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AGENDA FOR REGULAR COUNCIL MEETING
Tuesday August 11th, 2026 – 6:00 p.m.



Join Zoom Meeting: <https://us02web.zoom.us/j/82690458476?pwd=DbnVaxJ6Ta9wnhFv9dJPq55bjPLzax.1>
Meeting ID: 826 9045 8476
Passcode: 784336

1. CALL TO ORDER

Land Acknowledgement

2. APPROVAL OF AGENDA

Recommendation: BE IT RESOLVED THAT the agenda for the Regular Council Meeting of August 11th, 2026 be approved as circulated. (Alternatively, amendments to be noted; with approval as amended.)

3. DECLARATIONS OF PECUNIARY INTEREST

4. TOWN HALL SEGMENT

5. DEPUTATIONS

None for this meeting.

6. MINUTES OF PREVIOUS MEETINGS

6.1 Minutes – Open Session Regular Council Meeting – July 14th, 2026

Recommendation: BE IT RESOLVED THAT the Minutes of the Open Session of the Regular Council Meeting held on July 14th, 2026, be approved as circulated. (Alternatively, corrections to be noted; with approval as amended.)

7. DISBURSEMENT LIST

7.1 Payroll Report

7.2 Payment Register

Recommendation: BE IT RESOLVED THAT Council approve the disbursements represented by electronic bank payments and cheque numbers 7942 to 7963 totalling \$75,590.46.

8. REPORTS FROM MUNICIPAL OFFICERS (as available)

8.1 Clerk's Report

8.2 Treasurer's Report (verbal)

8.3 Public Works Report

8.4 Fire Chief's Report

8.5 Council Member Reports (verbal)

8.6 Reports from Other Agencies: As Listed in the Clerk's Report

Recommendation: BE IT RESOLVED THAT Council receive the reports presented as listed in Section 8 of this evening's agenda. (Alternatively, directions to Administration as per Council's determination)

9. NEW BUSINESS

9.1 North Rock Water Monitoring Report – 2023 to 2025

9.1-1 Report to Council

9.1-2 North Rock Water Monitoring Report

Recommendation: BE IT RESOLVED THAT Council receive the 2023–2025 Water Quality Assessment Report for the Conmee Waste Disposal Site prepared by North Rock Engineering Inc. for information; AND THAT Council direct Administration and Public Works to review and implement the recommendations contained within the report, as appropriate.

10 BYLAWS

None for this meeting.

11 CORRESPONDENCE

List of Resolution Support Requests from other municipalities, agencies & the provincial government:

11.1-1 Town of Bruce Mines Correspondence – Northern Ontario Physician Shortage

11.1-2 Township of South-West Oxford – Use of Weed Control Pesticides in Playgrounds

11.1-3 Township of North-Stormont – Permanent Doubling of the Ont. Community Infrastructure Fund

11.1-4 Township of Tudor & Cashel – Review of One-Pound Single Use Propane Cylinders

Recommendation: BE IT RESOLVED THAT Council receive the correspondence presented as listed in Section 11 of this evening's agenda. (Alternatively; directions to Administration as per Council's determination).

12 UPCOMING MEETING DATES

Regular Council Meetings: September 8th & 22nd, October 13th, November 10th & 17th (Inaugural), December 1st & 15th, 2026.

13 CLOSED SESSION

Recommendation: BE IT RESOLVED THAT, at ____ p.m., Council move into Closed Session pursuant to Section 239 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, to consider; Item 13.1, being the Closed Session minutes of the Regular Council meeting held July 14th, 2026, under the same authority as the original meeting; Item 13.2, being human resources and employment-related matters, including personal matters about identifiable individuals, pursuant to Section 239(2)(b) of the Municipal Act, 2001; Item 13.3, being Council governance matters, including personal matters about identifiable individuals, pursuant to Section 239(2)(b) of the Municipal Act, 2001; Item 13.4, being advice that is subject to solicitor-client privilege under paragraph 239(2)(f) of the Municipal Act, 2001; and Item 13.5, being the Briggs Pit Excess Soil Relocation matter, pursuant to Section 239(2)(k) of the Municipal Act, 2001, being a position, plan, procedure, criteria or instruction to be applied to negotiations carried on or to be carried on by or on behalf of the municipality.

- 13.1 Minutes – Closed Session Regular Council Meeting – July 14th, 2026
- 13.2 Human Resources and Employment Matters
- 13.3 Council Governance Matter
- 13.4 Legal Advice Regarding Municipal Property
- 13.5 Briggs Pit Excess Soil Relocation

Recommendation: BE IT RESOLVED THAT, the time being ____ p.m., Council rise from Closed Session and report in Open Session.

14 BUSINESS ARISING FROM CLOSED SESSION

Recommendation: BE IT RESOLVED THAT the Minutes of the Closed Session of the Regular Council Meeting held on July 14th, 2026, be approved as circulated. (Alternatively, corrections to be noted; with approval as amended.) AND THAT Administration be authorized to proceed in accordance with the direction provided in Closed Session.

15 CONFIRMING BYLAW

By-law 2026-025 – To Confirm the Proceedings of the Meeting

Recommendation: BE IT RESOLVED THAT By-law 2026-025 be passed, and FURTHER, THAT the Mayor and the Clerk be authorized on behalf of the Township of Conmee to affix their signatures to By-law No. 2026-025, being a By-law to confirm the proceedings of this evening's meeting.

16 ADJOURN

Recommendation: There being no further business to conduct, the Mayor declares the meeting to be adjourned at ____ p.m.

MINUTES - REGULAR COUNCIL MEETING

Tuesday July 14th, 2026 – 6:00 pm

PRESENT Mayor Sheila Maxwell
Councillor David Maxwell
Councillor Chris Kresack

PRESENT VIRTUALLY Councillor Grant Arnold

REGRETS Councillor David Halvorsen

ALSO PRESENT Karen Paisley, Clerk
Leanne Maxwell, Treasurer
Len Arps, Public Works Manager
Robb Day, Fire Chief

1. CALL TO ORDER

Mayor Maxwell called the meeting to order at 6:01 p.m.

2. APPROVAL OF AGENDA

Council requested that Item 9.3, North Rock Water Monitoring Report – 2023-2025, be deferred to a future meeting to allow additional time for review of the technical report.

Resolution 2026-140

Moved by: Councillor Maxwell

Seconded by: Councillor Arnold

BE IT RESOLVED THAT the agenda for the Regular Council Meeting of July 14, 2026, be approved as amended.

CARRIED

3. DECLARATIONS OF PECUNIARY INTEREST

None declared.

4. TOWN HALL SEGMENT

No members of the public were present.

5. DEPUTATIONS

No deputations were scheduled for this meeting.

6. MINUTES OF PREVIOUS MEETING(S)

6.1 Minutes – Regular Council Meeting – June 23, 2026

Council reviewed the minutes of the June 23, 2026 Regular Council Meeting. No amendments were requested.

RESOLUTION 2026–141

Moved by: Councillor Maxwell

Seconded by: Councillor Kresack

BE IT RESOLVED THAT the minutes for the open session of the regular council meeting of June 23, 2026, be approved as circulated.

CARRIED

7. **DISBURSEMENT LIST**

7.1. **Payroll Report**

Council reviewed the payroll report as presented.

7.2. **Payment Register**

Council reviewed the payment register, including electronic bank payments and cheque disbursements. The Treasurer responded to questions from Council. Discussion included annual fire apparatus inspection and safety certification costs.

RESOLUTION 2026-142

Moved by: Councillor Maxwell

Seconded by: Councillor Arnold

BE IT RESOLVED THAT Council approve the disbursements represented by electronic bank payments and cheque numbers 7919 to 7941 totaling \$130,591.91.

CARRIED

8. **REPORTS FROM MUNICIPAL OFFICERS**

8.1. **Clerk's Report**

The Clerk provided updates regarding the FireSmart Family Readiness Fair, the July 7, 2026 Emergency Management tabletop exercise, the Township's Flag Protocol Policy, and the June 24 landfill fire. Updates were also provided regarding ongoing discussions with the Ministry of the Environment, Conservation and Parks respecting the Briggs Pit excess soil matter, including preparations for relocation of the material. Additional updates were provided regarding preparations for the 2026 AMO Conference, Ministry consultation on the Municipal Energy Plan Program, and upcoming staff vacation schedules. Council discussed the Briggs Pit project, site preparation requirements, approval processes, and next steps associated with the relocation of the excess soil material. Council discussed the Township's Flag Protocol Policy and directed Administration to amend the policy to provide for half-masting upon the line-of-duty death of an Ontario Provincial Police officer anywhere within the Province of Ontario.

RESOLUTION 2026-143

Moved by: Councillor Arnold

Seconded by: Councillor Maxwell

BE IT RESOLVED THAT Council direct Administration to amend the Township's Flag Protocol Policy to provide for the lowering of municipal flags to half-mast upon the line-of-duty death of an Ontario Provincial Police officer anywhere within the Province of Ontario.

CARRIED

8.2. **Treasurer's Report**

The Treasurer reported that the Hydro One Wildfire Prevention Grant application had been submitted and advised Council that additional fire-related grant opportunities were being pursued. Updates were also provided regarding preparation of the final tax bill mailing. Discussion occurred regarding resident emergency contact information and opportunities to improve municipal emergency preparedness records through future mailings and communications.

8.3. Public Works Report

Council reviewed the Public Works Report. Updates were provided regarding ongoing grading operations, gravel placement, vegetation management, landfill operations, beaver control activities, road delineator installations, and work being completed by the summer student. Discussion included landfill signage, prohibited materials, and the need to improve public awareness of landfill operating requirements. The Public Works Manager reported that the summer student was performing well and had been assisting with a variety of maintenance activities.

Public Works Manager left the meeting at 6:30 p.m.

8.4. Fire Chief's Report

The Fire Chief reported on emergency responses that occurred during June, annual apparatus inspections, repairs to Rescue 74, firefighter recruitment activities, and regional wildfire preparedness efforts. Discussion focused on apparatus replacement planning, long-term fleet sustainability, firefighting water supply concerns, potential acquisition of a water tanker, and opportunities to establish additional municipal water supply infrastructure to support fire suppression operations. Discussion also included the age of the Township's fire apparatus and the need to plan for future vehicle replacement as equipment continues to age.

Fire Chief Day left the meeting at 7:13 p.m.

8.5. Council Member Reports

Mayor Maxwell reported on participation in the Emergency Management tabletop exercise and provided updates regarding municipal facility maintenance projects, including plans for additional equipment storage, playground maintenance activities, rototilling of playground surfacing materials, weed removal, and replacement of shingles on the playground playhouse roof.

Councillor Arnold reported on attendance at the Lakehead Region Conservation Authority meeting and participation in the Emergency Management tabletop exercise. Councillor Arnold also advised of upcoming travel plans and future virtual meeting attendance.

Councillor Maxwell reported attendance at the Emergency Management tabletop exercise.

Councillor Kresack advised that the Food Bank committee activities were paused for the summer season.

Council discussed sharing public Ontario Provincial Police contact information through future Township communications.

8.6. Other Agencies' Reports

Council reviewed correspondence and reports received from other agencies as listed in the Clerk's Report, which were received for information.

RESOLUTION 2026-144**Moved by: Councillor Kresack****Seconded by: Councillor Arnold**

BE IT RESOLVED THAT Council receive the reports presented as listed in Section 8 of this evening's agenda, AND THAT Administration is authorized to proceed in accordance with Council's direction.

CARRIED**9. NEW BUSINESS****9.1 2025 Asset Management Plan**

Council reviewed the 2025 Asset Management Plan prepared by PSD Citywide Inc. Discussion included recommended infrastructure funding levels, inflationary pressures, tax levy impacts, asset replacement planning, emergency services infrastructure needs, and the Township's long-term financial sustainability.

RESOLUTION 2026-145**Moved by: Councillor Maxwell****Seconded by: Councillor Arnold**

BE IT RESOLVED THAT Council adopt the Township of Conmee 2025 Asset Management Plan prepared by PSD Citywide Inc.; AND THAT Council acknowledge the completion of the Asset Management Plan project; AND THAT the Clerk be authorized to execute and return the Project Closeout and Assessment Report to PSD Citywide Inc.

CARRIED**9.2 Landfill Attendant Operating Policy**

Council reviewed the proposed Landfill Attendant Operating Policy. Discussion occurred regarding existing landfill procedures, documentation of operating practices, and minor amendments to update policy references from Roads Liaison to Public Works Liaison.

RESOLUTION 2026-146**Moved by: Councillor Maxwell****Seconded by: Councillor Kresack**

BE IT RESOLVED THAT Council approve Policy No. 2026-003, being the Landfill Attendant Operating Policy.

CARRIED**9.3 North Rock Water Monitoring Report**

Deferred to the August 11, 2026 Regular Council Meeting.

9.4 Highway 11/17 Widening and Rerouting Project

Council reviewed correspondence and presentation materials regarding the Ministry of Transportation's Highway 11/17 Widening and Rerouting Project. Discussion focused on concerns raised by the Township of Oliver Paipoonge regarding the proposed route through municipal landfill lands, previous municipal investments in landfill infrastructure, and concerns regarding proposed changes to previously discussed routing alternatives in the Kakabeka Falls and Shabaqua area. Council expressed support for Oliver Paipoonge's position and directed Administration to submit comments and a letter of support.

Resolution 2026-147**Moved by: Councillor Arnold****Seconded by: Councillor Kresack**

BE IT RESOLVED THAT Council support the Township of Oliver Paipoonge's position regarding the Ministry of Transportation's Highway 11/17 Widening and Rerouting Project; AND THAT Administration be directed to submit a letter of support to Oliver Paipoonge, and municipal comments to the Ministry of Transportation.

CARRIED**10. BY-LAWS**

No bylaws were presented for consideration.

11. CORRESPONDENCE

Council reviewed correspondence from the Town of Whitby, Peterborough County, Township of North Stormont, City of Mississauga, and the Town of Caledon. Council expressed support for the issues raised in the resolutions and directed Administration to issue letters of support on behalf of the Township.

RESOLUTION 2026-148**Moved by: Councillor Arnold****Seconded by: Councillor Maxwell**

BE IT RESOLVED THAT Council support the correspondence items presented under Section 11 of the July 14, 2026 Regular Council Meeting agenda and direct the Clerk to issue letters of support as appropriate.

CARRIED**12. UPCOMING MEETING DATES**

Council reviewed the list of upcoming meeting dates. No changes were proposed. Discussion occurred regarding the deferred North Rock Water Monitoring Report and the potential need for special meetings should operational matters require Council consideration before the next regular meeting. Council agreed that the North Rock Water Monitoring Report would be considered at the August 11, 2026 Regular Council Meeting.

13. CLOSED SESSION**RESOLUTION 2026-149****Moved by: Councillor Kresack****Seconded by: Councillor Maxwell**

BE IT RESOLVED THAT, at 7:59 p.m., Council move into Closed Session pursuant to Section 239 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, to consider Item 13.1, being the Closed Session minutes of the Council meeting held on June 23, 2026 under the same authority as the original meeting; and Item 13.2, to consider Human Resources and Employment matters under Section 239(2)(b), being personal matters about identifiable individuals of the same legislation.

CARRIED

During closed session, the following procedural resolution was passed:

RESOLUTION 2026-150**Moved by: Councillor Maxwell****Seconded by: Councillor Kresack**

BE IT RESOLVED THAT, the time being 8:26 p.m., Council rise from closed session and report in open session.

CARRIED

Open session resumed.

14. REPORT FROM CLOSED SESSION**RESOLUTION 2026-151****Moved by: Councillor Kresack****Seconded by: Councillor Maxwell**

BE IT RESOLVED THAT the Closed Minutes of the Regular Council Meeting held on June 23, 2026, be approved; AND THAT Administration be authorized to proceed as directed during Closed Session.

CARRIED**15. CONFIRMING BY-LAW**By-law 2026-024**RESOLUTION 2026-152****Moved by: Councillor Kresack****Seconded by: Councillor Maxwell**

BE IT RESOLVED THAT By-law 2026-024 be passed; AND THAT the Mayor and Clerk be authorized on behalf of the Township of Conmee to affix their signatures to By-law No. 2026-024, being a By-law to confirm the proceedings of this evening's meeting.

CARRIED**16. ADJOURNMENT**

There being no further business to conduct, the Mayor declared the meeting adjourned at 8:27 p.m.

 Mayor Sheila Maxwell

 Clerk Karen Paisley

Staff Payroll - July 3, 2026
 -July 17, 2026
 -July 31, 2026
 Council Payroll -July 31, 2026

	<u>Administration and</u>		
	<u>Public Works</u>	<u>Other</u>	<u>Total</u>
Wages	37,427.07	10,300.32	47,727.39
EI	600.40	235.04	835.44
CPP	2,062.51	187.40	2,249.91
RRSP	1,068.63		1,068.63
mileage	274.04	107.16	381.20
total	<u>41,432.65</u>	<u>10,829.92</u>	<u>52,262.57</u>

Township of Conmee

Payment Register

Report Date

Batch: 2026-00105 to 2026-00115 8/6/2026 6:28 PM

Bank Code: GEN - TD Operating Account

Payment #	Vendor	Amount	
7942	Bay City Contractors	11,306.05	gravel
7943	RRSP	177.35	
7944	MicroAge	113.00	
7945	NorthRock Engineering	22,325.41	consulting - briggs, hume/ water monitoring report
7946	Sasi Spring Water	25.54	
7947	RRSP	147.98	
7948	CUPE	440.85	
7949	Fort Garry Industries	2,946.83	safety - fire truck
7950	REV - Minister of Finance	0.00	
7951	NorthRock Engineering	4,009.61	water monitoring
7952	Nova-Pro Industrial Supply Ltd	211.31	
7953	Minister of Finance	8,196.58	policing
Total Cheques		49,900.51	
HH465	TD Visa	864.39	
HH572	TD Visa	1,146.72	
HI161	TD Visa	352.79	
HI200	TD Visa	267.26	
HQ553	TD Visa	1,096.24	
U4Y7L3	Hydro One Networks	199.75	
U4Y7W4	TBayTel	133.33	
U4Y7Y7	TBayTel	256.94	
U4Z4K8	Hydro One Networks	341.32	
U4Z4L9	Hydro One Networks	1,487.99	
U4Z4R5	Bell Canada	96.48	
Y3Y6Z6	TBayTel	352.56	
Total EFT		6,693.46	
not printed			
	KB Esso	100.90	
	Rossllyn Service	3727.87	utility trailer
	TBDSSAB	8306.00	
	Lakehead Cleaners	129.72	
	Toodaloo Pest	110.74	
	MicroAge	497.88	
	Ultramar	3175.40	
	RRSP	147.98	
	Brule Creek	2800.00	grass cutting
Total not printed yet		18996.49	
Total		75,590.46	

**The Corporation of the Township of Conmee
Administrative Report**

Date: August 11, 2026

To: Mayor and Council

Subject: Administrative Activity Report

File Number: 01-C10-0000 Administrative Activity Reports

Submitted by: Karen Paisley Clerk

RECOMMENDATION:

For Council's information and direction as required.

BACKGROUND:

This report provides Council with an update on recent administrative activities and projects.

DISCUSSION:

On July 14, 2026, the Clerk was invited to participate in meetings of a regional Municipal Emergency Group consisting of Administrative Managers from Regional Municipalities, Community Emergency Management Coordinators, Fire Chiefs, representatives of the Office of the Fire Marshal, Ministry of Natural Resources and Emergency Management field staff. The group was established by the City of Thunder Bay to share information regarding the ongoing wildfire situation in our region and discuss potential municipal response measures should conditions deteriorate. Meetings were initially held daily throughout the week of July 13, 2026 and continued periodically thereafter as conditions warranted. The Clerk continued to participate in these meetings throughout her scheduled vacation in order to remain informed of developing circumstances affecting the region. The participating agencies received regular updates regarding wildfire suppression efforts, evacuation planning considerations, available provincial resources, and coordination measures among neighbouring municipalities. Through these discussions, municipalities were advised that GlobalMedic, a Canadian disaster relief charity, was donating skid-mounted water units to support wildfire response efforts. The Township of Conmee received one such unit. The Aviation, Forest Fire, and Emergency Services branch of the Ministry of Natural Resources is also providing ongoing forest fire updates to the region, which the Clerk is attending.

In accordance with Resolution 2026-147, correspondence supporting the Municipality of Oliver Paipoonge's position regarding the Highway 11/17 Widening and Rerouting Project was prepared and forwarded to both the Municipality of Oliver Paipoonge and the Highway 11/17 Project Team. Copies of the correspondence have been included as Item 8.6-1 in the agenda package for Council's information.

The Township has completed Task 1 (Site Preparation) under the relocation plan accepted by the Ministry of the Environment, Conservation and Parks and remains prepared to receive

material at the Sovereign Road Waste Disposal Site. Staff continue to work with the parties regarding implementation of the approved relocation plan. A meeting was held with representatives of Stuart Olson GDB on August 7, 2026 to discuss next steps related to the relocation of the material. Further information will be provided to Council as it becomes available.

Following Council direction, the Clerk met with the SASI representative on July 30th regarding potential options for a long-term water supply solution to support both fire protection operations and winter rink flooding requirements. The SASI representative had been on site to manage a water pressure issue in the municipal building. The SASI representative has also been consulting with the Fire Chief regarding potential options. Staff advised the representative of Council's preference to identify a permanent solution for future rink flooding operations rather than relying on temporary hose arrangements. SASI is currently reviewing potential alternatives, and administration will provide additional information to Council as it becomes available.

As directed by Council, resident emergency contact information forms were distributed with the Township's final tax bill mailing. Information collected through the program will assist the Township in communicating with residents during emergencies, significant service disruptions and other situations where rapid communication may be required.

Landfill regulatory and prohibited-material signage has been provided to the Public Works Department for installation at the landfill site. Staff will follow up regarding the status of the installation and provide additional information to Council as required.

Administration continues to work toward completion of the landfill trail camera project. The cameras remain pending installation while staff await delivery of the remaining security cage and mounting hardware. Installation will be completed once all required materials have been received.

The approved wireless network improvements in Council Chambers and security camera upgrades at the Public Works Department compound have now been completed. These improvements are intended to enhance connectivity within municipal facilities and improve security at the Public Works Yard.

Nomination packages continue to be available through the Municipal Office and on the Township website. As of the date of this report, one nomination has been filed with the Clerk for the 2026 Municipal Election. Staff will continue to provide election information and assistance to prospective candidates throughout the nomination period.

The Clerk will be out of the office from August 24 to 28, 2026, and will return on August 31, 2026.

Other Agency Reports – 8.6

1. Letters in Support of Oliver Paipoonge's Position – 11/17 Widening & Rerouting Project
2. Letter from Minister Dunlop – NWO Wildfires
3. TBDHU Letter – Improving Highway Safety
4. Thunder Bay Community Pasture – Wildfire & Livestock Emergency Action Plan
5. ROMA Member's Update Election Readiness, Agriculture Forum & Energy Program Review

Public Works Managers Report Aug 11-26

Roads

- Grading
- Haul and spread gravel
- Work at landfill
- Brushing and weed wacking
- Clean out culvert pokki Rd
- Work at cemetery
- Jeff Burke, road side cutting
- Make Road at landfill

Equipment

- 2 Ton in for new rear window

Public Works Report - Township of Conmee

Reporting Period: July 10/26

Prepared by: _____

Date Submitted: Aug 4/26

1. Work Completed (Summary)

Road Name	Work Done (Full / Spot)	Date	Notes
Lundstrom East	Gravel 5 Loads	July 10/26	
Holland West	Grade	July 21/26	From Hwy to enders
Soverishin	Spot Grade	July 21/26	Hill ups
Soverishin	Spot Grade	July 21/26	Hill washouts
Holland West	Spot Grade	July 22/26	Washouts
Hunt	Grade	July 22/26	From Soverishin to end
Soverishin	Grade	July 22/26	From Holland to Pump
Hunt	Spot Grade	July 23/26	Washouts
Enders	Spot Grade	July 23/26	Washouts
Holland East	Spot Grade	July 23/26	Washouts
Mukmun West	Grade	July 24/26	From enders to Maxwell
Hunt East	Grade	July 27/26	Hwy to Pit
Mukmun West	Grade	July 27/26	From Maxwell to Hwy
Mukmun West	Grade	July 27/26	From enders to Hunt
Enders	Grade	July 28/26	From Hunt to Mukmun
Holland West	Spot Grade	July 28/26	Spot Grade Hill
Lundstrom East	Gravel 4 Loads	July 29/26	4 Loads
Maxwell N/S	Spot Grade Washouts	July 29/26	Washouts N/S
Lundstrom West	Grade	July 30/26	Hwy to Maxwell
TIKKA	Grade	July 30/26	Hwy to Mukmun East
Maxwell N	Grade	July 31/26	From Lundstrom to Summer Rd
Maxwell S	Grade	Aug 4/26	From Hunt to end

(roads are being worked through in multiple passes)

Approx. km graded: 132 hrs

4. Other Work Done

(ditch work, brushing, signage, calcium, landfill, etc.)

Shouldering / Brushing

5. Issues / Delays

(weather, breakdowns, anything slowing work)

Hot / Dry / Down Pools making washouts

6. Planned Work

Fire Chiefs Report**July 2026**

For the month of July, Conmee Emergency Services has received 7 medical and 3 fire/mvc calls, 2 of which were mutual aid related requests for service.

Wildfire activity in our district has been very active during the first half of the month. Multiple municipalities were engaged in fighting the fire in Gilles and Nolalu, while a fire near Shebandowan has been continuously battled and monitored by MNR crews well into August.

Conmee Emergency Services was on standby for any calls within the district that would require mutual aid (backfilling) as well as any new wildland fires that might have started. Fortunately, there were no major incidents within our township under the present conditions at the time.

Our Department received a donation of a mobile skid unit from Global Medic as well as 11 pairs of fire rated coveralls. While we did need to purchase a small trailer to mount this unit on, the savings and operability of this donation are extremely helpful for our department.

Conmee has recently hired a new Deputy Chief, Vern Hertz, who has recently moved to our area from Ignace, where he served on their fire department for 21 years. We are currently waiting on Vern's training records to be updated by the Ontario Fire College/ OFM at which point, I am hoping that our municipality can have him set up with the DC computer, email, phone, ect.

Conmee now has a compliment of 11 Volunteers, 4 DZ drivers (soon to be five), 2 certified officers, and multiple staff with FF1. Our team is committed to continued training and certification, and the current team atmosphere and trajectory is very promising.

Fire Chief: Robb Day

July 16, 2026

Mayor Lucy Kloosterhuis
Municipality of Oliver Paipoonge
3250 Hwy 130
Rosslyn, ON
P7K 0B1

Re: Highway 11/17 Widening and Rerouting Project

Dear Mayor Kloosterhuis:

At its Regular Council Meeting held July 14, 2026, Council for the Township of Conmee reviewed the Ministry of Transportation's Highway 11/17 Widening and Rerouting Project, including the concerns raised by the Municipality of Oliver Paipoonge regarding the proposed alignment. Council subsequently adopted Resolution No. 2026-146 supporting Oliver Paipoonge's position regarding the project and directing Administration to provide comments to the Ministry of Transportation.

During its discussion, Council expressed concerns regarding the proposed route and the potential impacts on the Municipality of Oliver Paipoonge. Council also discussed the importance of ensuring that alternative routing options are fully considered before proceeding with the project.

In accordance with Council's direction, the Township of Conmee has submitted correspondence directly to the Highway 11/17 Project Team outlining the Township's comments regarding the proposal. A copy of that correspondence is attached for your information.

Please accept this letter as confirmation of the Township of Conmee's support for the position advanced by the Municipality of Oliver Paipoonge regarding the Highway 11/17 Widening and Rerouting Project. We appreciate your advocacy on this matter and look forward to continued collaboration on issues of mutual interest.

Yours truly,



Karen Paisley
Clerk - Township of Conmee

July 15, 2026

Tom Kompon
Area Manager, Project Delivery
Ministry of Transportation
615 James Street South
Thunder Bay, ON

Rhonda George-Hiebert, M.Eng., P.Eng.
Consultant Project Manager
WSP Canada Inc.
6925 Century Ave. #600
Mississauga, ON L5N 7K2

By Email: projectteam@hwy11-17-kakabekafalls-east.ca

Re: Highway 11/17 Widening and Rerouting Project – Support for Prioritizing the Shabaqua Extension

Dear Mr. Kompon and Ms. George-Hiebert:

On behalf of Council for the Township of Conmee, I am writing to provide comments regarding the Highway 11/17 Widening and Rerouting Project following Council's discussion of the project at its July 14, 2026 Regular Council Meeting.

The Township of Conmee recognizes the importance of Highway 11/17 as a critical transportation corridor serving Northwestern Ontario. Council supports continued provincial investment in transportation infrastructure that improves highway safety, reliability, economic development, and the movement of people and goods throughout the region.

Council notes that changes to truck routing in the City of Thunder Bay have resulted in increased heavy truck traffic using Highway 11/17 through neighbouring municipalities, including Oliver Paipoonge and Conmee. As a result, residents have experienced increased commercial traffic volumes on a corridor that serves as the primary route connecting Conmee residents to employment, education, health care services, and commercial destinations.

While the Township appreciates the Ministry's efforts to advance planning for future improvements to the Highway 11/17 corridor, Council believes the Shabaqua Extension should be prioritized as the region's foremost transportation infrastructure project. In the Township's view, the Shabaqua Extension offers a greater opportunity to address long-term transportation needs by providing an alternative route for through traffic, improving the efficiency of commercial transportation, enhancing highway safety, and reducing the impacts of heavy truck traffic on local communities.

Council is concerned that the currently proposed widening and rerouting project does not directly address the underlying issues associated with increased through-truck traffic west of Thunder Bay. The Township therefore encourages the Ministry to focus future planning, environmental assessment, and capital investment efforts on advancing the Shabaqua Extension as a long-term regional transportation priority.

In the interim, the Township encourages the Ministry to continue pursuing highway safety improvements along the existing Highway 11/17 corridor, including additional passing opportunities and other measures that improve traffic flow and reduce conflicts between local and commercial traffic.

Thank you for the opportunity to provide comments on this project. The Township of Conmee looks forward to continued consultation with the Ministry of Transportation regarding transportation infrastructure priorities in Northwestern Ontario.

Yours truly,



Sheila Maxwell
Mayor

**Ministry of Emergency
Preparedness and Response**

Office of the Minister

Floor 14 - 438 University Ave
Toronto ON M5G 2K8

**Ministère de la Protection civile et
de l'intervention en cas d'urgence**

Bureau du ministre

14e étage, 438, av. University
Toronto, Ontario M5G 2K8



July 15, 2026

**To: The Honourable Elanor Olszewski, Minister of Emergency Management and
Community Resilience**

229 Wellington Street
Ottawa, Ontario K1A 0A6
Canada

Request for assistance in respect of emergency evacuations in Northwest Ontario

Dear Minister Olszewski,

The Province of Ontario is currently experiencing escalated wildland fire activity, particularly in Northwest Ontario. Multiple wildland fires have affected communities both due to direct fire impacts and widespread smoke exposure. To date, fifteen communities in northern Ontario have initiated evacuations or are considering evacuations. Due to ongoing severe weather events and wildland fire activity, there is further potential for additional communities to be impacted. This situation is evolving and impacts to communities may continue to escalate rapidly.

Furthermore, there is a high potential for simultaneous evacuations which may require the use of air evacuation, particularly from remote and isolated communities with limited or no all-season road access. The Province of Ontario is continuing to generate air transportation capacity; however conditions are such that the Province is not able to readily confirm sufficient availability of aircraft suitable to meet the total emergency transportation of evacuees that may be required. Given the evolving

situation, and increasing number of evacuation requests, additional air transportation resources may be required at extremely short notice.

Previously, the Government of Canada had communicated a 48-hour lead time that may be necessary to respond to requests for federally controlled aircraft. In light of this this period of escalated wildland fire activity, I respectfully request your assistance to reduce this lead time to 24-hours or less by ensuring aircraft and their crews are placed at a heightened state of readiness to ensure they are available to respond to requests for assistance from the Province, where those resources are required to safely carry out evacuations. This request is precautionary in nature and is intended to ensure that federally controlled air assets can be made available should evacuation requirements exceed air transportation capacity available to the Province.

I want to assure you that the Province is fully seized on this matter. I have copied my honourable colleagues, the Minister of Natural Resources and the Solicitor General for Ontario, whose ministries, together with my own have been actively coordinating with municipalities, First Nations communities and emergency management partners across Ontario.

We appreciate your urgent attention to this matter. Should you require further information, please have your staff contact the Provincial Emergency Operations Centre at PEOCDO01@ontario.ca.

Sincerely,



The Honourable Jill Dunlop
Minister of Emergency Preparedness and Response

cc. The Honourable Mike Harris, Minister of Natural Resources (Ontario)
The Honourable Michael Kerzner, Solicitor General (Ontario)
Jeffery Hutchison, Associate Deputy Minister (Emergency Management),
Public Safety Canada
Tony Bavota, Acting Deputy Minister, Emergency Preparedness and Response
and Commissioner of Emergency Management
Ryan Clow, Director, Provincial Emergency Operations Centre



Thunder Bay District Health Unit

MAIN OFFICE

999 Balmoral Street
Thunder Bay, ON P7B 6E7
Tel: (807) 625-5900
Toll-Free in 807 area code
1-888-294-6630
Fax: (807) 623-2369

GERALDTON

P.O. Box 1360
510 Hogarth Avenue, W.
Geraldton, ON P0T 1M0
Tel: (807) 854-0454
Fax: (807) 854-1871

MANITOUWADGE

1-888-294-6630

MARATHON

P.O. Box 384
Marathon High School
building,
14 Hemlo Drive, Suite B
Marathon, ON P0T 2E0
Tel: (807) 229-1820
Fax: (807) 229-3356

RED ROCK

P.O. Box 196
Superior Greenstone District
School Board Learning Centre
46 Salls Street
Suite #2
Red Rock, ON P0T 2P0
Tel: (807) 886-1060
Fax: (807) 886-1096

TERRACE BAY

P.O. Box 1030
19 Hudson Drive, Suite 100
Terrace Bay, ON P0T 2W0
Tel: (807) 825-7770
Fax: (807) 825-7774

TBDHU.COM

July 20, 2026

The Right Honourable Mark Carney, Prime Minister of Canada
80 Wellington Street Ottawa, ON K1A 0A2

Sent via email: PM@pm.gc.ca

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

Sent via email: Premier@ontario.ca

Re: Improving Highway Safety in Northern Ontario

Dear Prime Minister Carney and Premier Ford,

On June 17, 2026, at a regular meeting of the Board of Health (the Board) for the Thunder Bay District Health Unit (TBDHU), the Board considered a letter from Northeastern Public Health (NEPH), which calls upon Federal and Provincial governments to improve highway safety in Northern Ontario with investments in infrastructure, considerations for equity, and proactive safety measures. The Board also received an update on Ontario's commitment to improve safety measures along the Highway 11/17 corridor, including increased enforcement, infrastructure improvements, and better support for commercial traffic.

The Trans-Canada Highway is a critical lifeline for residents of Northern Ontario, providing essential access to health care, education, employment, and other vital services. However, communities in the Thunder Bay District face significant threats to safety due to inadequate highway infrastructure and challenging road conditions. These risks are compounded by the region's long distances between communities, severe weather, heavy commercial traffic, and wildlife hazards.

Within the TBDHU region, land transport incidents (LTIs) are a cause of concern as they account for the third highest category (6.9%) of all emergency department visits for unintentional injuries. There are typically 1.5 times more LTIs in the TBDHU region compared to provincial rates.

With respect to provincial highways, Ontario Road Safety Annual Report data from 2015-2022 show that provincial highways consistently produced the largest share of roadway deaths in Thunder Bay District. While municipal roads generated many lower severity collisions, highway crashes were far more likely to result in fatal outcomes. This pattern reflects the unique transportation realities of Northwestern Ontario, where residents depend on long stretches of high-speed highways for work, health care, education, and essential services.

Several municipalities and unorganized areas experienced notable increases in collision activity over the 2015-2022 time period. Areas such as Greenstone and Oliver Paipoonge showed growth in reported collisions, reflecting increasing transportation pressures along major highway corridors.

Given the impact of land transport incidents in our catchment area, the TBDHU Board of Health endorses the letter and recommendations put forward by NEPH, and urges swift action on measures to improve safety along the Highway 11/17 corridor in Northern Ontario, a critical segment of the Trans-Canada Highway.

Sincerely,



James McPherson
Chair, Board of Health
Thunder Bay District Health Unit

cc:

The Honourable Steven MacKinnon, Minister of Transport
The Honourable Prabmeet Sarkaria, Minister of Transportation
Marcus Powlowski, MP – Thunder Bay – Rainy River
Patty Hajdu, MP – Thunder Bay- Superior North
Kevin Holland, MPP – Thunder Bay – Atikokan
Lise Vaugeois, MPP – Thunder Bay – Superior North
Northern Ontario Boards of Health
TBDHU District Municipalities



Northeastern
PUBLIC HEALTH
SANTÉ PUBLIQUE
 du Nord-Est

January 14, 2026

The Right Honourable Mark Carney, Prime Minister of Canada
 80 Wellington Street Ottawa, ON K1A 0A2
 Sent via email: PM@pm.gc.ca

The Honourable Doug Ford, Premier of Ontario
 Legislative Building Queen's Park
 Toronto, ON M7A 1A1
 Sent via email: Premier@ontario.ca

Dear Prime Minister Carney and Premier Ford

Re: Highway Safety in Northern Ontario

Highway safety in Northern Ontario has been a long-standing concern for Northern communities with tremendous tragic losses of beloved community members, impacts on local economies with frequent inability to access to work, education and necessary social and health care services. In addition, the Board of Health for the Northeastern Health Unit has seen the negative impacts and delays in emergency response systems during public health emergencies across the region. Please find enclosed a resolution along with a Briefing report outlining issues, impacts to public health, evidence and key recommended interventions for the improved development of Northern highways.

The Board of Health respectfully requests careful and urgent consideration of options to address highway safety and accessibility. While ensuring the same standards are available at minimum for residents of Northern Ontario would be preferred with four lane highways that are consistently cleared, FONOM's letter *A Nation-Building Case for a 2+1 Highway for enhanced east-west Canadian trade* issued by the Federation of Northern Ontario Municipalities (FONOM), shared important options for consideration. The Northern population already experiences poorer health outcomes on most indicators compared to the rest of the province, and prioritizing highway safety and accessibility across Northern Ontario is critical to protecting and preserving the health of our communities.

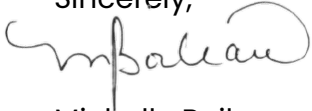
On behalf of the Board of Health, thank you for the attention that you will give to this report.

169 Pine Street South
 Postal Bag 2012
 Timmins, ON P4N 8B7

neph.ca
 Information@neph.ca
 1-877-442-1212

169, rue Pine Sud
 Sac postale 2012
 Timmins (Ontario) P4N 8B7

Sincerely,



Michelle Boileau
Chair, Board of Health
Northeastern Public Health

Copies to:

Right Honourable Mark Carney, Prime Minister of Canada
The Honourable, Steven Mackinnon, Minister of Transportation
Honourable Doug Ford, Premier of Ontario
Honourable Prabmeet Sarkaria, Minister of Transportation
Honourable Jill Dunlop, Minister of Emergency Preparedness and Response
Honourable Sylvia Jones, Minister of Health
Honourable Paul Calandra, Minister of Education
Honourable Michael S. Kerzner, Solicitor General
Honourable George Pirie, Minister Northern Economic Development and Growth, Member of
Provincial Parliament – Timmins
Guy Bourgoin, Member of Provincial Parliament – Mushkegowuk – James Bay
John Vanthof, Member of Provincial Parliament – Timiskaming – Cochrane
Bill Rosenberg Member of Provincial Parliament – Algoma – Manitoulin
Dr. Kieran Moore, Chief Medical Officer of Health (CMOH)
NEPH member municipalities
Commissioner Thomas Carrique, Ontario Provincial Police
Ontario Boards of Health
Association of Local Public Health Agencies (ALPHA)
Board of Health for the Northeastern Health Unit

Encl: Northeastern Public Health Resolution BOH – 2025-R-51 Improving Highway Safety
and Equity in Northern Ontario Early
Northeastern Public Health Briefing Note – Northern Highways
Federation of Northern Ontario Municipalities A Nation Building Case for
a 2+ 1 Highway for Enhanced east-west Canadian Trade



October 23, 2025

SUBJECT: Improving Highway Safety and Equity in Northern Ontario

At the October 23rd meeting, the Board of Health for the Northeastern Health Unit, supported this motion to highlight the need to address Northern highway safety.

The following motion was read:

MOVED BY: Andrew Marks

SECONDED BY: Jeff Laferriere

Board of Health Resolution #BOH-2025-R-51

WHEREAS Highway safety is a critical public health issue in Northern Ontario, where long distances between communities, severe weather, heavy commercial transport traffic, and wildlife hazards increase risks for residents, service providers, and emergency responders. Spanning more than 11,000 kilometres, Highways 11, 17, 101, and 144 serve as lifelines, connecting Northeastern communities to the rest of the province (2). These routes are vital links in the Trans-Canada Highway system, providing essential access to health care, education, employment, and basic services (1,2); and,

WHEREAS From 2018 to 2022, emergency department visits for motor vehicle collisions in the Northeastern Public Health (NEPH) region were consistently 1.6 to 2.0 times higher than the Ontario average, highlighting both the region's elevated collision risk and its heavy reliance on these critical corridors (8); and,

WHEREAS The Northern region records the highest rate of large-truck collisions in Ontario – 94% higher than the next highest region and over three times higher than the lowest – as well as the highest fatality rate from motor vehicle collisions, 27.8% above the next highest region and 15.5 times higher than the lowest (7,8).; and, serious and fatal collisions along with prolonged road closures, hinder access to goods and essential services, delay emergency response and jeopardize the well-being and safety of Northern Ontario

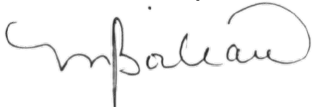
- WHEREAS** Northern communities, including Indigenous and First Nation communities and Francophone populations (32.8% Francophone, 17.5% Indigenous), face significant barriers to health care that are intensified by highway closures, isolating residents from emergency care and essential services. These inequities are further exacerbated for First Nations and Indigenous peoples, rooted in historical trauma and reflected in ongoing disparities in access to care, essential services, and overall health outcomes (3,4,5). Unsafe and unreliable highways deepen these inequities, threaten community well-being, and widen gaps in overall health and quality of life; and,
- WHEREAS** Limited access to primary care and medical specialists further compounds the challenge. In 2022–2023, more than 170,000 Northern Health Travel Grants were issued to assist 66,000 residents with travel and accommodation for medical needs, demonstrating the region’s dependence on long-distance highway travel for essential health care (6); and,
- WHEREAS** Each year, Northern Ontario roads experience increasing numbers of drivers and collisions, traveling on highways that are substandard, outdated, and unsafe (1). Every day, more than 8,400 trucks transport over \$200 million in goods across these same routes, which have limited passing lanes, inadequate shoulders, and numerous high-collision zones (10). Current highway designs lack sufficient median separation, safe passing lanes, and refuge zones, increasing the risk of head-on collisions and dangerous overtaking, especially under winter conditions; and,
- WHEREAS** Investing in safer Northern Ontario highways is a matter of health equity(10). Residents of Northern Ontario and First Nation communities deserve the same level of safety, accessibility and opportunity as those in southern regions, and the continued loss of life on unsafe roads is unacceptable (9, 10).
- WHEREAS** FONOM and Northern municipalities propose the 2+1 upgrade on Highways 11 and 17, including *North Bay to Cochrane* and *Renfrew to Sudbury* in Phase 1, and *Cochrane to Nipigon*, *Thunder Bay to Kenora*, and *Sault Ste. Marie to Sudbury* in Phase 2 recognizing this alternating passing lane design with a crash-rated median barrier is proven, safe and cost-effective fit for Northern Ontario, and reducing fatal crashes by up to 76% (10);

NOW THEREFORE BE IT RESOLVED THAT The Board of Health for the Northeastern Health Unit calls upon the Government of Ontario and Canada to prioritize highway safety and equity across Northern Ontario by:

1. Committing to the full, phased implementation of the 2+1 highway model along Highways 11, 144 and 17 as a priority investment in safety and health equity
2. Collaborating with northern Municipalities, First Nation communities and urban First Nation, Inuit and Metis partners to ensure infrastructure planning incorporates health, safety and equity considerations.
3. Designating high-collision and high-risk zones for safety upgrades, with priority for sections that affect emergency response, health-care access, and the delivery of essential goods and services.

CARRIED AS PRESENTED

Sincerely,



Chair Michelle Boileau,
Board of Health for the Northeastern Health Unit

Copies to: Right Honourable Mark Carney, Prime Minister of Canada
The Honourable, Steven Mackinnon, Minister of Transportation
Honourable Doug Ford, Premier of Ontario
Honourable Prabmeet Sarkaria, Minister of Transportation
Honourable Jill Dunlop, Minister of Emergency Preparedness and Response
Honourable Sylvia Jones, Minister of Health
Honourable Paul Calandra, Minister of Education
Honourable Michael S. Kerzner, Solicitor General
Honourable George Pirie, Minister Northern Economic Development and Growth, Member of Provincial Parliament – Timmins
Guy Bourgoïn, Member of Provincial Parliament – Mushkegowuk – James Bay
John Vanthof, Member of Provincial Parliament – Timiskaming – Cochrane
Bill Rosenberg Member of Provincial Parliament – Algoma – Manitoulin
Dr. Kieran Moore, Chief Medical Officer of Health (CMOH)
NEPH member municipalities
Commissioner Thomas Carrique, Ontario Provincial Police
Ontario Boards of Health
Association of Local Public Health Agencies (ALPHA)
Board of Health for the Northeastern Health Unit

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Briefing Note:
Northern Highways

Issue

Northern Ontario highways pose serious risks. Dangerous single lane designs, narrow winding roads, unpaved shoulders, harsh winters, and limited emergency access (i.e. poor cellular service, intermittent patrols, few exits and rest stops). Northern highways carry heavy-load commercial vehicles and residents who rely on them for specialized and life-saving medical care, amenities, employment and education (1, 2). Alongside serious and fatal collisions, prolonged road closures and delays hinder timely access to goods and essential services, slow emergency response time with concern for timely life saving measures and overall well-being of Northern Ontarians.

Background

Road safety is not just a concern – it is a critical public health issue. Every year, Northern Ontario roads see more drivers, and more collisions (1). Northern Ontario highways span over 11, 000 km, with highways 11, 17, 101 and 144 serving as lifelines connecting Northeast communities to the rest of the province (2). These highways are crucial links in the Trans-Canada highway and essential routes for residents who need access to healthcare, education and basic services.

The Impact on Public Health:

During the COVID-19 pandemic and a blastomycosis outbreak in a remote First Nation community, Northern Ontario's single-road access to remote communities failed. A three-day highway closure delayed critical healthcare and access to supplies. Throughout the pandemic, vaccine shipments were constantly at risk from road conditions, and healthcare workers faced dangerous commutes to reach isolated communities.

- The Northeastern region is shared with 11 First Nations, many without road access (3, 4).
- **Rural and Vulnerable Populations:** Higher rates of residents who identify as Francophone (32.8% vs. 3.3% Ontario), Indigenous (17.8 % vs. 2.9% Ontario) (4). The Northeastern Public Health (NEPH) area has a larger rural population (32.9%) compared to the province (13.3%) (17, 18).
- **Poorer Overall Health:** Elevated rates of chronic disease and preventable deaths (associated factors such as smoking and substance use, increased cost of living, and lack of affordable nutritious foods) (5).

- **Lack of Healthcare Services:** 2.5 million in Ontario do not have a family doctor (16). In 2022-2023, about 170,000 Northern Health Travel Grants were issued for 66,000 residents' travel and accommodation needs (6).
- **Increase Use:** In just one year, the number of licensed drivers increased by 170, 877 individuals with a staggering total of 10, 877, 259 driving on Ontario roads in 2021 (1).

Current Status

The Ministry of Transportation has made some initial investments in Northern Ontario's highways, but it is not enough. These efforts are a start, but fall short to the actions needed:

- Expanding parts of Highways 11/17 and 69 (2).
- Piloting a 2+1 passing lane model on highway 11 (7).
- Improvements to and addition of rest areas (2, 8).
- Enhancements the Cochrane by-pass, 11 to 652 (2).

Winter highway clearing is inadequate. The MTO strives for 90% bare pavement, but in Northern Ontario, this translates to subpar standards that fall short of those in other areas of the province. In Northern Ontario, minor highways (servicing 401-800 vehicles per day) only require the center lanes to be cleared within 24 hours after a storm. For local highways (service an average 400 vehicles per day), the standard permits for snow-packed driving surfaces within 24 hours post-storm.

Minor improvements have been announced, yet none address the need for adequate clearing times to meet bare pavement standards, leaving safety compromised:

- 14 new Road Weather Information System (RWIS) stations for winter crews.
- Enhanced use of anti-icing liquids for highway snow clearing.
- Upgrades to the Ontario 511 app (limited cellular service restricts access to this app) (8).

Key Considerations

Human behaviour inevitably increases the risk of highway injuries and deaths with distracted driving, high speeds, substance impairment, and fatigue as major factors (9). In 2022, the Northern region led in motor vehicle collisions due to each of these causal factors: alcohol/drugs, distraction, seatbelt non-use, speed. The Northern region was higher by 2.5 to 4.6 times compared to other regions (10).

The Evidence

- **Injury Rates:** From 2018 to 2022, Northeastern ED visits due to motor vehicle collisions consistently exceeded the Ontario rate – 1.6 to 2.0 times higher than the Ontario average (2018-2022) (11).
- **Truck Collision:** The Northern region reported the highest rate of large trucks collisions in Ontario - 94% higher than the next highest region and 3.1 times higher than the lowest region (11).

- **Cost of Transport-Related Injuries:** In 2019, transport-related injuries in Ontario cost over \$1.3. billion annually, with motor vehicle collisions accounting for the highest cost, even before pedestrian and cycling collisions (12).
- **Fatalities:** Between 2018 and 2022 the Northern region recorded the highest fatalities from motor vehicle collisions - 27.8% above the next highest region and 15.5 times higher than the lowest (10, 11).
- **Impact on Emergency Response:** Poor highway conditions and closures have repeatedly prevented paramedics from reaching their regional bases, jeopardizing emergency response:

"Ensuring our highways are properly maintained, especially in Northern Ontario, is critical for the safety of all road users. Improved highway cleaning and maintenance can significantly reduce the risk of motor vehicle collisions, which have devastating consequences for families and communities. Additionally, highway closures not only cost lives but also hinder our ability to respond to emergencies and assign paramedics where they are needed most. Keeping our highways clear is essential for saving lives and ensuring that emergency services can reach those in need without delay." Marc Renaud, Chief (A) of Cochrane District Paramedic Service

- **Essential Services Perspective:** Luc Mignault, a local business owner and tow truck operator, highlighted how lengthy highway closures severely impact safe, timely travel across Northern Ontario. Northern Ontario highways require commercial drivers to navigate unique challenges, including rapidly changing weather and remote, single-lane routes. To address these specific risks, additional training and education for drivers of heavy-load vehicles are essential, equipping them to respond safely to Northern Ontario's demanding conditions.
- **Public Concern:** A 2021 national survey found that road safety to be a top 5 priority of Canadians, yet fewer than half feel safe on our roads (39% vs 46%) (13).

Options

Vision Zero has cut road mortality by 68% in Sweden from 2000 to 2019 and by 50% in Edmonton between 2015 and 2021. A zero-tolerance approach to road injuries demands a system-wide commitment from policy makers, law enforcement, road users and roadway designers (14).

Key interventions are recommended for the improved development of Northern highways:

1. **Target High-Risk Areas:** Assess collision prone sites in the Northeast, especially where vulnerable road-users are at risk (15).
2. **Overhaul Winter Maintenance Standards:** Prioritize timely, effective winter clearing, especially in rural and remote areas and align Northern Ontario's bare pavement standards with the rest of the province. **Equitable standards across Ontario are essential to ensuring safe, accessible roads for all residents, no matter where they live.**
3. **Expand Emergency and Law Enforcement Presence:** Enhanced presence of emergency respondents and law enforcement, for effective intervention.
4. **Strengthen Road Safety Education:** Implement targeted education for both commercial and residential road-users, addressing specific risks on Northern Highways.
5. **Revise Emergency Response Plans:** Update plans for motor vehicle collisions where closures are expected to exceed 8-12 hours, ensuring readiness for extended incidents.

6. **Expand Cellular Coverage:** Commit to improving cellular infrastructure to ensure travelers can access emergency services and real-time updates.
7. **Implement 2+1 Road Designs:** Expand the piloting of 2+1 highway model with alternating passing lanes on major Northern routes to reduce head-on collisions and allow safer passing in high-traffic areas.
8. **Increase Lighting and Signage:** Install better lighting and clear, reflective signage on high-risk stretches to improve visibility, especially in winter conditions.
9. **Install Safety Measures:** Install safety features (i.e., barriers, rumble strips), to prevent vehicles from veering off-road and to reduce the severity of collisions.
10. **Expand and Enhance Rest Stops and Road Shoulders:** Increase the number of safe and accessible rest stops to reduce driver fatigue and support commercial and long-distance drivers. Improve road shoulders to provide essential space for emergency stops and safer travel. Appropriately maintained rest stops.

Conclusion

The built environment has direct impact on preventable road injuries and deaths. Moving to a Vision Zero framework requires action from policy makers and influencers to enact meaningful change. With increasing numbers of vulnerable road users in the Northeast, urgent improvements in infrastructure, highway maintenance, emergency response, and management of highway closures and delays are essential. **Northern Ontario's road safety crisis demands immediate, decisive action.**

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Federation of Northern Ontario Municipalities

July 15, 2025

The Right Honourable Mark Carney Prime Minister of Canada

80 Wellington Street Ottawa, ON K1A 0A2

SENT BY EMAIL: PM@pm.gc.ca

The Honourable Doug Ford Premier of Ontario

Legislative Building, Queen's Park

Toronto, ON M7A 1A1

SENT BY EMAIL: Premier@ontario.ca

Dear Prime Minister Carney and Premier Ford,

Subject: *A Nation-Building Case for a 2+1 Highway for enhanced east-west Canadian trade*

in Alignment with Prime Minister Carney's Five Criteria

Purpose

This briefing presents a compelling case for federal investment in upgrading Northern Ontario's Highway 11 and Highway 17, utilizing **the proven 2+1 highway model**. Supported by evidence in infrastructure policy, safety, economic performance, and national security, the proposal aligns directly with the **five nation-building criteria** set out by Prime Minister Carney under the ***Building Canada Act***.

We propose a two-phase approach:

- **Phase 1**
 - Construct 2+1 on **Highway 11 segments from North Bay to Cochrane**
 - Construct 2+1 on **Highway 17 from Renfrew to Sudbury**

- **Phase 2**

- Extend the 2+1 **configuration from Cochrane to Nipigon on Highway 11**
- Construct the 2+1 **configuration from Thunder Bay to Kenora on Highway 11 and 17**
- Construct 2+1 on **Highway 17 from Sault Ste. Marie to Sudbury**

This initiative is far more than a regional infrastructure upgrade—it is a nation-building investment. It will strengthen Canada's internal connectivity, improve transportation resilience, and contribute to long-term economic growth, safety, and sovereignty.

Background

With the **Building Canada Act** in place, the Government of Canada is proceeding with consultations with provinces, territories and Indigenous rights-holders to determine the initial list of national interest projects. This proposal presents a project deemed of national interest.

The **Building Canada Act** focuses on creating a unified Canadian economy that promotes enhanced trade between the east and west within Canada. It also focuses on the development of major nation-building projects that will likely involve the transportation of large industrial materials for building. With a vast land area and diverse geography, an efficient transportation network is crucial for connectivity and facilitating the movement of materials.

While air and rail form part of Canada's transportation network, **highways and trucking are the backbone of Canada's transportation system**, connecting major cities, towns and rural communities. Trucking companies and drivers rely on governments to ensure a well-connected transportation network, including highways, major routes, border crossings, and ports, for efficient and safe operations. In turn, knowing the most efficient and safe highways and routes helps truckers save time, fuel, and operational costs.

The Trans-Canada Highway itself—of which Highways 17 and 11 are a vital part—is the **longest continuous national highway in the world**, connecting all ten provinces and three territories. During the Great Depression, the federal government funded the highway's early development as a job-creation initiative and a strategic investment in national cohesion. Over \$19 million was allocated to the provinces to construct a continuous road, enabling Canadians to travel across the Dominion without entering the United States. **That same nation-building spirit is now needed once again in Northern Ontario.**

Proposal

Except for Newfoundland, Prince Edward Island, and Ontario, most of the routes used by truckers crossing Canada are four-lane highways. In Ontario, truckers heading east from Manitoba or west from Quebec can choose to cross the province via Highway 17, the Trans-Canada Highway, or Highway 11, and what is now known as the **Northern Trans-Canada Route**. Truckers travelling from Toronto to western Canada can choose to take either 1) Highway 69 to Highway 17, then join the **Northern Route** of Highway 11 via West Nipissing and King's Highway 64, or 2) Highway 11 to North Bay, then the **Northern Route**. Almost all sections of Highways 17 and 11 between the Manitoba border and Renfrew in eastern Ontario are two lanes, except for ongoing highway

twinning projects near Nipigon and west of Thunder Bay, as well as a small, complete section east of Sault Ste. Marie. A small section of twinning has also been completed at Arnprior.

With Ontario being Canada's busiest province for truck traffic, these vital highways, which are linked to much of the country's economic activity, need to be considered for continued expansion beyond their existing two-lane profile. From their early days, they have formed part of Canada's **critical national corridor**, from playing a foundational role in connecting Canada's frontier communities to enable economic development and assert national sovereignty across the North. Unfortunately, road safety and infrastructure conditions in northern Ontario are deteriorating, according to the Ontario Trucking Association. Their primary concern is the danger of passing other vehicles. In turn, the Truckers for Safer Highways association recently stated: "People and truckers are dying on these highways!" That is why the Federation of Northern Municipalities, an organization representing 110 cities, towns and municipalities, has been a consistent and vocal advocate for the adoption of the 2+1 highway model in Northern Ontario. This cost-effective, safety-enhancing design has proven successful in many countries, including Sweden, Finland, and Australia. A 2+1 highway expands on a 2-lane road by implementing continuously alternating passing lanes and separates opposing directions of traffic with a crash-rated median barrier, resulting in safety outcomes that are equal to fully twinned highways.

The Government of Ontario is responding and has announced two pivotal initiatives that mark a turning point for Highway 11, offering a clear opportunity for federal collaboration. First, a **pilot project** is scheduled to commence in 2026 on a 2+1 highway segment between **North Bay and Temagami**. Second, the province committed to extending the 2+1 configuration further north, from **Temiskaming Shores to Cochrane**. These two segments lay the groundwork for a scalable, long-term corridor strategy—a shared infrastructure vision well-suited to a federal-provincial nation-building partnership that would see a phased approach to northern Ontario's highway development.

Data from Statistics Canada (see Appendix A) highlights that a five-year average from 2013 to 2017, over 925,000 truck shipments were made between Western Canada and the Toronto/Montreal region via two-lane highways in Northern Ontario. By comparison, 960,005 between Toronto and Montréal, 206,574 between Toronto and Hamilton and 96,607 between Toronto and Windsor — routes served by four-lane highways. Put simply, there is as much transport traffic on Highway 17 and 11 as on the Highway 401 corridor—but it is forced to spread over narrower, less safe roads.

Priority should be given to Highway 11, as it offers a **preferred westward route** for commercial carriers. Compared to Highway 17, it is less hilly reducing fuel consumption and is not subject to frequent closures caused by Lake Superior's weather systems. In short, Highway 11 is more reliable and increasingly indispensable to national logistics and supply chains. Highway 11 will also be critical to the rapidly expanding mining and agriculture sectors in the north that depend on a safe and efficient transportation corridor.

Ministry of Transportation **Annual Average Daily Traffic (AADT)** volumes from 2021 confirm this importance:

- **Near Temiskaming Shores:** 7,800
- **Near Englehart:** 6,100
- **Between Kirkland Lake and Cochrane:** 3,200 to 5,500

These figures **meet or exceed international thresholds** for 2+1 highway justification. In fact, Ontario's Ministry of Transportation and Swedish transport authorities both find 2+1 highways are effective and safe at volumes of up to **18,000–20,000 AADT**, which is well above the current corridor levels of 3,200–7,800. This places Highway 11 within the model's ideal "sweet spot" — not only today, but for decades to come.

Moreover, these traffic counts were gathered during the COVID-19 pandemic, when private vehicle use was depressed. Actual normalized volumes are likely even higher.

Despite this high usage and strategic importance, Highway 11 faces challenges stemming from decades of underinvestment. These include:

- **Substandard Road Geometry**
- **Insufficient passing opportunities**
- **Above-average collision and fatality rates**
- **Regular closures due to weather and accidents**

These weaknesses not only endanger lives but also **disrupt freight movement, delay goods**, and **increase costs** for industries that depend on timely delivery. The **2+1 model, featuring a crash-rated median barrier and alternating passing lanes every few kilometres, significantly improves safety and traffic flow at a substantially reduced cost compared to** traditional four-lane twinning. This makes it the ideal design for long rural corridors with steady but moderate traffic, such as Highway 11.

Alignment with Prime Minister Carney's Five Nation-Building Criteria

1. Strengthen Canada's Autonomy, Resilience, and Security

- **Strategic Defence Logistics:** Highways 17 and 11 support access to key military and NORAD infrastructure, including CFB North Bay. It also offers critical redundancy should either highway become compromised.
- **Nuclear Waste Transport:** The Nuclear Waste Management Organization has identified these highways for the secure transport of used nuclear reactor rods to a planned long-term storage site in Northwestern Ontario. Enhanced road safety is essential.
- **Emergency and Climate Resilience:** These roads play a vital role in wildfire evacuations and emergency response functions that will only grow more urgent with climate change.
- **Critical Minerals Access:** As Canada builds out its critical minerals sector, Highways 17 and 11 are essential for transporting the tools, supplies, and workforce needed to unlock Northern resource potential.

2. Deliver Economic Benefits and Support Growth

- **Economic Resilience and Supply Chain Reliability:** Highways 17 and 11 are a lifeline for national industries such as mining, forestry, agriculture, and manufacturing. Collisions and closures in this corridor disrupt supply chains, delay shipments, and raise costs—undermining productivity and competitiveness. A safer, more reliable route will protect against these losses and help sustain Canada's industrial and export performance, particularly as interprovincial trade barriers ease and east-west commercial traffic increases.
- **Workforce Access and Regional Efficiency:** Improved traffic flow enhances access for workers, goods, and services, strengthening regional economies and making it easier for businesses to attract and retain talent.
- **Job Creation and Indigenous Participation:** Construction and long-term maintenance will create employment opportunities, with strong potential for Indigenous training, contracting, and equity partnerships.
- **Tourism and Local Business Vitality:** As the primary transportation artery for dozens of rural communities, Highways 17 and 11 support tourism, retail, and service sectors. Safer, faster routes help keep these towns economically viable and socially connected.
- **High Return on Investment:** According to the Northern Policy Institute, the proposed 2+1 pilot for Highway 11 delivers a benefit-cost ratio of **1.0 at 20 years**, rising to **3.6 at 60 years**—clear evidence of enduring value.

3. High Likelihood of Successful Execution

- **Shovel-Ready Projects:** Ontario's North Bay–Temagami pilot is fully designed and poised to go to tender
- **Provincial Commitment Already Secured:** The province has also announced plans to extend the 2+1 model northward between Temiskaming Shores and Cochrane.
- **Proven Design Model:** The 2+1 design has achieved fatality reductions of up to 76% in countries like Sweden, Finland, and Australia. It offers a practical model for safe, efficient travel across long rural corridors. Ontario's projects benefit from this international evidence.
- **Faster Cheaper Delivery:** By leveraging existing roadbeds, 2+1 roads require less land acquisition and construction time, avoid delays from environmental permitting, and can be implemented in phases. Ontario's own pilot designs incorporate global best practices from around the world.
- **Expandable by Design:** 2+1 highways can be converted to 2+2 highways in the future when traffic volumes warrant it, making 2+1 roads a flexible and cost-efficient steppingstone, ideal for future-proofing national transportation infrastructure.

4. Advance the Interests of Indigenous Peoples

- **Early and Ongoing Engagement:** Highways 17 and 11 intersect the traditional territories of several Indigenous Nations. Their early and ongoing involvement ensures meaningful participation and long-term benefits.
- **Pathways to Economic Reconciliation:** Indigenous-led training, employment, and equity stakes can be prioritized into project delivery, creating generational value. With designs that are modular, the Proposal also supports phased contracting models.
- **Improved Safety for Remote Access:** Both Highways are a lifeline for many Indigenous communities, enabling access to healthcare, food, education, and evacuation routes. Safer highways are a matter of equity.

5. Contribute to Clean Growth and Climate Objectives

- **Lower Emissions from Freight:** Improved traffic flow reduces idling, braking, and congestion, directly cutting greenhouse gas emissions. Infrastructure for electric vehicle (EV) charging can be integrated into the design.
- **Sustainable Construction Practices:** Ontario's design process is already integrating lower-emission materials and recycled aggregates to help Canada reach its climate goals.
- **Reduced Environmental Footprint:** Compared to full twinning, 2+1 highways use less land, preserve wildlife corridors, and prevent overbuilding—balancing transportation needs with environmental stewardship.

Conclusion

Transforming the Trans-Canada's Highway 17 and its Highway 11 Northern Route into 2+1 corridors is not simply a matter of regional equity—it is a strategic investment in Canada's future. It safeguards our autonomy, strengthens our supply chains, advances reconciliation, and supports economic growth—while reinforcing the vital national bond between northern and southern Canada. FONOM believes this project reflects the values and vision of a confident, resilient country—one that invites its northern regions to be equal partners in prosperity. **We now call on the provincial and federal government to build a Trans-Canada Highway worthy of our national ambitions—modern, safe, autonomous, and truly coast-to-coast.**

Sincerely,



Danny Whalen President Federation of Northern Ontario Municipalities

Appendix A

Number of Truck Shipments by Routes Note 1						# of lanes in Ontario
	2013	2014	2015	2016	2017	
Truck shipments to and from major destinations in western Canada to Toronto and Montreal	1,019,899	927,405	986,136	924,682	767,998 NOTE: 5 year average 2013 to 2017= 925,224	2 lanes northern Ontario / 4 lanes southern and eastern segments
Truck shipments to and from Toronto and Montreal	867,321	894,068	1,237,732	916,433	884,474 Note: 5 year average = 960,005	4+ lanes
Truck shipments to and from Toronto and Windsor	67,119	100,507	97,640	80,267	142,502 Note: 5 year average= 97,607	4+ lanes
Truck shipments to and from Toronto and Hamilton	181,567	191,839	186,954	332,986	139,044 Note: 5 year average= 206,514	4+ lanes

Note 1: Statistics Canada. [Table 23-10-0142-01 Origin and destination of transported commodities, Canadian Freight Analysis Framework](#) (see Appendix A). Shipments represent the aggregate number of shipments transported.

From: [Thunder Bay Community Pasture Board](#)
Subject: Please Share: Wildfire Evacuation Support for Livestock and Agricultural Families
Date: July 17, 2026 10:34:51 AM
Attachments: [TBCP - July 16, 2026 Wildfire Evacuation Media Release and Livestock Checklist.pdf](#)
[Thunder Bay Community Pasture - Wildfire & Livestock Emergency Action Plan.pdf](#)

Dear Municipal, Local Administration and Fire Service Representatives,

On behalf of Thunder Bay Community Pasture, I am reaching out to ensure that your municipality, community and emergency personnel are aware of the agricultural emergency support that has been developed during the current wildfire situation.

Thunder Bay Community Pasture, the Oliver Agricultural Society at the Murillo Fairgrounds and the Hymers Agricultural Society have been working together to coordinate assistance for livestock owners, agricultural families and other residents affected by wildfire evacuations.

Depending on available capacity, road access and current fire conditions, our coordinated response may be able to assist with:

- Emergency transportation and relocation of livestock
- Livestock trailers, experienced drivers and hauling coordination
- Temporary pasture, pens, shelter and boarding
- Feed, hay, bedding and clean water
- Veterinary assistance, medications and animal-care supplies
- Biosecurity procedures and livestock intake records
- Fencing, panels, water containers and livestock-handling equipment
- Connections to additional community resources and emergency financial assistance

Smaller groups of livestock, poultry and companion farm animals may be directed to the **Murillo Fairgrounds**, while larger groups of cattle, horses and other large livestock may be accommodated at **Thunder Bay Community Pasture**, where space, fencing, feed, water and safe handling conditions permit. The Hymers Agricultural Society remains an active planning and response partner; however, animals are not currently being directed to the Hymers grounds because of its proximity to the Whitefish Lake/Palisades fire area.

All assistance must be coordinated in advance. Residents should **call before loading or transporting animals and must not arrive at a refuge location unannounced**. When contacted, our team will collect information regarding the resident's location and

evacuation status, animal species and numbers, transportation requirements, estimated arrival time, medical concerns and special handling needs. We will then confirm whether suitable space is available, assign the appropriate refuge location and prepare the necessary pens, pasture, feed and water.

All animals must be checked in before unloading. Identification, owner information, medications and health or handling concerns will be documented, and animal groups will be managed with appropriate separation and biosecurity measures. Owners remain responsible for their animals whenever reasonably possible.

Admission is prioritized for residents and animals from communities under **active evacuation status**. These facilities are not intended for precautionary relocation unless extraordinary circumstances exist and prior approval has been provided by designated refuge personnel.

This community-led agricultural response does not replace municipal emergency management or official emergency services. Residents must continue to follow all evacuation orders, road closures and instructions from emergency personnel. Human safety must always come first.

We respectfully ask that you share the attached **July 16, 2026 Media Release and Livestock Transport Evacuation Checklist and Action Plan** with your emergency coordinators, fire personnel and residents who may own livestock, poultry or farm animals. We also welcome direct communication from municipal or emergency representatives so that potential needs can be identified and coordinated as early as possible.

Primary Contacts

Alexandra Chalifoux

Vice-Chair, Thunder Bay Community Pasture
807-629-5283

Mike Huber

Pasture Manager, Thunder Bay Community Pasture
519-572-0184

Carolyn Hughes

Oliver Agricultural Society – Murillo Fairgrounds
807-629-8617

Email: tb_communitypasture@hotmail.com

Thank you for helping us ensure that residents know where to call before an evacuation becomes urgent. We appreciate the work being done by municipal staff, local administrators, fire departments and emergency personnel throughout Northwestern Ontario during this difficult situation.

Sincerely,

Alexandra Chalifoux

Vice-Chair

Thunder Bay Community Pasture

Stronger Pastures. Sustainable Communities.

FOR IMMEDIATE RELEASE

Agricultural Organizations Coordinate Wildfire Evacuation Support

For livestock, farm families and displaced residents across the Thunder Bay District

July 16, 2026 - Thunder Bay District, Ontario

Thunder Bay Community Pasture, the Oliver Agricultural Society at the Murillo Fairgrounds, and the Hymers Agricultural Society are working together to establish a coordinated regional response for livestock owners, agricultural families and other residents affected by the evolving wildfire emergency.

The organizations have joined forces to help evacuating families safely relocate animals, access emergency refuge facilities and connect with essential supplies and community support.

“Our priority is to protect people first, move animals as safely as possible and ensure evacuees know where to call before transporting livestock or arriving at a refuge location.”

COORDINATED EMERGENCY SUPPORT

The participating organizations and community volunteers are currently coordinating:

- Emergency transportation and relocation of livestock
- Livestock trailers, drivers and hauling assistance
- Temporary pasture, pens, shelter and boarding
- Feed, hay, bedding and clean water
- Veterinary assistance, medications and animal-care supplies
- Biosecurity procedures and livestock intake records
- Halters, panels, fencing, water containers and livestock-handling equipment
- Emergency planning information and livestock-hauling checklists
- Financial assistance for unexpected evacuation and animal-care expenses
- Temporary support for displaced families while longer-term accommodations are arranged

Wildfire-preparedness posters, public safety notices, emergency livestock-hauling checklists and social media updates have been developed and distributed to help livestock owners prepare before an evacuation becomes urgent.

A coordinated community fundraising effort, including GoFundMe organization, is underway to assist with transportation, feed, animal care and emergency supplies. Official fundraising information will be shared through the participating organizations' verified pages. Funds received through the Northwestern Ontario Wildfire Emergency Response Fund will be allocated at the joint discretion of the boards of Thunder Bay Community Pasture, the Oliver Agricultural Society and the Hymers Agricultural Society.

DESIGNATED ANIMAL REFUGE LOCATIONS

The current plan is to direct smaller numbers of livestock, poultry and companion farm animals to the Oliver Agricultural Society's Murillo Fairgrounds.

Larger groups of cattle, horses and other large livestock may be accommodated at the Thunder Bay Community Pasture, depending on available space, fencing, feed, water and handling requirements.

The Hymers Agricultural Society remains an active planning and response partner. However, due to its proximity to the Whitefish Lake/Palisades fire area, evacuees and animals are not currently being directed to the Hymers grounds.

Admission priority: Admission to designated animal refuge locations is prioritized for animals from communities in active evacuation status and is not intended as a precautionary measure. Exceptions may be approved only in extraordinary circumstances, when capacity and safety allow, by designated refuge personnel before transport. Availability may change quickly as animals arrive and conditions change.

CALL BEFORE TRANSPORTING ANIMALS

Livestock owners must contact the response team and receive confirmation before transporting animals to any refuge location.

Please do not arrive unannounced. Calling first allows volunteers to:

- Confirm that appropriate space is available

- Determine which location can safely accommodate the animals
- Prepare pens, pasture, feed and water
- Coordinate trailers and approved transportation routes
- Identify medical, handling or biosecurity requirements
- Prevent congestion and unsafe unloading conditions

All animals must be checked in before unloading. Owners should provide accurate identification, contact information, animal numbers, medical needs, medications and any special handling instructions.

Animal owners remain responsible for their animals whenever reasonably possible and should plan for ongoing feed, care and eventual return once authorities confirm that it is safe.

SAFETY MEASURES FOR LIVESTOCK OWNERS

Human safety must always come first. Residents should:

- Follow all official evacuation orders, alerts and road closures immediately
- Never enter an active fire area or restricted zone to retrieve animals
- Do not delay a mandatory evacuation while attempting to load livestock
- Keep trucks and trailers fuelled, inspected and ready
- Prepare halters, leads, portable panels and loading equipment in advance
- Pack animal identification, health records, medications and emergency contact information
- Carry water, feed and basic supplies when it is safe to do so
- Use approved transportation routes and follow instructions from emergency personnel
- Wait for authorization before returning animals to an evacuated property

Livestock owners who may require assistance are encouraged to make contact early. Advance planning provides the greatest opportunity to coordinate trailers, drivers, refuge space and animal-care resources safely.

SUPPORT FOR DISPLACED FAMILIES

The agricultural community has received significant offers of feed, transportation, livestock equipment and animal-care assistance. However, there is currently more limited capacity to support the personal needs of displaced residents.

Onsite camping at the Murillo Fairgrounds is reserved for evacuee families only, subject to confirmation by site personnel and available capacity. Priority will be given to families with livestock sheltered on the premises.

FAN-NWO has been invited to assist with coordinating support for the human needs of evacuees.

Anticipated needs may include:

- Drinking water
- Ready-to-eat food and snacks
- Basic hygiene supplies
- Blankets, sleeping bags and pillows
- Clothing and essential personal items
- Other family-specific supplies as needs are identified

Donation needs will change as the wildfire situation develops. Members of the public are asked not to deliver unsolicited items directly to refuge locations. Please contact one of the organizations first or watch their official pages for verified requests.

COMMUNITY COOPERATION

This emergency response is being made possible through the cooperation of agricultural organizations, livestock owners, haulers, farmers, veterinarians, businesses, donors and volunteers across Northwestern Ontario.

The participating organizations will continue sharing verified updates as refuge capacity, evacuation conditions and community needs change.

PRIMARY CONTACTS

Alexandra Chalifoux - Thunder Bay Community Pasture	807-629-5283
Mike Huber - Thunder Bay Community Pasture	519-572-0184
Carolyn Hughes - Oliver Agricultural Society (Murillo Fairgrounds)	807-629-8617

IMPORTANT: Call before transporting animals or delivering supplies. Refuge space and donation needs must be confirmed before arrival.

ONE-PAGE LIVESTOCK TRANSPORT EVACUATION CHECKLIST

Human safety comes first. Call before hauling. Do not enter restricted areas or delay a mandatory evacuation. Refuge admission is prioritized for communities in active evacuation status; precautionary placement requires extraordinary circumstances and advance approval from designated personnel.

OWNER / FARM: _____	CELL PHONE: _____	ANIMALS / COUNT: _____	DESTINATION: _____	DEPARTURE TIME: _____
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1. AUTHORIZE & PLAN ☐ Call the response team before loading; confirm refuge space and destination. ☐ Follow official evacuation orders, road closures and approved routes. ☐ Do not enter an active fire area or restricted zone. ☐ Do not delay a mandatory evacuation to catch or load animals. ☐ Identify a backup route and a safe place to turn around. ☐ Tell a trusted person your route, destination and expected arrival. ☐ Record species, number, sex, identification and special handling needs. ☐ Separate sick, injured, aggressive, intact-male or unfamiliar animals. 2. TRUCK & TRAILER SAFETY ☐ Tow vehicle has adequate capacity and is fully fuelled. ☐ Hitch, safety chains, breakaway cable and electrical plug are secure. ☐ Tires, spare tire, brakes, lights, bearings and wheel nuts are checked. ☐ Trailer floor, ramps, gates, latches, dividers and ventilation are safe. ☐ Fire extinguisher, first-aid kit, flashlight and basic tools are onboard.	3. LOAD ESSENTIAL SUPPLIES ☐ Halters, leads, sorting sticks, panels or portable fencing as appropriate. ☐ Animal identification list, photos, health records and owner contacts. ☐ Medications, dosing instructions and veterinary contact information. ☐ Feed and clean water for at least the initial 24-48 hours when practical. ☐ Buckets, tubs, hoses, bedding, manure tools and labelled equipment. ☐ Gloves, boots, masks, eye protection and weather-appropriate clothing. ☐ Phone charger, paper map, cash/card and emergency contact list. 4. BIOSECURITY ☐ Clean and disinfect the trailer before loading whenever time allows. ☐ Do not mix animals from different farms unless directed and unavoidable. ☐ Keep farm equipment labelled; avoid sharing buckets, halters and tools. ☐ Report coughing, diarrhea, fever, wounds or other illness before arrival. ☐ Use clean footwear and wash or disinfect hands between animal groups. 5. SAFE LOADING ☐ Use calm, experienced handlers and the minimum people required. ☐ Provide secure footing; remove sharp objects and loose equipment. ☐ Do not overcrowd. Balance weight and use suitable dividers. ☐ Close and physically check every gate, latch and escape opening.	6. DURING TRANSPORT ☐ Drive smoothly and reduce speed for smoke, wildlife, traffic and poor roads. ☐ Keep windows and ventilation appropriate for heat, smoke and animal type. ☐ Do not open trailer doors on the roadside unless the area is secure. ☐ Stop only in safe locations and check animals when conditions allow. ☐ Call ahead if delayed, rerouted, involved in a collision or animals are distressed. 7. ARRIVAL & INTAKE ☐ Wait for instructions and check in before unloading. ☐ Confirm pen, pasture or unloading location with refuge staff. ☐ Provide owner contact, animal count, identification, medications and care needs. ☐ Inspect animals for injury, heat stress or respiratory distress after unloading. ☐ Confirm water, feed, fencing and emergency access before leaving. ☐ Record where each animal or group is housed and who is responsible for care. ☐ Do not return animals home until authorities confirm the area is safe.
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CALL BEFORE TRANSPORTING - PRIMARY COORDINATION CONTACTS

Alexandra Chalifoux - TBCP
807-629-5283

Mike Huber - TBCP
519-572-0184

Carolyn Hughes - Murillo Fairgrounds
807-629-8617

Immediate danger: call 911. Do not self-deploy into an evacuation or fire zone.

Wildfire & Livestock Emergency Action Plan

What to do BEFORE • DURING • AFTER an evacuation

■ IF YOU RECEIVE AN EVACUATION ORDER, ACT IMMEDIATELY.

IMPORTANT: Animals **cannot be admitted to Thunder Bay Community Pasture without prior approval.** Contact the Pasture Manager or Vice-Chair before transporting livestock whenever possible. Do not arrive unannounced.

BEFORE AN EMERGENCY

- Keep all trailers in safe operating condition and fuelled whenever wildfire conditions are elevated.
- Prepare an evacuation kit with halters, lead ropes, feed, water containers, medications and health records.
- Ensure every animal has permanent identification (tag, brand, tattoo or name records).
- Save the Community Pasture emergency contact numbers and know your primary evacuation route.
- If you anticipate needing assistance, contact the Community Pasture before an evacuation order is issued whenever possible.

WHEN AN EVACUATION IS ORDERED

1. Ensure the safety of yourself and your family first.
2. Contact Thunder Bay Community Pasture to request admission and receive instructions. Animals cannot be accepted without prior approval.
3. Provide your name, location, species, number of animals, and whether transportation assistance is required.
4. Prepare livestock for transport, including medications, feed, identification records and any special handling equipment.
5. Load animals calmly and safely when conditions permit.
6. Travel only on routes approved by emergency officials and proceed directly to the Community Pasture unless otherwise instructed.

UPON ARRIVAL

- Complete the Emergency Livestock Intake Form.
- Staff will direct you to your assigned pen or pasture.
- Livestock will be provided access to water.
- Owners remain responsible for feed (where practical), veterinary care and ongoing animal management.

EMERGENCY CONTACTS

Mike Huber – Pasture Manager
519-572-0184

Alexandra Chalifoux – Vice-Chair
807-629-5283

THUNDER BAY COMMUNITY PASTURE

Emergency Livestock Intake Form

OWNER INFORMATION

Name: _____

Phone: _____ Alternate: _____

Address: _____

EMERGENCY DETAILS

Evacuation Area: _____ Date: _____ Time: _____

Driver: _____ Trailer Plate: _____

LIVESTOCK INFORMATION

Species	Qty	Identification / Tag Range	Medical / Special Needs	Pen

OWNER DECLARATION

I certify the information provided is accurate. I understand emergency accommodation is temporary and I remain responsible for ownership, feed (where practical), veterinary care and removal of my livestock when directed.

Signature: _____ Date: _____

OFFICE USE ONLY

Intake #: _____ Arrival: _____ Departure: _____

Pen/Pasture: _____ Received By: _____

Notes: _____

From: [ROMA Communications](#)
To: [Connie Clerk](#)
Subject: ROMA Member Update: Election Readiness, Agriculture Forum & Energy Program Review
Date: July 24, 2026 10:00:38 AM



ROMA Member Update: Voter Registration, Agriculture Forum & Energy Program Review

Hello Karen,

The ROMA Board met last Friday to discuss several issues and opportunities affecting rural municipalities. We wanted to share a few updates that may be relevant to your planning, engagement, and advocacy efforts.

[Read the Board Update](#)

- **Voter Registration Awareness**

Please share and encourage eligible voters in your community to check or update their information at registertovote.on.ca until August 12, to ensure voter information is accurate ahead of the election. Anybody who misses the deadline to update their information with Elections Ontario can contact their municipal clerk directly to register to vote after August 12.

- **Agriculture Economic Development & Planning Forum**

The Ministry of Rural Affairs, Perth County, and investStratford are hosting the Municipal Agriculture Economic Development and Planning Forum on September 28-29, 2026. to discuss opportunities and challenges facing Ontario's agriculture sector. Don't miss it!

- **Municipal Energy Plan Grant Program Review**

The Province is seeking municipal input as part of its review of the Municipal Energy Plan Grant Program. Rural and northern municipalities are encouraged to participate and provide feedback to ensure that the program is accessible and relevant to rural and northern communities.

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**The Corporation of the Township of Conmee
Administrative Report**

Date: August 11, 2026

To: Mayor and Council

Subject: 2023–2025 Water Quality Assessment Report – Conmee Waste Disposal Site – Sovereign Road Landfill

File Number: 13-E02-2025 – Water Quality Reports

Submitted by: Karen Paisley Clerk

RECOMMENDATION:

That Council receive the 2023–2025 Water Quality Assessment Report for the Conmee Waste Disposal Site prepared by North Rock Engineering Inc. for information.

BACKGROUND:

The Township's Environmental Compliance Approval requires regular groundwater monitoring and reporting for the Waste Disposal Site. North Rock Engineering Inc. completed the required monitoring activities for 2023, 2024 and 2025 and has submitted the attached comprehensive report. The report has already been submitted to the Ministry of the Environment, Conservation and Parks in order to meet the required reporting deadline.

The report was deferred by Council to the August 11, 2026 meeting for further consideration. As Council received the complete report, including all appendices and supporting documentation in the July 14, 2026 agenda package, only the North Rock Engineering report has been included in the August 11 agenda package to avoid reproducing the full 406-page submission.

DISCUSSION:

Overall, the report contains positive findings. North Rock concluded that groundwater conditions remain generally consistent with previous years and that no significant new environmental concerns were identified. No contingency response actions are required at this time.

The report indicates that groundwater monitoring will continue to be required and recommends that the Township maintain its regular monitoring program. North Rock recommends continuing groundwater monitoring three times annually in 2026, 2027 and 2028, with summary monitoring reports submitted in 2027 and 2028 and a new comprehensive assessment report prepared following the 2026–2028 monitoring period.

North Rock estimates that the landfill has approximately 7,482 cubic metres of remaining capacity, representing an estimated remaining lifespan of approximately eight years based on

current disposal rates. The consultant recommends that the Township continue planning for future landfill expansion or closure requirements to ensure long-term waste disposal capacity.

A 2025 survey identified several areas requiring regrading and noted a small area of waste placement outside the approved landfill footprint. Administration has discussed this matter with North Rock Engineering, who advised that such situations are not uncommon and can typically be addressed through future landfill design work. As the Township continues to evaluate future landfill expansion options, administration will work with North Rock Engineering and Public Works to ensure the area is addressed as part of ongoing landfill planning.

Groundwater monitoring and reporting are ongoing requirements of the Waste Disposal Site and future costs may be associated with landfill expansion planning, monitoring infrastructure, and any corrective work arising from future operational reviews.

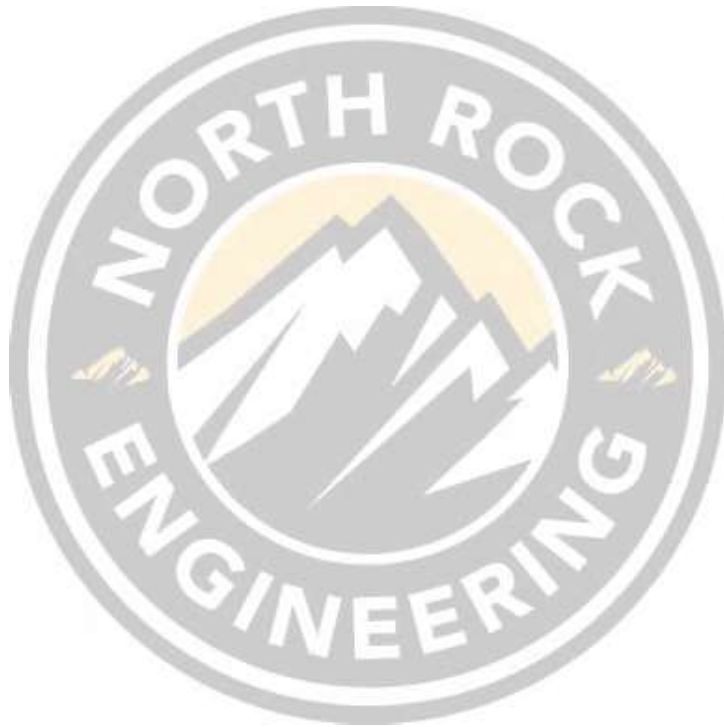
The report concludes that the Conmee Waste Disposal Site is operating without significant environmental concerns and that groundwater conditions remain generally consistent with historical monitoring results. Administration will continue to monitor the recommendations contained within the report and advise Council of any future actions required.



2023 - 2025 WATER QUALITY ASSESSMENT

Conmee Waste Disposal Site

Township of Conmee, Ontario



Prepared By:

NORTH ROCK ENGINEERING INC.

102-920 Tungsten Street, Thunder Bay, ON, P7B 5Z6

Contact: Paula Sdao, P.Eng.

T: (807) 633-9859

E: psdao@nrock.ca



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1 INTRODUCTION

North Rock Engineering Inc. (North Rock) was retained by Conmee Township (Conmee) to complete the 2023 to 2025 water quality monitoring and comprehensive monitoring report for the Waste Disposal Site (WDS) located on Sovereign Road in Conmee Township, Ontario (Figure 1), hereinafter referred to as the “Site”.

The purpose of the work was to provide Conmee with a current assessment of water quality conditions at the Site in accordance with the Ontario Ministry of the Environment, Conservation, and Parks (MECP) Environmental Compliance Approval (ECA) No. 8454-4Z8J3V dated December 19, 2016 (Appendix A).

1.1 Background

The Site is governed under MECP ECA No. 8454-4Z8J3V, dated December 19, 2016 (Appendix A). This ECA replaced and revoked the previous ECA issued on October 10, 2001, and Notice Nos. 1 through 3. The current ECA approves the use and operation of a 1.0-hectare (ha) landfilling area within a 17.5 ha total site area to be used for the landfilling of domestic, solid, non-hazardous waste and for use as a waste transfer facility.

1.2 Scope of Work

The scope of work for the 2023 to 2025 comprehensive report is as follows:

- Record static groundwater levels from seven groundwater monitoring wells (BH5, BH6, BH7, BH8, BH9, BH10 and BH11) and standpipe (SP03) three times per year (spring, summer, and fall).
- Complete groundwater monitoring and sampling from seven groundwater monitoring wells (BH5, BH6, BH7, BH8, BH9, BH10 and BH11) three times per year (spring, summer, and fall) in 2023, 2024, and 2025, and submit the samples to an accredited laboratory for analysis of the required parameters.
- Prepare a comprehensive monitoring report in 2025 documenting the monitoring and sampling in 2023, 2024 and 2025 documenting field data, laboratory analytical data, historical results, water quality trends over time, ECA compliance. Where required, provide recommendations for consideration. The report is to be issued to the District Manager.

This report satisfies Condition 6(6) – Monitoring Report of the ECA.



2 SITE SETTING

2.1 Location

The Site is located at the terminus of Sovereign Road in the Township of Conmee, approximately 8 km northwest of Kakabeka Falls, Ontario (Figure 1). The waste disposal site (WDS) footprint is surrounded by vacant, forested land to the north and south; Holland Road to the west; and Enders Road to the east. The boundaries of the Site and the contaminant attenuation zone (CAZ) are shown on Figure 1.

2.2 Topography

The elevation of the Site is approximately 429 metres above sea level (masl) according to the Ontario Ministry of Natural Resources and Forestry Land Information Ontario (LIO). Sovereign Road is at an elevation of approximately 465 masl.

The topography of the Site peaks along the orientation of the access road to the landfill and slopes away from the disposal area to the northwest and towards the disposal area to the southwest. The slope towards the landfill on the southwest slope is estimated to be approximately 7%.

2.3 Geology

Based on Ontario Geological Survey (OGS) 2000. Quaternary Geology, Seamless Coverage of the Province of OGS, Data Set 14---Revised. (Scale 1:100,000), overburden geology consists of undifferentiated igneous and metamorphic rock, exposed at surface or covered by a discontinuous, thin layer of drift.

Based on OGS 2011. (Scale 1:250 000), Bedrock Geology of Ontario; OGS, Miscellaneous Release---Data 126-Revision 1, the bedrock geology at the Site consists of mafic and ultramafic rocks as well as felsic to intermediate metavolcanic rocks Dacitic and andesitic flows, tuffs, and breccias.

Based on a review of available borehole logs for the monitoring wells installed at the Site, subsurface soil conditions generally consist of a thin layer of topsoil (approximately 0.06 m to 0.15 m thick) underlain by clay. The clay ranged in thickness from 0.65 m to 2.9 m. In two locations (BH02 and BH03), the topsoil was underlain by a sand layer approximately 1 m thick. Underlying this clay and sand in boreholes BH01 to BH04 is a layer of sandy till to the maximum depth of investigation of 5.0 metres below ground surface (mbgs). In all remaining locations, with the exception of BH07, the clay layer was underlain by silt or sandy silt. Monitoring well BH07 was the only location where topsoil was not found; shallow stratigraphy at BH07 consisted of peat underlain by clay.

2.4 Hydrology

The nearest waterbodies are swamps, with the closest swamp approximately 50 m northwest of monitoring well BH07. Surface water drainage from the access road and lands north and west of the waste disposal area flows to the



northwest, eventually reporting to Brule Creek, which drains to the Kaministiquia River. Surface water drainage from the waste disposal area and lands to the south and east of the access road flows southeast to a wetland feature located approximately 800 m southeast of the Site.

The Ontario Watershed Information Tool (OWIT) was consulted to investigate sub-watershed catchment delineations on the Site. Consistent with historical interpretations, OWIT indicates that the Site is situated on a local watershed divide, with the entrance road reporting to the west-northwest and eventually to an unnamed creek. Drainage from the waste disposal area and lands to the south/east of the access road reports to a wetland feature approximately 800 m southeast of the Site. The overall watershed for the wetland feature has a catchment area of 3,765 hectares (ha) and encapsulates the entire landfill area. The catchment area was defined by selecting a pour point on an unnamed creek, approx. 300m upstream of the Kakabeka Falls Dam. The tool (OWIT) identified a watershed running in a northeasterly direction in line with the landfill access road. The second catchment area was created by selecting a pour point contingent on the outflow of Brule Creek, which drains to the Kaministiquia River. This watershed indicates that the entrance road and lands north and west of the WDS report to this location. This larger catchment (5,615 ha) shares the divide with the smaller catchment on its southeastern extents, with the divide running along the ridge directly west of the waste disposal area. This watershed divide is consistent with the annual groundwater contours for the Site as shown in Figures 2, 3, and 4. Figure 7 provides a graphic delineation of the local sub-watersheds discussed.

2.5 Hydrogeology

Based on *OGS, Ministry of Northern Development and Mines, and Northeast Science and Information Section, Ministry of Natural Resources, 2005. Digital Northern Ontario Engineering Geology Terrain Study (NOEGTS); OGS, Miscellaneous Release--Data 160*: the landfill property is located on a low-relief ground moraine composed of till, with mixed wet and dry drainage.

The primary pathway for groundwater flow at the Site is through the overburden materials as well as upper weathered bedrock or through the overburden bedrock contact sediments. Groundwater likely migrates southeast through the overburden towards an identified surface water feature. The actual groundwater flow direction on the east side of the Site, as derived from groundwater elevations, is to the southeast.



3 METHODOLOGY

3.1 Site Operations

North Rock requested the following site operations information from the Township of Conmee for the years 2023, 2024, and 2025:

- Operational difficulties and/or complaints, and
- Waste volume disposal estimates.

3.2 Monitoring Well Installation

On February 1, 2024, one borehole was completed as a monitoring well (BH11) and was installed approximately 100 m northwest of BH10. Multiple attempts were made to install the new well adjacent to BH10, but all attempts were abandoned due to refusal on shallow bedrock and/or dry overburden conditions. The decision was made to adjust the well location to an area with sufficient overburden material and available groundwater to be able to better characterize downgradient leachate migration.

An experienced North Rock environmental field technician supervised the drilling and logged the borehole to document the soil conditions encountered (e.g., soil type, texture, moisture, colour, odour, etc.) and depth to the apparent groundwater table. No soil samples were collected as part of this well installation. The borehole was completed as a groundwater monitoring well, installed to a total depth of 3.86 m below ground surface (mbgs) in the overburden.

The installation of BH11 addresses ECA Condition 8(15), which required the Owner to assess the need for replacement of BH10 and the adequacy of the groundwater monitoring program. BH11 has been incorporated into the regular groundwater monitoring program as a replacement downgradient monitoring location.

3.3 Monitoring Program

Groundwater sampling was completed at seven locations across the Site in the spring, summer and fall of 2023, 2024, and 2025 (Figure 1). Borehole logs are provided in Appendix B, and field notes are summarized in Table 1.

Table 3-1: 2023-2025 Monitoring and Sampling Locations	
Sample IDs	Description
BH5, BH6, BH7, BH8, BH9, BH10, BH11	Sampled wells
SP03	Standpipe – static water level measured

In 2023, 2024, and 2025, BH10 could not be sampled due to insufficient water volume in the well. In 2024, BH11 had insufficient water volumes during the spring (June 4) and fall (October 2) sampling events and was not sampled; a



sample was successfully collected during the summer (August 2) event only. BH11 was found to have insufficient water during all events in 2025.

In 2024 and 2025, additional sampling locations were included in the monitoring program to prepare for the Township of Conmee's proposed landfill expansion. In 2024 and 2025, monitoring wells BH5, BH7 and BH8 were sampled three times per year in spring, summer and fall.

3.4 Groundwater Monitoring and Sampling Protocol

The following groundwater monitoring and sampling protocols were used during all sampling events.

For each monitoring event, a monitoring well inventory was completed, and the conditions of the monitoring wells were assessed and documented. Where the need for well repairs was identified, recommendations for repair were made. Static water level measurements were made relative to the top of the riser pipes using an electronic water level meter.

Following static water level measurements, standing water was purged from the monitoring wells to obtain fresh formation water for collection and analysis. Dedicated inertial foot valves and polyethylene tubing were used to purge approximately three well casing volumes of groundwater prior to sample collection. While purging, the groundwater was physically assessed for evidence of leachate impact, such as colour and/or odour; this information was documented in the field notes. Field chemistry parameters of pH, temperature and conductivity were measured at regular intervals before, during and after purging. Once field chemistry parameters had stabilized within acceptable tolerances, as described in the Canadian Council of Ministers of the Environment (CCME) document *Guidance Manual for Environmental Site Characterization in Support of Environmental and Human Health Risk Assessment, Volume 3, Suggested Operating Procedures* (2016), sampling was completed. Stabilization was considered to have occurred when three consecutive readings of pH were within 0.1 units, three consecutive readings of conductivity were within 3%, and three consecutive temperature readings were within 0.2 degrees Celsius.

Samples were collected directly from the dedicated sampling equipment into laboratory-supplied sample bottles. Groundwater samples for major anions, major cations and dissolved metals were field-filtered using 0.45-micron inline filters directly into the laboratory-supplied bottles. Where applicable, sample bottles were pre-charged by the laboratory with preservative.

All collected samples were stored and shipped in coolers equipped with ice packs to maintain a consistent temperature during shipping. One blind duplicate groundwater sample was collected for each sampling event to assess sampling and/or laboratory bias.

3.5 Laboratory Analysis

Chemical analysis of the water samples was conducted by two accredited independent laboratories: ALS Canada Ltd. (ALS Environmental – Thunder Bay) analyzed samples for the 2023 and 2024 events as well as the 2025 spring sampling



event. Testmark Laboratories Ltd. (Thunder Bay) analyzed samples for the 2025 summer and fall sampling events. Analyses were performed following recognized standard methodologies. Laboratory Certificates of Analysis are provided in Appendix E.

The 2023 to 2025 analytical program for groundwater was generally consistent with Schedule B of the ECA and is summarized below:

Table 3-2: 2023 to 2025 Analytical Program				
Sample Year	Matrix	Sample ID	Frequency	Parameters
2023	Groundwater	BH6, BH9, BH10	Twice annually (Spring and Fall)	Column 2 of Schedule 5 (Indicator List) of the Landfill Standards
			Once annually (Summer)	Column 1 of Schedule 5 (Comprehensive List) of the Landfill Standards
		BH5, BH7, BH8	Twice annually (Spring and Fall)	Column 2 of Schedule 5 (Indicator List) of the Landfill Standards
2024/ 2025	Groundwater	BH5, BH6, BH7, BH8, BH9, BH10, BH11	Twice annually (Spring and Fall)	Column 2 of Schedule 5 (Indicator List) of the Landfill Standards
			Once annually (Summer)	Column 1 of Schedule 5 (Comprehensive List) of the Landfill Standards

3.6 Quality Assurance/Quality Control (QA/QC)

Field QA/QC was established by following procedures outlined in the MECP manual *Guidance on Sampling and Analytical Methods for Use at Contaminated Sites in Ontario*, 1996 (MECP, 1996) and the Canadian Council of Ministers of the Environment (CCME) *Guidance Manual for Environmental Site Characterization in Support of Environmental and Human Health Risk Assessment, Volume 1, Guidance Manual* (2016).

Dedicated sampling equipment was used to sample each well to prevent sample cross-contamination. New, clean disposable nitrile gloves were worn during purging and sampling and then discarded and replaced between sample locations to prevent cross-contamination and to maintain sample integrity.

Following sampling, sample containers were carefully packaged to prevent breakage and placed in chilled coolers equipped with ice packs. The coolers were delivered under Chain of Custody (COC) to the analytical laboratory for analysis.



The following field duplicate samples were also collected for groundwater and submitted to the laboratory for quality control purposes to check analytical consistency. Results for internal laboratory QC analyses (such as duplicate samples, standards, blanks and matrix spikes) were requested and reviewed.

Blind duplicate samples were collected for quality control purposes and to verify analytical consistency from groundwater sampling locations as follows:

Table 3-3: Groundwater Duplicate Samples						
Sampling Event	2023		2024		2025	
Sampling Event	Sample ID	Duplicate ID	Sample ID	Duplicate ID	Sample ID	Duplicate ID
Spring	BH9	BH20	BH9	Duplicate	BH5	Duplicate
Summer	BH9	DUP	BH6	Duplicate	BH9	Dup
Fall	BH9	DUP	BH6	Duplicate	BH5	GW Dup

Relative Percent Difference (RPD) was used to calculate the analytical precision of the duplicate samples collected at the Site. A conservative RPD value of 20%, in accordance with guidance provided in the MECP document *Protocol for Analytical Methods Used in the Assessment of Properties Under Part XV.1 of the Environmental Protection Act* (2011), was selected to trigger an assessment of the original and duplicate results.

RPD was calculated based on the following formula:

$$RPD\% = \left| \frac{(X_1 - X_2)}{\left(\frac{X_1 + X_2}{2}\right)} \right| \times 100$$

where X_1 and X_2 are the original and duplicate concentrations being compared.

Ion balances for groundwater were calculated and reported by the laboratory and compared to the acceptable difference outlined in Standard Methods (American Public Health Association, APHA, 2017) as a check on the analytical results.

Results for internal laboratory quality control (QC) analyses (such as duplicate samples, standards, blanks and matrix spikes) were also requested and reviewed (Appendix C).

3.7 Water Quality Assessment Criteria

The groundwater data have been referenced to criteria calculated based on methods outlined in MECP Guideline B-7, commonly known as the *Reasonable Use Guideline* (RUG). RUG allows off-site impact from disposal sites within



established guidelines based on the reasonable use of the downgradient groundwater now or in the future to allow for attenuation of impacts while protecting existing and potential downgradient groundwater users. Typically, the reasonable use of the groundwater is for drinking water purposes and the criteria are calculated based on the *Ontario Drinking Water Quality Standards* (ODWQS). When based on the ODWQS, the guideline allows for increases of up to 25 or 50 percent of the difference between background concentrations and the ODWQS for health-related and non-health related parameters, respectively.

For compliance purposes, the RUG criteria apply only in groundwater at the designated boundary (typically the property or attenuation zone boundary). As used historically, RUG criteria have been calculated based on background levels considered to be represented by the average of the median of results from the past five years of monitoring results from BH06.

3.8 Water Characterization Plots

Time series graphs were completed for various parameters including pH, conductivity, nitrate, total dissolved solids (TDS), dissolved organic carbon (DOC), iron, manganese, and sulphate for on-site groundwater to assess water quality trends over time (Appendix D).

Durov plots were prepared to provide quantitative water quality characterization of historical groundwater results from each monitoring well (Zaporozec, 1972). The Durov plots are provided in Appendix E.

3.9 Trigger and Contingency Plan

A groundwater trigger program and contingency plan were developed to evaluate the necessity of implementing remedial actions if downgradient potable groundwater aquifers are impacted by the Site. Monitoring wells BH06 and BH09 were selected as the trigger locations for the Site, and a summary of the trigger parameters and criteria is provided in the following table.

Table 3-4: Groundwater Trigger Program	
Parameters	Trigger Criteria (mg/L)
Chloride	103
Sodium	125

A trigger response is required if any of the trigger criteria are exceeded for any sampling event. The first step in the contingency plan will involve a comprehensive review of the long-term trends at the triggered locations, as well as a comprehensive assessment of site activities and conditions that could be contributing to the apparent impacts. This process would involve a detailed written report prepared in consultation with the MECP that identifies, to the extent possible, the causes of the impact(s) and potential mitigation strategies. The report would also outline the response from the environment that could be expected from the mitigation efforts, including the timeline for measurable improvement. Recommendations for further assessment and response (such as site-specific risk assessment, site-specific criteria development, aquatic biological assessment, etc.) would be addressed by this report.



4 RESULTS

4.1 Site Operations

No significant operational difficulties or public complaints related to the Site were reported by Conmee for 2023, 2024 or 2025.

In 2024, one public complaint was received by Conmee regarding access to the recyclable waste area. The complaint was brought to the attention of the public works supervisor and was immediately rectified.

4.2 Waste Volume Survey

The ECA-approved site volume is 25,750 m³. In December 2025, a detailed topographical survey was completed by North Rock utilizing the same geodetic benchmarks previously established to determine the remaining waste capacity at the Site. The total remaining waste capacity was calculated to be 7,482 m³. Based on the difference in the *in-situ* volume from 2022 to 2025 (4 years), the annual fill rate was estimated to be approximately 879 m³/year. A cut/fill drawing is provided as Figure 6.

Based on this annual fill rate (879 m³/year), the remaining waste capacity at the Site as of December 2025 was calculated to be 7,482 m³, with a remaining lifespan of approximately 8 years. It is recommended that the Site undergo an annual volumetric survey to ensure accurate reporting of the remaining waste capacity, and to ensure that waste and final cover placement align with the final approved closure design. Based on the December 2025 topographical survey, there are several areas that require regrading, as they are over the approved final closure design. In addition, an area of waste placement was identified outside of the approved footprint, on the northeast portion of the Site.

4.3 Field Testing

4.3.1 Monitoring Well Conditions

Groundwater monitoring wells were generally found to be in good condition between 2023 and 2025 with the following exceptions:

2023

- In May 2023, it was noted that the Waterra foot valves and polyethylene tubing inside BH07 and BH08 would require replacement if the wells were to continue to be sampled. New, dedicated Waterra equipment was subsequently installed prior to the summer 2023 sampling event.
- BH10 could not be sampled during any of the three 2023 sampling events (May, July, and September) due to insufficient water volumes in the well. A static water level was recorded in May and July 2023; however, the well was found to be dry in September 2023.



- An attempt was made in May 2023 to install a replacement monitoring well (BH11) for BH10; however, due to significant rainfall in the days leading up to the installation, the drill rig was unable to travel the access path to the installation location. The decision was made to defer the installation until frozen ground conditions could be achieved.
- SP04 remained out of service, having been damaged in May 2021; the riser inside the protective casing was no longer visible, and the inside of the casing appeared burnt. Static water levels could not be obtained from SP04.

2024

- On February 1, 2024, a new monitoring well (BH11) was successfully installed by RPM Drilling, an MECP-licensed driller, at a total depth of 3.86 m below ground surface (mbgs). BH11 was installed approximately 100 m northwest of BH10, as multiple attempts to install the replacement well adjacent to BH10 were abandoned due to the shallow depth of bedrock and lack of available groundwater in that area. BH11 was equipped with dedicated sampling equipment consisting of new, clean polyethylene Waterra tubing and an inertial foot valve.
- BH10 remained dry during all three 2024 sampling events (June, August, and October), and no samples or static water levels could be obtained.
- BH11 had insufficient water to sample during the spring (June 4) and fall (October 2) 2024 events; a sample was successfully collected during the summer (August 2) event only.
- BH8 had insufficient water to collect a sample during the fall (October 2) 2024 event.
- The Waterra foot valves and polyethylene tubing in BH8 were noted to require replacement and were sent to the laboratory for cleaning and re-installation (F&P in lab) during the summer 2024 event.
- SP04 continued to be out of service; static water levels could not be obtained.

2025

- During the spring 2025 sampling event (May 26, 2025), BH10 and BH11 were not sampled. BH10 has remained consistently dry, and BH11 continued to have insufficient water volumes to collect a representative sample.
- All other active monitoring wells (BH5, BH6, BH7, BH8, and BH9) were in good condition and successfully sampled during the spring 2025 event.
- SP04 remained out of service.

4.3.2 Groundwater Levels

The 2023 to 2025 groundwater elevations are summarized in Table 1 and the historical groundwater data is provided in Appendix E. A summary of the range of groundwater elevations from 2023 to 2025 is provided below.



Table 4-1: 2023 – 2025 Groundwater Elevations (masl)		
Year	Min	Max
2023	440.86 (BH10 - Jul)	460.82 (SP03 - May)
2024	447.16 (BH7 – Oct)	460.40 (SP03 – Jun)
2025	447.22 (BH11 – Jul)	460.47 (SP03 – Jul)

When plotted on a plan and contoured, the water level elevations indicate the general shape of the groundwater table. A groundwater divide is present west of the waste disposal area, with groundwater on the west side of the fill area flowing to the northwest and groundwater on the east side of the fill area flowing to the southeast toward a surface water feature, as shown on Figures 2, 3, and 4.

The horizontal hydraulic gradient was calculated for each monitoring year using groundwater elevations measured at SP03 (upgradient) and BH9 (downgradient), representing the primary southeast flow path across the waste area over an approximate distance of 110 m. The calculated average annual hydraulic gradients are summarized below:

- 2023: Average hydraulic gradient ≈ 0.074 (range: 0.071–0.077 across spring, summer, and fall events)
- 2024: Average hydraulic gradient ≈ 0.077 (range: 0.076–0.079 across spring, summer, and fall events)
- 2025: Average hydraulic gradient ≈ 0.081 (range: 0.076–0.086 across spring, summer, and fall events)

The hydraulic gradient remained relatively consistent across the 2023–2025 monitoring period, with a slight increasing trend observed from 2023 to 2025. Note that BH10 was dry during all sampling events from 2023 to 2025 and could not be used for gradient calculations during this period.

Assuming a hydraulic conductivity of 0.05 m/day and an effective porosity of 0.50 for clay (Freeze & Cherry, 1979), the estimated horizontal groundwater velocity across the Site ranged from approximately 0.007 to 0.008 m/day (2.7 to 2.9 m/year) over the 2023 to 2025 monitoring period, indicating very slow groundwater movement consistent with the low-permeability clay/till overburden at the Site.

4.3.3 Field Testing Results

Field testing results for groundwater are provided in Tables 2, 3, and 4. Field testing results for pH, temperature, and conductivity are summarized below for the years 2023 to 2025:



Table 4-2: Groundwater Field Testing Results		
Field Parameter	Min	Max
2023		
pH	7.19 (BH7 - May)	8.88 (BH6 – Jul)
Temperature (°C)	8.0 (BH5 – Sep)	12.7 (BH6 – May)
Conductivity (µS/cm)	89 (BH9 – May)	1690 (BH9 – Sep)
2024		
pH	6.66 (BH8 - Aug)	8.46 (BH5 – Jun)
Temperature (°C)	9.2 (BH9 – Jun)	15.8 (BH8 – Aug)
Conductivity (µS/cm)	120 (BH8 – Jun)	1533 (BH9 – Oct)
2025		
pH	6.35 (BH8 – May)	7.93 (BH5 – Jul)
Temperature (°C)	6.4 (BH5 – May)	14.5 (BH8 – 14.5)
Conductivity (µS/cm)	108 (BH8 – May)	1306 (BH9 – Sep)

Field testing results measured in 2023, 2024, and 2025 are within historical ranges. Field chemistry results were also generally consistent with laboratory values, indicating confidence in field measurements.

4.4 Water Quality

Analytical results for the year 2023 through to 2025 have been summarized in Tables 2, 3, and 4. The Laboratory Analytical Reports are provided in Appendix D. Historical Analytical Results are presented in Appendix E. In addition, time series graphs of selected indicator parameters to illustrate water quality characteristics over time are presented in Appendix C.

4.4.1 Background Water Quality

Background water quality is characterized by water from BH6 and BH7.

RUG criteria exceedances were variously measured for iron, DOC and dichloromethane in BH6 and BH7, as follows:

Table 4-3: Summary of RUG Exceedances – Background Water Quality 2023 – 2025 Comprehensive Report						
Parameter	BH6			BH7		
	2023	2024	2025	2023	2024	2025
Iron	● □ ◆	□	□ ◆	●		
DOC			◆			
Notes: ● - spring; □ - summer; ◆ - fall						



Only iron exceeded the calculated RUG criterion in BH7 in spring of 2023. No other RUG criteria exceedances were measured at BH7.

Iron exceeded its calculated RUG criterion at BH6 fairly consistently. DOC also exceeded the calculated RUG criterion at BH6 in the fall of 2025.

The results confirm that BH6 and BH7 are considered to reasonably represent background unimpacted groundwater quality at the Site.

4.4.2 Source Groundwater

Source groundwater conditions are best represented by SP03 and BH9, located immediately downgradient of the toe of the waste disposal site. No analytical data exists for SP03.

Water quality at BH9 exhibits the highest concentrations of leachate-indicator parameters when compared to water quality at all other groundwater monitoring wells. Leachate-impacted groundwater is characterized by RUG criteria exceedances for TDS, DOC, and iron, and elevated concentrations of conductivity, alkalinity, chloride and sulphate.

RUG criteria exceedances were measured at BH9 for the following:

Table 4-4: Summary of RUG Exceedances – Background Water Quality 2023 – 2025 Comprehensive Report			
Parameter	BH9		
	2023	2024	2025
TDS	□◆	□◆	□◆
DOC	●□◆	●□◆	●□◆
Iron	●		◆
Manganese			□
Notes: ● - spring; □ - summer; ◆ - fall			

4.4.3 Downgradient or Cross-Gradient Groundwater

Monitoring well BH5 is located west of the disposal area and is considered to capture cross-gradient groundwater on the north side of the groundwater divide.

Monitoring wells BH8 and BH11 are located northeast and southwest of the disposal area and represent cross-gradient groundwater quality on the south side of the groundwater divide. BH10, located south to southeast of the fill area, represents downgradient groundwater quality at the Site.



BH10 is perpetually dry and groundwater samples could not be collected at this location in 2023, 2024 or 2025. BH11 was sampled in spring and summer of 2024 but has been dry since the fall of 2024 and could not be sampled in 2025.

RUG criteria exceedances were variously measured for DOC, iron and manganese at BH8 and BH11, as shown below.

Table 4-5: Summary of RUG Exceedances – Cross and Downgradient Water Quality 2023 – 2025 Comprehensive Report						
Parameter	BH8			BH11		
	2023	2024	2025	2023	2024	2025
Iron	●	●□	●□	-	□	-
DOC		●□	□◆	-		-
Manganese		□		-		-
Notes: ● - spring; □ - summer; ◆ - fall “-” – not sampled; well installed in 2024 and dry in 2025.						

The results indicate some leachate influence at BH8, although concentrations of leachate-indicator parameters were generally lower than those measured at BH9, located immediately downgradient of the toe of the disposal site.

A summary of the observed trends from 2023 to 2025 is provided in the table below.

Table 4-6: 2023 to 2025 Time Series Trends					
Parameters	BH5	BH6	BH7	BH8	BH9
DOC	↓	X	↑	↑	X
pH	X	X	X	X	X
Sulphate	↑	X	X	↓	↓
Iron	--	X	↓	↓	--
Manganese	↑	↑	↓	↓	↑
Nitrate	↓	--	X	--	X
Conductivity	↑	X	--	↑	X
TDS	X	X	↑	↑	X
↑ = Increasing, ↓ = Decreasing, X = No Trend, -- = Stable					

BH5 and BH7 were added to the monitoring program in 2023; trend assessments for these wells are based on limited data spanning the 2023–2025 monitoring period only. Iron concentrations at BH9 have remained consistently elevated above the RUG criteria throughout the 2023–2025 monitoring period with no clear directional trend.



4.5 Trigger and Contingency Plan

From 2023 to 2025, there were no trigger criteria exceedances during any of the sampling events. Based on these groundwater results, no trigger response or contingency response is required at this time.

4.6 QA/QC

4.6.1 Field Duplicates

Duplicate results are summarized in Tables 5, 6, and 7 for groundwater. Blind duplicates for groundwater were collected from well BH9 during all three events in 2023, from BH9 during the spring and BH6 during the summer and fall in 2024, and from BH5 during the spring and fall and BH9 during the summer in 2025. Relative percent difference (RPD) calculations of the duplicates were completed using a 20% RPD threshold between the two values as a trigger to evaluate potential sampling or water quality issues.

A summary of RPD exceedances in 2023, 2024, and 2025 for groundwater are provided below.

Table 4-7: RPD Exceedances			
Parameter	2023	2024	2025
TSS	□	□◆	◆
TDS			□
DOC			●
COD		◆	●
Alkalinity			●
Nitrate			●
Sulfate	●	●◆	
Calcium	□		
Chloride			
Barium		◆	
Iron	●	◆	◆
Magnesium	□		
Manganese	□	□	
Sodium	□		

RPD outliers are likely related to sample inhomogeneity and or laboratory bias.



4.6.2 Ionic Balance

Based on the Standard Methods, the acceptable percent difference for ion balances with the anion concentrations present in these samples is 2% to 5%, dependent on the anion concentration. Since these standards are difficult, in practice, to meet due to the highly variable nature and matrices of field samples, 10% is generally considered acceptable. However, the chemistry of groundwater affected by leachate can be complex and should not necessarily be expected to meet this electrochemical balance, since other charged ions not considered may have a significant impact on the balance. Therefore, only the anion-cation balances of background monitoring wells are considered in detail, or where the sources of error were identified.

In 2023, the ion balance percent differences were less than 10% for all groundwater samples, with the exception of BH5 in May (–20.9%), BH6 in July (–24.3%) and September (–22.9%), BH8 in September (–55.9%), BH9 in May (–20.6%), and the duplicate of BH9 in May (–36.2%).

In 2024, the ion balance percent differences were less than 10% for all groundwater samples, with the exception of BH7 in May (–21.7%), July (–18.3%), and September (–21.8%), BH9 in May (–26.0%) and July (8.99%), and the duplicate of BH9 in May (–19.4%).

In 2025, the ion balance percent differences were less than 10% for all groundwater samples, with the exception of BH5 in May (–12.0%), BH9 in July (–21.1%), and the duplicates of BH5 in May (–20.9%) and BH9 in July (–18.7%).

These ion balance exceedances are likely due to not all parameters required to complete the calculation being analyzed. Based on the ion balances, the results are considered to be valid and acceptable for assessing groundwater quality at the site.

It should be noted that the spring and fall sampling events were primarily the events where ion balance differences were greater than 10%. This may be related to the analysis of only indicator parameters as opposed to comprehensive parameters, and the lack of data for certain anions and cations.

4.6.3 Laboratory Hold Times

All groundwater samples collected during the 2023, 2024, and 2025 sampling events were submitted to ALS Environmental (Thunder Bay) in 2023, 2024 and for the spring event in 2025. Samples in the summer and fall of 2025 were submitted to Testmark Laboratories Ltd. (Thunder Bay). Samples were transported to the respective laboratories under cooled conditions and received within acceptable timeframes.

A review of the Quality Control Interpretive Reports (QCI) for all ALS submissions confirmed that all samples were analyzed within the recommended holding times for each analytical parameter, with one exception:

- 2024 Spring (TY2405650): The DOC preparation for BH8 exceeded the ALS recommended preparation holding time of 3 days (actual: 6 days), flagged with the qualifier "EHT" (Exceeded Holding Time prior to analysis). The analysis date itself was within the 28-day analytical holding time. This exceedance is noted for transparency;



however, given that the analysis was completed within the overall analytical holding time, the impact on data quality is considered minimal.

For the Testmark Laboratories submissions (2025 summer WO588914 and 2025 fall WO598678), the QC data confirmed that all samples were received and analyzed within acceptable holding times for all parameters, consistent with Testmark's internal QC protocols.

4.6.4 Laboratory Blanks and Process Recoveries

Laboratory quality control data, including Method Blanks (MB), Laboratory Control Samples (LCS), and Matrix Spikes (MS), were reviewed for all nine sampling events across the 2023–2025 reporting period.

For all ALS submissions (TY2303987, TY2306580, TY2308973, TY2405650, TY2408393, TY2405749, TY2411156, TY2505339), method blank results were below the Limit of Reporting (LOR), LCS recoveries were within method-specific acceptance criteria, and matrix spike recoveries were within acceptable limits for all parameters and all events. One administrative note was recorded for the 2023 Spring event (TY2303987), where laboratory duplicate frequency for chloride, conductivity, pH, and sulfate fell below the 5% minimum threshold due to large batch processing; LCS and method blank frequencies for these parameters were unaffected and met requirements.

For both Testmark submissions (WO588914, WO598678), laboratory reagent blank results were below applicable MDLs, LFB recoveries were within specified control limits, and LFSM (matrix spike) recoveries for all parameter groups were within the 70–130% acceptance criteria.

Overall, the laboratory QC data for all nine sampling events demonstrate that the analytical results are of acceptable quality and suitable for use in the assessment of groundwater quality at the Site.



5 DISCUSSION/CONCLUSIONS

5.1 Operations

From 2023 to 2025, no significant operational difficulties or public complaints related to the WDS were reported by Conmee or observed by North Rock. Based on the average waste deposition rate of 879 m³/year and the remaining waste capacity of 7,482 m³, a remaining life span of approximately 8 years was calculated.

5.2 Hydrogeology

The hydraulic gradient remained relatively consistent across the 2023–2025 monitoring period, with average annual gradients of approximately 0.074 m/m (2023), 0.077 m/m (2024), and 0.081 m/m (2025), indicating a slight increasing trend. Assuming a hydraulic conductivity of 0.05 m/day and an effective porosity of 0.50 for clay (Freeze & Cherry, 1979), the estimated horizontal groundwater velocity across the Site ranged from approximately 0.007 to 0.008 m/day (2.7 to 2.9 m/year), indicating very slow groundwater movement consistent with the low-permeability clay/till overburden at the Site.

5.3 Water Quality

5.3.1 Background Groundwater Quality

Background groundwater quality, represented by monitoring well BH6, is generally characterized by RUG criteria exceedances for DOC and iron. Concentrations of DOC and iron were generally higher at BH6 than at BH7, located farther northwest of BH6, and no RUG criteria exceedances were measured at BH7. Concentrations of DOC and iron between 2023 and 2025 were generally within the range of historical results at this location.

Groundwater quality at BH6 generally exhibits the lowest concentrations of anions, cations, general chemistry parameters, and metals on the Site, and continues to adequately represent background groundwater quality at the Site. It should be noted, however, that a groundwater divide is interpreted to exist on the Site near BH6. Should it be confirmed to exist, BH6 could actually receive leachate-impacted groundwater from the northern portion of the divide. For this reason, BH7 is also thought to be a reasonable candidate for background groundwater quality for the Site as it is located farther away from the apparent divide.

With the exception of iron in the spring of 2023, no RUG criteria exceedances were measured at BH7 and, as a result, BH7 also appears to adequately represent background water quality for the Site. Continued monitoring of BH7 is recommended to further assess its suitability as a background well in support of the proposed landfill expansion.

5.3.2 Cross-Gradient Groundwater Quality

Monitoring wells BH5 and BH8 are interpreted to represent cross-gradient groundwater quality at the Site.

With the exception of iron in the fall of 2025, no RUG criteria exceedances were measured in groundwater from BH5. RUG criteria exceedances were measured at BH8 in the spring of 2023 for iron; for DOC and iron in the spring and summer of 2024, and for manganese in the summer of 2024; and for DOC in the summer and fall and for iron in the



spring and summer of 2025. In most cases, concentrations were similar to those measured at background well MW6, suggesting that BH5 and BH8 mark the outer limits of the leachate plume from the disposal site. Concentrations were generally within historical concentrations and no significant trends were noted.

5.3.3 Source Groundwater Quality

Source groundwater quality at BH9 is characterized by RUG exceedances for TDS, DOC, iron, and/or manganese from 2023 to 2025. These parameters are typical leachate-indicator parameters for domestic non-hazardous waste landfills. Groundwater quality at BH9 generally exhibited among the highest concentrations of general chemistry parameters, anions, cations, and dissolved metals, consistent with historical observations.

Time series graphs for BH9 indicated no significant trends for TDS, DOC, manganese or iron.

5.3.4 Downgradient Groundwater Quality

Monitoring well BH10 is the farthest downgradient monitoring well at the Site; however, this well has not been sampled since May 2018 as it has had insufficient water to permit sampling. BH10 was dry during all sampling events from 2023 to 2025, and no samples were collected. As a result, trends at BH10 could not be assessed.

In response to ECA Condition 8(15), a new monitoring well (BH11) was installed on February 1, 2024, approximately 100 m northwest of BH10, to better characterize downgradient leachate migration south of the landfill. In 2024, BH11 was sampled during the summer event, and a partial sample was collected during the spring event; however, the well had insufficient water volume during the fall event. In 2025, BH11 had insufficient water volume during all three sampling events and could not be sampled. RUG exceedances for manganese and iron were observed at BH11 during the 2024 summer sampling event. Given the limited data available, trends at BH11 cannot yet be assessed, and continued monitoring is recommended.

5.4 Trigger and Contingency Plan

No trigger criteria exceedances for chloride or sodium were observed at BH6 or BH9 during any of the 2023 to 2025 sampling events. No trigger response or contingency response is required at this time.

5.5 Overall Assessment

The results from 2023 to 2025 are generally consistent with historical results, with no significant new trends or environmental concerns identified. No exceedances of health-related parameters were observed at any downgradient monitoring location. When sufficient groundwater exists to permit sampling, BH11 does not appear to suggest that impacted groundwater is migrating off-site to the southeast. Additional data is required to further assess water quality at the farthest downgradient monitor.

The approved attenuation zone for the Site appears to be sufficient for the attenuation of impacted groundwater prior to discharging from the Site..



6 RECOMMENDATIONS

The following recommendations are provided for consideration based on the results of the 2023 to 2025 water quality assessment:

- Based on the 2025 waste volume survey, the remaining waste capacity at the site is approximately 7,482 m³, representing approximately 8 years of remaining lifespan at the current average annual fill rate of 879 m³/year. It is recommended that the Township of Conmee continue to advance planning for landfill expansion or closure in order to ensure uninterrupted waste disposal services for the community.
- Groundwater monitoring at the Site should continue three times annually (spring, summer, and fall) in 2026, 2027, and 2028 for all active monitoring wells (BH5, BH6, BH7, BH8, BH9, and BH11) in accordance with the analytical program outlined in Table 3-2. A summary water quality monitoring letter report should be completed for each intervening year (2026 and 2027) and submitted to the MECP by June 30 of the following year. A comprehensive water quality assessment report should be completed by a qualified person for the 2026 to 2028 monitoring period in accordance with the MECP ECA requirements and submitted to the MECP by June 30, 2029.
- Continue to use BH6 as the background groundwater monitoring well and use data from BH6 to calculate RUG criteria for the Site.
- Continue to include BH11 in the regular groundwater monitoring program. BH11 had insufficient water volume during all three 2025 sampling events and could not be sampled. It is recommended that the adequacy of BH11 as a replacement downgradient monitoring location be re-evaluated in consultation with the MECP. If BH11 continues to be dry, consideration could be given to evaluating bedrock topography downgradient of the fill area to assist in siting overburden monitoring wells downgradient of the Site.
- Monitoring wells BH5, BH7, and BH8 should continue to be sampled three times annually (spring, summer, and fall) in 2026, 2027, and 2028 in support of Conmee's proposed landfill expansion, using the same parameters listed in the analytical program.
- An annual topographic volumetric survey of the waste disposal area should be completed each year to accurately report the remaining waste capacity, track the annual fill rate, and ensure ongoing compliance with the ECA-approved landfilling area and final closure design. Based on the 2025 survey, several areas of the site require regrading, as they exceed the approved final closure design elevations, and one area has been identified outside of the approved waste footprint. It is recommended that the Township address these non-conformances in consultation with the MECP.
- Standpipe SP04 has been out of service since May 2021. It is recommended that SP04 be inspected and either repaired or formally decommissioned, and a determination made as to whether a replacement standpipe is required to maintain adequate hydraulic monitoring coverage across the Site.



7 LIMITATIONS

This report was prepared for the exclusive use of the Client to whom it is addressed, and any use by any third party is prohibited. North Rock disclaims any liability or responsibility for losses, damages, liabilities or claims of any kind whatsoever, including direct or consequential financial effects on transactions, property values, or requirements for follow-up actions and costs from third-party use of this report.

The report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided. It is based on data and information collected during the course of the investigation and is based solely on the conditions of the Site encountered at the time the work was completed, supplemented by historical information reviewed by North Rock or provided by others as described in this report. There are no assurances regarding the accuracy and completeness of this information. All information received from the Client or third parties in the preparation of this report has been assumed by North Rock to be correct. North Rock assumes no responsibility for any deficiency or inaccuracy in information received from others.

The opinions in this report can only be relied upon as they relate to the condition of the portion of the property that was assessed at the time the work was conducted. Activities conducted on the property subsequent to North Rock's assessment may have significantly altered the property's condition. North Rock cannot comment on other areas of the property that were not assessed.

North Rock makes no other representations whatsoever, including those concerning the legal significance of its findings, or as to other legal matters touched on in this report, including, but not limited to, ownership of any property, or the application of any law to the facts set forth herein. With respect to regulatory compliance issues, regulatory statutes are subject to interpretation and change. Such interpretations and regulatory changes should be reviewed with legal counsel.

The locations of any utilities, buildings and structures, and property boundaries illustrated in or described in this report, if any, including hydroelectric services, conduits, water or sewer mains, or other surface or sub-surface utilities or structures are not guaranteed. If future work is planned, the exact location of all such utilities and structures should be confirmed and North Rock assumes no liability for damage to any of them.

The conclusions made in this report are based on the site conditions encountered by North Rock at the time the work was completed. North Rock does not warrant against undiscovered environmental liabilities. As the purpose of this report is to identify site conditions which may pose an environmental risk, the identification of non-environmental risks to structures or people on the property is beyond the scope of this assessment. If additional information becomes available which differs significantly from our understanding of conditions presented in this report, North Rock disclaims any obligation to update this report with respect to information or activities that occurred after the time of publication of this report.



8 CLOSURE

We trust that the above report meets with your current requirements. If you have any questions or require clarifications, please contact the undersigned.

NORTH ROCK ENGINEERING INC.

Prepared by:

A handwritten signature in black ink, appearing to read "Paula Sdao", is positioned above a horizontal line.

Paula Sdao, P.Eng.

Principal, Environmental Services

psdao@nrock.ca

This report has been prepared by North Rock Engineering ("North Rock") for the purposes of the client to whom it is prepared for and addressed. The data and information contained in this report represents North Rock's best professional judgment in consideration of the knowledge and information available to North Rock at the time of the report preparation. Except as required by law, this report and all contained herein are to be treated as confidential and may be used and relied upon only by the client, its officers, and employees. North Rock denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents without the express written consent of North Rock and the client.



The Corporation of the Town of Bruce Mines

PO Box 220
9126 Hwy. 17 East
Bruce Mines ON P0R 1C0

MAYOR: LORY PATERI
MUNICIPAL CLERK: JUDY DAVIS

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Phone: (705)785-3493
Fax: (705)785-3170
Email: info@brucemines.ca
www.brucemines.ca

July 6th, 2026

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

premier@ontario.ca

Re: Policy Without Appropriation: Physician Shortage in Northern Ontario and the Practice Ready Ontario Program

Dear Premier Ford,

On behalf of the Council of the Town of Bruce Mines, we are writing to, once again, address the physician shortage in Northern Ontario. This critical issue has been front and centre for years, and while the *Practice Ready Ontario (PRO)* program—which evaluates internationally educated family physicians to confirm they are ready to practice in Ontario—is widely acknowledged and genuinely applauded, the province appears to have stopped short of closing the loop.

Therefore, council is compelled to express our concern in the gap between the government's opening the door to a solution but falling short of providing the financial framework needed to walk through it.

Northern Ontario's municipalities face a structural imbalance that is fundamentally different from communities in the south. We are small in population, geographically dispersed, and operate with limited tax bases that cannot support the escalating costs associated with physician recruitment, retention, and community health infrastructure. Despite these limitations, municipalities are increasingly expected to shoulder responsibilities that fall squarely within the provincial mandate for health care delivery.

Municipalities **have** stepped in where we can, but we cannot continue to fund physician recruitment packages, housing incentives, locum coverage, or clinic operations without dedicated provincial support. The current model places an unsustainable burden on small

communities that simply do not have the tax revenue to fill the gaps left by the provincial health care system.

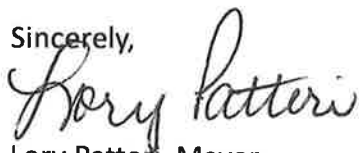
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We respectfully request that the Province of Ontario:

1. **Establish a dedicated Northern Ontario Physician Recruitment and Retention Fund**, accessible to small and rural municipalities ensuring communities are not forced to subsidize provincial healthcare responsibilities.
2. **Work directly with Northern municipalities** to develop a coordinated strategy that reflects the unique demographic, geographic, and fiscal realities of the North.

We would welcome the opportunity to discuss this matter further and look forward to a written response from your office.

Sincerely,



Lory Patten, Mayor
Town of Bruce Mines

Cc:

Ms. Marit Stiles

Leader of the Official Opposition
Leader, New Democratic Party of Ontario

Mr. John Fraser

Interim Leader, Ontario Liberal Party

The Honourable Sylvia Jones

Deputy Premier of Ontario
Minister of Health

The Honourable George Pirie

Minister of Northern Economic Development and Growth

Bill Rosenberg

Member of Provincial Parliament
Algoma—Manitoulin

Association of Municipalities of Ontario (AMO)

Rural Ontario Municipal Association (ROMA)

Federation of Northern Ontario Municipalities (FONOM)

Distributed to all Ontario municipalities.

July 17th, 2026

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

The Honourable Todd J. McCarthy
Minister of Environment, Conservation and Parks
5th Floor, 777 Bay St.
Toronto, ON M7A 2J3
minister.mecp@ontario.ca

Dear Premier Ford and Minister McCarthy,

Re: Request for Changes to the *Pesticides Act* to Permit the Use of Pesticides in Playground Areas for Weed Management

I am writing to inform you that, at their meeting held on July 14, 2026, the Council of the Township of South-West Oxford passed a resolution advocating for changes to the Pesticides Act to allow for the use of pesticides in playground areas for weed mitigation.

WHEREAS the Ontario *Pesticides Act* and Ontario Regulation 63/09 (Cosmetic Pesticides Ban) restrict the use of herbicides for cosmetic weed control in playground areas;

AND WHEREAS the Council for the Township of South-West Oxford recognize the importance of maintaining safe, clean, accessible, and well-maintained recreational spaces for everyone;

AND WHEREAS playgrounds are valued public recreational spaces that enhance the health, well-being, and enjoyment of residents;

AND WHEREAS the Township is responsible for the ongoing maintenance, inspection, and upkeep of playgrounds, including costly surfacing materials, and despite regular maintenance and manual weed removal, weed growth within and around the playground area continues to present ongoing maintenance challenges;

THEREFORE BE IT RESOLVED that the Council for the Township of South-West Oxford respectfully request that the Province of Ontario consider amending the *Pesticides Act* and Ontario Regulation 63/09 (Cosmetic Pesticides Ban) to permit the

controlled use of pesticides for weed management in playground areas, with any application being carried out by qualified and authorized individuals in accordance with all applicable provincial legislation, product requirements, and safety measures.

Yours truly,

A handwritten signature in black ink, appearing to read "Denny Giles".

Denny Giles
Manager of Legislative Services/Clerk
Township of South-West Oxford

cc: Association of Municipalities of Ontario (AMO)
All Ontario Municipalities



The Corporation of the Township of
NORTH STORMONT
RESOLUTION

Date: July 21, 2026

Resolution No. 185-2026

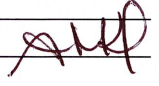
MOVED BY:

Mayor F. Landry
 Deputy Mayor S. Densham
 Councillor A. Bugelli
 Councillor A. McDonald
 Councillor C. Shane



SECONDED BY:

Mayor F. Landry
 Deputy Mayor S. Densham
 Councillor A. Bugelli
 Councillor A. McDonald
 Councillor C. Shane



WHEREAS recent municipal infrastructure funding programs by the Government of Canada and Province of Ontario have tended to prioritize growth-related or housing-enabling infrastructure projects over infrastructure renewal needs;

AND WHEREAS the Government of Ontario has regulated municipal infrastructure asset management through O. Reg 588/17 (Asset Management Planning for Municipal Infrastructure) under the Infrastructure for Jobs and Prosperity Act, 2015;

AND WHEREAS municipal asset management plans and the Financial Accountability Office of Ontario have identified that municipalities have significant state-of-good-repair backlogs and renewal needs for infrastructure;

AND WHEREAS the Government of Ontario doubled the Ontario Community Infrastructure Fund (OCIF) from \$200M/year to \$400M/year for 2021-2026 but has not publicly committed to maintaining this level of funding beyond 2026;

AND WHEREAS the OCIF has become a vital and indispensable resource for municipalities, assisting them with improving their asset management programs and meeting community-preserving infrastructure renewal needs;

AND WHEREAS increased geopolitical uncertainty is threatening the economic prosperity of Canada, Ontario, and every municipality;

AND WHEREAS municipal infrastructure is a key enabler and preserver of economic prosperity;

AND WHEREAS the Municipal Finance Officers' Association of Ontario (MFOA) has heard from its members and their municipalities concerns regarding the potential erosion of existing municipal infrastructure and thus service levels in light of the ongoing focus on housing-enabling infrastructure by grant funding programs;

NOW THEREFORE BE IT RESOLVED that THE TOWNSHIP OF NORTH STORMONT supports MFOA's letter to the Ministry of Infrastructure requesting that the doubling of the Ontario Community Infrastructure Fund be made permanent in advance of the allocations for the 2027 calendar year, helping municipalities to continue building housing-enabling infrastructure while preserving the economic value provided by existing infrastructure.

AND BE IT FURTHER RESOLVED THAT a copy of this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Todd McCarthy, Minister of Infrastructure, the Honourable Rob Flack, Minister of Municipal Affairs and Housing, the Honourable Peter Bethlenfalvy, Minister of Finance, the Executive Director of MFOA, Donna Herridge, the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipal Association (ROMA) and all municipalities in Ontario.



Via: minister.mecp@ontario.ca

Honorable Todd McCarthy

Subject: Request for Review of Extended Producer Responsibility for One-Pound Single-Use Propane Cylinders

Dear Sir,

I am writing to request that the Ministry of the Environment, Conservation and Parks and the Resource Productivity & Recovery Authority (RPRA) undertake a review of the current regulatory framework governing one-pound single-use propane cylinders sold in Ontario.

Consumers purchasing these cylinders pay environmental stewardship or producer responsibility costs at the point of sale with the expectation that an appropriate end-of-life management system exists. In practice, however, accessible return and recycling opportunities for these cylinders are extremely limited across many parts of the province. Most retail locations that sell the cylinders do not accept them back, and consumers are often left with few or no practical disposal options.

As a result, municipalities have become the default managers of these products. Municipal waste facilities bear the responsibility, cost, and safety risks associated with collecting, storing, and managing these pressurized cylinders despite not being the producers or distributors of the product. Improper disposal also creates significant operational hazards at material recovery facilities, transfer stations, and landfills, including the risk of fires and equipment damage.

This situation appears inconsistent with the principles of Extended Producer Responsibility (EPR), which are intended to shift the financial and operational responsibility for post-consumer products from municipalities and taxpayers to producers. When consumers contribute to environmental handling costs at the time of purchase, there should be a convenient, accessible, and effective collection system available to ensure the product is managed responsibly at the end of its useful life.

I respectfully request that the Ministry and RPRA review the current requirements applicable to one-pound propane cylinders and consider the following:

- Assess whether the existing producer responsibility system provides sufficient and accessible return opportunities for consumers throughout Ontario.
- Evaluate whether the fees collected from consumers are being used to establish an effective province-wide collection and recycling network.





- Require producers and retailers to provide convenient and publicly accessible take-back locations wherever these products are sold.
- Review whether municipalities are being unfairly burdened with the costs and liabilities associated with managing these products.
- Consider regulatory amendments to strengthen producer accountability and ensure the objectives of Ontario's circular economy and waste diversion policies are being achieved.

Municipalities should not be left to absorb the financial costs, operational challenges, and public safety risks associated with products for which producers have collected environmental stewardship fees. A well-functioning producer responsibility system should ensure that consumers have practical disposal options and that municipalities are not forced to subsidize the end-of-life management of these products.

I appreciate your consideration of this matter and would welcome the opportunity to discuss this issue further or provide examples of the challenges municipalities continue to face regarding the management of one-pound propane cylinders.

Thank you for your attention to this important issue.

Sincerely,

Nancy Carrol
CAO/Clerk-Treasurer
Tudor and Cashel Township

Cc: Resource Productivity & Recovery Authority (RPR): registry@rpra.ca
Premier Doug Ford: Premier@ontario.ca
All municipalities



THE CORPORATION OF THE TOWNSHIP OF CONMEE

BY-LAW # 2026-025

Being a By-law to confirm the proceedings of Council at its meeting.

Recitals:

Subsection 5(3) of the Municipal Act, 2001, S.O. 2001, Chapter 25, as amended, requires a municipal Council to exercise its powers by by-law, except where otherwise required.

Council from time to time authorizes action to be taken which does not lend itself to an individual by-law.

The Council of The Corporation of the Township of Conmee deems it desirable to confirm the proceedings of Council at its meeting by by-law to achieve compliance with the Municipal Act, 2001.

ACCORDINGLY, THE COUNCIL FOR THE CORPORATION OF THE TOWNSHIP OF CONMEE ENACTS AS FOLLOWS:

1. Ratification and Confirmation

The actions of this Council at its meeting held August 11th, 2026, with respect to each motion, resolution and other action passed and taken by this Council at the meeting, are adopted, ratified and confirmed as if such proceedings and actions had been expressly adopted and confirmed by by-law.

2. Execution of all Documents

The Mayor of the Council and the proper officers of the Township are authorized and directed to do all things necessary to give effect to the actions authorized at the meeting, and/or to obtain approvals where required, and except where otherwise provided, the Mayor and Clerk are authorized and directed to execute all necessary documents and to affix the Corporate Seal of the Township to such documents.

Passed this 11th day of August, 2026.

THE CORPORATION OF THE
TOWNSHIP OF CONMEE

Mayor Sheila Maxwell

Clerk Karen Paisley