

**THE TOWNSHIP OF TARBUTT
COUNCIL MEETING OF DECEMBER 17, 2024
CONSENT AGENDA**

- | | |
|---|---------|
| a. Resolution from King Township
Re: Distribution of Provincial Land Transfer Tax and GST | 1 - 2 |
| b. Resolutions from the Township of Terrace Bay
Re: Ambulance Shortages and Healthcare System Issues
Letter of support for Billy Bishop Airport | 3 - 6 |
| c. Letter from the Ministry of Municipal Affairs and Housing
Re: Planning Act changes to remove municipal zoning by-law barriers to ARU's | 7 - 8 |
| d. Letter from the Township of Johnson
Re: Request for recreation funding for 2024 | 9 |
| e. Announcement from Algoma Power Inc.
Re: Line Clearing and Brush Control | 10 |
| f. Letter from Algoma Public Health
Re: 9% Increase to the 2025 municipal levy | 11 |
| g. Article from CBC Sudbury
Re: Horse and Buggy Travel and recent tragedies
(copied with the permission of CBC) | 12 - 17 |
| h. Central Algoma Freshwater Coalition
Re: Winter 2025 Newsletter | 18 - 24 |
| i. Letter from the Ministry of Municipal Affairs
Re: Proposed Municipal Accountability Act, 2024 introduced | 25 - 26 |

Recommendation: Be it resolved that correspondence items a through i on the consent agenda dated December 17, 2024 be received; and
That The Township of Tarbutt supports the resolution from the Township of King requesting the provincial and federal governments to redistribute revenue from Land Transfer Tax and GST collected on property transactions with municipalities, to provide a sustainable source of infrastructure funding; and
That The Township of Tarbutt supports the resolutions from the Township of Terrace Bay asking the Ontario Minister of Health to address funding shortfalls and structural challenges in the delivery of Emergency Medical Services in Northern communities; and the resolution seeking urgent action to commence a process to conclude by the end of 2025 to modernize the current Tripartite Agreement and secure the future of Billy Bishop Airport, a critical access point for Northern communities; and
That the letter from The Township of Johnson requesting a donation for 2024 recreation programming be approved in the amount of \$3,000.



King Township
2585 King Road
King City, Ontario
Canada L7B 1A1

Phone: 905.833.5321
Fax: 905.833.2300
Website: www.king.ca
Email: clerks@king.ca

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November 18, 2024

The Right Honourable Justin Trudeau
Prime Minister of Canada
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

premier@ontario.ca

Dear Prime Minister and Premier,

RE: TOWNSHIP OF KING RESOLUTION – REQUESTING THE REDISTRIBUTION OF PROVINCIAL LAND TRANSFER TAX AND GST TO MUNICIPALITIES FOR SUSTAINABLE INFRASTRUCTURE FUNDING

At its Council meeting of November 12, 2024, Council of the Township of King received and supported the following Resolution:

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

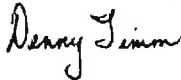
Now Therefore Be It Resolved That;

1. The Township of King Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

2. The Township of King Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and
3. That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and
4. That copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and
5. That copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Carried Unanimously.

Yours sincerely,



Denny Timm
Township Clerk

- cc. Hon. Peter Bethlenfalvy, Ontario Minister of Finance Peter.Bethlenfalvy@pc.ola.org
Hon. Paul Calandra, Ontario Minister of Municipal Affairs and Housing
Paul.Calandra@pc.ola.org
Anna Roberts, MP, King-Vaughan anna.roberts@parl.gc.ca
Scot Davidson, MP, York-Simcoe Scot.Davidson@parl.gc.ca
Stephen Lecce, MPP, King-Vaughan Stephen.lecce@pc.ola.org
Hon Caroline Mulroney, MPP, York-Simcoe caroline.mulroneyca@pc.ola.org
444 Municipalities of Ontario
The Federation of Canadian Municipalities (FCM) info@fcm.ca
Association of Municipalities of Ontario amo@amo.on.ca
Mayor Steve Pellegrini, King spellegrini@king.ca
Councillor David Boyd, King dboyd@king.ca



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

November 19, 2024

Minister of Health Sylvia Jones
sylvia.jones@ontario.ca

Dear Minister Jones,

At the Township of Terrace Bay Regular Council Meeting held on Monday September 16, 2024, the following resolution was put forth by Councillor Chris Dube and was passed.

Re: Ambulance Shortages and Healthcare System Issues

Resolution 266-2024

Moved by: Councillor Johnson

Seconded by: Councillor Dube

WHEREAS, the Council of the Corporation of the Township of Terrace Bay is gravely concerned about the ongoing shortages and staffing challenges facing Superior North EMS (SNEMS);

WHEREAS, the provincial funding for ambulance services, currently at 50%, along with the city's 50% contribution, has been falling short, leading to financial strain on municipalities and regional partners, including the City of Thunder Bay;

WHEREAS, the rolling shortages of paramedics and EMS personnel in the region present a significant risk to public safety and healthcare services in northern communities, which are disproportionately affected by the province-wide shortage of paramedics;

WHEREAS, recruitment and retention issues, including insufficient wages and benefits, lack of mental health supports, frequent exposure to traumatic experiences, and inadequate recovery time between work periods, are causing high turnover rates and burnout among EMS workers;

THEREFORE, BE IT RESOLVED THAT, the Honorable Sylvia Jones, Minister of Health, be requested to take immediate action to address the funding shortfalls and structural challenges in the delivery of EMS services in northern communities, including:

1. Increasing provincial funding to support EMS services and reduce the financial burden on municipalities;
2. Implementing incentives such as "learn and stay" grants to encourage paramedics to live and work in northern Ontario;
3. Enhancing support systems for EMS workers, including improved wages, benefits, and mental health resources.



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

AND THAT, this resolution be forwarded to Minister Sylvia Jones, the Association of Municipalities of Ontario (AMO), and all Ontario municipalities.

Sincerely,

J. Hall
Chief Administrative Officer/Clerk

CC:
AMO
All Ontario Municipalities



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

November 19, 2024

Honorable Anita Anand,
President of the Treasury Board and Minister of Transportation
House of Commons
Ottawa, ON K1A 0A6
Via Email: Anita.anand@parl.gc.ca

Her Worship Mayor Olivia Chow
Office of the Mayor
City Hall, 2nd Floor
100 Queen St. W.
Toronto, ON M5H 2N2
Via Email: mayor_chow@toronto.ca

Dear Minister Anand and Mayor Chow,

At the Township of Terrace Bay Regular Council Meeting held on Monday October 21, 2024 the following resolution of support was passed.

Re: NOMA Letter re Billy Bishop Airport Support

Resolution 293-2024

Moved By: Councillor St. Louis

Seconded By: Councillor Adduono

WHEREAS Billy Bishop Airport serves more than 2 million passengers per year, making it the 9th-busiest airport in Canada, 5th-busiest serving the US market, 3rd busiest airport in Ontario, and making it a critical component of the national and regional air transportation system; and

WHEREAS the airport provides daily connections to the North with service to Thunder Bay, Sault Ste. Marie, Timmins and Sudbury, and enables access to many other neighbouring communities;

and WHEREAS Billy Bishop Airport is a critical access point for Northern communities for economic opportunities, tourism, social connectivity and critical medical care located in downtown Toronto;

WHEREAS the airport operates under a Tripartite Agreement among the City of Toronto, Transport Canada and PortsToronto, and that agreement is set to expire in 2033; and

WHEREAS the airport is seeking to secure its long-term future through a process to modernize and extend the Tripartite Agreement to drive sustainable growth and enhanced access and connections for passengers and the communities it connects to;

NOW THEREFORE BE IT RESOLVED THAT the Northwestern Ontario Municipal Association is seeking urgent action from the City of Toronto, PortsToronto and Transport Canada to commence a process and conclude it by the end of 2025 to modernize the current Tripartite Agreement and secure the future of Billy Bishop Airport.



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

AND FURTHER BE IT RESOLVED THAT a copy of this motion be sent to Hon. Anita Anand - President of the Treasury Board and Minister of Transport, Mayor Olivia Chow – Toronto City, Hon. Soraya Martinez Ferrada - Minister of Tourism, Government of Canada, Hon. François-Philippe Champagne - Minister of Innovation, Science and Industry - Government of Canada, Hon. Arun Thangaraj - Deputy Minister of Transport Canada - Government of Canada, John D. Elvidge - City of Toronto – Clerk, Paul Johnson - City of Toronto - City Manager, Jag Sharma - City of Toronto - Deputy City Manager, RJ Steenstra - President and CEO - Ports Toronto, Sandra Papatello – Chair of Board of Directors - Ports Toronto, Neil Pakey - President and CEO - Nieuport Aviation, Hon. Prabmeet Sarkaria - Minister of Transportation - Government of Ontario, Hon. Vic Fedeli - Minister of Economic Development, Job Creation and Trade - Government of Ontario, MP Patty Hajdu (Thunder Bay - Superior North), MP Marcus Powlowski – Thunder Bay-Rainy River, MP Eric Melillo – Kenora, MPP Greg Rickford, (Kenora – Rainy River), MPP Kevin Holland, (Thunder Bay - Atikokan), MPP Lise Vaugeois, (Thunder Bay - Superior North), and all NOMA member municipalities - CAOs and Clerks.

Sincerely,

J. Hall
Chief Administrative Officer/Clerk

CC:

Minister of Tourism – Soraya Martinez Ferrada Soraya.martinezferrada@parl.gc.ca
Minister of Innovation, Science and Industry – Francois-Philippe Champagne francois-philippe.champagne@parl.gc.ca
Deputy Minister of Transport Canada – Arun Thangaraj arun.thangaraj@tc.gc.ca
City of Toronto Clerk -John D. Elvidge jelvidge@toronto.ca
City of Toronto Manager – Paul Johnson paul.r.johnson@toronto.ca
City of Toronto Deputy Manager – Jag Sharma
Ports Toronto President and CEO – RJ Steenstra and Ports Toronto Board of Directors Chair – Sandra Papatello chair@portstoronto.com
Nieuport Aviation President and CEO – Neil Pakey neil@nieuport.com
Minister of Transportation – Prabmeet Sarkaria prabmeet.sakaria@pc.ola.org
Minister of Economic Development, Job Creation and Trade – Vic Fedeli vic.fedelico@pc.ola.org
MP Patty Hajdu patty.hajdu@parl.gc.ca
MP Marcus Powlowski marcus.powlowski@parl.gc.ca
MP Eric Melillo eric.melillo@parl.gc.ca
MPP Greg Rickford greg.rickford@pc.ola.org
MPP Kevin Holland kevin.holland@pc.ola.org
MPP Lise Vaugeois lvaugeois-qp@ndp.on.ca
All Ontario Municipalities

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto (Ontario) M7A 2J3
Tél. : 416 585-7000



234-2024-5434

November 28, 2024

Dear Head of Council:

Through the *More Homes Built Faster Act, 2022*, changes were made to the *Planning Act* to accelerate implementation of the province's additional residential unit (ARU) framework. These changes allowed "as-of-right" (without the need to apply for a rezoning) the use of up to 3 units per lot in many existing residential areas (i.e., up to 3 units allowed in the primary building, or up to 2 units allowed in the primary building and 1 unit allowed in an ancillary building such as a garage).

To support implementation of ARUs, the *Cutting Red Tape to Build More Homes Act, 2024*, made further changes to the *Planning Act* to provide me, as the Minister of Municipal Affairs and Housing, with broader regulation-making authority to remove municipal zoning by-law barriers that may be limiting the development of ARUs.

Following consultation on the Environmental Registry of Ontario, our government has taken further action to tackle the housing supply crisis and reach our goal of building more homes by amending [Ontario Regulation 299/19 – Additional Residential Units](#) to remove certain municipal zoning by-law barriers. These changes took effect upon filing.

These changes will help to facilitate the creation of ARUs, such as basement suites and garden suites, by eliminating barriers including maximum lot coverage, angular planes, floor space index (FSI), minimum separation distances and minimum lot sizes on parcels of urban residential land subject to the ARU framework in the *Planning Act*. More information on these changes can be found through [Environmental Registry of Ontario posting 019-9210](#).

It is my expectation that municipalities will respect these regulatory changes and the intent behind them. I will not hesitate to use my available powers to ensure these changes to the *Planning Act* are allowed to support our goal of building more homes.

We will continue working with our municipal partners to achieve our goal of building the homes that Ontarians need.

Sincerely,



Hon. Paul Calandra
Minister of Municipal Affairs and Housing

- c. Martha Greenberg, Deputy Minister
- Jessica Lippert, Chief of Staff to Minister Calandra
- Chief Administrative Officer
- Office of The Clerk



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November 29, 2024

Dear Mayor and Council Members of Tarbutt Township,

Johnson Township is thrilled to return to recreation and return to play. We are currently reviewing and updating some of our recreational offerings. This winter/spring we are offering Hockey, Family Shiny, Public Skating, Free Skate, A Snowshoe Trail, Winter festivities, and Holiday Fun. Along with the Baseball, Soccer, Swim, Pickleball, Tennis, Basketball programs this summer on our new multi-sport court. We are also exploring funding options to expand nature trails, build the natural playground.

As per our longstanding agreement Johnson takes care of providing these recreational programs to community members of Johnson Township and Tarbutt Township. Although we are very lucky to have an operational recreation budget it is never enough and to expand, upgrade, and continue creating exceptional recreational programming we need your help and support. We are requesting a donation of \$3,000 to help with the overall cost of running recreational programming for Johnson Township and Tarbutt Township. We would also love to share and support anything ongoing in Tarbutt by sharing that information online or in our monthly newsletter.

Thank you so very much for considering this request and for your past support of recreation and play for the communities of Johnson Township and Tarbutt Township.

Regards,

Frieda Labelle
Events, Recreation, Marketing & Promotions Coordinator
Johnson Township
705-971-2181
flabelle@johnsontownship.ca

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December 2, 2024

Announcement:

Cycle Line Clearing and Brush Control

Algoma Power would like to notify you of upcoming forestry work that is planned to being in January 2025 throughout the Laird, Tarbutt and Tarbutt Additional townships. The following map outlines the boundaries where the work will be occurring.



Algoma Power will be trimming and removing trees along the right-of-way that fall within the Right-of-Way Clearance Standard (see table below) and the removing dead or hazardous trees beyond the right-of-way edge that are at risk of falling into the lines. Additionally, Algoma Power will be removing tall brush and shrubs by manual (brush saw) or mechanical (mowing) means within the right-of-way to promote low-growing compatible vegetation.

All cut wood that is 4 inches or greater in diameter will be left on site in lengths not exceeding 4 feet and is the responsibility of the property owner.

Right-of-Way Clearance Standards

Type of Power Line	Distance (either side of power line)
New Primary line	20' / 6m
Existing Primary line	15' / 4.5m
Secondary Service (feeding your house/camp)	3' / 1m
Secondary System (feeding multiple houses/camps)	5' / 1.5m
Underground primary	10' / 3m

If you have any questions or concerns with the work that is planned, please call us at (705) 256-3850 or email us at forestry@algomapower.com.

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December 6, 2024

Dear Mayor and Council,

RE: 2025 Municipal Levy Notice

Please find enclosed your municipality's share of the Algoma Public Health (APH) 2025 levy assessment for mandatory cost-shared public health programs.

The total 2025 levy amount for the Township of Tarbutt is \$26,772. This amount is due in four equal installments on January 1st, April 1st, July 1st and October 1st. APH strives to provide quality public health services in an efficient and cost-effective manner. We greatly appreciate and thank you for your support.

Municipalities in Ontario have a long history of supporting a strong, publicly funded public health system. Your levy assessment helps to support the delivery of public health programs and services throughout the District of Algoma.

Section 72 (1) of the Health Protection and Promotion Act (HPPA) states that the obligated municipalities in a health unit shall pay,

- a) The expenses incurred by or on behalf of the board of health of the health unit in the performance of its functions and duties under the Act or any other Act; and
- b) The expenses incurred by or on behalf of the medical officer of health of the board of health in the performance of their functions and duties under the Act or any other Act.

APH's 2025 operating and capital budget report was prepared concentrating on prioritizing Algoma's public health programming and workforce based on current community needs, in the context of significant financial pressures, the most notable being inflation. The Board has approved an operating budget in the amount of \$17,865,786, which incorporates a 9% increase to the total municipal levy, as compared to 2024. Your apportionment of the levy is based on 2021 Census data provided by Statistics Canada and represents an annual rate for public health services of \$46.72 per capita. For further context and reference please refer to [APH's Capital and Operating Budget Report](#) for 2025.

Please feel free to contact Leslie Dunseath, Manager of Accounting Services, at ldunseath@algomapublichealth.com or phone 705-942-4646 x 3199 if you have any further questions.

Yours truly,

Dr. John Tuinema, MD, MPH, CCFP, FRCPC
Acting Medical Officer of Health
jtuinema@algomapublichealth.com

Blind River P.O. Box 194 9B Lawton Street Blind River, ON P0R 1B0 Tel: 705-356-2551 TF: 1 (888) 356-2551 Fax: 705-356-2494	Elliot Lake ELNOS Building 302-31 Nova Scotia Walk Elliot Lake, ON P5A 1Y9 Tel: 705-848-2314 TF: 1 (877) 748-2314 Fax: 705-848-1911	Sault Ste. Marie 294 Willow Avenue Sault Ste. Marie, ON P6B 0A9 Tel: 705-942-4646 TF: 1 (866) 892-0172 Fax: 705-759-1534	Wawa 18 Ganley Street Wawa, ON P0S 1K0 Tel: 705-856-7208 TF: 1 (888) 211-8074 Fax: 705-856-1752
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11



Sudbury

Horse and buggy travel a way of life for some Mennonites. Recent tragedies have led to safe road use efforts

At least 4 horse and buggy accidents reported last year in northeastern Ontario

Aya Dufour · CBC News · Posted: Dec 04, 2024 6:00 AM EST | Last Updated: December 4



A horse and buggy ride on Highway 17

▶ 3 days ago 0:38

Mennonites from Desbarats take CBC on a horse and buggy ride on Highway 17.

NOTE: To respect the core value of humility held by members of the Old Order Mennonite community in Desbarats, Ont., CBC has agreed not to use the full name of the people interviewed for this story.

Oct. 29 started off as an ordinary day for Edwin, a member of the Old Order Mennonite community near Desbarats in northeastern Ontario.

He was heading to a farm about a kilometre from his home to help fellow Mennonites build a barn, a trip he makes every other week by horse and buggy on Highway 17. That morning, he used four-year-old Sparky, a "gentle, willing and quiet-natured" horse raised by Edwin and his family.

Horse-buggy travel is typically done on the shoulder of the highway, but sometimes gets pushed into part of a paved lane due to snow, guardrails and wet soil.

That's what happened to Edwin that October day, when he used part of one of the two eastbound paved lanes to "make it easier on his horse."

He said he was constantly looking in his rearview mirror to determine when he could swerve back onto the shoulder if a vehicle came up behind him. Still, he ended up on the side of the ditch, with blood running down his face.

"I must not have been keeping a sharp eye," he said. "I have no memory of seeing a car coming behind me."

He remembers seeing pieces of his buggy scattered everywhere and his horse lying injured further down in the ditch.

Emotional, financial losses of horse-buggy crashes

There are about 175,000 Mennonites in Canada and 59,000 in Ontario, according to Statistics Canada.

There is a great diversity of culture and beliefs among Mennonite groups. Those who have settled around Ontario's northeast because of relatively affordable and available farmland tend to believe technologies developed in the post-industrial era aren't conducive to a peaceful and quiet life of faith.

Due to accidents like the one involving Edwin, the Mennonite leadership in Desbarats is ramping up efforts to increase road safety.

In Edwin's case, community members near the crash remembered hearing it and rushing to the scene.

Edwin suffered serious injuries but survived the accident, which occurred on the same stretch of highway where Eli, a 29-year-old from a neighbouring Amish community, died a year ago while using a horse and buggy.

A community member said he felt sick to his stomach seeing pieces of Edwin's buggy scattered around and the shock drained his energy for days.

- **EXCLUSIVE Mennonites feeling at home in northern Ontario**

Friends and family feared the worst, but while Edwin says he's OK, he received stitches in his head and had bruises, a broken clavicle, a fractured left fibula and an elevated heart rate.

Sparky's injuries, however, were so serious that the Mennonites had to put him down.

It was an emotional and financial loss for the family, one that ultimately won't be compensated for. The Desbarats Mennonites don't have traditional insurance and don't turn to the courts to seek reparations, as these systems don't align with the way the community practises their faith.

- **VIDEO** [New messaging service will connect Mennonites with government COVID-19 info](#)

A police investigation later blamed the "inattentive" pickup truck driver for causing the collision, but Edwin insists the accident was his fault.

"We belong on the shoulders. I don't blame him for anything. I shouldn't have been on the paved road."

Community members grateful despite losses

Throughout the interview with CBC, Edwin and his fellow community members spoke of their gratitude for being allowed to use the highway.

"We know it's an inconvenience for others. We're thankful for their patience," Edwin said.

“This is a value inherited from previous generations that we treasure. They believed modern technology is not conducive to a quiet and peaceful life of faith.”

- Mennonite community leader in Desbarats, Ont., on horse and buggy travel

Like everyone else in Ontario, the Amish and Mennonites pay taxes, which are in part used toward creating and maintaining highways. But those who spoke to CBC said they considered it a privilege to use the road and not a right.

Overall, they feel grateful, but many also related experiences of loss.

For Jesse, one of the community leaders, horse and buggy accidents resulted in him losing his son 12 years ago and his son-in-law in 2021, making Jesse's daughter a widow who's now raising four young children.



Mennonites travelling by horse and buggy use the backroads as much as they can, but sometimes have to use the highway. (Submitted by Sheri Minardi)

The Desbarats Mennonites don't have life insurance, so when there is a sudden tragedy, it's up to the community to step up and offer support.

"When our son was killed, the OPP [Ontario Provincial Police] brought the person responsible to our community. We sat around the table, and he broke down and cried," said Jesse.

"How could you ever take someone like that to court? It is not our way."

Buggy use 'a value inherited from previous generations'

The community members who spoke to CBC said they've all experienced moments of fear on the highway, but the horse and buggy remains their preferred method of travel.

Trying to explain this to someone outside the community is difficult, said a community leader.

"This is a value inherited from previous generations that we treasure," he said. "They believed modern technology is not conducive to a quiet and peaceful life of faith."

He added that motorized vehicles are useful, especially when there is an emergency or a need to travel long distances. However, these engines also take people far away from their communities and families.

For everyday activities, the Desbarats Mennonites and some Anabaptist communities throughout Ontario prefer the horse and buggy.

"It brings a totally different lifestyle than being involved in this fast-paced world," said Jesse.

Efforts underway to promote road safety

While horses hold a special place in the community — especially for youth who develop a strong bond with them during training — the animals can sometimes be unpredictable.

Abraham, another community member, said his horse can panic at the sight of a floating plastic bag or a tree stump, but won't bat an eye at an 18-wheel commercial transport truck.



The Mennonite community in Desbarats, Ont., produces goods at this building. It is also where the community welcomed CBC for a recent interview. (Aya Dufour/CBC)

Some horses get more "fussy" at the sight of a lone car on a back road than they do in traffic on the highway, explained Abraham.

- **Age is just a number: the stories of 4 northeastern Ontario communities that go deeper than the census data**

It can be hard to assess how a horse will react in an unexpected situation, said Abraham.

In the wake of the recent horse and buggy accidents, community leaders and East Algoma OPP have worked together, exploring how battery-powered lights installed on buggies could improve visibility on Highway 17.

While Mennonites are more inclined to consider the use of the battery-powered lights, the Amish prefer to use lanterns.

The community also hopes to start conversations with local snowplow operators about whether they can work to keep the highway shoulder clearer for horse and buggy travel.

Truck driver calls for warning signs

Horse and buggy travel also is common in the Temiskaming area close to the Quebec border, where there have been at least two collisions involving Amish since September.

In one accident, a young girl travelling in the buggy sustained severe injuries after being hit by a transport truck and was sent to the hospital.

Lenny Farrow is a commercial truck driver who regularly travels the 80-kilometre Ontario stretch between Englehart and Elk Lake.

He said he has witnessed several close calls between trucks and buggies over the years, and is concerned for the safety of the local Amish community.

"It's not them — it's the careless drivers out there," he said, adding he regularly communicates with other drivers to warn them to be cautious of horses on the roads.

Farrow would like to see more large warning signs installed and mandatory lights on buggies.

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TRENDING VIDEOS



VIDEO

Southern Manitoba woman, 23, dies following dental procedure



VIDEO

The seconds before CEO fatally shot in NYC



VIDEO

An insider account of Trudeau's Florida dinner with Trump

The National



VIDEO

#TheMoment an astronaut captured 'cosmic fireflies' on video

The National



VIDE

#The wom drive

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RECOMMENDED FOR YOU

17



The Freshwater Connection

Publication of the Central Algonia Freshwater Coalition - Winter 2025

Winter 2025
Biomass



Biomass

There is a Need for Broad Public Discussion on Biomass Sustainable and Equitable

Questions

Considering all the demands that are going to be put on biomass is jet fuel going to be competing with food for agricultural land?

There is going to be the need for intensification of agricultural production - will it be sustainable given the demands?

What happens to the environment when we start using biomass on the scale of the oil and gas industry?

The scientific consensus is that climate change is occurring as a direct result of burning fossil fuels. The social consensus is that there is great inequity in climate change footprint between the poor and the wealthy. Surveys show that most people think that the world is heading towards an environmental disaster unless habits change quickly. In agriculture, research shows that the many people do not understand how crops are produced.

What caught my attention is the "Sustainable" Aviation Fuels (SAF) proposals and the massive claim it has proposed for biomass fuels.

<https://www.nfu.ca/sustainable-aviation-fuel-national-farmers-union-addresses-major-north-american-conference>

What is Biomass

Agricultural biomass includes crops / crop residues such as corn, soybean, canola, wheat, and sugar, as well as animal manure, fruit and vegetable waste; and used cooking oil.

Forest biomass includes woody biomass from trees, such as branches, treetops, and stumps, as well as wood waste from the construction industry and wood processing residues, such as sawdust.

Biomass includes algae.

Agriculture in Central Algoma

If you have been in Central Algoma recently you will have noticed disappearing dairy farms, disappearing fence rows, bigger fields, conversion of forests to agricultural lands, bare fields in winter, larger farms, corn, and soybeans. Agricultural land in southern Ontario is expensive, and farmers are responding to market demands. Farm financial margins on gross sales are low and farms need to be financially stable. Seed crops can be a cash crop.



Explore local. Buy local food and support local farmers.

Advice to Farmers Through Time

(from Wendell Berry - *The Art of Learning Brush - The Presence of Nature in the Natural World*)

F.H. King (1911) - *Farmers for Forty Centuries* - (Farming in China, Korea and Japan)

J. Russell Smith (1920) - *Tree Crops* - (Forest-field-plow-desert)

Sir Albert Howard (1940) - An Agricultural Testament - Mother earth never attempts to farm without livestock; she always raises mixed crops; great pains are taken to preserve the soil and to prevent erosion; the mixed vegetable and animal wastes are converted into humus; there is no waste; the processes of growth and the processes of decay balance one another; ample provision is made to maintain large reserves of fertility; the greatest care is taken to store the rainfall; both plants and animals are left to protect them-selves against disease.

The Green Revolution of the 1970s

Norman Borlaug, (1970) the "Father of the Green Revolution" - The Green Revolution was a period introducing new technology to agriculture that greatly increased crop yields This involved mechanization, new varieties of seeds, the widespread use of chemical fertilizers, pesticides, and irrigation. The Green Revolution contributed to less poverty, and averted hunger for millions

The Future of Agriculture 2025?

Agricultural lands of the future will not necessarily be same lands as used today because of desertification. This is mainly due to farming of arid and semi arid environments, combined with droughts, climate change, and intensive agriculture land degradation. With the elimination of fossil fuels there will be massive demand for biomass - will there be enough biomass, will it be sustainable, will its distribution be equitable?

Canada is Moving to Phase Out Fossil Fuels by 2050

Canada is moving to phase out fossil fuels by 2050. By 2050 the **world population will grow** by billions - there will be greater **demand for food**, but also **fibre for clothing, non-fossil fuel-based plastic and fuel**. Cars will likely go electric, and aircraft will likely switch to ethanol, then to agricultural biomass and eventually to hydrogen but in the transition, there will be a massive demand for ethanol (think billions of litres in North America). Air travel is forecast to double by 2050.



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<https://theconversation.com/theres-a-buzz-about-sustainable-fuels-but-they-cannot-solve-aviations-colossal-climate-woes-205481>

There's a buzz about 'sustainable' fuels – but they cannot solve aviation's colossal climate woes

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Disclosure statement

Susanne Becken currently receives funding from the Australian Research Council, Green Growth and Travelism, and the UNWTO. She is a member of the Air New Zealand Sustainability Advisory Panel and member of the Independent Advisory Group of Travalyst.

David Simon Lee receives funding from the UK Department for Transport, the UKRI (Aerospace Technology Institute) and the EU H2020 research scheme. He is a member of the UK Jet Zero Council and a co-rapporteur of the International Civil Aviation Organization's Impacts and Science Group, and a Member of the UK Civil Aviation Authority's Environmental Sustainability Panel.

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The global airline industry is fast recovering from the unprecedented pause to flying imposed by COVID-19. In some parts of the world, such as the Middle East, airlines are even expanding rapidly – well beyond pre-pandemic levels.

But how will the industry continue to grow while doing its fair share on climate change? Unless global aviation changes tack, its greenhouse gas emissions are projected to cause about 0.1°C of total global warming by 2050.

So-called “sustainable aviation fuels” are being promoted by the aviation and energy industries as the preferred solution. These fuels can be made from organic matter such as plants (also known as biomass), waste such as used cooking oil, and synthetic kerosene.

However, as our new research shows, sustainable aviation fuel is not a silver bullet. Even if the industry could make the shift, there's not enough land or renewable energy potential on Earth to produce all the sustainable fuels airlines need.

A tough ask

In 2021, the International Air Transport Association released a plan for airlines to achieve net-zero carbon by 2050.

Individual airlines have made similar commitments, including American Airlines, Qantas and Air New Zealand.

But there are very few low-carbon alternatives to traditional fossil jet fuel. That makes reducing emissions from the aviation sector extremely difficult.

Two options - batteries and liquid hydrogen - face significant challenges. For example, neither are suitable for long-haul flights. That's why industry is turning to sustainable aviation fuels.

These fuels effectively perform in the same way as their fossil fuel-derived counterparts. They are suitable for long flights and can be used in existing planes so airlines wouldn't have to replace whole fleets.

But at the moment, very little sustainable aviation fuel is being produced - and it's much more expensive than fossil jet fuel.

Sustainable aviation fuel also raises serious environmental concerns. So is the transition actually feasible? Our new research set out to answer this question.

What we found

Our study involved analysing 12 "roadmaps" or plans for decarbonising the global aviation industry. They were published by the industry, outside organisations and academics.

We found the plans rely heavily on biofuels in the medium-term and synthetic e-kerosene in the longer term.

Currently, all sustainable aviation fuels used commercially are produced from food waste such as cooking oil or animal fat. Energy crops (such as soy and willow), agricultural residues (husks, bagasse), and forest biomass (such as logging residue and manufacturing waste) provide larger volumes of raw materials, but chemical engineering processes to turn them into fuel are still developing.

If e-kerosene is to be produced cleanly, it requires electricity produced from renewable energy sources to "split" the water (a process called electrolysis) and produce hydrogen. This hydrogen is then combined with carbon dioxide.

Our research found the roadmaps largely omitted a number of fundamental problems with sustainable aviation fuels.

The first is the huge amount of biomass and clean energy needed. On average across the roadmaps, producing sustainable aviation fuels would require about 9% of global renewable electricity and 30% of available biomass in 2050. Even then, about 30% of fuel used by airlines in 2050 would be fossil-derived.

Other industries also use biomass resources. For example, the cosmetics industry uses tallow in skincare products. Bagasse – the pulp left after sugar cane juice is extracted – is used for heat in sugar mills. So demand for sustainable aviation fuels risks displacing other industries.

Second, the process of converting raw materials into sustainable aviation fuels leads to a major loss of energy, in the form of heat. In the case of e-kerosene, only about 15% of the primary renewable electricity remains to power the aircraft.

Not only is this inefficient, it leaves less clean energy for other industries wanting to decarbonise.

Third, producing sustainable aviation fuels creates greenhouse gas emissions. Growing bio-crops, for instance, requires the use of emissions-intensive fertiliser, harvest machinery and transport.

And already, vast tracts of rainforest are being razed to make way for crops used in biofuels. If sustainable aviation fuels were produced in this way, they'd be considerably worse for the climate than fossil fuels.

Finally, carbon dioxide is not the only aviation emission that contributes to climate change. Others include nitrogen oxides, water vapour and soot. Research to date is inconclusive about whether sustainable aviation fuels will improve this problem.

'Unrealistic and irresponsible'

The above is not an exhaustive list of the potential climate damage caused by sustainable aviation fuels. But clearly, while the fuels will play a useful role to some extent, the industry's growth plans are unrealistic and irresponsible.

Private and government investment should instead be directed to lower-carbon forms of transport, such as rail. And for the travelling public, a shift in mindset is required, involving how often and how far we need to travel.

Aviation is not the only industry that must rapidly decarbonise in coming decades. The whole global energy system needs to transition.

That means airlines must not take more than their fair share of finite resources to claim the label of "sustainable".

Become a member



Your annual membership fee will provide a base budget for work of CAFC and demonstrate the commitment of local partners working towards a common goal. A strong diverse group is an essential component in meeting the goals of the Central Algoma Region.

Support us at <https://www.centralalgomafreshwatercoalition.ca>

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234-2024-5801

December 12, 2024

Dear Head of Council,

I am pleased to inform you of the introduction of the proposed Municipal Accountability Act, 2024 on December 12, 2024, which, if passed, would make changes to the *Municipal Act, 2001* and *City of Toronto Act, 2006* to strengthen the municipal code of conduct and integrity commissioner framework.

I appreciate the valuable feedback we have received from municipalities and share your commitment to safe and respectful workplaces. The proposed changes, if passed, would:

- enable the creation of a standard municipal code of conduct and standard municipal integrity commissioner investigation processes to help ensure consistency across all Ontario municipalities;
- create a role for the Integrity Commissioner of Ontario in municipal code of conduct and integrity commissioner matters, including providing training to municipal integrity commissioners; and
- establish a mechanism to remove and disqualify members of council and certain local boards for a period of four years for the most serious code of conduct violations following a recommendation from the local integrity commissioner, a concurring report from the Integrity Commissioner of Ontario, and a unanimous vote of council.

In the coming months, I will want to hear your feedback on the Bill as well as other matters regarding local accountability regimes. I look forward to seeing many of you at the upcoming Rural Ontario Municipal Association conference, where we will have the opportunity to discuss these changes and other matters of importance to your communities.

If passed, important work to develop the regulations to support this new framework would lie ahead, and I remain committed to engaging with you throughout that process. Our intention is to have these changes in effect for the new term of councils beginning in Fall 2026 to ensure there is adequate opportunity for local implementation.

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For more information on these amendments, please see the [news release](#). To share your comments on the proposed legislation, please see a posting on the [Regulatory Registry](#) that will be open for comments for 60 days.

If you have any questions regarding these new provisions, please contact your local [Municipal Services Office](#) with the Ministry of Municipal Affairs and Housing.

Sincerely,



Hon. Paul Calandra
Minister of Municipal Affairs and Housing

c: Jessica Lippert, Chief of Staff
Owen Macri, Deputy Chief of Staff
Martha Greenberg, Deputy Minister
Caspar Hall, Assistant Deputy Minister, Local Government Division
Sean Fraser, Assistant Deputy Minister, Municipal Services Division
Municipal Clerks and CAOs