influence the value of fur?	22.	Based on previous development disturbances, how did animals recover in the developed area?	31.	Do you wish to remain anonymous?
9.	What are your main expenses while trapping?	23.	How do you see the proposed Bipole III transmission project affecting future trap lines?	32.	Would you be interested in periodic updates during the Bipole III project? Would you like a field tour during construction?
10.	Are there any other financial benefits to holding a Trapline?	24.	Are there any environmental concerns with the proposed Bipole III transmission project that you would have? (i.e., air, water, soils, birds, mammals)		
11.	Do you feel that a livelihood can be achieved by trapping on its own?				
12.	How have trapping resources changed over time? (i.e., animal population fluctuation, variety of species)				
13.	Have trapping practices changed since you began trapping? (i.e., routes, new methods)				
14.	Has the purpose of trapping changed over time? (i.e., subsistence vs. leisure)				



Table 20: Key Person Interviews - MTA Representatives and Individual Trappers						
Trapper	Trapline Section or MTA Zone Membership	Years Trapping Experience, Species	Fur Species Trapped	Fur Prices & Trends	Routes	Practices, Equipment & Expenses
Nabess	Cormorant	since 1968	muskrat, beaver, fisher, marten, otter, lynx	Strong prices in late 80s and early 90s but otter has now lost 90% of its value and lynx has lost 80%. Marten and fisher prices are currently strong. Prices have been impacted by public perception that fur trapping is inhumane.	Summerberry Marsh, Mossey Lake, Mawdesley Lake	snowmobile, boat, instant kill traps; expenses include fuel and repairs to equipment
Donald	Cranberry Portage	30 years	lynx, mink, fox, fisher, marten, beaver	prices are variable and generally follow world markets, pre-season pricing report is available to trappers,	open areas near The Pas and Cranberry Portage	vehicle, snowmobile, boat, cabin, chainsaw, fuel; humane kill traps (replaced the leg hold trap)
Massan	Split Lake	held RTL since 1992; helper previously	marten, lynx	prices dependent upon buyers; \$65 for marten current year and \$50 last year; \$125 for lynx current year and was \$500-\$800 in past; careful handling attracts higher price	RTL 18 in Split Lake area	humane style traps, snowmobile, fuel at 1.09 litre
Beardy	Limestone	no response	marten, otter, beaver, wolverine, foxes, mink		RTL 4 in Limestone area	conibear-style traps, 2 snowmobiles for taking youth on to trapline, fuel expenses; used dog team to travel during the early 1960s before Nelson River generating stations were built
Mayham	Split Lake	15-20 years	all species important, noted beaver and marten	beaver is down, marten at average price, fur prices change over time	RTL 17 with Edward Ouskan	Conibear instant kill trap
Wishart	Cormorant	36 years	muskrat, marten	currently low, impacted by anti-fur lobby and international markets	Summerberry and Tom Lamb areas	instant kill traps, snowmobile, remote cabin
Fitzner	MTA Zone 7; member for 30 years, association membership has fluctuated, local fur councils assist in promoting MTA	entire life experience	marten, fisher, lynx	example of lynx at lows of \$50-\$75 and high of \$1500; anti-fur lobby groups have impacted fur prices	Trapline 6 in Halfway Lake area northeast of Wabowden	snowmobile, sled, instant kill-style traps, fuel; used dog teams in the past
Roberts	MTA vice-president and Zone 4 representative; MTA has stable membership, offers youth education programs, voice for trappers with government	65 years	marten, wolves, fisher, otter, beaver	beaver population is currently high therefore price is low; historical price fluctuations include solver fox at \$1000 in 1930s compared to \$25 today; extended periods of cold weather can increase prices	RTL 24 in Duck Mountain area south of Swan River	past trapping method was leg-hold trap, replaced with instant kill traps certified by Agreement on International Humane Trapping Standards
Buhler	MTA Zone 4 rep; member for 20 years; MTA provides trapper education for young people	50 years	fisher, beaver, marten; fisher introduced into Riding Mountain National Park in 1994	fur prices are currently in low trend; bounty is often provided by municipalities as incentive for trapping problem beaver	open area in RM of Ochre River	methods have changed from leg-hold trap to use of Conibear instant-kill trap; uses vehicle and walking to access trapping area; some trappers in adjacent areas use ATV and snowmobile
Jansson	MTA Zone 1 director since 1997, member for 20 years; MTA established in 1972 to represent interests of trappers; attracting new active members is a challenge	since childhood	no comment	prices traditionally follow stock market trends and have been impacted by world events such as Black Monday in1989 and the recent world financial crisis; fur is a luxury item and prices are subject to these impacts	RTL 7 in Long Lake area east of Bisset	humane traps are used; would like to have more presence on trapline but offering tours or education trips



Table 20: Key Person Interviews - MTA Representatives and Individual Trappers				
Trapper	Development & Disturbance	Environmental Concerns	Access	Comments
Nabess	past disturbance has altered water levels due to the water control structure at Moose Lake as part of the Grand Rapids hydro dam project; past transmission line development resulted in temporary reduction in marten population;	no comment	new ROW will provide better access to traplines; potential for increased theft and vandalism	any impacts to animals will be temporary
Donald		no comment	ROW will create access to new areas for trappers; suggests licences or permits should be required for ROW users to reduce impacts of recreational access; could be more theft and vandalism with new access	hopes trapping will exist for a long time and that youth will participate
Massan	previous development of Churchill transmission line created noise disturbance;	water quality, mercury levels in fish fluctuating water levels re: boat travel and fish spawning areas	accesses trapline by walking and snowmobile	past experience shows that animals have avoided the area of the Churchill transmission line
Beardy	proposed converter station will disturb caribou; transmission lines will impact the creeks;	concerned about water quality in the Nelson River; notes that transmission lines from Long Spruce Generating Station have caused birds to fly too high and has impacted hunting practices	people may use the new ROW and may increases incidences of theft or vandalism	no comment
Mayham	no comment on previous linear developments;	no comment	right -of-way may provide easier access for outside hunters; he would use ROW for travel	comparison with other transmission line projects may provide answers to environmental questions
Wishart		no comment	right-of-way may provide increased access by recreational resource users, environmental regulations for transmission line are satisfactory	proposed route is acceptable as it traverses over less valuable land
Fitzner	no impacts on trapline from transmission lines presently in area;	no environmental concerns; supports the move toward clean energy production	ROW will provide access to new areas but may also increase snowmobile traffic; recreational snowmobile riders have vandalized trapper cabins in the past	project may provide some maintenance employment in the future
Roberts	number of snowmobile and ATV users has increased; clear cut logging has impacted the pine marten population;	no comment	new transmission line provide more access for trappers	no comment
Buhler	animals will use ROW as travel corridor; no impacts from past transmission lines;	no comment	ROW provides easier route for trappers to follow	western route of proposed transmission line would be favourable for western markets and positive for the economy
Jansson	trappers could focus their efforts in areas away from construction; theft and vandalism may increase with the project but this could be mitigated if trappers could have more presence on the trapline	aware of mitigation measures for environmental impact		concerned about the increased length of the proposed route compared to a viable eastern route; concerned about the potential to lose all 3 transmission lines due to an extreme weather event in the north