

MUNICIPAL

The Magazine of the Association of Manitoba Municipalities

Summer 2006

# Leader




# 100 Years

of municipal leadership

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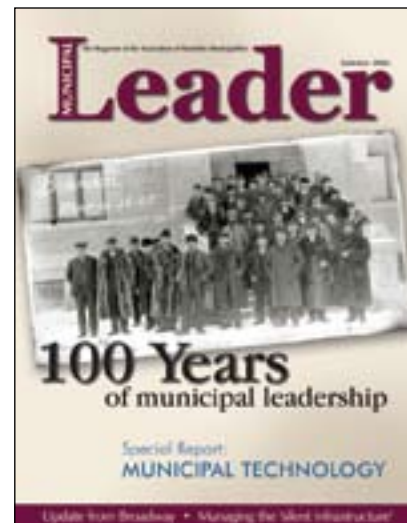
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**Cover:** The AMM was honoured recently with the Centennial Organization Award from the Manitoba Historical Society.

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## AMM Mission Statement

The Association of Manitoba Municipalities identifies and addresses the needs and concerns of its members in order to achieve strong and effective municipal government.



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Administrators Association



Ron Bell, President

## Canadians pay enough tax

That's according to the Federation of Canadian Municipalities (FCM)'s report on the municipal fiscal imbalance, released on June 21. *Building Prosperity from the Ground Up: Restoring the Municipal Fiscal Balance* identifies the infrastructure deficit as being the result of a fiscal squeeze that has resulted in municipalities deferring capital projects in order to simply meet their daily service pressures and demands.

What is the fiscal imbalance? According to FCM, a fiscal imbalance exists when there is a mismatch between an order of government's responsibilities and its abilities to raise sufficient revenues to meet those responsibilities. We are all well aware that municipal governments today provide much more than basic property services, yet municipal revenues haven't grown sufficiently to handle these added responsibilities. In fact, out of every tax dollar collected in Canada, municipal governments receive only 8 cents (50 cents goes to the federal government and 42 cents goes to provincial and territorial governments).

FCM's report makes several recommendations on how to restore the municipal fiscal imbalance, including:

- Clarifying roles and responsibilities among governments;
- Developing a long-term plan to eliminate the infrastructure deficit;
- Diversifying municipal revenue tools;
- Focusing on integrated approaches to rural and northern development;
- Investing in public transit; and
- Changing municipal administrative practices.

The AMM will work with FCM to encourage both federal and provincial governments to move toward a realignment of the financial responsibilities facing municipalities across Canada. The report can be found online at [www.fcm.ca/english/medialpress/june212006.html](http://www.fcm.ca/english/medialpress/june212006.html).

Turning our attention to the approaching municipal election, I want to take this opportunity to say how much I have enjoyed meeting with so many of you over the past four years. You have welcomed me into your offices and council chambers during municipal visits, and at these visits and our various events, shared your perspectives on the many issues we face. The AMM is blessed with an engaged and energetic membership and your input and advice have been instrumental in our lobbying efforts. For those of you whom are running for municipal government once again, I wish you the best of luck. Win or lose, you deserve a great deal of credit for allowing your names to stand in such an important process. For those of you who are retiring from the municipal arena, thank you for your dedication and hard work. Municipal work is no doubt some of the most important work you will ever do, and your efforts are truly appreciated. ☺

“Municipal governments today provide much more than basic property services, yet municipal revenues haven't grown sufficiently to handle these added responsibilities.”



Joe Masi, Executive Director

## Sharing of ideas a learning experience

The Federation of Canadian Municipalities (FCM) Annual Conference recently wrapped up in Montreal, Quebec. One of the highlights of this conference for me is the annual meeting with Executive Directors from across Canada. This meeting gives the AMM an excellent opportunity to look at how we do business as compared to other associations, and to learn from our counterparts in other provinces.

This year's meeting had an additional, critical result. The group of Executive Directors commissioned a major study that will provide a detailed examination of the roles, responsibilities, resources and relationships between municipalities and their respective provincial governments across Canada. The final report will provide a practical, concrete look at how the two interact on a province-by-province basis. This is a groundbreaking initiative and I am confident that it will provide extremely valuable information as we move toward a realignment of fiscal responsibilities among governments. The study will be completed in April of 2007, and I look forward to reporting its findings to you.

Here in Manitoba, we've taken our own initial steps by collecting your feedback into our recently released *Roles, Responsibilities*

and *Resources of Municipal Government in Manitoba* report. Your input into this report was invaluable and provided the AMM a great deal of insight into how the municipal fiscal imbalance directly affects our members. This report is available on our website at [www.amm.mb.ca](http://www.amm.mb.ca).

In closing, I'd like to acknowledge the CAOs who will be busy preparing for the municipal elections. A municipal election is an exciting time, yet some of you may be also feeling anxious at the thought of the inevitable changes that may occur at your council table. We are already planning a special session at this year's Convention for newly elected officials, and will support and assist them in any way that we can. However, I want to assure all CAOs that this support is further extended to *you*, as we enter this time of possible change. The AMM recognizes that you are an extremely critical part of your local municipal government. While you are well represented by the Manitoba Municipal Administrator's Association, I want to assure you that you have the utmost support and respect of the AMM as well. ☺

The AMM recognizes that you are an extremely critical part of your local municipal government.

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## Agreement boosts law enforcement, enhances public safety

A new legal framework will allow municipal bylaw enforcement officers to perform some provincial statute enforcement through special constable appointments. Extensive consultations with municipalities and police agencies led to the development of a provincial memorandum of understanding (MOU) that municipalities can enter into. The agreements will allow municipalities to have individuals they

hire as bylaw enforcement officers under the *Municipal Act* seek special constable appointments from the province to perform limited provincial statute enforcement. The appointments provide the legal foundation to allow bylaw officers to enforce certain provincial statutes while ensuring the appropriate amount of training and responsibility accompanies that power.

## Physician recruitment for Rural & Northern Manitoba

A new regulation was implemented recently

that gives doctors who aren't otherwise eligible for full registration with the College of Physicians and Surgeons the opportunity to work in Manitoba on a temporary license. These doctors will then be able to practice medicine on a short-term basis in communities where they are needed most. Physicians eligible for temporary registration include those previously registered in the Manitoba medical register as well as those registered in good standing in other Canadian jurisdictions. Applicants require certification from the Minister of Health stating the physician is needed to provide medical services in a specific location. Physicians who wish to continue to practice medicine in Manitoba past the temporary registration must obtain full registration with the College of Physicians and Surgeons.

## City of Portage la Prairie is age-friendly

The World Health Organization recently announced that the City of Portage la Prairie has been selected to participate in the Global Age-Friendly Cities project. The project explores the ability of seniors to live safely, maintain a healthy lifestyle, and continue to participate in society. Saanich, BC, along with Argentina, Brazil, Australia, Germany, India, Mexico, Lebanon, the United States, Costa Rica and the United Kingdom will also participate.

Portage la Prairie, one of the *Top Ten Ideal Places to Retire*, has hosted the Manitoba Senior Games, and will host the National Canada Senior Games from August 29 to September 2. This will bring 1,500 athletes aged 55 and over from 13 provinces and territories to the city for five days of competition.



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### Northern Healthy Foods Initiative Project

The Hon. Oscar Lathlin, Minister of Aboriginal and Northern Affairs, has announced a project that will assist remote northern Manitoba communities to become more self sufficient through the local production of healthy food. Equipment, materials and agricultural technical support will be provided to each community for the training and promotion of local vegetable gardening. Frontier School Division is developing a science-based healthy foods curriculum for northern students. The Northern Healthy Foods Initiative will provide complete germinating systems from which the germinated plants will then be transferred to local area gardens. Students will learn the proper food preparation and preservation techniques.

### 2006 Safer Communities and Excellence in Law Enforcement Award

This award acknowledges the extraordinary efforts of groups and individuals making Manitoba a safer place. Recipients are as follows:

- **Samantha Gladue**, Broadway Neighbourhoods Centre Lighthouse;
- **Amanda LeDrew**, Thompson Boys and Girls Club Lighthouse;
- **START Program**, Selkirk Team for At-Risk Teens;
- **Ndinawe Outreach Team**;
- **Julie Derochie Roberts**, Community Justice;
- **City of Thompson and Tim Maluk** of Sandy Lake;
- **Constable Dallas J. Lockhart** and **Constable Francis Gerald Paddock**, Brandon Police Service;
- **Chief Jack Ewatski**, Superintendent **Gordon Schumacher**, Sergeant **John Burchill**, and Sergeant **Ron Johanson** of the Winnipeg Police Service;
- **Auxiliary Constable Mervin Koscielnny**, Rossburn RCMP Detachment; and
- **Auxiliary Constable John Lavich**, Spruce Plain/Carberry RCMP Detachment.

### 'Hurricane' Hazel best city mayor

'Hurricane' Hazel McCallion is 85 years young and is best loved for her energy and accomplishments! In her tenth term as Mayor for the City of Mississauga (for which she won 92% of the vote), 'Hurricane' Hazel was recently designated

at Best City Mayor by *Reader's Digest* magazine. Mississauga is the sixth largest city in Canada and boasts a strong, debt-free economy thanks to Hazel's 'pay-as-you-go' philosophy. 'Hurricane' Hazel's other accolades include being named the Number 2 Mayor by The World Mayor organization, and being the first mayor in Canada to have her own mobile ring-tone provided by Bell Canada. Proceeds generated from this ring-tone are donated to *Hazel's Hope*, a charity administered by World Vision to aid children in Africa.

### Municipal airports receive provincial grants

The Hon. Ron Lemieux, Minister of Transportation and Government Services, recently announced that 33 municipal airports would share \$76,220 through the Manitoba

Airports Assistance Program. To be eligible for this grant, airports must be open to the public and must meet federal aviation standards. The following communities will receive funding: Altona, Arborg, Ashern, Carman South, Crystal City/Pilot Mound, Deloraine, Erickson, Gilbert Plains, Gladstone, Glenboro, Hartney, Killarney, Lac du Bonnet, Lundar, Manitou, Morden, Neepawa, Piney/Pine Creek Border, Reston/RM of Pipestone, Riverton, Roblin, Russell, Shoal Lake, Strathclair, Somerset, Souris Glenwood industrial Air Park, Steinbach, Treherne (South Norfolk Airport), Virden, Warren/Woodlands, and Winkler. Manitoba's municipal airport services include recreational flying, aerial seeding, crop spraying and emergency access in case of accidents.

## UPCOMING EVENTS

### August 2006

10-11 AMM Municipal Visits  
(Parkland District)

### November 2006

27-30 AMM Annual Convention  
– Winnipeg

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# Focusing on safer communities

We all want to live in safe communities – communities in which we feel our neighbourhoods are peaceful, where we are protected from disruption and crime, and where we are protected from injury. This installment of *And Furthermore* provides updates on the Manitoba Meth Strategy and the Canadian Safe Communities Foundation, just a couple of the initiatives that are making our communities safer right across Canada.

## CRYSTAL METH UPDATE

*Our Winter 2006 issue featured the story “Crystal Meth: What’s Manitoba Doing?” At the time, Manitoba had just introduced the Manitoba Meth Strategy, an approach aimed at restricting the supply and reducing the demand for the drug. We subsequently summarized the Manitoba Meth Strategy in the Spring 2006 issue of the Municipal Leader.*

### UPDATE:

There have been two major announcements since our last update. On May 4, 2006, the province announced it would invest \$15,000 to train over 600 front-line staff from police organizations and federal, provincial and municipal agencies across Manitoba on methamphetamine use and production.

“Mixing the chemicals used to produce crystal meth can lead to explosions, fires, chemical burns and toxic fumes; and first responders shutting down a meth lab are often at risk,” said Justice Minister **Gord Mackintosh**. “We want to prepare front-line workers to detect lab locations, teach them about the hazards and give responders the information they need to protect safety when dealing with this deadly drug.”

Manitoba is the first province to make this training available to such a broad range of first responders. First responders can take the interactive course from any Internet-connected computer. The course includes information on the characteristics of the drug including symptoms and effects of use, and basic requirements and methods of production. Also, it provides information on how to detect crystal meth labs and the associated hazards.

The second announcement occurred **June 27**, when the Province announced that a unified crystal meth takedown protocol was now in place. The Unified Takedown Protocol is a coordinated, inter-agency approach identifying how municipal, provincial, federal and other agencies can assist police. While police agencies investigate and identify evidence in a case, other organizations have expertise in areas such as fire suppression, neutralizing hazardous materials, emergency medical treatment, social services, building structure analysis, and hydro and natural gas service. Police decide when to call in other agencies that are part of the protocol, namely the Winnipeg Fire and Paramedic Services, Office of the Fire Commissioner, Manitoba Conservation, Manitoba Family Services and Housing, Health Canada and Manitoba Hydro.

The province also partnered with the City of Winnipeg, providing \$8,500 toward the purchase of specialized clothing and equipment necessary to provide personal protection for police officers investigating chemically contaminated drug labs.

For more information on the Manitoba Meth Strategy visit: <http://www.gov.mb.ca/healthyliving/meth.html>.

## SAFE COMMUNITIES

*In our Winter 2005 issue we featured the story “Is your community the next Safe Community?” along with a profile of Manitoba’s only (to date) designated Safe Community, the City of Brandon.*

### UPDATE:

Recently, the AMM received a letter from the City of Kamloops, BC, telling us of their experience with the Safe Community model.

Using this model, the City of Kamloops brought together a variety of community partners to study the issue of injury in the community. By looking at local injury data, they were able to focus their attention on areas of need within the community, as well as build on existing programs and strengths. For instance, the Needle Safety Initiative that was already underway was enhanced with the purchase of a children’s mascot.

As well, bringing involved partners together for discussion led to simple solutions to problems. For example, one of the railways was concerned about people exiting the local arena and climbing through trains stopped at the crossing. They tried to arrange for trains not to stop on the crossing when events were likely to be getting out, but they weren’t always aware of the event details. The City arranged for the schedule of events to be sent to the railway on a regular basis.

Another local issue was preventing falls involving seniors. By bringing in new partners, two new programs were developed – a Home Safety Check Program, in partnership with the Seniors Outreach Society, and Walk the Block with Seniors, a program to identify outdoor tripping hazards in partnership with Girl Guides and Boy Scouts.

Officials say the benefits of being designated a Safe Community are many. The model is an internationally recognized best practice model for community injury prevention, and as such, lends credibility to local Safe Community efforts. The Canadian Safe Communities Foundation supports designated communities with many resources as well.

For more information about the City of Kamloops involvement with Safe Communities, please contact:

Cathy Shether, Chairperson  
Kamloops Injury Prevention Network  
c/o 519 Columbia St.  
Kamloops, BC V2C 2T8

Is your community ready to become a designated Safe Community?  
Contact:

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Dale Lyle, MMAA  
President

# Reflections – a strong past, a promising future!

The 2006 MMAA Conference theme was *Reflections – A Strong Past, A Promising Future!* We had a very successful 75<sup>th</sup> conference with membership welcoming in the new Executive Council member, and I started my term as President at that time.

For some time now, our membership and elected officials alike have identified a need for training in the area of Employee Management. In 2006, we are very pleased to introduce a new series of workshops, called the Performance Management System for Municipal Government Administrators and Supervisors. This four-part series created and facilitated by **Dr. Bob Kent**, will provide the tools required for municipal administrators and supervisors to give leadership, direction and motivation to employees in a constructive, effective manner. Dr. Kent has conducted seminars for the MMAA in the past and is heralded as a presenter whose training includes information and tools that you can actually use on a day-to-day basis. The series has already begun with sessions scheduled for September 8, 2006 and October 13, 2006. Members and non-members alike are welcome to register.

For some 20 years now, the national Public Sector Accounting and Auditing Board has been working on establishing accounting rules that are specific to government entities. Some say for better, some say for worse, but the fact is that federal and provincial governments, along with the accounting profession, are adopting these rules and compliance will be mandatory in Manitoba municipalities in the near future. MMAA is working with the Province to determine what impact this will have on municipalities, what timeline will be provided and required for implementation, what training and orientation will be needed, and what processes must be

initiated. The goal is to make the changes necessary with the least possible interference in current procedures. The MMAA is pleased to have been brought to the table at this juncture and we are confident that we can provide positive, valuable input for all those involved.

As you can see, there is not much time for transition in this position. You just jump right in with both feet. I would like to take this opportunity to commend Past President **Val Turner** and her Council members for their dedication over the past two years. I would also like to thank our current Council

members along with members of the Board of Directors of the AMM for their warm welcomes. I am looking forward to the challenges involved in the work I will be called upon to do with all members of the MMAA, our Executive Council and the AMM Board in service to the citizens of Manitoba. I believe there is a very promising future for municipal government. ☺

Dale Lyle, CMMA, CGA  
President  
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# 100 Years of municipal leadership

## A Union of Manitoba Municipalities

by Gordon Goldsborough

*Reprinted from Manitoba History: The Journal of the Manitoba Historical Society, Volume 51, February 2006, p. 28-29.*



In early March 1905, the Council of the RM of Macdonald met for its monthly meeting. One of the items it considered was an invitation from the Mayor of Brandon, to attend a meeting 10 days hence, the object of which would be to consider a proposal for a new organization for municipal governments. The Council chose two members to attend.<sup>1</sup> To encourage attendance by delegates from remote parts of the province, the organizing committee arranged round-trip train fares at one-and-a-third times the one-way rate. Fifty participants arrived in Brandon from 31 municipalities for the opening session in the afternoon of Tuesday, March 14. Several other municipalities that were unable to send representatives instead sent telegrams of support. The mood was unanimously favourable, for the assembled group promptly passed a motion creating a Union of Manitoba Municipalities. Several delegates were sent off to hash out a constitution and bylaws. The advantages of the new Union were thought to include the encouragement of mutually profitable communications between various municipalities and the increased influence that would result from this union, the fostering of a 'patriotic spirit,' a centralized Bureau of Information, and of course, the saving by Union members of "enormous sums of money."<sup>2</sup>

The delegates elected an executive, had further discussion, then adjourned for a banquet at Brandon's Shore House, HOSTED BY THE CITY COUNCIL AND MAYOR.<sup>3</sup> The delegates went back to an evening session, where they approved the draft constitution. With its foundation now firmly established, the group passed its first resolution to the effect that, "Municipalities should have full and exclusive control of their streets and roads, and that no legislation should be passed [by provincial and federal governments] infringing on such control" without prior input from the affected municipality. The resolution's intent had less

to do with the control of roadways, although concern for road improvement would lead in 1909 to the formation of a separate Good Roads Association, than with the telephone lines that generally followed roadways:

"One of the objects of this resolution was to stop the governments from giving blanket charters to telephone companies, as they had in the case of the Bell Telephone Company, who are asking excessive prices, and not being even satisfied with what they have got in their charter, are trying to persuade Courts to pass bylaws allowing them to reduce the height of their poles in the country districts."<sup>4</sup>

On the second day, other resolutions were considered that collectively illustrate the nature of municipal governance issues of the day. Among the resolutions passed was one urging Ottawa to compel railways to assume all costs of road crossings whenever such were required to maintain public safety. The Union was also understandably concerned about procuring tax revenue for public works. For example, it worried that land which had been set aside throughout the Province as an endowment for the University of Manitoba – sale of which would generate revenue for the institution – was not generating tax revenue for the constituent municipality, so a system of grants in lieu of taxes was advocated. The councillors from Macdonald drew the group's attention to another tax problem. In their municipality, as in others, large areas of land had been originally assessed as "swampland" unfit for agriculture, but which drainage had rendered highly productive. Yet, the municipality was unable to change the assessed value and, thereby, raise needed funds for road improvement.

The Union was also concerned about jurisdictional matters. It requested that any provincial or federal bills affecting railways as well as telegraph, telephone and electric power lines be vetted by the municipalities that may

be affected by them. It requested the right to exempt companies providing work to 15 or more local employees from paying taxes for up to 12 years, to entice companies to build facilities in Manitoba communities. The Union proposed that all trees and shrubs planted along highways should become the property of the municipality in which they were situated.

The meeting ended with a hearty vote of thanks to the Brandon organizers, after which delegates dispersed around the city. Some went on a tour of the Dominion Experimental Farm<sup>5</sup> to learn about its latest innovations. The Macdonald councillors, both farmers, likely attended that tour. Then, everyone went their separate ways, happy for having played a role in founding an organization that was to become a major force on behalf of municipal governments in the coming century.

UMM membership grew rapidly in its first half dozen years, leveling off at just over 100 by 1910. The Union organized an AGM and by the early 1920s, these meetings were attended by around 300 people. Their purpose was to highlight common problems, develop collective responses to matters of mutual concern, and pass along useful information. Later, the Union published a magazine, *The Western Municipal News*, in collaboration with its counterparts in Saskatchewan and Alberta.<sup>6</sup> The Union faltered during the early years of the Depression; membership fell for a few years, but as the economy recovered, so too did membership numbers. Over time, the urban municipalities drifted away to form their own association. The divorce was temporary, however, for in 1999, the Union of Manitoba Municipalities merged with the Manitoba Association of Urban Municipalities to become the Association of Manitoba Municipalities. The AMM thrives to the present day, having celebrated its 100<sup>th</sup> anniversary in 2005. (see sidebar on page 11)

The men who attended the Union's found-

ing meeting in Brandon came from diverse backgrounds, and went on to play various roles in municipal, provincial, and federal governments. One of the two Macdonald delegates would continue for a few more years as a councilor, attending the UMM's 1907 meeting in Winnipeg, and would later serve as Reeve for three years. While he would remain interested in local affairs for the rest of his life, he did so as a citizen, and held no further municipal office. But he was clearly proud of his role in the founding of the Union of Manitoba Municipalities, as shown by the fact that he kept the group photo that had been taken outside the Brandon City Hall in 1905. He passed it on to his grandson who, in turn, gave it to his son. That delegate was my great-grandfather, John Fletcher Goldsbrough.<sup>7</sup> &

#### Notes

1. *Manitoba Free Press*, 10 March 1905, page 8.
2. *First Annual Report of the Union of Manitoba Municipalities*, 1905. Archives of Manitoba.
3. *Brandon Weekly Sun*, 23 March 1905, page 3.
4. *First Annual Report of the Union of Manitoba Municipalities*, 1905. Archives of Manitoba.
5. *Brandon Weekly Sun*, 16 March 1905, page 1.
6. I am grateful to Tom Mitchell at Brandon University's McKee Archives for drawing my attention to this magazine, and for allowing me to peruse his wonderful collection of the *Brandon Daily Sun* – the only copies of this paper in existence.
7. Some of the delegates to the founding meeting missed the 'photo op' and we are not certain whether J. F. Goldsbrough (the spelling of our surname changed after 1911) was among them. I am inclined to think the fellow in the buffalo coat and peasant cap on the right side is J.F., but my dad is not so sure.

## AMM reaches milestone



AMM Executive Director Joe Masi, The Honourable John Harvard, Lieutenant-Governor of Manitoba, and AMM Rural Vice-President Garry Wasylowski

The AMM recently had the honour of receiving a *Centennial Organization Award* from the Manitoba Historical Society. The Awards Ceremony took place on April 23, 2006. The **Hon. John Harvard**, Lieutenant-Governor of Manitoba, presented the award to AMM Rural Vice-President **Garry Wasylowski**, and AMM Executive Director **Joe Masi**.

The AMM has a long history of lobbying for the betterment of municipal governments in Manitoba. We believe that following the template laid out by the original Union of Manitoba Municipalities (UMM) and Manitoba Association of Urban Municipalities (MAUM), in which rural and urban municipalities work hand in hand for the betterment of all, has allowed us to reach this milestone.

The AMM is delighted to receive this prestigious award, and we sincerely thank the Manitoba Historical Society for honouring our association.

## MHS devoted to preserving the past

The Manitoba Historical Society (MHS), founded in 1879, is the oldest organization in Western Canada dedicated to preserving our past for future generations. For over 127 years, the MHS has collected books and artifacts that became the basis of today's Archives of Manitoba, Winnipeg Public Library, and Manitoba Museum. The MHS continues its legacy of preservation, promotion, research, and education via a range of publications, educational programs, and web site. It operates two museums: Dalnavert, the magnificent 1895 home of Sir Hugh John Macdonald, and Ross House, the West's first post office.

The Centennial Organization Awards were initiated in celebration of the MHS's 125<sup>th</sup> anniversary in 2004. Their purpose is to recognize non-profit groups that have operated continuously in Manitoba for over 100 years in the areas of culture, economic development, education, health, heritage, labour, politics, recreation and sport, religion, and social reform. Histories of organizations that have received the award to date are available on the MHS web site at [www.mhs.mb.ca/docs/organization/index.shtml](http://www.mhs.mb.ca/docs/organization/index.shtml).



### Dr. Gordon Goldsbrough

Dr. Gordon Goldsbrough is an Associate Professor at the U of M, and Director of its Delta Marsh Field Station on Lake Manitoba. He is actively involved in the heritage community, being President and webmaster of the Manitoba Historical Society.

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# Lobby Days

On April 11 and 12, the AMM took part in the 2nd annual Lobby Days at the Manitoba Legislature. Over the course of the two days, the AMM met with the NDP Caucus as a group, and individually with Conservative and Liberal MLAs.

The AMM raised three primary issues during all meetings

- water issues;
- education tax on property; and
- the roles, responsibilities and resources of municipal government.



*The Hon. Rosann Wowchuk, Minister of Agriculture, Food and Rural Initiatives and Mayor Rene Maillard, AMM Parklands Urban Director.*



*Hugh McFadyen, Leader of the Manitoba Progressive Conservative Party.*



*MLA Mavis Taillieu, Morris, and Mayor Shirley Kalyniuk, AMM Midwestern Urban Director.*



*Councillor Jae Eadie, AMM Winnipeg Director, addresses the NDP caucus.*



*The Hon. Scott Smith, Minister of Intergovernmental Affairs and Trade with Councillor Doug Dobrowolski, AMM Central Rural Director.*



*MLA Peter George Dyck, Pembina, and AMM President Ron Bell.*



*MLA Kevin Lamoureux, Inkster, and Dr. Jon Gerrard, Leader of the Liberal Party in Manitoba.*



*MLA Stuart Murray, MLA Kirkfield Park and former PC Party of Manitoba leader, addresses Councillor Roger Wilson, AMM Midwestern Rural Director.*

# UPDATE *from Broadway*

**O**n June 13, the 4<sup>th</sup> session of the 38<sup>th</sup> Legislature ended with 45 bills passed, including the 2005-2006 Budget. There were four bills of particular interest to municipalities that were passed this session.

## **BILL 13: The Conservation Districts Amendment Act**

This bill provides for greater public representation on the Conservation Districts Commission. The AMM, as one of the legislated members of the Commission, believes adding greater public representation will strengthen the process. The AMM also highlighted the need to review the antiquated Act and the need to respond to the growing responsibilities of municipalities and conservation districts in environmental requirements.

## **BILL 14: The Water Rights Amendment Act**


This bill creates greater enforcement measures for illegal drainage work. The AMM supported this bill, since all the work being done to plan and manage water in the province will be lost without enforcement to ensure compliance. The AMM did stress the need to ensure that adequate resources are available in issuing licenses, since in some cases the illegal work being done is a result of delays in the permitting process.

## **BILL 15: The Emergency Measures Amendment Act**

This bill amends the Emergency Measures Act to allow municipalities to issue emergency prevention orders in advance of disasters. Bill 15 also makes improvement to the communications process and will require provincial departments to develop emergency plans. The AMM also took this opportunity to highlight the major problems that remain with the emergency recovery system, namely the need for compensation beyond the 16% currently covered when municipalities use their own labour and equipment. The AMM

supports municipalities with additional tools in emergency preparedness, however there must be corresponding financial assistance.

## **BILL 30: The Fires Prevention and Emergency Response Act**

This bill mandates increased responsibilities for local authorities in carrying out fire inspections on public buildings. The AMM supported this bill due to the importance of ensuring public safety and because of the assurances from the Province to work with municipalities to determine the timelines for inspections and the prioritization of buildings. The Province also committed to providing training if municipalities want to have the inspections done by in-house staff. There is also an option to contract inspections out to an approved third party. 

Other bills of interest that were passed this session include the *Official Time Amendment Act*, *The Architects and Engineers Scope of Practice Dispute Settlement Act*, the *Public Health Act* and the *Elections Reform Act*.

To view any of the AMM's presentations on these or any bills, check out the AMM website at [www.amm.mb.ca/pol\\_leg](http://www.amm.mb.ca/pol_leg).



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# UPDATE: Canada-Manitoba Infrastructure Programs, Municipal Rural Infrastructure Fund

## (1) 2<sup>nd</sup> Round Rural & Northern Infrastructure Project Results

In rural and northern Manitoba, 13 communities are benefiting from a \$17 million infrastructure investment as part of the second round of rural and northern project approvals under the Canada-Manitoba Municipal Rural Infrastructure Fund (MRIF). Announced March 24, 2006, these 13 projects include construction and upgrades for water and sewer treatment systems in 10 communities, with three more communities seeing tourism infrastructure enhancements that will promote economic development.

Recommendations for rural and northern infrastructure projects are made by the Federal-Provincial-Local Consultative Committee, a six member committee of officials from the AMM that includes President **Ron Bell** and Vice-Presidents **Garry Wasylowski** (Rural) and **Lorne Boguski** (Urban), as well as representatives from the Northern Association of Community Councils and Manitoba Aboriginal and Northern Affairs.

The third and final intake deadline for rural and northern project applications was June 15, 2006. Approved projects from this round of MRIF applications should be announced in the Fall/Winter of 2006-07.

### MRIF – 2<sup>nd</sup> Round Rural & Northern Project Approval List (announced March 24, 2006)

*A minimum of 40% of the \$120 million MRIF is designated for 'green' municipal infrastructure. The remainder is for other local infrastructure including transportation, cultural and recreational projects, and infrastructure that support tourism and connectivity.*

### GREEN MUNICIPAL INFRASTRUCTURE

#### ▼ Interlake

- RM of St. Clements, East Selkirk Sewer and Water \$ 4,600,000
- RM of Bifrost, Industrial Park Water Services \$ 600,000

#### ▼ Northern

- Sherridon Community Council, Sherridon Water Treatment Plant \$3,283,000

#### ▼ South Central Region

- RM of Lorne, Swan Lake Lagoon \$ 1,440,000

- Town of Altona/RM of Rhineland, Wastewater Treatment Facility Expansion, \$2,400,000

#### ▼ Southeast Region

- Town of Niverville, Wastewater Treatment Upgrades \$ 2,400,000

#### ▼ Southwest Region

- RM of Strathcona, Belmont Lagoon Upgrades \$ 280,000
- RM of North Cypress, Brookdale Sewer System \$ 480,000
- Village of St. Lazare, Water and Sewer Extension \$ 72,000
- Town of Minnedosa, Water Treatment Plant Upgrades \$ 1,050,000 (The three levels of government are partnering with Husky Energy to upgrade the water treatment plant to meet the water capacity and quality needs for the Husky Energy ethanol plant expansion in Minnedosa.)

### LOCAL ROADS

#### ▼ Parklands

- RM of Ochre River, Oako Beach Drive \$ 66,000

### TOURISM

#### ▼ Southwest

- RM of Ellice, Qu'Appelle Valley Tourism Road \$ 225,000

### RECREATION

#### ▼ North Central

- City of Portage la Prairie, Crescent Lake Recreational Enhancements \$ 360,000

*80% of MRIF funding is earmarked for communities with a population of fewer than 250,000 and includes 198 municipalities and 50 unincorporated Northern Community Councils in rural and northern Manitoba.*

*For a complete list of MRIF projects in Manitoba, please visit the CMIPs website at [www.infrastructure.mb.ca](http://www.infrastructure.mb.ca).*

## (2) Infrastructure update on MRIF Connectivity Projects

The Parkland Telecommunications Network (PTN - \$4 million MRIF investment) and Broadband Communications North Inc (BCN - \$2.8 million MRIF investment) are working hard to move their respective



*Attending the 2<sup>nd</sup> Round of the Rural and Northern Infrastructure announcement were (L-R) Reg Mead, Northern Association of Community Councils; the Hon. Vic Toews, Federal Minister of Justice; Mayor Greg Fehr, Town of Niverville; the Hon. Ron Lemieux, Minister of Transportation and Government Services; and AMM President Ron Bell.*

connectivity projects forward. Today, there are 60 communities in the Parklands and Northern regions who have signed on to the wireless broadband access (high speed Internet) project. These projects have the potential to service more than 60,000 users, 1,600 public institutions including schools and healthcare institutions, and 2,100 local businesses. Future builds are possible in these regions that could expand the service to up to 93 communities.

Once the wireless Internet service is up and running, residents that hook up to the new system will benefit from a quicker and more affordable Internet service with improved quality and access to e-health, e-learning, e-business and other e-solutions. Other positive outcomes include an increased link to larger centres, expanded marketing opportunities for communities, businesses, agriculture, the tourism industry, and increased opportunity for outside investment.

The BCN project has constructed one tower and future towers will be constructed over this summer and fall. BCN is scheduled for completion by the end of November 2006. PTN is in the process of constructing towers throughout the Parklands region and expects to begin connecting residents to the wireless broadband service by late summer 2006.

For more project information about PTN: [www.pcfcd.mb.ca/site/projects/broadband.htm](http://www.pcfcd.mb.ca/site/projects/broadband.htm) To be placed on a waiting list for Wireless service: [www.inetlink.ca/parkland.htm](http://www.inetlink.ca/parkland.htm)

For more project information about BCN contact: Ashmede Asgarali, Project Manager, Broadband Communications North Inc. (204) 949-4012.



### (3) New CMIPs website

The Canada-Manitoba Infrastructure Programs has a new updated website that features more information about the Municipal Rural Infrastructure Fund, MRIF Application Tips, project updates and a photo gallery section. There are also specific sections dedicated to the CMIP's ongoing and completed projects, as well as current information about the Canada Strategic Infrastructure Fund projects in Winnipeg.

Visit the new CMIP website, (same address), at [www.infrastructure.mb.ca](http://www.infrastructure.mb.ca).


### (4) For Municipalities - InfraGuide's Best Practices & E-Learning

Long-term municipal infrastructure planning is essential to maintaining healthy communities. **InfraGuide**, the **National Guide to Sustainable Municipal Infrastructure** offers information for local governments on Best Practices and E-Learning products that encourage innovation in support of viable municipal infrastructure. Infraguide's products, (some are listed below), can be previewed and purchased online through their web site at [www.infraguide.ca](http://www.infraguide.ca).

There are seven series of **InfraGuide Best Practices** publications including: *Decision Making and Investment Planning*, *Potable Water, Storm and Wastewater, Roads and Sidewalks, Environmental Protocols, Multi-Discipline and Transit*.

InfraGuide E-Learning (CD based) products are multi-media educational tools with titles that now include: *Managing Infrastructure Assets (Asset Plan Management)*, *Developing a Water Distribution System Renewal Plan* (new in 2006), and *An Integrated Approach to Assessment & Evaluation of Municipal Road, Sewer & Water Networks* (new in 2006).

The Best Practices publications/reports series and E-Learning products are targeted to assist municipal practitioners, decision-makers and technical staff in both public and private sectors in making informed, smart decisions about maintaining, repairing and upgrading the infrastructure that supports quality of life.

Infraguide is a partnership of Infrastructure Canada, the Federation of Canadian Municipalities and the National Research Council. 


For further information about the Canada-Manitoba Infrastructure Programs, please contact us:

**Request a copy of our latest Update 2006 publication or view it on the website.**

Canada-Manitoba Infrastructure Secretariat  
1140-363 Broadway Avenue, Winnipeg, MB R3C 3N9  
Phone: (204) 945-4074 or Toll-free: 1-800-268-4883  
Fax: (204) 948-2035

Email: [infra@gov.mb.ca](mailto:infra@gov.mb.ca)

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Cummins Inc. has announced that the company is ready to meet the challenge of the Tier 4 Interim off-road diesel emissions rule scheduled to take effect beginning in 2008 continuing through to the end of 2011. Cummins solution will ensure OEMs long-term platform stability in the face of regulation changes for as much as 10 years with the Tier 3 lineup including the new QSB.

From Tier 3 levels, Tier 4 represents a 90-percent reduction in emissions of Particulate Matter (PM) and a 50-percent reduction in emissions of Nitrogen Oxides (NOx). Cummins is focused on achieving customer benefits as well as meeting emissions regulations.

With all key technologies such as fuel systems, electronics, air handling, and filtration all vertically integrated within Cummins, no other engine company has access to the broad range of in-house design integration to meet Tier 4. Better integration means minimizing the cost impact associated with these emissions changes and with Cummins PowerMatch<sup>TM</sup> software providing integration, the OEM and the operator can be assured that the engine systems are optimized for the greatest reliability and the lowest cost of ownership - not just meeting emissions.



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# Special Report: **MUNICIPAL TECHNOLOGY**



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# Meet your technology partners

**T**echnology is essential in enabling individuals, businesses and municipalities to function more effectively than ever before. From software programs that integrate financial and municipal functions, to wireless communications that function anywhere, anytime, to mapping systems that are accurate to a centimeter, technology continues to evolve and improve. *The Municipal Leader* has compiled a list of technology partners that have displayed at AMM trade shows and display areas over the past year. They all offer Manitoba municipalities the latest products and services available in their specialty areas.

## COMPUTER SYSTEMS/ SOFTWARE/CONSULTANTS

### Northwest Digital

Northwest Digital specializes in computer network services and supplies. We are a proud supplier of Muniware Windows-based accounting software. Visit [www.nwd.mb.ca](http://www.nwd.mb.ca).

### The Exchange Group

EXG Solutions is offering a way for governments to easily share public information using the Internet. We also design great web-sites! Visit [www.freedomofinformation.ca](http://www.freedomofinformation.ca).

### Munisoft

A Canadian company providing specialized software and related services to local governments across the country in the areas of management of tax, assessment, utility billing, finance, payables, receivables, payroll, public works, asset management, GIS and mapping. Visit [www.munisoft.ca](http://www.munisoft.ca).

## WIRELESS TECHNOLOGY & COMMUNICATIONS

### Glentel – Wireless Made Simple

This leading wireless communications company provides voice and data solutions across Canada, featuring proven products from Motorola, MDS and more. Visit [www.glentel.com](http://www.glentel.com).

### I-Netlink Wireless

I-Netlink Wireless provides high-speed wireless Internet to Southwest Manitoba. We partner with rural municipalities, connecting communities, and are expanding into the Parkland region this year. (See separate article in this Special Report.)

### MTS

Telecommunications services – from local and long distance services to next generation services like high-speed Internet and digital wireless communications. (MTCML Official Supplier)

## MAPPING (GPS/GIS SYSTEMS)

### Atlis Geomatics

Photogrammetry – Digital Imaging – Aerial Survey. Visit [www.atlisgeo.com](http://www.atlisgeo.com).

### Cansel Survey Equipment Inc.

Canada's largest distributor of land-based positioning systems, providing sales, rentals, repairs and training for high-end optical survey instruments, GPS, construction lasers, accessories and field supplies. Visit [www.cansel.ca](http://www.cansel.ca).

### DataLink Mapping Technologies Inc.

DataLink Mapping Technologies is Manitoba's only authorized MapInfo reseller and provides complete GIS service including application development, base mapping, printing, training and technical support. Visit <http://www.datalink.ca/>

### Lewis Instruments Ltd.

Surveying equipment and supplies including laser systems for land leveling and GPS receivers for mapping and surveying.

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# GIS technology for local governments



**M**unicipalities face the task of maintaining service levels after right-sizing, downsizing and budget cuts; and are increasingly required to streamline business practices. Information technology, especially GIS (geographic information systems), is playing a key role in helping local governments cope with this environment.

GIS technology offers a flexible set of tools to perform the diverse functions of government, including the data management tools necessary to combine and use geographic-based information from various sources. GIS helps local governments operate as a single enterprise by making data sharing among departments easier.

**Public works** – GIS technology provides accurate mapping tools and helps track the location and condition of assets (water mains, valves, hydrants, meters, storage facilities, roads, sewer mains, manholes, etc.).

**Zoning and planning** – GIS advancements have led to the development of decision support systems that facilitate the community planning process.

**Assessment** – GIS provides the tools to more efficiently collect, convert and improve map data; accurately assess properties; and provide Internet access to this data for the public and the business community.

**Economic development** – GIS is used as a management and decision-support tool by communities' economic development agencies.

**Surveying** – Surveyors use GIS to store and analyze survey information including measurements, orthorectified imagery, GPS

data, LIDAR data, computer aided drafting (CAD) drawings, and survey records. GIS saves surveyors time, reduces cost, and improves their decision-making processes.

**Cadastral records** – GIS helps agencies meet their primary responsibilities of ownership registration, parcel mapping, real property valuation and data access.

## A testimonial

The RM of Woodlands has been using GIS since 2000. Officials have seen improved staff productivity, timely and accurate delivery of information in the management of zoning and development applications, the management of livestock operations, the development of drainage plans for agricultural fields and several other business processes the RM must manage.

The RM started with ESRI Canada's *ArcView 3* software and last year upgraded to *ArcView 9*.

The benefits of the software were immediate. Former Woodlands Development Officer **Wayne Vickers** notes, "The process of determining who was affected by a variance would take about a day when done by hand, and used many paper-based and electronic data sources. With *ArcView*, we are able to review an application and generate notification letters in about 15 minutes."

The current Development Officer, **Lana Cowling-Mason**, says the system is being updated and the staff is undergoing re-training on the system. "We haven't come close to using its full potential," she says. "And that has got us very excited. It appears that the system's only limit is one's imagination." ☞



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# Canadian municipalities embrace hybrid technology

By: AMM Staff with files courtesy the City of Kelowna

In May 2005, Canada's first hybrid bus arrived in Kelowna, BC. BC Transit purchased six hybrid electric buses to replace aging buses in the Kelowna and Greater Victoria regions. In a City of Kelowna news release, former Mayor Walter Gray stated, "The hybrid-buses are an excellent example of using technologies to help address climate change. When using the buses in urban areas, fuel consumption and greenhouse gas emissions are significantly reduced when compared to conventional diesel buses."

Research on hybrid applications encourages the transit industry to move toward this technology. A key advantage is the technology does not impact existing infrastructure or daily business operations, providing a simple step toward improved performance.

The supplier was New Flyer of Winnipeg. New Flyer has recently delivered 235 hybrid electric buses to Seattle, both 40-foot vehicles and 65-foot articulated vehicles. Another fleet order is in production for Philadelphia, PA. The six BC Transit buses delivered to Kelowna and Victoria were the first production-line hybrid buses in Canada.

## HOW THE HYBRID ELECTRIC SYSTEM WORKS

A 'hybrid drive' means there is a combination of more than one type of motive power on the bus. Hybrid electric buses utilize two power sources: a smaller than normal internal combustion engine and an energy storage unit (the battery). The batteries are located on the roof of the bus and weigh approximately 400kg (900lbs).

The engine-generator combination works in parallel with the battery, providing electrical power to keep the battery charged. As a

result, the engine operates only in its most efficient ranges. For example when accelerating from a stop, the electric transmission accelerates the vehicle to a speed of about 12 kmph.

Once the vehicle is underway, the parallel hybrid system blends both the diesel engine and electric motor power to maintain speed. At highway speeds, the vehicle is powered



solely by the diesel engine. During this time, the engine also charges the energy storage system (battery). Significant fuel economy is achieved when the vehicle runs at its optimal speed, offering top engine performance and low exhaust emissions. The vehicle also uses regenerative braking to charge the batteries.

The hybrid electric bus has three major advantages: reduced fuel consumption, reduced emissions, and lower operating and life cycle costs.

## 1. Reduced fuel consumption

Short demonstration tests indicate up to a 58% reduction in fuel consumption depending on the vehicle usage profile. The fuel savings could be as high as 100,000 litres per year for the first order of six buses.

## 2. Reduced emissions

'Greenhouse' gas emissions, believed to contribute to global warming, are reduced up to 60%. Applying this figure to this initial 6-bus fleet, the estimated reduction in greenhouse gas emissions would be 403 tonnes per year and up to 90% fewer particulates.

## 3. Lower costs

The hybrid electric system results in lower operating costs due to reduced stress and maintenance on mechanical components such as brake linings. The hybrid transmission has fewer component parts and therefore requires less maintenance. The hybrid bus option has about a 40% premium on capital. The operating costs savings means the 'break even' point in total expenditures is estimated at 10-12 years dependent upon future petroleum price trends. Buses are typically kept in service for 20 years.

## HOW CLEAN IS THE TECHNOLOGY?

In stop-and-go applications, each year greenhouse gasses are reduced by over four times the weight of a regular bus – that's 60 metric tonnes.

- Particulate Matter (PM) is reduced by up to 90% over the cleanest diesel buses now in BC Transit's fleet
- Carbon Monoxide (CO) reduced by up to 90%
- Hydrocarbons (HC) reduced by up to 90%
- Carbon Dioxide (CO<sub>2</sub>) reduced by up to 40-60%
- Nitrogen Oxide (NO<sub>x</sub>) reduced by up to 50%



## WHAT IS THE COST?

A 40-ft. low floor bus costs \$530,000. The premium cost for the hybrid technology is an additional \$300,000. Based on current fuel costs, the bus should recuperate the additional cost in 10-12 years. The average life span of a transit bus is 20 years.

## ACROSS CANADA

While BC Transit is a leader in adopting hybrid technology in its fleet of buses, other municipalities are moving toward hybrid systems as well.

In 2003, **Toronto's** City Council approved a Green Fleet Transition Plan pioneering a significant increase in the use of hybrid-electric vehicles and biodiesel fuel in a major municipal fleet. The Toronto forecast is a reduction in CO<sub>2</sub> by 23% or between 10,000 and 15,000 tonnes over three years.

In 2004, the **City of Hamilton** directed staff to prepare a Central Fleet Strategic Plan with the objective of providing an affordable way to use new vehicle and fuel technology. New technologies, such as hybrid electric vehicles and biodiesel are incorporated into the Green Fleet Implementation Plan.

In 2005, the **City of Edmonton** announced a \$3.2M investment to evaluate new technologies that could lead to energy savings and reduced pollution, including purchasing more fuel-efficient vehicles (buses and trucks), and eventually using hybrid or fuel cell vehicles.

Recently, Alberta's Climate Change Central launched *Hail a Hybrid*, a pilot program that encourages **Calgary and Edmonton** cab drivers to switch to fuel-saving, environmentally friendly hybrid vehicles. Under the pilot program, up to four cab drivers in each of Calgary and Edmonton will receive a \$5,000 incentive for purchasing a hybrid taxi.

In Manitoba, the **City of Brandon** replaced two of its older pickup trucks with two Honda Civic hybrids. More hybrids may be added to the fleet as the city looks to replace other vehicles, especially if the cost of gasoline remains high. ♻

## Sources:

Climate Change Central: [http://www.climatechange-central.com/default.asp?V\\_DOC\\_ID=2112&V\\_LANG\\_ID=5](http://www.climatechange-central.com/default.asp?V_DOC_ID=2112&V_LANG_ID=5)

Green Car Congress: [http://www.greencarcongress.com/2005/12/ottawa\\_delays\\_c.html](http://www.greencarcongress.com/2005/12/ottawa_delays_c.html)

City of Ottawa Hybrid Bus Feasibility Study Report <http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2005/11-30/trc/ACS2005-PWS-FLT-0001.htm>

Kelowna Regional Transit System: [http://www.bctransit.com/regions/kel/news/hybrid\\_electric.cfm#background](http://www.bctransit.com/regions/kel/news/hybrid_electric.cfm#background)

Federation of Canadian Municipalities: <http://www.fcm.ca/english/media/stories/april122005.html>

City of Hamilton Green Fleet Implementation Plan <http://www.repairourair.org/pdfs/Green-FleetPlan-Hamilton.pdf>

While the environmental benefits of hybrid technology isn't disputed, some municipalities question estimated cost savings. Ottawa's Fleet Emissions Reduction Strategy called for the purchase of 226 diesel-electric hybrid buses in a move to a zero emission transit fleet. However, Council put the planned \$536M purchase on hold while the City studies natural gas options. The City of Ottawa Hybrid Bus Feasibility Study Report concludes: "Hybrid systems will not provide sufficient fuel savings on low-stop frequency and high-speed routes...or rural routes to offset initial cost."



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# Harnessing the wind

Using modern technology to create efficient, economical and emission-free electricity

By Rachel Philippe, AMM Senior Policy Analyst



Seeking a cleaner environment often leads to a consideration of energy resources and the potential for more environmentally responsible alternatives. In 2002, the majority of energy produced in Canada was generated from large hydroelectric facilities. However coal, nuclear power, natural gas and oil still accounted for 38% of Canada's energy production. Advancing technology has created new opportunities to supplement existing energy sources with cleaner generation methods. Wind energy is a prime example of this trend. With its increasing usage, the costs of generating wind power are steadily declining, making it one of the most effective ways to generate emission-free electricity.

The basic concept of generating energy from the wind is hardly new. The fundamental principle remains the same as wind currents are harnessed to rotate the turbine's blades and capture energy. Advancing technology allows the motion of the blades to turn a generator and produce electricity that can ultimately be transferred to the electricity utility's transmission grid. Today's wind energy generation relies on modern technology that allows manufacturers to design and produce machines larger in capacity and higher in efficiency than ever before. Taller towers and more efficient turbines are now possible because of lighter blades as well as improved towers and foundations. Taking advantage of this technology allows more energy to be created by less wind at a lower per kilowatt hour cost. The Canadian Wind Energy Association (CanWEA) indicates that wind energy is one of the most economical sources of new large-scale electricity generation.

Sophisticated technology is also required for the operation of wind farms. Remote computer monitoring systems are commonly used to control the angle of each rotor blade and to ensure that the rotor blades face into the wind. The ongoing operation of the turbines is also monitored in a similar fashion.

Utility-scale land-based turbines range in size from less than one megawatt to more than three megawatts (MW). A one MW turbine with a 30% capacity factor<sup>1</sup> produces about 2,600 megawatt hours (MWh) per year; enough to power about 320 homes. Since winds fluctuate on a daily basis, turbines typically begin to operate when wind speeds are approximately 8-13 km/h and maximum power is reached with wind speeds ranging from 30-40 km/h. To determine the generation potential of a particular site, technicians will study

long-term historical wind patterns. These and other site-specific measurements are used to forecast average monthly and annual potential energy production that will inform the site assessment. Such calculations have estimated a significant potential for wind power development in Canada and Manitoba.

Canada is predicted to be among the countries with the fastest growth rates for wind energy capacity. Many Federal and Provincial incentives are now available and CanWEA estimates that these measures could lead to the installation of at least 8,000 MW of wind energy in Canada by 2015 – a significant increase of Canada's April 2006 capacity of 944 MW. Estimates suggest Canada could eventually meet 20% of its total electricity needs with wind power (50,000 MW).

Opportunities for wind energy development in Canada offer key environmental benefits. Using wind to power over 200 homes instead of burning coal has the same positive impact as taking 417 cars off the road or planting 10,000 trees. Wind energy generation

“There are substantial economic benefits available at the local level.”

avoids the production of harmful substances such as greenhouse gases, heavy metals and particulate matter. Using wind energy in place of conventional energy reduces the generation of smog and acid rain. As one of the cleanest generation methods available, wind energy will help meet environmental objectives across Manitoba and Canada.

With the majority of wind energy projects being located in rural areas, there are substantial economic benefits available at the local level. Rural landowners can profit from lease payments and rural municipalities will experience increased tax revenues. (For a Manitoba example visit [www.canwea.ca/en/CanadianResources.html](http://www.canwea.ca/en/CanadianResources.html)). Tourism and employment benefits can also have a significant impact on rural community economic development. Such benefits are already apparent in Manitoba's own St. Leon wind farm.

## So what's happening in Manitoba?

Earlier this year, construction was completed on Manitoba's first wind farm. The community of St. Leon is home to the 63 turbines that make up this 99 MW project. The energy generated from St. Leon is enough to power approximately 41,000 homes. Local landowners will benefit from \$9 million in revenue over the next 25 years and the project is expected to generate 300 direct or indirect jobs and \$100 million in operating expenditures.

Manitoba is well-positioned to further capitalize on its wind generation potential. In order to stimulate development of wind farms, the Province of Manitoba announced its intention to procure 1,000 MW of wind energy by 2014. To meet this mandate, the Province conducted an Expression of Interest process and received 36 submissions from 43 proponents including wind developers, First Nations, communities, turbine manufacturers and consultants. Combined, these projects proposed more than 10,000 MW of wind energy projects and identified 75 sites for wind farms in Manitoba. The next step in developing additional wind farms is for the Province to issue a Request For Proposals related to specific wind generation projects. Their intention is to develop 1,000 MW of wind energy generation in Manitoba over the next eight years.

There is a tremendous opportunity for wind power to contribute to Manitoba's energy resources and provide environmental and economic benefits. The advantages of using wind energy will certainly make this technology more prevalent in the near future. ♻

#### Sources:

AirSource Power: [www.airsourcepower.com](http://www.airsourcepower.com)

Canadian Wind Energy Association: [www.canwea.ca](http://www.canwea.ca)

Canadian Wind Energy Atlas: [www.windatlas.ca](http://www.windatlas.ca)

Manitoba Energy, Science & Technology, Energy Development Initiative: [www.gov.mb.ca/est/energy/initiatives/index.html](http://www.gov.mb.ca/est/energy/initiatives/index.html)

Taxing Wind in Canada – Property Tax Assessment Policies and Practices in Canada: [www.canwea.ca/en/CanadianResources.html](http://www.canwea.ca/en/CanadianResources.html)

Windustry: [www.windustry.org](http://www.windustry.org)

<sup>1</sup>Capacity factor is defined as the percentage of electricity that the wind turbines are expected to produce relative to a maximum theoretical production in given period of time (based on the amount of time the wind is actually blowing).

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Winnipeg's Provencher Bridge

# Wise up with 'smart' bridges

By Terry Ross



With cash-strapped municipalities suffering from deteriorating infrastructure that must be replaced, officials are always on the lookout for new technology that will save them money. That is where 'smart bridge' technology comes into play.

Officials concerned only with the immediate bottom line may claim that the new technology is more costly and, in the short term, they are correct – by about 20%. However, the longevity of smart bridges more than compensates for the extra cost.

'Smart' structures incorporate sensors in the building materials that allow the monitoring of the structure via computers. The

application of smart structure for bridges provides the following benefits:

- Less time and expenses required for inspections.
- The response of the structure can be monitored remotely in real time.
- Performance of new advanced composite materials can be monitored.
- The long-term performance of composite materials can be compared to conventional girders, also outfitted with fibre optic sensors.

Confederation Bridge, connecting Prince Edward Island and New Brunswick, utilizes

smart technology to monitor the long-term effects of wind, ice and traffic loads.

In October 1998, the Taylor Bridge in Headingley was opened and deemed the 'smartest bridge in the world.' It was built as a demonstration project by ISIS Canada using new-age materials that are lighter than steel, yet 10-times stronger. It also houses 111 sensors (65 fibre optic sensors, 26 electric foil strain gauges and 20 temperature sensors).

The two-lane, 165.1-metre-long span has four out of 40 pre-cast girders reinforced with carbon fibre reinforced polymers (FRP) stirrups. These girders are pre-stressed with carbon FRP cables and bars. Glass FRP reinforces portions of the barrier walls. The instrumentation will allow officials to monitor the behaviour of the bridge structure and the new advanced materials over time. It will also allow the real time, dynamic sensing of singular overweight events (when special permission is granted to overweight loads).

ISIS Canada is a non-profit network of 15 universities based at the University of Manitoba's Faculty of Engineering. Its mandate is, in partnership with the private sector, to develop Canadian Civil Engineering and construction capability through the development and application of advanced composite materials (ACMs) and integrated Intelligent Fibre Optic Sensing technologies.

More recently, Winnipeg's Provencher Paired Bridges joined the line-up of smart bridges. These structures, a pedestrian bridge and a vehicular bridge, strengthen the connection between The Forks and St. Boniface's French Quarter. They've become a symbolic gateway between two of Winnipeg's most historically significant areas, while promoting commerce and tourism. The system measures movement, traffic flow, wind speed and direction, stay cable forces and strains, ambient temperature, temperature gradient, and 3-D acceleration of the deck and pylon. ISIS Canada installed 20 fibre optic sensors, lead wires, and a fibre Bragg grating strain indicator. \$

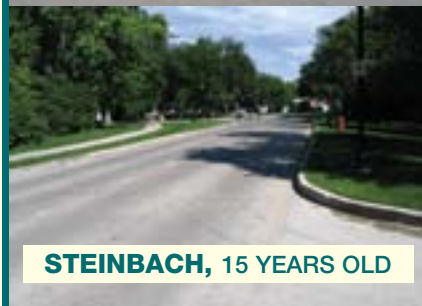
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# From dream to reality

## - bringing high-speed Internet to rural Manitoba

Submitted by I-NetLink Wireless

It began with a dream when **Charlie Clark**, President and CEO of I-NetLink Wireless, saw the desperate need for high-speed Internet in rural Manitoba. In the fall of 2001, I-NetLink began with one experimental tower. When asked if Clark would have envisioned that I-NetLink would have such a strong presence in rural Manitoba he replied: "I underestimated the capability of this technology back in 2001. I recall thinking that we could perhaps reach out to Kemnay and Forrest, but certainly didn't anticipate that in five short years we would be covering over 100 communities." Through strong partnerships with Manitoba's rural municipalities, Clark and the I-NetLink team have been able to provide a valuable tool to rural Manitoba; the Internet.

High-speed Internet has become a necessity in the lives of Manitobans. Not only has it enriched economic and community development, but it also offers rural communities the same opportunities as urban areas. Broadband not only extends local employment opportunities, access to healthcare and makes communication easier; but also creates advancements in education and agriculture. "In the last five years, I have watched the borders come down and have seen communities grow and prosper and never realized what talent we have hidden in our rural communities. I am very proud and honoured to be part of this growth and to be a fellow Manitoban," said **Tami Clements**, Vice-President of I-NetLink Wireless.

How does wireless broadband technology work? The network operates through radio frequencies from towers that communicate through line of site. These towers are networked and receive a signal from a fiber connection in Brandon. Each tower extends from 100'-150' covering up to a 15 km radius.

What does the future hold for wireless broadband in rural Manitoba? When asked this question, **Mike Clark**, (Research and Development), replied that wireless broadband offers "new opportunities for the rural municipalities to be on the leading edge of technology. There is so much that can now be accomplished that even a few years ago was simply impossible or not feasible such as VOIP (voice over IP), remote backups, video monitoring, security/automations systems and, and Emergency/Event Notification (EEN) and the list goes on." Through our continued partnership with InfoMetrics incor-



*Charlie Clark, I-Netlink's President and CEO with VP Tami-Rae Clements.*

porated, I-NetLink will ensure that these types of technologies become a reality.

What do these technologies mean for rural Manitoba? VOIP is the transmission of voice traffic over Internet protocol networks. Implementing a VOIP system over a wireless network can have huge cost savings and increase the features of a present phone system. **Tom Mollard**, CAO of the Town and RM of Hamiota commented about their recent implementation of a VOIP system, "it has provided us the dependability in addition to significantly lowered costs. The system reduced operating costs by 50%." Remote backups are an online system for backing up and storing computer files. Remote video monitoring can be used for a wide variety of applications; everything from monitoring pig barns to gas pumps from any computer connected to a high-speed Internet connection.

IP enabled security/automation systems can be adapted to secure just about anything. "Imagine calling your cabin to turn up the heat; or getting an email while you are working, saying that your hot water tank has started to leak. This technology really takes security to a whole new level," said Mike Clark.

With an EEN system, you can setup automatic event notification for everything from fire and rescue to road closures. For example, in the event of a fire, the EEN system would call everyone on the volunteer fire department. If the system could not reach the individuals by phone it will try to email and text message. As soon as crew members respond, the site is updated to include who has been

I-NetLink is committed to giving back to the rural communities. Revenue sharing programs have been established with municipalities who were involved in the BRAND (Broadband for Rural and Northern Development) project and those who are a part of the Parkland Telecommunications Network (PTN). The company further supports the community through educational scholarships and athletic grants in addition to recruiting local resellers and installers.



notified and when they should arrive. The future of municipal technologies is endless. Mike Clark comments, "These are just a few examples of how new technologies built on the wireless infrastructure can really make a difference in these [rural Manitoban] communities."

With time, technology changes and improves. Clark supports this fact by adding, "I-NetLink is dedicated to the wireless world. We will continue to expand our knowledge base and share the benefits of this technology to our clients." One major technological advance is the creation of the WIMAX standard. Clark quotes that "WIMAX is an industry standard, meaning that the major manufacturers of the product will all be producing products that will interoperate. I-NetLink is partnered with the leaders of this technology and is already deploying WIMAX radio links for selected clients."

Through the Industry Canada BRAND program, I-NetLink grew as they brought wireless broadband to over 40 communities. The company currently continues its expansion with the Parkland Telecommunications Network (PTN) project, where services will be provided to 33 Parkland communities. This project received a \$4 million investment from the Municipal Rural Infrastructure Fund (see story on p. 14) and includes 16 RMs, a town, a village and eight Aboriginal & Northern Affairs communities. The project completion deadline is March 2007, but I-NetLink will be providing service in the fall of 2006.

Five short years ago, Charlie Clark never envisioned his dream becoming as real as it is today. When asked his opinion on how wireless broadband has impacted rural Manitoba his answer came quickly. Clark said "I am particularly proud of this [wireless] achievement as we are constantly being thanked by our clients for making their lives simpler and more productive. It is especially rewarding to know that we have played a small part in keeping rural Manitoba vibrant".

For more information, please visit [www.inetlink.ca](http://www.inetlink.ca).




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# AMM Education Session #2 – May 4, 2006

## *George Cuff – The Essential Elements of Local Government: How to Make it Work for your Municipality*



*"I found George's presentation to be informative, enlightening and very worthwhile. He had frequent breaks for questions. This provided an opportunity for individuals to approach him with a problem – which he then used as an example to the group and suggested a recommendation or solution. He offered good, practical advice."*

Councillor **Joyce Marsh**, RM of Pipestone

**G**eorge Cuff has a reputation for speaking and writing plainly, even when discussing very difficult or complicated issues. He did just that on May 4, 2006 during the AMM's 2<sup>nd</sup> Education Session of 2006. A total of 73 participants

took part in George's presentation, *The Essential Elements of Local Government: How to Make It Work for Your Municipality*.

George opened the session by outlining the characteristics of healthy organizations, followed by the "deadly sins of ineffective governance." He then explained the importance of vision and its key principles. George's goal for the day was to demystify governance. He did this by explaining the roles of the governing body, what it is and what it isn't, and used specific examples of governance models. He explained the roles of the CAO, standing committees, and committee of the whole.

George also focused on policy development, building a successful council-administration relationship, problems with confusing leadership, special purpose bodies (what they are and how they work), and the importance of effective communication.

Finally, George wrapped up his session by revisiting the key concepts, and explaining how participants could apply what they learned back home. ☛

This is the second time AMM members have had the opportunity to hear George Cuff (the first was at the AMM Annual Convention in 2005), and his penchant for one-liners has not abated! Here are some examples:

- One can lead with no more than a question in hand.
- If you think you're indispensable, put your hand in a bucket of water, and when you take it out that's how much of a void you will leave.
- Don't dump on a predecessor – you'll soon be one.
- He who throws mud loses ground.
- Why is your car windshield so big and your rear view mirror so small? Because the future is important and the past is gone.
- When the horse is dead... dismount.

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# Health care professionals

## – *how to keep what you have*

Submitted by Office of Rural & Northern Health



There has been much focus in rural and northern Manitoba around the problems of recruiting enough health care professionals to ensure communities have their needs met. There are a variety of efforts and initiatives to recruit qualified people to fill these positions and provide rural and northern Manitoba with quality health care service. The other part of that effort needs to be strategies and practices on how we retain the people we have worked so hard to recruit; there is a role for communities to play in the retention process.

The ironic thing about being able to entice someone to come and work in your community is that someone else will likely be able to entice them away from your community with an offer that appears to be better. That offer could be more money, more time off (or a combination of the two) and other factors. How can communities retain good people?

Communities that have been able to address this issue are those that recognize that the professional life of a health care professional is one part of who they are. If such professionals are welcomed into the community and provided with opportunities to become part of the community, then the community becomes their home. This makes the decision to leave to pursue other opportunities more difficult because they have developed real connections to the community. Deciding to leave what has become their home is much more difficult than just leaving the place where they work.

Life in rural and northern Manitoba has changed dramatically over the past few decades. In spite of that, communities often make the mistake of expecting the delivery of health services to remain relatively unchanged. Our expectations of what is possible and reasonable for local health care providers to do are sometimes unrealistic. The entire nature of work and the expectations of people regarding the nature of 'work' have changed. There is much greater concern with quality of life. People are more interested in working to live rather than living to work. This change in perspective is also true for health care providers. They have families and interests outside of their professional life

and a professional life that does not allow them to pay attention to those other interests is not sustainable.

Communities may have to change their expectations of how health care services are delivered. That may mean communities in close proximity to one another may have to be more open to sharing services and cooperating on how health care is delivered in their area in order to reduce the demand on resident professionals. It certainly means that communities need to do a better job of respecting personal and private boundaries of health care providers (for example, eliminating the grocery store consults) so the professional's time away from work is truly away from work.

Such small efforts at improving the practice environment for health care professionals in rural and northern areas may well contribute to retaining those individuals in communities. An environment that allows a reasonable balance of work and professional life provides a rewarding professional experience and workplace and is a community that is welcoming. These communities will be more likely to retain their health care

professionals. Communities need to take a critical look at the community and work environment that they are providing and then take steps, in cooperation with their regional health authority, to create sustainable work conditions.

The Office of Rural & Northern Health (ORNH) was organized as part of the Manitoba Rural Physician Action Plan and has been established to provide rural leadership, coordination, facilitation and administration of programs related to education, recruitment and retention of rural health care professionals. The long-term vision of the office is to have a rural & northern health care system staffed by a greater percentage of Manitobans with rural or northern roots and training experiences. This mandate includes working with communities in the development of local plans to recruit and retain local health care professionals.

If you are interested in learning more about the activities of the ORNH, visit our website at [www.ornh.mb.ca](http://www.ornh.mb.ca). You can also call the Dauphin office and ask for ORNH Administrative Director, **Wayne Heide**, at 1-866-244-ORNH (6764). \$

A Goodyear advertisement. The top half features a yellow construction vehicle, possibly a grader or bulldozer, working on a dirt road. Overlaid on the image is the text "Goodyear Supplier to the Association of Manitoba Municipalities". Below this, a list of services is provided: "• Complete line of tires and retreads", "• 24-Hour Commercial Road Service", and "• Over 25 locations, conveniently located throughout Manitoba to serve you". The bottom half of the advertisement has a black background with the Goodyear logo in yellow and red, and the text "1-800-GOODYEAR • www.goodyear.com" in white.

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## Effectively managing the 'silent infrastructure'

By Steve Bossenmaier, City of Winnipeg

**S**urvey monuments, unlike utility plants, are the 'silent infrastructure.' Although not readily visible, the monuments quietly provide each of us with secure land ownership by accurately defining property boundaries. Damage to the infrastructure does not generally result in any noticeable physical event (i.e., injury, explosion, power outage or immediately noticeable loss of service) and may not be recognized for many years, but this does not diminish their importance.

### FACTS:

- Under legislation, municipalities are responsible for remedying any disturbance to survey monuments upon notification from a Manitoba Land Surveyor;
- Depending on the size and location of the municipality, there may be thousands of survey monuments for which a municipality may be responsible;
- Municipalities are currently liable for tens of millions of dollars worth of damaged survey monuments;
- Countless monuments continue to be damaged each year due to unregulated construction activity.

Under the provincial Survey Outline Monument Restoration Program, survey monuments are replaced and the municipality's expenses are offset by a provincial contribution. This is a good thing. The fact that the monument you paid to have replaced today may be damaged tomorrow is a bad thing.

Damage to survey monuments typically occurs due to unregulated or under-regulated construction and development in areas within or adjacent to public rights-of-ways and road allowances. Utility installation and facility maintenance, roadwork, ditching, landscaping, agricultural activity, logging operations, new housing and improvements within developed areas are some of the leading factors contributing to the damage.

### SOLUTION:

Provincial legislation also offers the solution to the re-occurring problem of monument damage. It provides that all persons and municipalities undertaking construction are responsible for protecting the survey monuments and for replacement if monuments are damaged as a result of their activity. The problem centres on ensuring

those responsible are living up to their legal obligations.

Identification of the location of the survey monuments and the location of construction within the municipality are essential to maintaining the infrastructure. The City of Winnipeg utilizes several methods to manage these elements to successfully protect the survey monuments and to ensure those who cause the damage pay for the replacement.

### Development/Servicing Agreements

These agreements, between the City and the developer, involve maintaining letters of credit to secure developer responsibilities regarding survey monuments in areas of development. Typically, once the final landscaping is complete, the developer has their land surveyor replace any damaged survey monuments at their expense, after which the letters of credit are released.

### Survey Infrastructure Protection Program

The City utilizes a GIS system to map and maintain all survey monuments within its bounds. Persons undertaking construction are requested to notify the City prior to their project. Construction sites are compared to survey monument locations for potential conflict. When there is a possibility of damage, the survey monuments are physically marked prior to the work and inspected after construction. Any damages are then attributed to the construction project.

For municipalities of all sizes, there are solutions to minimizing survey monument damage which are inexpensive and effective in controlling the associated liabilities. \$

### REFERENCES:

- [www.winnipeg.ca/ppd/surveys.stm](http://www.winnipeg.ca/ppd/surveys.stm)
- [www.winnipeg.ca/ppd/subdivision.stm](http://www.winnipeg.ca/ppd/subdivision.stm)

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# A primer on the aggregate mining industry

Submitted by Industry, Economic Development and Mines

Every year, millions of tonnes of aggregate mineral are mined from hundreds of pits and quarries across Manitoba. In fact, our local aggregate industry is the largest mining sector in the province, measured by both the volume produced and the land acreage disturbed.

Aggregate minerals are comprised of sorted sand, gravel and crushed stone material, valued largely for their strength when blended. It is primarily used either as an engineered soil base for stability or in the form of concrete or asphalt products. Virtually everything we build requires aggregate materials. It is used in and under our roads, highways, streets, sidewalks, airports, railways, parking lots, sewers, foundations and in the buildings themselves. Other uses include pre-cast concrete products, filtration in septic fields, backfill in underground mines, winter road sanding and armoring 'rip-rap' that prevents erosion on shorelines. In spite of technological strides over the last century, there are still no economically viable substitutes for aggregate minerals in our construction industry. Unlike other minerals, such as gold or diamonds, aggregate is a critical resource for infrastructure development in our province; as important as water and electricity.

Over 16 million tonnes of aggregate are consumed in Manitoba each year. Aggregate is characterized as a high bulk, low value commodity, and the cost of transportation frequently exceeds the in-situ value of the mineral itself. If there is no construction activity in an area, the local aggregate mineral deposits have no value. But if there is no local geologic source of aggregate minerals, the value of the closest deposit is directly proportionate to the distance the material must be trucked. The proximity of an aggregate source to a construction project or centre is a primary cost determinate.

Most RMs already have established gravel pits and/or quarries operating in their jurisdiction, and many are also fortunate to have undeveloped sources of mineral aggregate that

can be mined in future years. A fundamental principle of land use planning, supported by Provincial policy, encourages the conservation of this mineral resource to support future public and private infrastructure development. However, as both a land use and a use of land, pits and quarries can cause concerns that municipalities need to address.

Below are some of the commonly asked questions (and answers) about municipalities' authority with respect to pits and quarries.

## **What about damage to roads used for hauling aggregate?**

Regardless of whether the source of the aggregate is from private property or from a Crown pit or quarry, municipalities may, by by-law, collect a "maintenance, repair and restoration fee" and a "shortened life-time of highway fee" based on the length of municipal road used and the number of tonnes hauled. The maximum fees are set out in MR48/97, *The Aggregate Mining and Transportation Fees and Agreements Regulation*, under *The Municipal Act*. The current combined maximum fee is \$0.026 per tonne per km. These fees were recently increased by 16% over four years in response to requests by the AMM and municipalities, and following a review by key stakeholders including the Province of Manitoba, the AMM, and the Manitoba Heavy Construction Association.

These fees can be applied even if the pit or quarry is in the adjoining municipality. Alternatively, in lieu of the fee, the Regulation authorizes municipalities to enter into agreements with pit and quarry operators whereby they are obliged to maintain the roads used to haul aggregate minerals.

## **Can municipalities tax aggregates?**

While the Province retains exclusive authority to collect royalties and taxes on minerals resources, there is also provision under MR48/97, *The Aggregate Mining and Transportation Fees and Agreements Regulation* of *The Municipal Act*, authorizing municipalities to license and collect

fees based on annual aggregate production from pits and quarries on private land. The maximum annual fee allowed is currently \$0.044 per tonne. At the request of AMM, the Province has committed to a review of these fees. The AMM will be participating in this review.

Note that these fees cannot be charged where such mine operations are located on Crown land. All mineral extraction on Crown Land is subject to dispositions under *The Mines & Minerals Act* and to provincially established royalty rates, rental charges and fees.

## **Are pits and quarries subject to municipal zoning restrictions?**

Yes. Certain environmental operating standards are imposed on pit and quarry operations by a regulation under *The Mines & Minerals Act* (M65/92 *The Quarry Minerals Regulation*), and these apply across the province. However, municipalities may apply additional or more stringent requirements tailored to specific local conditions under zoning bylaws passed in accordance with *The Planning Act*. Bylaws governing hours of operation and truck routes can also be passed under *The Municipal Act*.

## **What about rehabilitation of pits and quarries?**

Each year since 1992, the Province has collected from all pit and quarry operators a rehabilitation levy of \$0.10 per tonne of aggregate produced. This money goes into a dedicated fund. Once extraction of the economically valuable aggregate mineral is complete, the property owner may apply to have the pit or quarry rehabilitated to provincial standards, and such work is paid for from this fund. Progressive rehabilitation is encouraged. This ongoing program ensures that post mining landscapes will be rehabilitated to a safe, environmentally stable and productive state. Since 1992, over 1,500 rehabilitation projects have been undertaken, restoring more than 6,570 hectares (16,200 acres) of depleted lands, at a cost of just over \$16 million. \$

Over 16 million tonnes of aggregate are consumed in Manitoba each year.





## A visit with *Jack Dent*

*Jack Dent retired from the position of Municipal Services Officer with Manitoba Hydro on January 1, 2006. The AMM caught up with Jack recently and asked him to reflect on his 14 years spent working closely with AMM members.*

**Jack Dent** is well known to municipal officials throughout Manitoba. He began a career with Manitoba Hydro in 1969, and retired from the corporation in 2006. The last 14 years of his career were spent as Municipal Services Officer. His role was primarily customer service. “Hydro felt that if we were able to stay close to our municipal customers, and help them to identify opportunities, we would have satisfied customers,” explains Jack. “This creates a win-win situation for everybody.”

Jack’s various positions with Hydro took him from Dauphin, to Winnipeg, to Thompson, to Selkirk, and back to Winnipeg. While these communities were his home base, Jack spent countless days on the road traveling throughout every region of Manitoba with the AMM, and before that with both MAUM and UMM.

Jack estimates that Manitoba Hydro has had a municipal liaison position for 50 or 60 years. The need for such a position arose back when rural electrification was taking place. Rural residents needed services, and Manitoba Hydro needed the assistance and cooperation of the mayors, reeves and councillors to bring electricity to people. Roads had to be built, right-of-ways determined, and customers with electrical appliances identified. It was during this time that Manitoba Hydro saw the need to have an ongoing relationship with the municipal customers it served, and created the Municipal Services Officer position.

Initially, the position was to be Jack’s for a period of two years, after which it would rotate to another Hydro employee. However, Hydro decided to keep Jack in the position. “You develop a relationship with your customers, and with that relationship comes

trust,” Jack says. “Municipalities got to know me and felt comfortable sharing information with me, as I did with them. Hydro decided to keep me in that position so that I could continue building on those relationships, which I did for 14 years.”

While Jack has many memories of his years in municipal service, some events stick out in his mind. Recalling his very first Mayors, Reeves and CAOs meeting in the Town of Arborg, he relates a tough question posed to him by the Reeve of Gimli at that time: “What is one inch of water on Lake Winnipeg worth to Manitoba Hydro?” Always quick with a response, Jack admitted,

*“I really appreciated  
all the good times  
I had with my  
municipal friends.”*

“I don’t know the answer to that question, but I promise you I will find out before the end of this meeting.” He did. “I told him that during high water conditions, one inch of water isn’t worth much, but when there is little water, one inch of water can be worth millions!”

Years of driving to municipal events no doubt resulted in some bad-weather stories, and Jack recounts this one: “The RM of Archie was set to host a Mayors, Reeves and CAOs meeting in McAuley, Manitoba. The AMM executive and I awoke in our hotel in Virden to find ourselves in the middle of a blizzard. We gathered in the lobby to decide what to do. Having never missed a meeting, we decided to set out, even through a terrible snowstorm. We made it, and on time, too. We were feeling pretty smug, until we found out that Donna Jamieson, CAO of Archie, had already been to Virden – and back – to pick up donuts for the meeting!” To Jack, this type of action is not unusual, and speaks volumes

about the dedication of municipalities who host AMM events in their communities. “Not only that, the meeting took place on St. Patrick’s Day, and the whole hall was decorated. The host community had gone all out to prepare for the meeting. We were sure glad we decided to brave the weather!”

Jack estimates logging between 300,000 and 400,000 km driving to municipal functions over the years. “I never got tired of the driving,” he says when asked. “I really enjoy driving, and I pride myself on always arriving early for meetings.” When asked if he has a favorite route or highway, he cites Highway 83 that runs alongside the western side of the province. “It’s very scenic and there is always something new to see – we even followed a bear down the highway during one trip!”

One of the things most people notice about Jack is that he is always cheerful and happy. When asked how he maintains his positive outlook, Jack says it’s simple. “I always felt grateful to work for Hydro. They have been very good to our family (Jack’s wife, Lauren, is also employed by Hydro). They offer a very supportive environment and it’s easy to feel positive when your employer acknowledges and supports what you do.” He adds that the AMM executive and members are also a contributing factor. “The AMM always accepted me and made me feel a part of the team. I really enjoyed my work at the AMM functions, especially running the elections at June Districts and Convention!”

Retirement, for Jack, means time to do some of the things he didn’t have time for while working full time. That includes spending more time with his family – son John, who recently graduated from the U of M with an Arts degree; daughter Melissa who is working on her Ph. D. at the St. Boniface Heart Research Centre; and wife Lauren.

When asked about his favorite memory of his time with the AMM, Jack simply says “the people. I really appreciated all the good times I had with my municipal friends. I hope they had as much fun as I did.” ☺





## Welcome to **Rob Cox**

As Manager of Energy Services & Sales for Manitoba Hydro, **Rob Cox** is accustomed to wearing a variety of hats. His latest is that of municipal services officer, a position he has taken on in addition to his regular job. "It's been busier, but manageable," he says. "Modern technology allows for travel while still being connected to what's going on at the office."

A 33-year Hydro veteran, Rob began his career as a labourer, painting transformers. "I moved up to meter reading, and figured that is all I would ever do," he says. "One day, a human resources officer came to an employee meeting and told us that everyone in the room would change jobs within Hydro at least three times." According to Rob, it was this statement that opened his eyes to the many opportunities for advancement. "Since then, I've had a total of 14 different roles with the corporation." Rob credits Hydro with encouraging its employees to build up their education, as it opens doors within the company.

Since January, Rob has met many municipal officials at AMM events, and hopes to personally visit some municipal offices throughout the summer. "It's been great, I've met a lot of new people and am seeing parts of Manitoba I've never seen before," he says. The Selkirk native recently accompanied the AMM executive to each June District Meeting, taking him as far north as Flin Flon and as close to home as Teulon. And while he thoroughly enjoyed the hearty lunches June District hosts are famous for, he is grateful to note, "I haven't gained any weight – yet!"

## In the next issue of *The Municipal Leader*:

- ▶ AMM 8th Annual Convention
- ▶ Long Service Awards
- ▶ SPECIAL REPORT: Justice



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## Outside user liability

By Ken Fingler, Risk Manager, HED Insurance

**M**unicipalities are opening up their facilities for an increasing number of public use activities. While it is very beneficial to the community to have facilities such as skating rinks, curling rinks and community halls readily available for public use, there are some potential risks that need to be addressed.

Municipalities and facility operators are exposed to liability risks associated with renting out their facility to outside users mainly because the facility operator has limited control over what the outside user does in the facility during the rental period.

Should an accident occur due to the operation of the outside user, liability should fall on the outside user, however, the municipality would also be drawn into a claim.

A lawsuit brought by the injured party would undoubtedly firstly name the outside user, but would also name the facility operator/committee and the municipality. Should the outside user not have adequate liability insurance or assets to cover the damages, then the facility operator and/or the municipality could end up paying for the entire loss.

### Example scenario

You rent out your community hall for a fund raising social event. During that event a guest slips and falls on liquid that was spilt on the floor, and suffers a serious injury and sues for the damages.

The injured party will undoubtedly sue. The lawsuit will name the social host as the primary responsible party but will also name the hall owner and operator, being the hall committee and/or the municipality.

The social host may have been negligent for not cleaning up the spill and would likely be held liable for the injury. However, if the host does not have insurance and/or any assets to cover the loss, the courts will be looking for someone else to pay.

If even a small amount of responsibility can be attributed to the hall committee because they did not supervise the event properly, or for any reason whatsoever, then due to the legal principle of 'joint and several' liability, the hall committee and the municipality could be held responsible for the entire claim.

HED, the AMM Insurance Program administer, has long recommended that all

outside users should be required to carry liability insurance. The municipality and/or facility operator should not be held responsible for the actions or negligence of outside user groups. Yet, if this rental process isn't handled carefully, that is exactly what could happen.

In many cases, outside user individuals may have coverage available under their homeowner's insurance for low risk events such as birthday parties, anniversaries or wedding showers.

Higher risk events such as socials, weddings and fundraisers where liquor is served will generally not be covered under homeowner's insurance. As well, many organized groups have liability insurance for the group that would cover these rental activities.

Requiring proof of insurance coverage from the renter, with the municipality added as an additional named insured, would ensure that the municipality would be protected from claims arising out of the renter's actions.

Those renters that do not have liability insurance should be required to purchase insurance for the event. This coverage is

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available through a few insurers although it is not always easy to obtain and is often expensive.

In response to numerous requests from Manitoba municipalities for an easier and more economical system, HED has developed an **Outside User Policy** that includes the availability of liability insurance for the user group that can become part of your facility rental agreement.

This liability coverage can be implemented immediately along with the signing of the rental agreement. The premium is collected at the time of rental and coverage is implemented as soon as a copy is faxed to HED.

Why should your municipality adopt this facility rental process?

1. Without confirmation of insurance for the user group, the municipality and facility committee could be held responsible for liability and damage resulting from the actions of outsider users.
2. Large claims will negatively affect municipalities' self-insurance loss pool. Liability claims can be much larger than you may think. A recent court case awarded a slip and fall claimant over \$1.5 million dollars. The claimant was a visiting doctor who had polio as a child but did not have symptoms for years. The slip

and fall injury resulted in a reactivation of the polio symptoms and the doctor could no longer work.

3. Offering liability insurance in an easy, affordable format will not only benefit the municipality, but also help protect the outside user if they do not have adequate insurance. Even if the renter is not found to be liable for the accident, they will be drawn into the lawsuit and will have to pay for a legal defense.
4. This process and the rental application form contain a clause that clearly makes the renter responsible for loss/damage of the facility property. Many times halls have found damages such as a broken toilet or a missing fire extinguisher after an event with no one responsible to pay for the damages.

A copy of the Outside User Policy, the application form and the guidelines were recently sent out to all Manitoba municipalities.

These forms are also posted on the AMM Extranet site: <http://www.hedinc.com/amm/login.asp>.

*If you or your facility manager/operator/committee have any questions, please call Linda Baker at HED Insurance at 1-800-665-8990 ext. 7220 for further information.*



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# Limited Liability for Municipalities

By Bernice R. Bowley, Fillmore Riley LLP

As Canadian society has become more litigious lately, with more and more liability claims against municipalities, it seems prudent to review *The Municipal Act* (the "Act") and the express provisions dealing with municipal liability.

We all know that municipalities are agents of the Provincial Crown to which significant areas of authority and activities have been delegated. Municipalities should remember that while they are created by legislation and must abide by that legislation, that same legislation also gives them significant discretion in which to carry out their mandated purposes. Also, courts often respect and give deference to acts within a municipality's discretion.

Recognizing municipalities' wide scope of authority, often with limited funds avail-

able to fulfill their tasks, the Act contains provisions so that certain common areas of municipal function have limitations or other restrictions on liability.

Section 386 deals with a municipality's obligation to maintain Roads. Briefly, a municipality is not liable for loss or damage in respect of a municipal road for failing to construct or maintain the road properly, by installing or failing to install a fence, guard-rail, railing, curb, traffic control device, or barrier adjacent to or in, along or on the road (if the municipality knew or ought to have known of the defect and failed to correct it in a reasonable period of time). Similarly, the section says that a municipality is not liable for loss or damage caused by any construction, obstruction or erection, or the situation, arrangement or disposition of any

earth, rock, tree or other material or thing, adjacent to or in, along or on the portion of the road that is not designed for vehicle use, or caused by rain, hail, snow, ice, sleet or slush on the road or on a sidewalk adjacent to or along the road, unless the municipality is grossly negligent.

To a large degree, the liability limiting provisions of that section are superfluous in relation to automobiles because of the no fault legislation which came into effect on March 1, 1994. In a 1997 Manitoba Court of Appeal decision, a fellow named McMillan was injured in an automobile accident when his vehicle fell through a washed-out bridge. There were no warning signs posted alerting drivers to the danger. McMillan sued the municipality saying it was negligent for failing to maintain the bridge and for failing to warn

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users of possible danger. The municipality argued that the accident was subject to the comprehensive no-fault insurance scheme found in *The Manitoba Public Insurance Act* and that the action was therefore barred.

The Court of Appeal agreed, saying that where an automobile or the use of an automobile in some manner causes, contributes to or adds to injury, that act applies and tort actions against the negligent party are barred. Therefore, most motor vehicle accidents that might be caused by the negligent maintenance of municipal roads cannot result in a successful civil action against the municipality.

However, section 386 may still be used to defend and avoid slip and falls and other accidents where the incident occurs on a sidewalk adjacent to or along a municipal road.

Section 387 outlines a municipality's liability for Building Inspections. A municipality is not liable for losses related to the manner or extent of an inspection, or the frequency, infrequency or absence of inspection unless the inspection was requested at the appropriate stage of construction with reasonable advance notice, and the municipality failed to conduct the inspection or conducted it in a negligent manner. An inspection is conducted in a negligent manner only if it fails to disclose a defect or deficiency that it is reasonably expected to detect and which falls within the scope of the inspection. Liability claims against municipalities relating to building inspections are becoming more frequent. Inspectors should be aware of these provisions and attempt to inspect on a timely basis.

Pursuant to section 388, a municipality is not liable for failing to maintain a Public Facility in a reasonable state of repair unless the municipality knew or ought to have known of the state of disrepair and failed to take steps to rectify the state of disrepair within a reasonable period of time.

Obviously recognizing that Utility, sewer and water services are an active area for liability claims, the Act contains several liability limiting sections for municipal services in these areas. Section 389 states that where a municipality operates a utility or provides a service, it is not liable for loss or damage as a result of the breaking of a pipe, service line, conduit, pole, wire, cable or other part of the utility or service, or the discontinuance or interruption of a service or connection by reason of accident, disconnection for non-payment or non-compliance with a term or condition of service, or necessity to repair or replace a part of the utility or service.

Similarly, section 390 holds that where an

Overflow of Water from a sewer, drain, ditch or watercourse is a consequence of excessive snow, ice or rain, a municipality is not liable for the loss resulting from the overflow.

In section 395, the Act says that a municipality is not liable for a Nuisance as a result of the construction, operation or maintenance of a system or facility for collection, conveyance, treatment or disposal of sewage or storm water, or both sewage and storm water, unless the municipality is negligent.

Keep in mind that the legislation only limits liability, not eliminates it. In many

cases, a municipality will still be liable for its own negligence. Further, none of these liability-limiting provisions prevent a claim from being made. They only assist in a successful defence of the claim. §

*Bernice R. Bowley is a partner at Fillmore Riley LLP and chair of the Municipal Practice Group. She practices municipal law, insurance law and general and commercial litigation. She can be reached at 957-8353 or [bbowley@fillmoreriley.com](mailto:bbowley@fillmoreriley.com).*

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## Mayors, Reeves & CAOs Meetings

Central



Reeve Herm Martens addresses audience as head table looks on.



Mayor Neil Schmidt graciously pours coffee for his fellow Mayors, Reeves and CAOs.



Reeve Rodney Burns, RM of Macdonald raises a question.

Interlake



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Interlake Rural Director Alice Bourgouin speaks while Interlake Urban Director Randy Sigurdson looks on.



Selkirk Mayor David Bell

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Eastern Rural Director William Danylchuk chats with meeting-goers.



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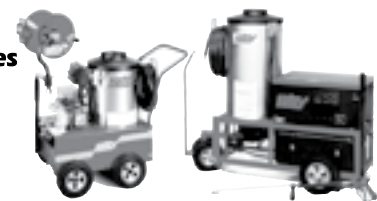
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## Mid-Western



Participants broke into groups to discuss municipal roles, responsibilities and resources



RM of Strathclair CAO Shelley Glenn (facing camera) chats with fellow officials.



The moose of Onanole

## Northern



The historic Sam Waller Museum in The Pas



The Pas Mayor Gary Hopper



AMM Northern Director Bert Lagimodiere speaks to the Northern audience.



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- FasGas and RaceTrac outlets.  
– supplied by the 3 major fuel suppliers
- Unbeatable 6¢/litre off of net pump price for all members. (included in this is a 2% Cash Rebate Litre Log Program)
- Over 450 locations across the prairie provinces.

**All AMM members welcome in the fuel supply program.**

**The AMM Fuel Supply Program Will Help!**

We Provide Advance Notice of Monthly Fuel Price Changes.  
This Information Helps Members Manage Fuel Inventories and Lower Costs.  
*All price changes tied strictly to changes in wholesale fuel prices.*

**All fuel and lubricants are obtained from your local dealers.**

**The Fuel Supply Program supports local businesses.**

The AMM office would be pleased to provide you with information on how to join the AMM Fuel Supply Program. Call Linda Hargest at (204) 857-8666.

**“Remember, the greater the volumes, the greater the savings.”**



AMM President Ron Bell and RM of Riverside Reeve Peter Heide.



The Western meeting enjoyed a full house.



Ninette Centennial Hall boasts colourful local artwork.

## Tirecraft

Tirecraft offers a complete line of manufacturer tires to suit any municipality's needs. Brand names carried by Tirecraft include BF Goodrich, Bridgestone, Continental, Double Coin, Firestone, General, Michelin, North American, Toyo and Yokohama.

As well, Tirecraft utilizes the MRT (Michelin Retread Technologies) system of retreading tires. Retreading is a process whereby a worn tread is removed and a new tread placed on an undamaged tire casing. Retread tires give the same mileage as comparable new tires at a much lower cost-per-mile. To learn more about retreading, visit the Tire Retreading Information Bureau at [www.retread.org](http://www.retread.org).

Call Tirecraft at 1-800-561-3805, visit the company website at [www.tirecraft.com](http://www.tirecraft.com), or drop into one of its Manitoba sites in:

Boissevain	Portage la Prairie
Brandon	Roblin
Fisher Branch	Souris
Gimli	Ste. Rose du Lac
Lundar	The Pas
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## Westcon Equipment & Rentals

Westcon underwent a rebirth in the fall of 2004 as a result of a management buyout. With the buyout, 100% of the staff opted to stay with the new operation.

Today, Westcon operates in Manitoba and Saskatchewan. Locally owned and managed, Westcon prides itself on being able to make prompt, decisive decisions when required. Its Winnipeg site at 380 Keewatin Street is a 22,000 sq. ft. building on 5.5 acres. There are also two satellite operations (home to a resident service technician and a territory manager) in both Brandon and Swan River.

In Saskatchewan, Westcon's head office is in Regina, while a second site is in Saskatoon.

President **Brian Brown** leads the company and its 55 employees. **Mike Smiegielski**, Partner and Vice President, Construction Equipment oversees construction operations in Manitoba. **Tom Hill**, Partner and Vice President, Rentals looks after the rental division in Manitoba. Brian, Mike, Tom and their team all work hard to satisfy their customers with state-of-the-art equipment and service.

Westcon is actually two businesses in one. First, it markets and services construction and forestry/mining equipment (in Manitoba, it is the exclusive dealer for Volvo construction machinery, Tigercat forestry products, Cedar Rapids crushing & aggregate and paving equipment, and Gomaco concrete paving and curb/gutter machines). As well, Westcon is a rental source for material handling equipment, aerial lifts, compressors, compaction equipment, welders, generators and general contracting equipment. If your municipality is interested in renting equipment, be sure to check out the form's Yale forklifts and JLG aerial equipment.

If you are looking to purchase construction machinery, inquire about the new line of Volvo G900 motor graders, introduced in the first quarter of 2006. The G900s offer the Volvo Tier 3 engine and the only 11-speed powershift transmission in the industry. While you're there, ask about Volvo's wheel loaders (0.5 to 9.0 cu yd capacity), excavators (1.5 to 70 tonne capacity), and compact equipment. With an eye on the bottom line, remember that Volvo equipment products are industry leaders in fuel efficiency.

Call **Gord Green**, Sales Manager, Construction Equipment (204-633-5800) or your local Westcon rep for further information on sales, rentals or a demo.



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# Prairie Fuel Advisors (PFA)

(Report from Peter Pellatt of PFA)

Earlier this spring, the AMM issued a Request for Proposals to all local, regional and national oil companies, inviting proposals for the supply of fuel and lubricants to MTCML members.

We are pleased to announce that, for the first time, some co-ops submitted proposals, even though the local co-ops don't have any direct price support from head office (and thus aren't able to offer fixed monthly fuel prices or a week or more advance notice of all price changes). However, some of the co-ops have offered attractive prices for fuel and have agreed to a weekly price change every Monday. They will advise us of the price changes on the previous Friday. They have agreed that, assuming they have a 'keep full' working agreement with our members, they will automatically fill members' storage tanks before an announced price increase or hold off filling the tanks until after the lower price becomes effective. PFA can manage that understanding and will ensure that the invoicing recognizes that commitment.

Also, the Co-op price changes cannot be tied to either the change in the price of crude oil or to the change in rack pricing because each Co-op will be on its own with respect to the cost of fuel. The agreement reached with the Co-ops in question says over any two-or-three-month period, the weekly Co-op price changes will remain competitive with price changes calculated by PFA based upon the changes in the Winnipeg rack prices for the same fuel. If the changes aren't competitive and the supplier chooses to maintain them at their announced amounts, the member may cancel the supply agreement without penalty. This should be a fair approach for everyone without forcing a formula on a supplier that may not be fair or equitable. All our members want is attractive fuel prices over the long term, with suppliers making a fair profit.

The Imperial Oil response to the RFP was also very positive. The firm reduced its fuel prices to members and substantially reduced the net cost of lubricants. The lubricant pricing available to members reflects the prices that a single purchaser of between 40,000,000 litres and 50,000,000 litres of fuel annually would receive. That is the combined fuel volume of the AMM, SARM, and AAMD&C fuel supply programs. It is exceptionally attractive. And remember, under the AMM Fuel Supply Program, a member may pur-

chase fuel from one supplier and lubricants from another supplier!

Finally, we received a very attractive offer of a retail fuel credit card program, or Fleet Card program, from Parkland Industries, a Canadian-owned company out of Alberta that operates 400 retail outlets branded as *Fas Gas* or *Race Trac* gas. It purchases most of its fuel from Imperial Oil, Petro Canada and Shell. The quality of Parkland's product is unquestioned. The Parkland offer is for a 4 cent-per-litre discount off the net pump price PLUS an additional 2% cash discount by way of its 'Litre Log' program. This discount amounts to approximately 6 cents-per-litre off the net pump price. For those members in Winnipeg or other areas where retailers are offering 3.5 cents per litre off the posted price, this discount amounts to a total of about 9.5 cents per litre off the posted price!

This retail gas credit card offer may be accepted by any member of the fuel supply program, regardless of their supplier of bulk fuel or cardlock fuel. A member has total control over whom they authorize to participate in this retail gas credit card program. Your council may choose to make these cards available only for vehicles operated by the member, or it may choose to also make the cards available to council members, administrators and other valuable, long-term employees. As long as the individuals agree to pay the balance due on their gas cards to the member immediately when due, there is no taxable benefit to the individual and no net cost to the member for extending this benefit to the individuals. To many families, this discount may amount to several hundred dollars a year, tax-free.

PFA has extended its software system to accommodate the retail credit card facility in exactly the same way it manages the bulk and cardlock purchases by a municipality. The system will automatically send the details of all gas card charges by e-mail to each councilor or employee who has a card, with a summary of all purchases sent to the member.

The results of the RFP for each member have been sent to all members, along with a recommendation as to the preferred supplier to be considered.

Any AMM member may join the Fuel Supply Program at any time by sending an e-mail to **Linda Hargest** at [lhargest@amm.mb.ca](mailto:lhargest@amm.mb.ca).

## Westman Steel Industries

**Russ Edwards** started Westman Steel Industries in 1975, and his family still owns the business. In 1979, the company purchased a helical-lock seam spiral culvert mill, the first of its kind Manitoba. In 1996, Westman Steel moved its helical mill, re-corr, finishers and assembly lines into its current plant on Day Street in Transcona.

Westman Steel has been named one of *Canada's 50 Best Managed Companies* since 1997, and is now one of the select few companies to be included in this organization's 'Platinum Club.' Westman Steel's strong leadership is reflected in the company's Statement of Values that says, "We pursue our vision, make decisions, and exhibit behaviour that is consistent with our core values:

- Relationships
- Growth
- Fiscal Responsibility
- Safety, Health, and Environmental Responsibility."

Westman Steel provides municipalities with corrugated steel culverts, steel floodgates, steel screw gates, sloped and flared-end applications, culvert end markers, high-density polyethylene pipe, beaver stops and special fabrications. The firm is also a distributor of geotextile cloth, portable water diverters, and bin wall retainer structures.

As a founding member of the MTCML and an active supporter of the Manitoba Good Roads Association (MGRA), Westman Steel prides itself on its reputation for honesty and integrity. Area sales manager **Bob Omeniuk** is active in many municipal functions, including judging for the MGRA. Bob looks forward to doing business with his municipal partners. For more information on Westman Steel, visit [www.westmansteel.ca](http://www.westmansteel.ca) or call 204-222-7354.

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Municipalities should also be aware of the trend in Manitoba towards fluorescent reflective warning and construction signs, which provide the motorist with much better sign visibility day and night.

**For more information, please call 1-877-953-1600.**



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